## Verband Hamburger und Bremer Schiffsmakler e.V.

w ConTex*	847			
11.05.23	6 mos	12 mos		
1100 TEU	\$13.723	n.a.		
1700 TEU	\$16.785	d.		
2500 TEU		\$18.050		
2700 TEU	n.a.	\$19.384		
3500 TEU		\$21.810		
4250 TEU		\$24.708		
	11.05.23 1100 TEU 1700 TEU 2500 TEU 2700 TEU 3500 TEU	11.05.23 6 mos   1100 TEU \$13.723   1700 TEU \$16.785   2500 TEU 2700 TEU   3500 TEU n.a.		

Legend							
	up + 2% or more						
7	steady up from +1% to +1,9%						
⇒	steady	+/- 1 %					
2	steady down	from -1% to -1,9%					
•	down	- 2% or less					

\*New ConTex evaluation is EXCLUDING 1100/1700/5700/6500 TEU groups for 12 months period & 2500/2700/3500/4250 TEU groups for 24 months period

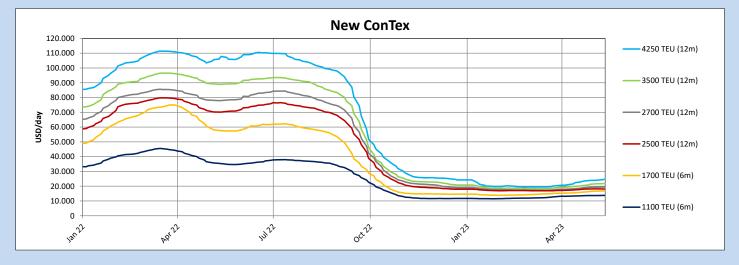
## New ConTex Container Ship Time Charter Assessment Index

New ConTex-Commentary - issued:

11.05.23

Spring is coming up...finally!!! Days are getting longer, temperatures are getting higher, Drinks are getting colder. The Container Market however is showing a bit of a chequered picture. Activity is still decent, although it seems to get less week by week. Given the limited number of positions, this alone is no reason to be concerned yet. Rates in most of the different segments show a clear sidewards movement, with the New ConTex moving up only 0,7%. Nothing to write home about. We even see rates in the 2500 and 1100 TEU dropping off a bit. The exception from the rule is the Panamax segment, which shows a positive development in rates. It needs to be mentioned that in most segments of strungel to push through longer periods, even rumours that Owners managed to achieve longer periods turned out to be false. Only in the larger segments do Owners manage to achieve longer periods here and there. In general though there seems to be a line drawn at 12 months period in most segments. So Spring is coming, opposition from Charterers towards further rate hikes is getting more intense...Looks like we are going into a traditional development of the Container Market this summer. Enjoy the cold drinks!

New ConTex Development												
	Evaluated	Today	Week-on-Week			N	Month-on-Month			Year-on-Year		
Vessel type	Period	11.05.23	04.05.23	Change	Change	11.04.23	Change	Change	12.05.22	Change	Change	
New Con	Tex*	847	841	6	<b>→</b> 0,7%	786	61	<b>1</b> ,8%	3128	-2.281	J -72,9%	
1100 TEU	6 mos	\$13.723	\$13.715	\$8	→ 0,1%	\$13.306	\$417	1,1%	\$35.325	-\$21.602	4 -61,2%	
1100 110	12 mos	\$13.094	\$13.121	-\$27	-0,2%	\$12.758	\$336	<b>^</b> 2,6%	\$31.213	-\$18.119	-58,0%	
1700 TEU	6 mos	\$16.785	\$16.660	\$125	<b>→</b> 0,8%	\$15.460	\$1.325	🛉 8,6%	\$57.533	-\$40.748	-70,8%	
	12 mos	\$16.096	\$16.029	\$67	0,4%	\$15.046	\$1.050	7,0%	\$53.113	-\$37.017	-69,7%	
2500 TEU	12 mos	\$18.050	\$18.159	-\$109	-0,6%	\$17.448	\$602	<b>^</b> 3,5%	\$70.159	-\$52.109	-74,3%	
	24 mos	\$16.570	\$16.573	-\$3	→ 0,0%	\$15.741	\$829	<b>أ</b> 5,3%	\$51.705	-\$35.135	4 -68,0%	
2700 TEU	12 mos	\$19.384	\$19.298	\$86	→ 0,4%	\$18.161	\$1.223	<b>^</b> 6,7%	\$77.932	-\$58.548	4 -75,1%	
2700 120	24 mos	\$17.584	\$17.555	\$29	→ 0,2%	\$16.591	\$993	<b>^</b> 6,0%	\$57.109	-\$39.525	4 -69,2%	
3500 TEU	12 mos	\$21.810	\$21.650	\$160	0,7%	\$19.670	\$2.140	🛉 10,9%	\$88.960	-\$67.150	<b>-75,5%</b>	
	24 mos	\$20.033	\$19.855	\$178	→ 0,9%	\$17.970	\$2.063	🛉 11,5%	\$67.140	-\$47.107	-70,2%	
4250 TEU	12 mos	\$24.708	\$24.063	\$645	1,7%	\$21.510	\$3.198	14,9%	\$107.775	-\$83.067	4 -77,1%	
	24 mos	\$22.940	\$22.248	\$692	1,1%	\$19.420	\$3.520	🛉 18,1%	\$79.125	-\$56.185	-71,0%	
5700 TEU	12 mos	\$31.594	\$30.689	\$905	1,9%	\$28.206	\$3.388	12,0%	\$119.067	-\$87.473	J -73,5%	
6500 TEU	12 mos	\$36.450	\$35.839	\$611	🔊 1,7%	\$32.983	\$3.467	10,5%	\$126.178	-\$89.728	<b>-71,1%</b>	



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