



New ConTex Container Ship Time Charter Assessment Index

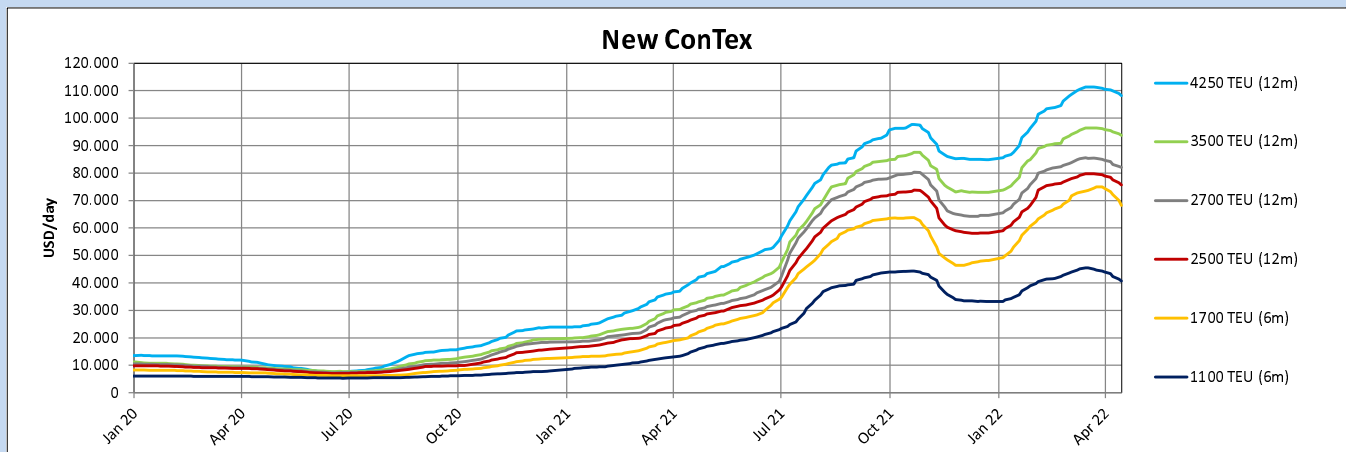
New ConTex*		3386	
14.04.22		6 mos	12 mos
Geared	1100 TEU	\$40.750	n.a.
	1700 TEU	\$68.250	
	2500 TEU		\$75.614
Gearless	2700 TEU	n.a.	\$82.068
	3500 TEU		\$93.700
	4250 TEU		\$108.230

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:		14.04.22
<p>Springtime is <i>ceteris paribus</i> a traditionally busy time for chartering activity. But in reality <i>ceteris</i> are anything but <i>paribus</i>. In other words, the new order of things in shipping has developed in such a way that variables such as port congestions, sanctions, pandemic and (more recently) war are anything but stable (or <i>a priori</i> defined) and appear to disrupt the otherwise balanced performance of the shipping market in the course of time. So, there appears to be a shift from the "busy-slow-busy-slow" market model (corresponding to the 4 seasons of the year) to the "really busy" or "really slow" new market reality depending on the supply of more or fewer ships available for charter. Covid-19 with all its measures and logistical supply chain disruptions was the initiating factor of this change. It was charterers reaction that eventually defined the unprecedented increase of the charter and box rates. Then along came the massive port congestions with all the delays. Nevertheless, 2022 seemed to have the potential of a far more relaxing year in this regard but then Russia invaded Ukraine causing geopolitical imbalances with high gas prices as a dessert. It should be noted that the effects of this war are not yet fully seen. This means uncertainty on the length of periods that charterers want which is also depicted in this weeks New ConTex. There seems to be a marginal decrease in each size segment but the freights are about 200% higher than 2021. Cautiousness is prevalent but the lack of available tonnage is still apparent. 2022 will be a very interesting year albeit "really slow".</p>		

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month			Year-on-Year			
		14.04.22	07.04.22	Change	Change	15.03.22	Change	Change	15.04.21	Change	Change
New ConTex*		3386	3477	-91	↓ -2,6%	3577	-191	↓ -5,3%	1178	2.208	↑ 187,4%
1100 TEU	6 mos	\$40.750	\$42.308	-\$1.558	↓ -3,7%	\$45.542	-\$4.792	↓ -10,5%	\$14.831	\$25.919	↑ 174,8%
	12 mos	\$37.258	\$38.558	-\$1.300	↓ -3,4%	\$40.733	-\$3.475	↓ -8,5%	\$13.402	\$23.856	↑ 178,0%
1700 TEU	6 mos	\$68.250	\$72.171	-\$3.921	↓ -5,4%	\$73.421	-\$5.171	↓ -7,0%	\$20.723	\$47.527	↑ 229,3%
	12 mos	\$61.979	\$63.950	-\$1.971	↓ -3,1%	\$66.108	-\$4.129	↓ -6,2%	\$19.319	\$42.660	↑ 220,8%
2500 TEU	12 mos	\$75.614	\$77.477	-\$1.863	↓ -2,4%	\$79.795	-\$4.181	↓ -5,2%	\$26.471	\$49.143	↑ 185,6%
	24 mos	\$55.009	\$55.859	-\$850	↔ -1,5%	\$58.041	-\$3.032	↓ -5,2%	\$23.650	\$31.359	↑ 132,6%
2700 TEU	12 mos	\$82.068	\$83.177	-\$1.109	↔ -1,3%	\$85.595	-\$3.527	↓ -4,1%	\$29.475	\$52.593	↑ 178,4%
	24 mos	\$60.341	\$60.905	-\$564	↔ -0,9%	\$63.177	-\$2.836	↓ -4,5%	\$25.683	\$34.658	↑ 134,9%
3500 TEU	12 mos	\$93.700	\$94.975	-\$1.275	↔ -1,3%	\$96.475	-\$2.775	↓ -2,9%	\$32.345	\$61.355	↑ 189,7%
	24 mos	\$71.430	\$72.230	-\$800	↔ -1,1%	\$74.035	-\$2.605	↓ -3,5%	\$29.495	\$41.935	↑ 142,2%
4250 TEU	12 mos	\$108.230	\$109.900	-\$1.670	↔ -1,5%	\$111.425	-\$3.195	↓ -2,9%	\$40.014	\$68.216	↑ 170,5%
	24 mos	\$81.940	\$83.225	-\$1.285	↔ -1,5%	\$84.450	-\$2.510	↓ -3,0%	\$36.673	\$45.267	↑ 123,4%
5700 TEU	12 mos	\$121.983	\$123.483	-\$1.500	↔ -1,2%	\$125.194	-\$3.211	↓ -2,6%	\$43.195	\$78.788	↑ 182,4%
6500 TEU	12 mos	\$128.806	\$130.306	-\$1.500	↔ -1,2%	\$132.389	-\$3.583	↓ -2,7%	\$46.100	\$82.706	↑ 179,4%



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