



## New ConTex Container Ship Time Charter Assessment Index

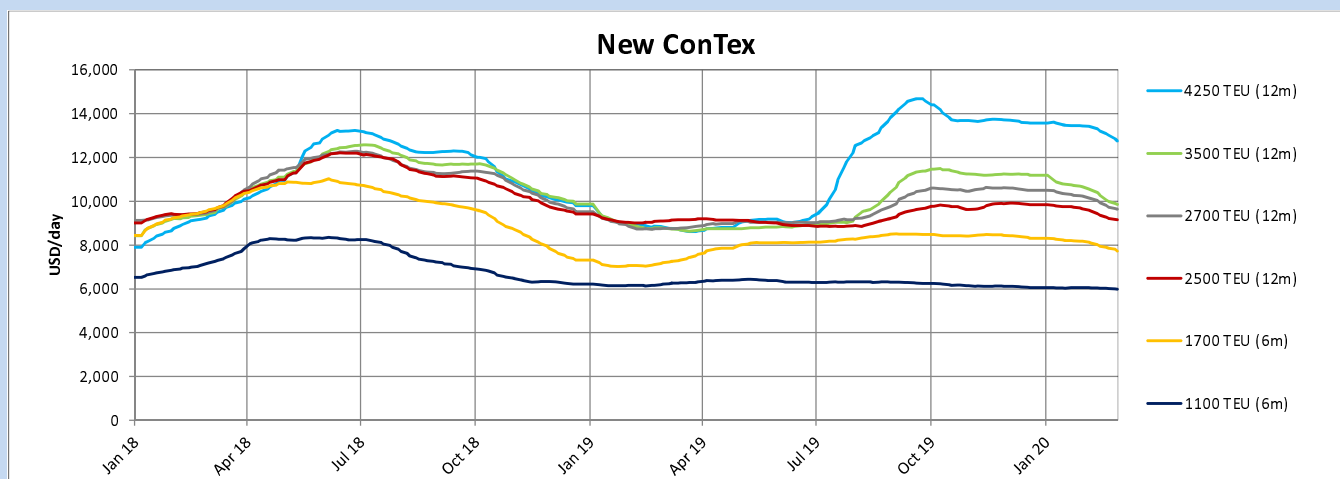
New ConTex*		403	
27.02.20		6 mos	12 mos
Geared	1100 TEU	\$5,991	n.a.
	1700 TEU	\$7,732	
	2500 TEU		\$9,154
Gearless	2700 TEU	n.a.	\$9,640
	3500 TEU		\$9,854
	4250 TEU		\$12,760

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:		27.02.20
<p>The second month of the year has been characterized by extended CNY holidays and the wider spread of the coronavirus around the world. This unfortunate turn of events has been depicted eloquently in the previous week-on-week developments of the Index. It comes as no surprise, therefore, that the current situation in the market is similar or (in some cases) worse than week 8. Analytically, even though there seems to be a slight drop at the post panamax rates, the demand is there and one can safely say that this segment has the potential to remain stable for some time to come. A gleam of hope in the general negative climate of today is the performance of the panamaxes. They still fetch decent rates mid/high 12s albeit for generally flexible periods. The charterers insist on flexible periods on all segments these days. The 1700 teu vessels are under big pressure at the moment as there are hardly any new requirements and the charterers are fighting for rates way below 7. The lucky 1700s in places other than Far East, may still see rates starting with 8. The 2700 teu segment is fairly stable (as stable as any rate can be in this unpredictable environment) there was some activity and the demand kept the rates in the mid 9s range. Thus, we only see a marginal change less than 1%. Similarly, the week on week change in the 2500 segment (even though with less fixing activity) is also marginal. The market will still pay low 9s for them but as in the previous cases the charterers are fighting for lower rates as the outlook of the global trade for 2020 started already to look bleak. Indeed, an unhealthy environment in many aspects.</p>		

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month		Year-on-Year		26.02.19	Change	Change
		27.02.20	20.02.20	Change	Change	28.01.20	Change	Change			
<b>New ConTex*</b>		<b>403</b>	408	-5	↘ -1.2%	426	-23	↘ -5.4%	387	16	4.1%
1100 TEU	6 mos	5,991	\$6,016	-\$25	↘ -0.4%	\$6,061	-\$70	↘ -1.2%	\$6,191	-200	-3.2%
	12 mos	6,087	\$6,104	-\$17	↘ -0.3%	\$6,163	-\$76	↘ -1.2%	\$6,380	-293	-4.6%
1700 TEU	6 mos	7,732	\$7,856	-\$124	↘ -1.6%	\$8,176	-\$444	↘ -5.4%	\$7,163	569	7.9%
	12 mos	7,958	\$8,064	-\$106	↘ -1.3%	\$8,383	-\$425	↘ -5.1%	\$7,389	569	7.7%
2500 TEU	12 mos	9,154	\$9,222	-\$68	↘ -0.7%	\$9,695	-\$541	↘ -5.6%	\$9,094	60	0.7%
	24 mos	9,757	\$9,827	-\$70	↘ -0.7%	\$10,251	-\$494	↘ -4.8%	\$9,929	-172	-1.7%
2700 TEU	12 mos	9,640	\$9,727	-\$87	↘ -0.9%	\$10,255	-\$615	↘ -6.0%	\$8,754	886	10.1%
	24 mos	10,152	\$10,216	-\$64	↘ -0.6%	\$10,717	-\$565	↘ -5.3%	\$9,780	372	3.8%
3500 TEU	12 mos	9,854	\$9,997	-\$143	↘ -1.4%	\$10,697	-\$843	↘ -7.9%	\$8,792	1,062	12.1%
	24 mos	10,433	\$10,546	-\$113	↘ -1.1%	\$11,217	-\$784	↘ -7.0%	\$9,837	596	6.1%
4250 TEU	12 mos	12,760	\$13,011	-\$251	↘ -1.9%	\$13,461	-\$701	↘ -5.2%	\$8,851	3,909	44.2%
	24 mos	12,904	\$12,760	\$144	↗ 1.1%	\$13,414	-\$510	↘ -3.8%	\$9,832	3,072	31.2%
5700 TEU	12 mos	18,165	\$18,675	-\$510	↘ -2.7%	\$18,987	-\$822	↘ -4.3%	-	-	-
6500 TEU	12 mos	21,865	\$22,367	-\$502	↘ -2.2%	\$23,405	-\$1,540	↘ -6.6%	-	-	-



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