



Verband Hamburger
und Bremer
Schiffsmakler e.V.

New ConTex Container Ship Time Charter Assessment Index

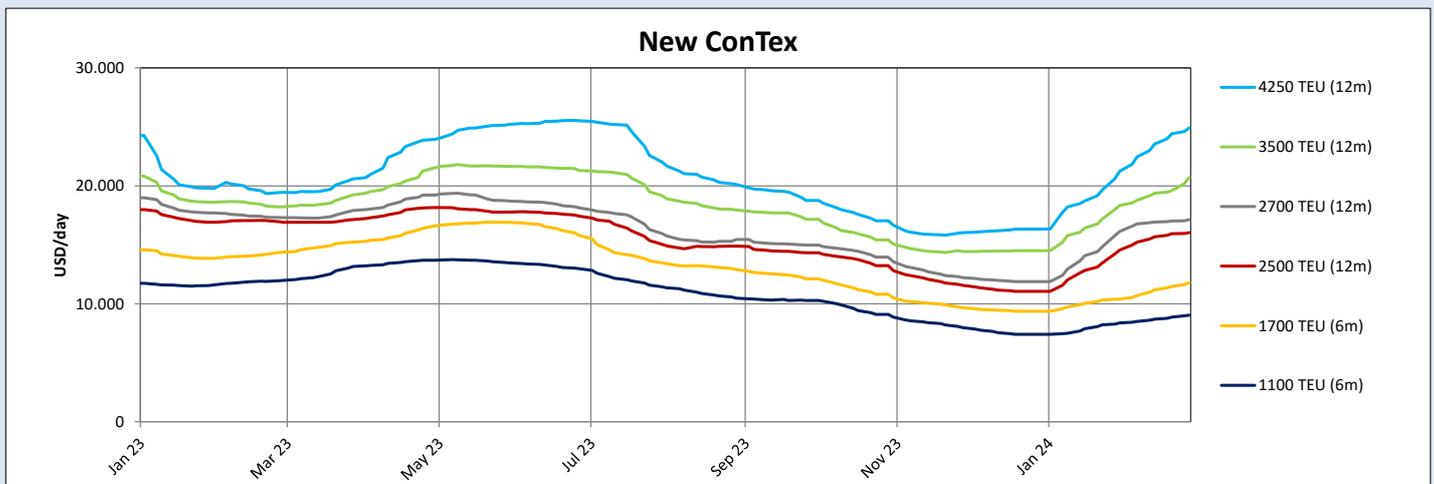
New ConTex*		714	
29.02.24		6 mos	12 mos
Geared	1100 TEU	\$9.023	n.a.
	1700 TEU	\$11.793	
	2500 TEU	\$16.036	
Gearless	2700 TEU	n.a.	\$17.136
	3500 TEU		\$20.738
	4250 TEU		\$24.910

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 1800 TEU for 6 months period, 1100/1700/5700/6500 TEU groups for 12 months period & 2500/2700/3500/4250 TEU groups for 24 months period

New ConTex-Commentary - issued:		29.02.24
<p>The New ConTex increased another 17 points to 714 and now sits at the same level as it did 7 months ago, having dropped 28% to 514 before the rebound.</p> <p>In comparison to a month ago when the larger ships were firming at a much faster pace than feeders, the month-on-month percentage increases of the larger sizes have slowed to a rate more similar to the 1100s and 1700s. For example, for 12 months 1700s increased approximately 10.5% in both January and February, while 2700s and 4250s increased 30-35% in January but only abt 6% and 17% respectively in February. The gap in charter rates between the smaller and larger sizes has widened since the beginning of the year (for 1700s and 4250s the difference has nearly doubled), so while periods are lengthening for the larger sizes, all eyes are on the feeder segment to see if rates can firm more significantly. Week-on-week, modern-eco 1800s have increased 3.5% for 6 month periods but standard design 1100s and 1700s have been more measured, and there is still arguably enough supply in Asia to prevent any sudden movement. That said, the market remains very positive in the short term and we expect the next month or so to continue in the same vein, but we do remain concerned by the fundamentals that dogged the market before the Houthi attacks began on merchant shipping. The impact on demolition is particularly concerning as only 12 container ships have been scrapped so far this year, a total capacity of 21,000 TEU.</p>		

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month			Year-on-Year		Change	Change
		29.02.24	22.02.24	Change	Change	01.02.24	Change	Change	02.03.23		
New ConTex*		714	697	17	↑ 2,4%	641	73	↑ 11,4%	732	-18	↓ -2,5%
1100 TEU	6 mos	\$9.023	\$8.873	\$150	↗ 1,7%	\$8.370	\$653	↑ 7,8%	\$11.981	-\$2.958	↓ -24,7%
	12 mos	\$8.323	\$8.184	\$139	↗ 1,7%	\$7.707	\$616	↑ 8,0%	\$11.106	-\$2.783	↓ -25,1%
1700 TEU	6 mos	\$11.793	\$11.482	\$311	↑ 2,7%	\$10.405	\$1.388	↑ 13,3%	\$14.377	-\$2.584	↓ -18,0%
	12 mos	\$10.743	\$10.534	\$209	↗ 2,0%	\$9.736	\$1.007	↑ 10,3%	\$13.769	-\$3.026	↓ -22,0%
1800 TEU	6 mos	\$14.161	\$13.684	\$477	↗ 3,5%	\$12.430	\$1.731	↑ 13,9%	-	-	-
2500 TEU	12 mos	\$16.036	\$15.939	\$97	↗ 0,6%	\$14.552	\$1.484	↑ 10,2%	\$16.918	-\$882	↓ -5,2%
	24 mos	\$13.532	\$13.509	\$23	→ 0,2%	\$12.264	\$1.268	↑ 10,3%	\$14.666	-\$1.134	↓ -7,7%
2700 TEU	12 mos	\$17.136	\$17.020	\$116	↗ 0,7%	\$16.130	\$1.006	↑ 6,2%	\$17.305	-\$169	↔ -1,0%
	24 mos	\$14.661	\$14.698	-\$37	↘ -0,3%	\$13.818	\$843	↑ 6,1%	\$15.364	-\$703	↓ -4,6%
3500 TEU	12 mos	\$20.738	\$19.600	\$1.138	↑ 5,8%	\$18.335	\$2.403	↑ 13,1%	\$18.238	\$2.500	↑ 13,7%
	24 mos	\$17.635	\$17.155	\$480	↗ 2,8%	\$16.020	\$1.615	↑ 10,1%	\$16.238	\$1.397	↑ 8,6%
4250 TEU	12 mos	\$24.910	\$24.425	\$485	↗ 2,0%	\$21.235	\$3.675	↑ 17,3%	\$19.443	\$5.467	↑ 28,1%
	24 mos	\$20.820	\$20.533	\$287	↗ 1,4%	\$18.320	\$2.500	↑ 13,6%	\$17.228	\$3.592	↑ 20,8%
5700 TEU	12 mos	\$32.422	\$30.911	\$1.511	↑ 4,9%	\$26.206	\$6.216	↑ 23,7%	\$26.589	\$5.833	↑ 21,9%
6500 TEU	12 mos	\$38.856	\$36.556	\$2.300	↑ 6,3%	\$30.089	\$8.767	↑ 29,1%	\$30.656	\$8.200	↑ 26,7%



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