

## New ConTex Container Ship Time Charter Assessment Index

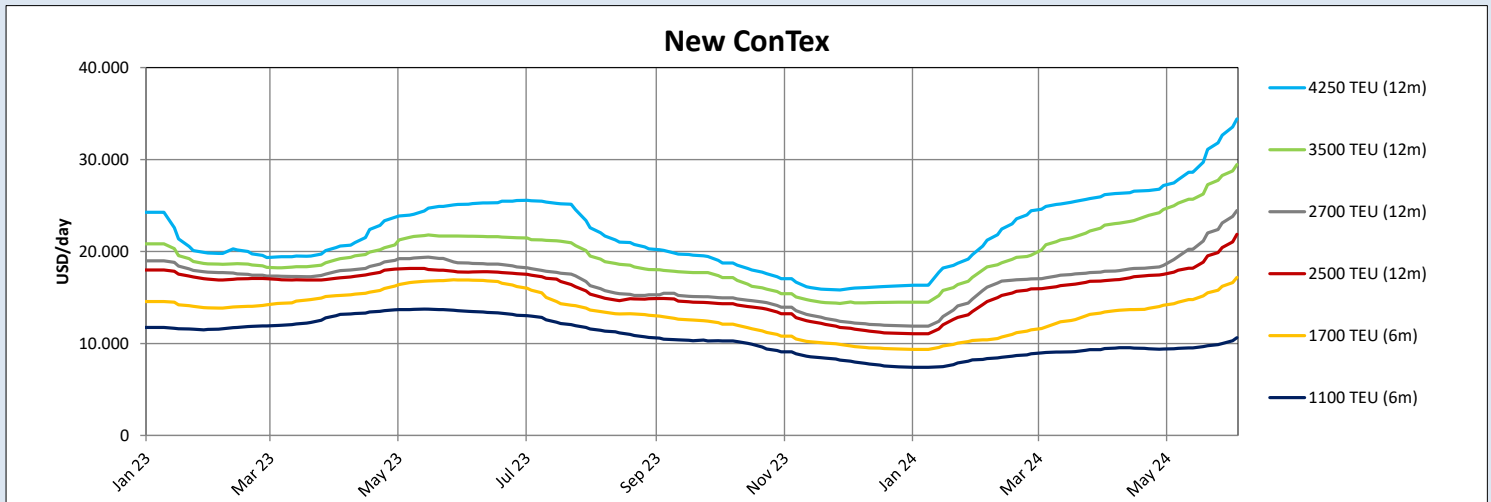
New ConTex*		1061	
06.06.24		6 mos	12 mos
Geared	1100 TEU	\$11.541	n.a.
	1700 TEU	\$18.523	
	2500 TEU	\$24.200	
Gearless	2700 TEU	n.a.	\$26.386
	3500 TEU		\$31.880
	4250 TEU		\$36.465

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:	06.06.24
<p>The charter market rally this week continued in full swing and the New ConTex gained a very solid 8% week on week. Contrary to recent weeks there was also relatively variation amongst the different size segments and indicated periods with all sizes showing good improvements.</p> <p>The current situation is driven by multiple factors which are stacking up. Of course, the Red Sea situation is at the heart of it all, but a deficit in numbers of the largest container vessels to fully staff the mainline East - West services is causing a scarcity in cargo capacity and schedule disruptions. Schedules not being met in turn leads to port congestion as vessels currently have to wait a few days before berthing in some of the major hubs such as Singapore, Dubai or Rotterdam. Adding to the lack in capacity is apparently an increase in cargo volumes as shippers try to move their goods early in order to avoid an end of year squeeze. All these factors have now caused operators again to employ ships between 2000-3000 TEU as extra loaders on the mainline trades along the much larger vessels.</p> <p>An unusual situation can also be found in the numbers as the slot costs per TEU@14t do not show a progressively downward curve but at the moment 3500 and 4250 TEU vessels are more expensive per TEU@14t than the smaller 2500/2700 TEU ships. This can be explained by the fact that revenues in terms of freight rates are just too good, "forcing" operators to go for the largest vessel possible.</p>	

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month			Year-on-Year			
		06.06.24	30.05.24	Change	Change	09.05.24	Change	Change	08.06.23	Change	Change
<b>New ConTex*</b>		<b>1061</b>	981	80	↑ 8,2%	835	226	↑ 27,1%	838	223	↑ 26,6%
1100 TEU	6 mos	\$11.541	\$10.625	\$916	↑ 8,6%	\$9.523	\$2.018	↑ 21,2%	\$13.379	-\$1.838	↓ -13,7%
	12 mos	\$10.764	\$9.907	\$857	↑ 8,7%	\$8.777	\$1.987	↑ 22,6%	\$12.833	-\$2.069	↓ -16,1%
1700 TEU	6 mos	\$18.523	\$17.182	\$1.341	↑ 7,8%	\$14.780	\$3.743	↑ 25,3%	\$16.806	\$1.717	↑ 10,2%
	12 mos	\$17.223	\$16.000	\$1.223	↑ 7,6%	\$13.991	\$3.232	↑ 23,1%	\$16.150	\$1.073	↑ 6,6%
1800 TEU	6 mos	\$22.495	\$20.305	\$2.190	↑ 10,8%	\$16.411	\$6.084	↑ 37,1%	-	-	-
2500 TEU	12 mos	\$24.200	\$21.873	\$2.327	↑ 10,6%	\$18.177	\$6.023	↑ 33,1%	\$17.798	\$6.402	↑ 36,0%
	24 mos	\$26.820	\$18.777	\$2.043	↑ 10,9%	\$16.134	\$4.686	↑ 29,0%	\$16.016	\$4.804	↑ 30,0%
2700 TEU	12 mos	\$26.386	\$24.455	\$1.931	↑ 7,9%	\$20.239	\$6.147	↑ 30,4%	\$18.643	\$7.743	↑ 41,5%
	24 mos	\$22.495	\$20.595	\$1.900	↑ 9,2%	\$17.614	\$4.881	↑ 27,7%	\$17.066	\$5.429	↑ 31,8%
3500 TEU	12 mos	\$31.880	\$29.455	\$2.425	↑ 8,2%	\$25.675	\$6.205	↑ 24,2%	\$21.615	\$10.265	↑ 47,5%
	24 mos	\$28.345	\$26.150	\$2.195	↑ 8,4%	\$21.710	\$6.635	↑ 30,6%	\$19.595	\$8.750	↑ 44,7%
4250 TEU	12 mos	\$36.465	\$34.420	\$2.045	↑ 5,9%	\$28.610	\$7.855	↑ 27,5%	\$25.278	\$11.187	↑ 44,3%
	24 mos	\$31.800	\$30.595	\$1.205	↑ 3,9%	\$25.093	\$6.707	↑ 26,7%	\$23.468	\$8.332	↑ 35,5%
5700 TEU	12 mos	\$45.428	\$41.978	\$3.450	↑ 8,2%	\$36.711	\$8.717	↑ 23,7%	\$33.306	\$12.122	↑ 36,4%
6500 TEU	12 mos	\$52.139	\$48.500	\$3.639	↑ 7,5%	\$43.567	\$8.572	↑ 19,7%	\$37.317	\$14.822	↑ 39,7%



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