



## New ConTex Container Ship Time Charter Assessment Index

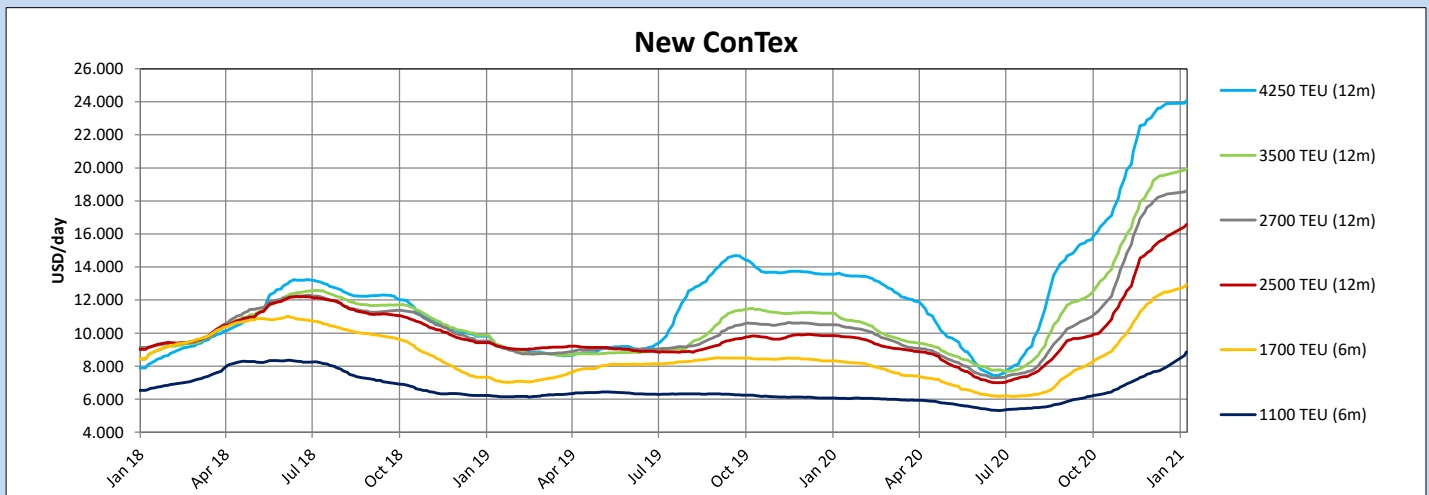
New ConTex*		726	
07.01.21		6 mos	12 mos
Geared	1100 TEU	\$8.854	n.a.
	1700 TEU	\$12.940	
	2500 TEU	\$16.575	
Gearless	2700 TEU	n.a.	\$18.604
	3500 TEU		\$19.961
	4250 TEU		\$24.070

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:	07.01.21
<p>Welcome back...in many countries the COVID-19 infection numbers are stubbornly maintaining high levels, whilst the Container Charter rates similarly maintain their high from end of last year. Coincidence? Lets really hope so... Whilst Freight Forwarding associations are approaching regulators complaining about the high rates, Liner companies are still scrambling to secure capacity, which does not always prove to be an easy task....and it might be hard to accept for both aforementioned market participants, that Container vessels are a very limited commodity at the moment. The steady growth of the New ConTex Index further supports this position. Compared with the last recorded numbers on December 17th, the New ConTex increased by 3,4%. Looking at the individual numbers below, one of course gets stuck at the yellow arrows in the 2700-4250 TEU segments and one starts to wonder. Is the market taking a breather? Is the market probably even turning? Well, it is a bit too early in the year with all the present economic dynamic still trying to find its way, to make (publishable) long term predictions, however it can be said with confidence that the Index development in the mentioned segments is rather based on a lack of data, due to, wait for it, little fixable capacity. There seems to be a theme here..... Looking at the Year-on-Year change we can finish off the last year with an astonishing 68,1% increase. Keeping in mind the downward movement in the beginning and the middle of the year, this number still does not seem to really express the upwards push we have seen in the later months of 2020. Whilst from a writers point of view this obviously makes for a good story , in the interest of the market one can only hope for a continuing steady increase of the charter rates, with hopefully less volatility than we have seen in 2020.</p>	

New ConTex Development											
Vessel type	Evaluated Period	Today 07.01.21	Week-on-Week		Month-on-Month			Year-on-Year			
			17.12.20	Change	Change	08.12.20	Change	Change	07.01.20	Change	Change
<b>New ConTex*</b>		<b>726</b>	702	24	↑ 3,4%	691	35	↑ 5,1%	432	294	↑ 68,1%
1100 TEU	6 mos	\$8.854	\$7.944	\$910	↑ 11,5%	\$7.704	\$1.150	↑ 14,9%	\$6.056	\$2.798	↑ 46,2%
	12 mos	\$8.654	\$7.844	\$810	↑ 10,3%	\$7.652	\$1.002	↑ 13,1%	\$6.178	\$2.476	↑ 40,1%
1700 TEU	6 mos	\$12.940	\$12.462	\$478	↑ 3,8%	\$12.266	\$674	↑ 5,5%	\$8.291	\$4.649	↑ 56,1%
	12 mos	\$12.675	\$12.235	\$440	↑ 3,6%	\$12.111	\$564	↑ 4,7%	\$8.492	\$4.183	↑ 49,3%
2500 TEU	12 mos	\$16.575	\$15.829	\$746	↑ 4,7%	\$15.496	\$1.079	↑ 7,0%	\$9.821	\$6.754	↑ 68,8%
	24 mos	\$15.567	\$14.971	\$596	↑ 4,0%	\$14.800	\$767	↑ 5,2%	\$10.383	\$5.184	↑ 49,9%
2700 TEU	12 mos	\$18.604	\$18.423	\$181	→ 1,0%	\$18.219	\$385	↑ 2,1%	\$10.494	\$8.110	↑ 77,3%
	24 mos	\$17.571	\$17.488	\$83	→ 0,5%	\$17.377	\$194	↗ 1,1%	\$10.982	\$6.589	↑ 60,0%
3500 TEU	12 mos	\$19.961	\$19.602	\$359	↗ 1,8%	\$19.450	\$511	↑ 2,6%	\$10.967	\$8.994	↑ 82,0%
	24 mos	\$18.430	\$18.282	\$148	↗ 0,8%	\$17.919	\$511	↑ 2,9%	\$11.457	\$6.973	↑ 60,9%
4250 TEU	12 mos	\$24.070	\$23.907	\$163	→ 0,7%	\$23.633	\$437	↗ 1,8%	\$13.622	\$10.448	↑ 76,7%
	24 mos	\$22.259	\$22.227	\$32	→ 0,1%	\$21.983	\$276	↗ 1,3%	\$13.528	\$8.731	↑ 64,5%
5700 TEU	12 mos	\$30.620	\$29.835	\$785	↑ 2,6%	\$29.475	\$1.145	↑ 3,9%	\$18.943	\$11.677	↑ 61,6%
6500 TEU	12 mos	\$32.800	\$31.880	\$920	↑ 2,9%	\$31.360	\$1.440	↑ 4,6%	\$22.968	\$9.832	↑ 42,8%



**Disclaimer**

The brand NewConTex is copyrighted by Verband Hamburger und Bremer Schiffsmakler e.V. ("VHBS e.V.") and is protected by law. The NewConTex may be published only with the source reference © VHBS e.V. It is distributed to the general public for information purposes only and cannot be relied upon as a trading recommendation and does not constitute a solicitation to trade. The reported information is obtained from market sources. While every effort has been made to ensure the accuracy and the completeness of the NewConTex, VHBS e.V. makes no representations, conditions or warranties of any kind, express or implied, about the completeness, accuracy, reliability, or suitability of the NewConTex. Any reliance you place on the NewConTex is therefore strictly at your own risk. Neither VHBS e.V. nor any of its subsidiaries or affiliates nor any employee of the foregoing shall be liable or have any responsibility for any loss, liability or damage, cost or expense including without limitation, indirect or consequential loss or damage, or any loss or damage whatsoever arising from loss of data or profits arising out of, or in connection with, the use of and the reliance on the NewConTex, save for death or personal injury arising from VHBS e.V. negligence and fraudulent misrepresentation that cannot, under German law, be excluded.