



## New ConTex Container Ship Time Charter Assessment Index

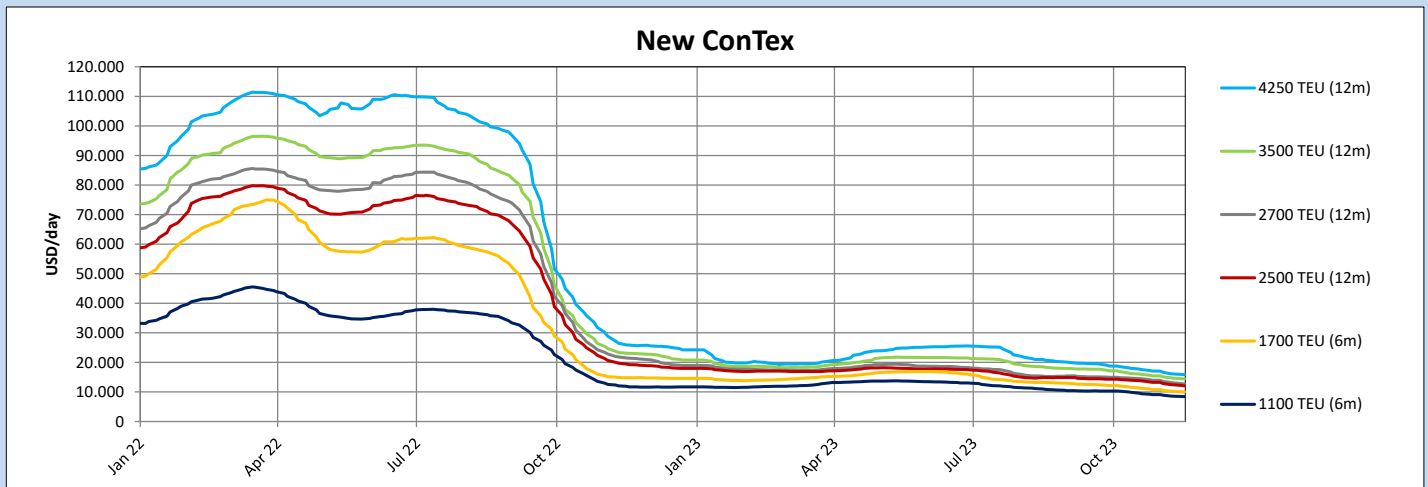
New ConTex*		541	
16.11.23		6 mos	12 mos
Geared	1100 TEU	\$8.402	n.a.
	1700 TEU	\$10.046	
	2500 TEU	\$12.066	
Gearless	2700 TEU	n.a.	\$12.707
	3500 TEU		\$14.443
	4250 TEU		\$15.885

Legend		
↑	up	+ 2% or more
↗	steady up	from +1% to +1,9%
→	steady	+/- 1 %
↘	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-Commentary - issued:	16.11.23
<p>The New ConTex has continued its downward slope, losing another 2% w-o-w and 11.7% m-o-m. Activity has been relatively high this week and with charterers usually trying to fix lower than last done, basically all sizes continue to see falling rates and periods which are getting shorter and more flexible.</p> <p>Even though not tracked by the New ConTex, it is remarkable to see though that bigger post panamaxs are still keeping relatively strong and 2024 positions are being sought-after and fixed at healthy levels. Theoretically, these ships should actually be suffering the most from the newbuilding program of the next years.</p> <p>In contrast it is the smaller feeders, particularly the 1100 TEU segment (and smaller), where the biggest pressure seems to be right now. This applies to both Continent/ Med and Asia markets where there have been some fixtures already which are coming dangerously close to OPEX levels. It is hard to believe that there could be any improvement around the corner since right now there is simply too much supply and not enough demand from the regional trades.</p> <p>When looking at bigger feeders, the old standard 2700 TEU designs are still getting fixed at numbers which would have been fantastic rates during "normal" times pre-Covid. But of course, also these sizes have lost considerably during the past months, being down 2.8% w-o-w and 12.5% m-o-m. And the downward pressure remains high, mainly because various operators are trying to push their surplus ships into the market. Overall, there is not much to cheer about at this point of the cycle, from a tonnage providers' point of view.</p>	

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month			Year-on-Year			
		16.11.23	09.11.23	Change	Change	17.10.23	Change	Change	17.11.22	Change	Change
<b>New ConTex*</b>		541	552	-11	👇 -2,0%	613	-72	👇 -11,7%	845	-304	👇 -36,0%
1100 TEU	6 mos	\$8.402	\$8.559	-\$157	👇 -1,8%	\$9.609	-\$1.207	👇 -12,6%	\$11.725	-\$3.323	👇 -28,3%
	12 mos	\$7.917	\$8.066	-\$149	👇 -1,8%	\$9.027	-\$1.110	👇 -12,3%	\$10.948	-\$3.031	👇 -27,7%
1700 TEU	6 mos	\$10.046	\$10.182	-\$136	👇 -1,3%	\$11.359	-\$1.313	👇 -11,6%	\$14.804	-\$4.758	👇 -32,1%
	12 mos	\$9.519	\$9.643	-\$124	👇 -1,3%	\$10.802	-\$1.283	👇 -11,9%	\$14.252	-\$4.733	👇 -33,2%
2500 TEU	12 mos	\$12.066	\$12.391	-\$325	👇 -2,6%	\$13.836	-\$1.770	👇 -12,8%	\$19.275	-\$7.209	👇 -37,4%
	24 mos	\$10.841	\$11.086	-\$245	👇 -2,2%	\$12.582	-\$1.741	👇 -13,8%	\$16.236	-\$5.395	👇 -33,2%
2700 TEU	12 mos	\$12.707	\$13.077	-\$370	👇 -2,8%	\$14.516	-\$1.809	👇 -12,5%	\$21.400	-\$8.693	👇 -40,6%
	24 mos	\$11.534	\$11.827	-\$293	👇 -2,5%	\$13.311	-\$1.777	👇 -13,3%	\$17.559	-\$6.025	👇 -34,3%
3500 TEU	12 mos	\$14.443	\$14.673	-\$230	👇 -1,6%	\$16.043	-\$1.600	👇 -10,0%	\$23.060	-\$8.617	👇 -37,4%
	24 mos	\$13.118	\$13.308	-\$190	👇 -1,4%	\$14.540	-\$1.422	👇 -9,8%	\$19.253	-\$6.135	👇 -31,9%
4250 TEU	12 mos	\$15.885	\$16.065	-\$180	👇 -1,1%	\$17.745	-\$1.860	👇 -10,5%	\$25.880	-\$9.995	👇 -38,6%
	24 mos	\$14.535	\$14.690	-\$155	👇 -1,1%	\$15.855	-\$1.320	👇 -8,3%	\$22.195	-\$7.660	👇 -34,5%
5700 TEU	12 mos	\$22.700	\$23.228	-\$528	👇 -2,3%	\$26.128	-\$3.428	👇 -13,1%	\$34.933	-\$12.233	👇 -35,0%
6500 TEU	12 mos	\$25.753	\$26.628	-\$875	👇 -3,3%	\$29.361	-\$3.608	👇 -12,3%	\$42.417	-\$16.664	👇 -39,3%



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