



Verband Hamburger
und Bremer
Schiffsmakler e.V.

New ConTex Container Ship Time Charter Assessment Index

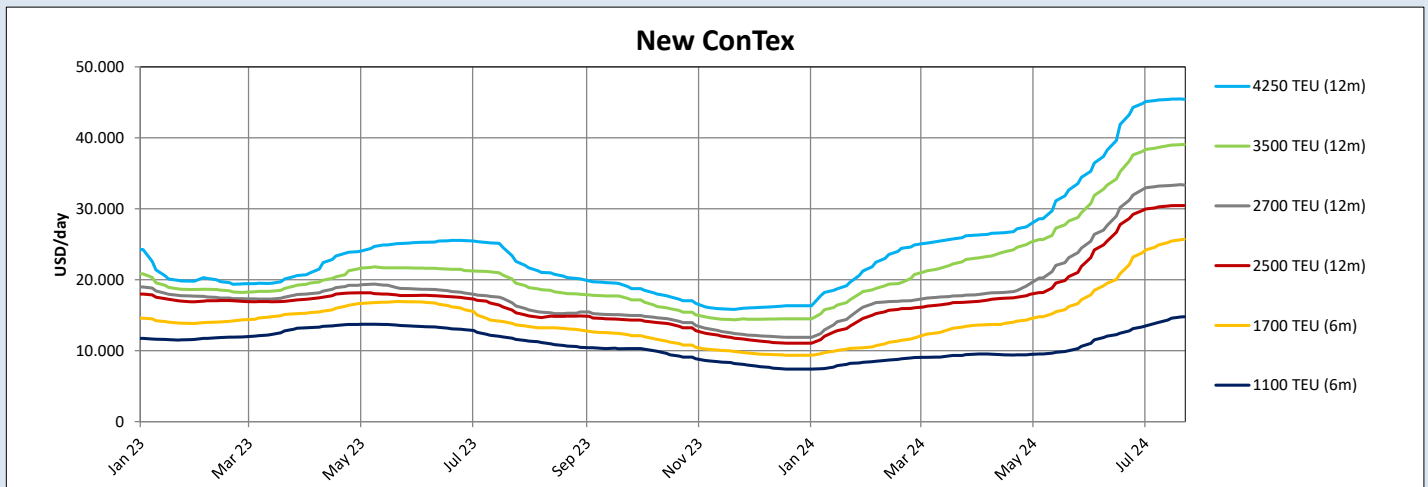
New ConTex*		1351	
25.07.24		6 mos	12 mos
Geared	1100 TEU	\$14.786	n.a.
	1700 TEU	\$25.709	
	2500 TEU	\$30.455	
Gearless	2700 TEU	n.a.	\$33.350
	3500 TEU		\$39.075
	4250 TEU		\$45.425

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:		25.07.24
<p>The container charter market has turned more quiet in the past fortnight, with the traditional summer lull in the Northern hemisphere, and many decision makers on holiday, taking its toll.</p> <p>The number of fixtures concluded compared to the previous two weeks was markedly down, but charter rates remain globally stable as reflected by the small ConTex increase of only 6 points ie + 0,4 pct compared to a week ago.</p> <p>There is however a continued trend towards fixing vessels with deliveries in 2025 at discounted rates, but a number of deals fail to materialize. This, together with the return of shorter periods in certain segments could be a sign that charterers are becoming a little more cautious about market developments.</p> <p>This prudence is legitimate considering that spot cargo rates are weakening, with the SCFI registering last Friday its second week of fall, after thirteen weeks of uninterrupted rise. The continued injection of newbuilding capacities is slowly eroding the market's current strong fundamentals.</p> <p>The reduction in cargo demand, which might happen sooner than expected this year, considering an early start of the peak season will test the market's resilience to the abundance of new ships. With more than 1.3 M TEU of new vessels yet to be delivered by the end of the year and a further 2 M TEU in 2025, there could be some turbulent times further down the road for Owners and Operators.</p> <p>However, a continued sustained rise in world container exchanges, lasting Cape of Good Hope diversions and increased scrapping could mitigate the challenges ahead.</p>		

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month		Year-on-Year				
		25.07.24	18.07.24	Change	Change	27.06.24	Change	Change	27.07.23	Change	Change
New ConTex*		1351	1345	6	↗ 0,4%	1275	76	↑ 6,0%	727	624	↑ 85,8%
1100 TEU	6 mos	\$14.786	\$14.589	\$197	↗ 1,4%	\$13.105	\$1.681	↑ 12,8%	\$11.575	\$3.211	↑ 27,7%
	12 mos	\$13.505	\$13.291	\$214	↗ 1,6%	\$12.014	\$1.491	↑ 12,4%	\$11.020	\$2.485	↑ 22,5%
1700 TEU	6 mos	\$25.709	\$25.450	\$259	↗ 1,0%	\$23.200	\$2.509	↑ 10,8%	\$13.641	\$12.068	↑ 88,5%
	12 mos	\$21.927	\$21.783	\$144	↗ 0,7%	\$19.977	\$1.950	↑ 9,8%	\$13.002	\$8.925	↑ 68,6%
1800 TEU	6 mos	\$32.373	\$32.059	\$314	↗ 1,0%	\$30.136	\$2.237	↑ 7,4%	-	-	-
2500 TEU	12 mos	\$30.455	\$30.432	\$23	↗ 0,1%	\$29.214	\$1.241	↑ 4,2%	\$15.355	\$15.100	↑ 98,3%
	24 mos	\$25.136	\$25.055	\$81	↗ 0,3%	\$24.273	\$863	↑ 3,6%	\$14.218	\$10.918	↑ 76,8%
2700 TEU	12 mos	\$33.350	\$33.277	\$73	↗ 0,2%	\$31.955	\$1.395	↑ 4,4%	\$16.300	\$17.050	↑ 104,6%
	24 mos	\$27.177	\$27.086	\$91	↗ 0,3%	\$25.877	\$1.300	↑ 5,0%	\$15.132	\$12.045	↑ 79,6%
3500 TEU	12 mos	\$39.075	\$38.970	\$105	↗ 0,3%	\$37.600	\$1.475	↑ 3,9%	\$19.498	\$19.577	↑ 100,4%
	24 mos	\$33.450	\$33.385	\$65	↗ 0,2%	\$32.405	\$1.045	↑ 3,2%	\$17.883	\$15.567	↑ 87,0%
4250 TEU	12 mos	\$45.425	\$45.475	-\$50	↘ -0,1%	\$44.300	\$1.125	↑ 2,5%	\$22.575	\$22.850	↑ 101,2%
	24 mos	\$37.190	\$37.275	-\$85	↘ -0,2%	\$36.220	\$970	↑ 2,7%	\$20.530	\$16.660	↑ 81,1%
5700 TEU	12 mos	\$57.944	\$57.578	\$366	↗ 0,6%	\$54.500	\$3.444	↑ 6,3%	\$31.967	\$25.977	↑ 81,3%
6500 TEU	12 mos	\$66.156	\$65.756	\$400	↗ 0,6%	\$62.611	\$3.545	↑ 5,7%	\$35.183	\$30.973	↑ 88,0%



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