



New ConTex Container Ship Time Charter Assessment Index

New ConTex*		675	
31.08.23		6 mos	12 mos
Geared	1100 TEU	\$10.477	n.a.
	1700 TEU	\$12.893	
	2500 TEU	\$14.891	
Gearless	2700 TEU	n.a.	\$15.459
	3500 TEU		\$17.945
	4250 TEU		\$20.123

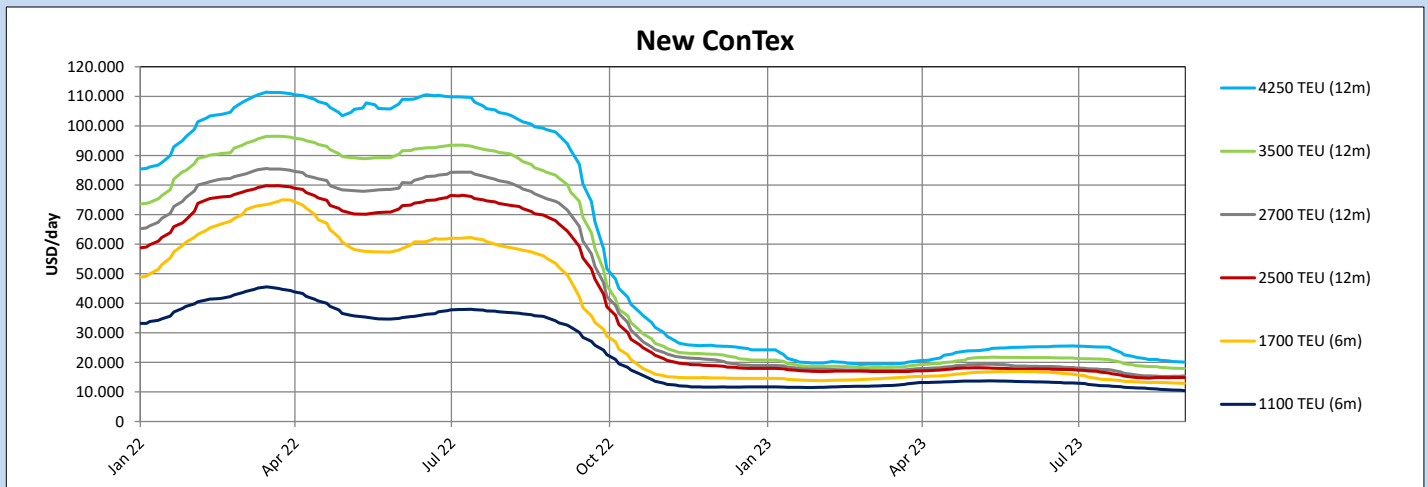
Legend		
↑	up	+ 2% or more
↗	steady up	from +1% to +1,9%
↔	steady	+/- 1 %
↘	steady down	from -1% to -1,9%
↓	down	- 2% or less

*New ConTex evaluation is EXCLUDING 1100/1700/5700/6500 TEU groups for 12 months period & 2500/2700/3500/4250 TEU groups for 24 months period

New ConTex-Commentary - issued: 31.08.23

One can only marvel at the abysmal difference between current freights and those of last year. The change is anywhere between 68-78% lower on year-on-year basis. The paradox here is that even though there isn't enormous supply in the market (in virtually every segment), which should push the freights a bit higher, the demand is also limited and therefore this tedious and annoying chartering reality does not produce satisfactory fixtures. In fact, as we may observe in the New ConTex Development Table, the tendency of the Index is marginally lower (at best) compared to last week with one segment to be particularly in decline; that of the 1700 teu vessels. In this segment, there is more supply than demand and the pressure can be felt more intensely. This is more evident in Asia where shorter and flexible periods are requested by charterers (who still remain fortified behind a "wait and see approach") whereas in the Atlantic there appears to be a more positive outlook especially in USG/Caribs. As we are approaching the busier autumn period hopefully, we will have a clearer picture and a better idea on whether the freight rates will remain under pressure or reach a certain level of stability. The latter will be a clear indication that the levels right now are reaching their lowest point. Certainly there will be quite a few redeliveries but, at the same time, charterers fixing activity traditionally increases between autumn and the end of the year. Will we see longer periods going beyond the CNY? Remains to be seen.

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month			Year-on-Year			
		31.08.23	24.08.23	Change	Change	01.08.23	Change	Change	01.09.22	Change	Change
New ConTex*		675	679	-4	↔ -0,6%	715	-40	↓ -5,6%	2908	-2.233	↓ -76,8%
1100 TEU	6 mos	\$10.477	\$10.658	-\$181	↘ -1,7%	\$11.445	-\$968	↓ -8,5%	\$33.392	-\$22.915	↓ -68,6%
	12 mos	\$9.998	\$10.163	-\$165	↘ -1,6%	\$10.900	-\$902	↓ -8,3%	\$29.938	-\$19.940	↓ -66,6%
1700 TEU	6 mos	\$12.893	\$13.075	-\$182	↘ -1,4%	\$13.482	-\$589	↓ -4,4%	\$52.279	-\$39.386	↓ -75,3%
	12 mos	\$12.036	\$12.283	-\$247	↓ -2,0%	\$12.873	-\$837	↓ -6,5%	\$47.267	-\$35.231	↓ -74,5%
2500 TEU	12 mos	\$14.891	\$14.866	\$25	↗ 0,2%	\$15.055	-\$164	↘ -1,1%	\$66.909	-\$52.018	↓ -77,7%
	24 mos	\$13.541	\$13.545	-\$4	↔ 0,0%	\$13.945	-\$404	↓ -2,9%	\$49.400	-\$35.859	↓ -72,6%
2700 TEU	12 mos	\$15.459	\$15.295	\$164	↗ 1,1%	\$15.955	-\$496	↓ -3,1%	\$73.923	-\$58.464	↓ -79,1%
	24 mos	\$14.164	\$14.205	-\$41	↘ -0,3%	\$14.798	-\$634	↓ -4,3%	\$54.336	-\$40.172	↓ -73,9%
3500 TEU	12 mos	\$17.945	\$18.038	-\$93	↘ -0,5%	\$19.178	-\$1.233	↓ -6,4%	\$82.390	-\$64.445	↓ -78,2%
	24 mos	\$16.298	\$16.373	-\$75	↘ -0,5%	\$17.558	-\$1.260	↓ -7,2%	\$62.990	-\$46.692	↓ -74,1%
4250 TEU	12 mos	\$20.123	\$20.290	-\$167	↘ -0,8%	\$22.033	-\$1.910	↓ -8,7%	\$96.900	-\$76.777	↓ -79,2%
	24 mos	\$18.160	\$18.325	-\$165	↘ -0,9%	\$19.978	-\$1.818	↓ -9,1%	\$71.100	-\$52.940	↓ -74,5%
5700 TEU	12 mos	\$30.956	\$31.408	-\$452	↘ -1,4%	\$31.928	-\$972	↓ -3,0%	\$116.389	-\$85.433	↓ -73,4%
6500 TEU	12 mos	\$33.894	\$34.333	-\$439	↘ -1,3%	\$35.092	-\$1.198	↓ -3,4%	\$121.833	-\$87.939	↓ -72,2%



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