



Verband Hamburger  
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## New ConTex Container Ship Time Charter Assessment Index

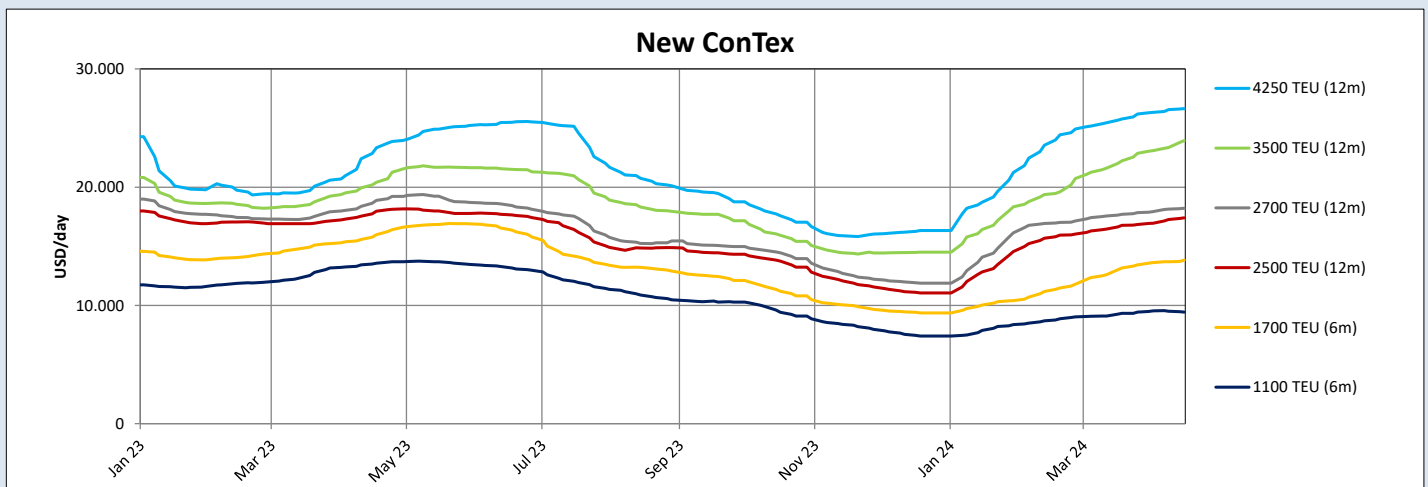
New ConTex*		784	
18.04.24		6 mos	12 mos
Geared	1100 TEU	\$9.430	n.a.
	1700 TEU	\$13.834	
	2500 TEU	\$17.398	
Gearless	2700 TEU	n.a.	\$18.218
	3500 TEU		\$23.940
	4250 TEU		\$26.643

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:		18.04.24
<p>The New ConTex continued the slight upward trajectory, increasing by 0.8 percent week-on-week and 4.1 percent month-on-month. The post panamax and panamax markets have moved sideways but this is merely resulting from the very scarce supply of ships. Panamax owners continue to try fixing longer than 12 months, but so far the resistance from charterers has not been broken yet.</p> <p>The 2500 and 2800 TEU segments have gained momentum, particularly for modern eco units which are now commanding periods of 2 years and rates well in excess of USD 20k. Older standard units are somehow stuck in the 12 months territory, although owners will certainly try to improve this amid healthy demand and limited supply.</p> <p>Looking at the 1700 TEU vessels, this is a very liquid but also very stable market right now, and conditions seem to be strengthening. Particularly eco designs are being sought-after in all areas. The only weak spot currently are the small feeders around 1000 TEU which recently had to accept decreasing rates in the Med and is therefore the only segment of the New ConTex showing minor losses week-on-week.</p> <p>While the demand overall seems to be in relatively good shape right now, uncertainties surrounding geopolitical tensions remain key factors for the charter market. A new potential risk scenario is the closure of the Strait of Hormuz following recent events. On the other hand, as long as the status quo of the Red Sea situation remains unchanged, the downward potential of the market seems to be somehow limited, despite the ongoing wave of newbuildings being delivered from the yards.</p>		

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month		Year-on-Year				
		18.04.24	11.04.24	Change	Change	21.03.24	Change	20.04.23	Change	Change	
<b>New ConTex*</b>		<b>784</b>	778	6	⇒ 0,8%	753	31	↑ 4,1%	817	-33	↓ -4,0%
1100 TEU	6 mos	\$9.430	\$9.498	-\$68	⇒ -0,7%	\$9.325	\$105	↗ 1,1%	\$13.565	-\$4.135	↓ -30,5%
	12 mos	\$8.730	\$8.793	-\$63	⇒ -0,7%	\$8.655	\$75	⇒ 0,9%	\$13.013	-\$4.283	↓ -32,9%
1700 TEU	6 mos	\$13.834	\$13.685	\$149	↗ 1,1%	\$13.157	\$677	↑ 5,1%	\$15.973	-\$2.139	↓ -13,4%
	12 mos	\$13.009	\$12.836	\$173	↗ 1,3%	\$12.100	\$909	↑ 7,5%	\$15.402	-\$2.393	↓ -15,5%
1800 TEU	6 mos	\$15.841	\$15.773	\$68	⇒ 0,4%	\$15.105	\$736	↑ 4,9%	-	-	-
2500 TEU	12 mos	\$17.398	\$17.259	\$139	⇒ 0,8%	\$16.773	\$625	↑ 3,7%	\$17.973	-\$575	↓ -3,2%
	24 mos	\$15.114	\$14.980	\$134	⇒ 0,9%	\$14.527	\$587	↑ 4,0%	\$16.302	-\$1.188	↓ -7,3%
2700 TEU	12 mos	\$18.218	\$18.148	\$70	⇒ 0,4%	\$17.709	\$509	↑ 2,9%	\$18.877	-\$659	↓ -3,5%
	24 mos	\$15.959	\$15.866	\$93	⇒ 0,6%	\$15.359	\$600	↑ 3,9%	\$17.157	-\$1.198	↓ -7,0%
3500 TEU	12 mos	\$23.940	\$23.358	\$582	↑ 2,5%	\$22.230	\$1.710	↑ 7,7%	\$20.415	\$3.525	↑ 17,3%
	24 mos	\$20.000	\$19.813	\$187	⇒ 0,9%	\$18.940	\$1.060	↑ 5,6%	\$18.450	\$1.550	↑ 8,4%
4250 TEU	12 mos	\$26.643	\$26.555	\$88	⇒ 0,3%	\$25.755	\$888	↑ 3,4%	\$23.339	\$3.304	↑ 14,2%
	24 mos	\$22.900	\$22.773	\$127	⇒ 0,6%	\$21.865	\$1.035	↑ 4,7%	\$21.415	\$1.485	↑ 6,9%
5700 TEU	12 mos	\$34.450	\$34.411	\$39	⇒ 0,1%	\$34.222	\$228	⇒ 0,7%	\$29.567	\$4.883	↑ 16,5%
6500 TEU	12 mos	\$41.433	\$41.283	\$150	⇒ 0,4%	\$40.711	\$722	↗ 1,8%	\$34.417	\$7.016	↑ 20,4%



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