



New ConTex Container Ship Time Charter Assessment Index

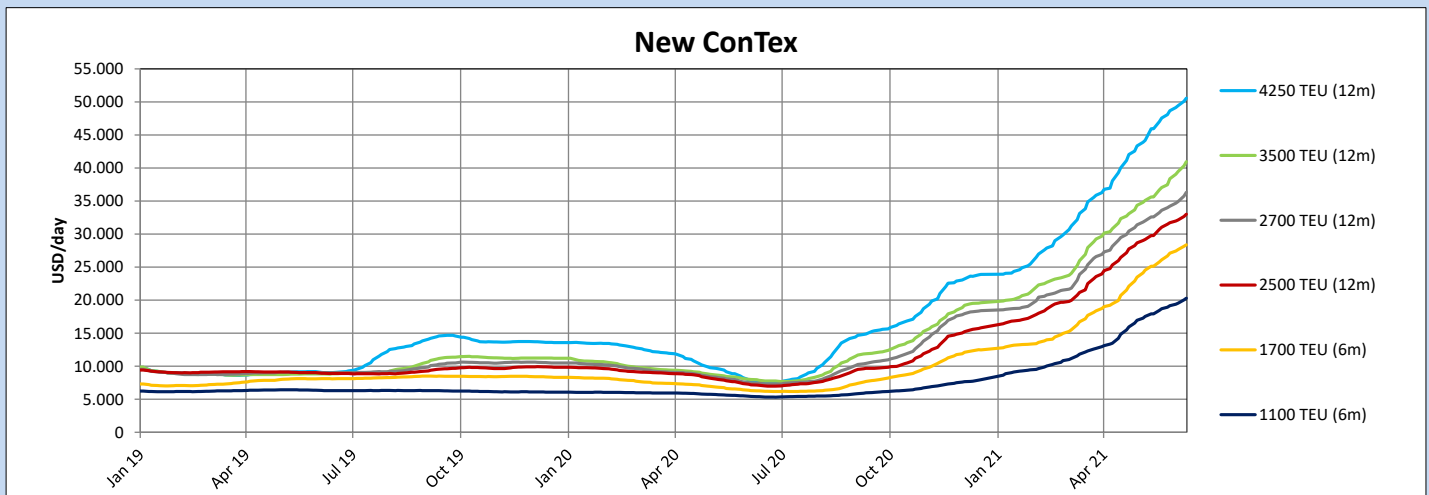
New ConTex*		1516	
10.06.21		6 mos	12 mos
G geared	1100 TEU	\$20.296	n.a.
	1700 TEU	\$28.375	
	2500 TEU	\$33.008	
Gearless	2700 TEU	n.a.	\$36.327
	3500 TEU		\$40.960
	4250 TEU		\$50.575

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 1100/1700/2500/3500 TEU groups for 12 months period & 2500/2700/3500/4250 TEU groups for 24 months period

New ConTex-Commentary - issued:	10.06.21
<p>So inflation in the USA was up in May by 5%. That has surprised some, others were confirmed in their overall expectations. Here is what is worrying me: more and more we are hearing in the non-shipping-media, that one of copious reasons for inflation are freight rates. So again, this confirms my thesis, that whenever shipping appears in the eye of the broad public, it never looks good. This makes me angry, as nobody really talks about the long years of hardship we previously had to endure. Yes, Yes, I know... "There he goes on..again on his crusade." Fine, I shut up and I move over to the bright, fluffy, flowery world of Container charter rates and the world's leading Container Charter market indicator our dear New ConTex. Month-on-month the index in general has shown a healthy increase of 12,3% (and beaten US Inflation by more than double - lets hope nobody tries to draw a connection between Charter rates and inflation...) Week-on-week we also see another stable increase of 3,2%. The slight sideways trend we saw last week in smaller sizes of the index has been corrected upwards again. The general trend for longer periods, makes it increasingly hard to assess the level for the shorter periods, and we see never-experienced-before-rate highs for very short periods. Still, however, the driving factor on the supply side is still the lack of the same. Demand for Charter tonnage still outstrips available positions and this trend seems to continue for a foreseeable period. So the summer lull this year will most likely not be a measurable dip in charter rates but rather a distinct lack of activity. Maybe this is finally time to enjoy these 'holidays' everybody keeps talking about.... Be sure that on your return, our good old New ConTex will be right there where we left it... probably even a few percentage points higher. Stay safe - stay healthy...we are not through yet....</p>	

New ConTex Development											
Vessel type	Evaluated Period	Today 10.06.21	Week-on-Week		Month-on-Month			Year-on-Year			
			03.06.21	Change	Change	11.05.21	Change	Change	11.06.20	Change	Change
New ConTex*		1516	1469	47	↑ 3,2%	1350	166	↑ 12,3%	313	1.203	↑ 384,3%
1100 TEU	6 mos	\$20.296	\$19.558	\$738	↑ 3,8%	\$17.929	\$2.367	↑ 13,2%	\$5.381	\$14.915	↑ 277,2%
	12 mos	\$18.483	\$17.796	\$687	↑ 3,9%	\$16.263	\$2.220	↑ 13,7%	\$5.493	\$12.990	↑ 236,5%
1700 TEU	6 mos	\$28.375	\$27.658	\$717	↑ 2,6%	\$25.135	\$3.240	↑ 12,9%	\$6.255	\$22.120	↑ 353,6%
	12 mos	\$26.154	\$25.462	\$692	↑ 2,7%	\$22.850	\$3.304	↑ 14,5%	\$6.453	\$19.701	↑ 305,3%
2500 TEU	12 mos	\$33.008	\$32.154	\$854	↑ 2,7%	\$29.779	\$3.229	↑ 10,8%	\$7.105	\$25.903	↑ 364,6%
	24 mos	\$29.241	\$28.167	\$1.074	↑ 3,8%	\$26.275	\$2.966	↑ 11,3%	\$8.010	\$21.231	↑ 265,1%
2700 TEU	12 mos	\$36.327	\$34.929	\$1.398	↑ 4,0%	\$32.594	\$3.733	↑ 11,5%	\$7.407	\$28.920	↑ 390,4%
	24 mos	\$32.223	\$30.733	\$1.490	↑ 4,8%	\$28.571	\$3.652	↑ 12,8%	\$8.303	\$23.920	↑ 288,1%
3500 TEU	12 mos	\$40.960	\$39.477	\$1.483	↑ 3,8%	\$35.605	\$5.355	↑ 15,0%	\$7.869	\$33.091	↑ 420,5%
	24 mos	\$36.970	\$35.577	\$1.393	↑ 3,9%	\$32.077	\$4.893	↑ 15,3%	\$8.683	\$28.287	↑ 325,8%
4250 TEU	12 mos	\$50.575	\$49.445	\$1.130	↑ 2,3%	\$45.945	\$4.630	↑ 10,1%	\$7.616	\$42.959	↑ 564,1%
	24 mos	\$46.035	\$45.309	\$726	↔ 1,6%	\$41.614	\$4.421	↑ 10,6%	\$8.701	\$37.334	↑ 429,1%
5700 TEU	12 mos	\$54.783	\$53.210	\$1.573	↑ 3,0%	\$49.210	\$5.573	↑ 11,3%	\$11.504	\$43.279	↑ 376,2%
6500 TEU	12 mos	\$57.600	\$56.265	\$1.335	↑ 2,4%	\$51.985	\$5.615	↑ 10,8%	\$13.358	\$44.242	↑ 331,2%



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