



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

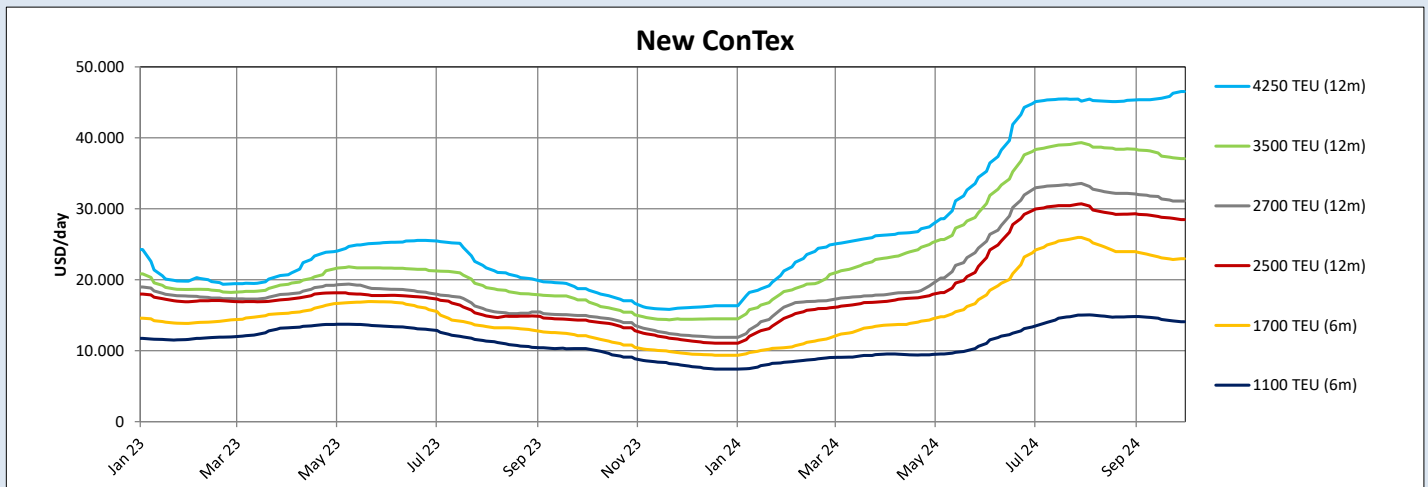
New ConTex*		1281	
03.10.24		6 mos	12 mos
Geared	1100 TEU	\$14.089	n.a.
	1700 TEU	\$22.959	
	2500 TEU	\$28.473	
Gearless	2700 TEU	n.a.	\$31.091
	3500 TEU		\$37.075
	4250 TEU		\$46.525

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:		03.10.24
<p>Container chartering has historically slowed during the summer, typically not picking up until after Golden Week. This year, however, the New ConTex only softened by about 5.7% since its July peak, while the Shanghai Containerized Freight Index (SCFI) dropped 42% in the same period. Under normal circumstances, a significant market correction would seem likely. Yet, rates have remained buoyed by the ongoing Red Sea crisis, (and to some extent the Panama Canal's water shortage), and now the US port strikes, which began this week on the 1st October, which are already causing major disruptions on both coasts.</p> <p>Before the US strikes, the consensus was for a gradual decline in rates due to increased supply, particularly for vessels 3,500 TEU and below, with larger vessels either firming slightly or remaining broadly stable. However, with Chinese port congestion already elevated by Typhoons Bebinca and Pulasan and now the supply chain stress exacerbated by the the US strikes, we may well see, especially if the strikes continue into the second week of October, a rebound in freight rates. On the eve of the port strike, there were 54 containerships, totaling 371,000 TEU, docked at East Coast ports. Additionally, 90 more ships, with a combined capacity of 505,000 TEU, were scheduled to arrive on the East Coast within the next 7 days. It's been said that for every day of the strike, it will take one month to clear the backlog.</p>		

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month			Year-on-Year			
		03.10.24	26.09.24	Change	Change	05.09.24	Change	Change	05.10.23	Change	Change
<b>New ConTex*</b>		1281	1282	-1	⇒ -0,1%	1311	-30	↓ -2,3%	639	642	↑ 100,5%
1100 TEU	6 mos	\$14.089	\$14.189	-\$100	⇒ -0,7%	\$14.807	-\$718	↓ -4,8%	\$10.200	\$3.889	↑ 38,1%
	12 mos	\$13.195	\$13.341	-\$146	⇒ -1,1%	\$13.768	-\$573	↓ -4,2%	\$9.590	\$3.605	↑ 37,6%
1700 TEU	6 mos	\$22.959	\$22.836	\$123	⇒ 0,5%	\$23.857	-\$898	↓ -3,8%	\$11.978	\$10.981	↑ 91,7%
	12 mos	\$19.525	\$19.441	\$84	⇒ 0,4%	\$20.361	-\$836	↓ -4,1%	\$11.355	\$8.170	↑ 72,0%
1800 TEU	6 mos	\$27.150	\$27.286	-\$136	⇒ -0,5%	\$29.455	-\$2.305	↓ -7,8%	\$13.167	\$13.983	↑ 106,2%
	12 mos	\$28.473	\$28.670	-\$197	⇒ -0,7%	\$29.227	-\$754	↓ -2,6%	\$14.178	\$14.295	↑ 100,8%
2500 TEU	24 mos	\$24.264	\$24.175	\$89	⇒ 0,4%	\$24.286	-\$22	⇒ -0,1%	\$13.035	\$11.229	↑ 86,1%
	12 mos	\$31.091	\$31.093	-\$2	⇒ 0,0%	\$32.000	-\$909	↓ -2,8%	\$14.843	\$16.248	↑ 109,5%
2700 TEU	24 mos	\$26.007	\$26.050	-\$43	⇒ -0,2%	\$26.432	-\$425	↓ -1,6%	\$13.758	\$12.249	↑ 89,0%
	12 mos	\$37.075	\$37.190	-\$115	⇒ -0,3%	\$38.285	-\$1.210	↓ -3,2%	\$16.850	\$20.225	↑ 120,0%
3500 TEU	24 mos	\$30.380	\$30.550	-\$170	⇒ -0,6%	\$32.585	-\$2.205	↓ -6,8%	\$15.183	\$15.197	↑ 100,1%
	12 mos	\$46.525	\$46.280	\$245	⇒ 0,5%	\$45.385	\$1.140	↑ 2,5%	\$18.508	\$28.017	↑ 151,4%
4250 TEU	24 mos	\$38.320	\$37.990	\$330	⇒ 0,9%	\$37.168	\$1.152	↑ 3,1%	\$16.722	\$21.598	↑ 129,2%
	12 mos	\$57.239	\$56.811	\$428	⇒ 0,8%	\$56.678	\$561	⇒ 1,0%	\$27.719	\$29.520	↑ 106,5%
6500 TEU	12 mos	\$64.667	\$64.172	\$495	⇒ 0,8%	\$63.689	\$978	⇒ 1,5%	\$31.350	\$33.317	↑ 106,3%



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