



Ref:
Date:
Enclosed:

شماره: ۳۰۰۰/۰۱/۱۹۳۶/ص
تاریخ: ۱۴۰۱/۶/۵
پیوست: دارد

به نام خدا

مدیران محترم شرکتهای کشتیرانی، نماینده کشتیرانی، خدمات بندری و ... عضو و غیر عضو

موضوع: نرخ اجاره زمانی شناورهای کانتینر بر در تاریخ ۲۰۲۲.۰۸.۲۵

با سلام؛

احتراماً به پیوست تصویر گزارش فدراسیون انجمن های ملی کشتیرانی و عوامل آن (فوناسبا) با موضوع " نرخ اجاره زمانی شناورهای کانتینر بر در تاریخ ۲۰۲۲.۰۸.۲۵ " جهت استحضار ارسال میگردد.

با تجدید احترام

مسعود پل مه

دبیر کل



New ConTex Container Ship Time Charter Assessment Index

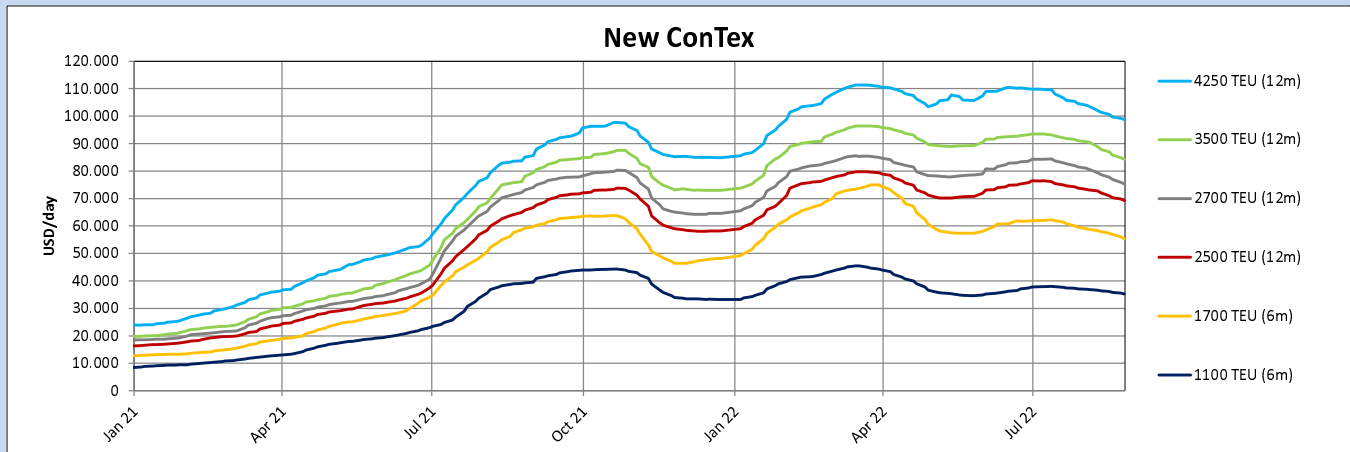
New ConTex*		3004	
25.08.22		6 mos	12 mos
Geared	1100 TEU	\$35.171	n.a.
	1700 TEU	\$55.238	
	2500 TEU		\$69.295
Gearless	2700 TEU	n.a.	\$75.377
	3500 TEU		\$84.295
	4250 TEU		\$98.745

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:		25.08.22
<p>After a few quite weeks with most of the major charterers basically avoiding fixing long-term periods, it is expected that liners might get active again after the holiday season to snap up the few remaining positions.</p> <p>So far the freight rates have become under pressure (compared to the record all time high) and as a result, the shorter periods or R/V's have been fixed at much lower numbers as well. Even though we noticed quite different numbers from different carriers. As pointed out above, the major players are still very reserved and cautious, even though they might be still in need of further tonnage to cover positions which have been fixed or sold away from them. They are trying to solve this internally by reshuffling tonnage while there are occasionally still some deals being concluded for longer periods at good terms, including forward 2023 positions.</p> <p>It will be interesting to see how the next couple of weeks until golden week will turn out in terms of activity as we would expect that the market might be adjusted in terms of periods and/or hire. However, as there aren't many positions left and speed will be reduced due to CII in 2023, there is a good chance that the charter market will remain strong.</p>		

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month			Year-on-Year			
		25.08.22	18.08.22	Change	Change	26.07.22	Change	Change	26.08.21	Change	Change
New ConTex*		3004	3060	-56	↓ -1,8%	3236	-232	↓ -7,2%	2930	74	↑ 2,5%
1100 TEU	6 mos	\$35.171	\$35.805	-\$634	↓ -1,8%	\$37.313	-\$2.142	↓ -5,7%	\$39.313	-\$4.142	↓ -10,5%
	12 mos	\$31.225	\$31.777	-\$552	↓ -1,7%	\$34.292	-\$3.067	↓ -8,9%	\$34.654	-\$3.429	↓ -9,9%
1700 TEU	6 mos	\$55.238	\$56.936	-\$1.698	↓ -3,0%	\$60.021	-\$4.783	↓ -8,0%	\$59.217	-\$3.979	↓ -6,7%
	12 mos	\$49.871	\$51.232	-\$1.361	↓ -2,7%	\$55.000	-\$5.129	↓ -9,3%	\$45.563	\$4.308	↑ 9,5%
2500 TEU	12 mos	\$69.295	\$70.273	-\$978	↓ -1,4%	\$74.305	-\$5.010	↓ -6,7%	\$65.786	\$3.509	↑ 5,3%
	24 mos	\$50.864	\$51.523	-\$659	↓ -1,3%	\$54.445	-\$3.581	↓ -6,6%	\$43.073	\$7.791	↑ 18,1%
2700 TEU	12 mos	\$75.377	\$77.000	-\$1.623	↓ -2,1%	\$81.945	-\$6.568	↓ -8,0%	\$73.114	\$2.263	↑ 3,1%
	24 mos	\$55.355	\$55.995	-\$640	↓ -1,1%	\$59.009	-\$3.654	↓ -6,2%	\$46.014	\$9.341	↑ 20,3%
3500 TEU	12 mos	\$84.295	\$85.830	-\$1.535	↓ -1,8%	\$91.490	-\$7.195	↓ -7,9%	\$78.095	\$6.200	↑ 7,9%
	24 mos	\$63.275	\$64.275	-\$1.000	↓ -1,6%	\$67.825	-\$4.550	↓ -6,7%	\$51.270	\$12.005	↑ 23,4%
4250 TEU	12 mos	\$98.745	\$99.730	-\$985	↓ -1,0%	\$105.400	-\$6.655	↓ -6,3%	\$85.075	\$13.670	↑ 16,1%
	24 mos	\$72.225	\$74.280	-\$2.055	↓ -2,8%	\$78.530	-\$6.305	↓ -8,0%	\$61.040	\$11.185	↑ 18,3%
5700 TEU	12 mos	\$116.639	\$118.011	-\$1.372	↓ -1,2%	\$121.183	-\$4.544	↓ -3,7%	\$96.794	\$19.845	↑ 20,5%
6500 TEU	12 mos	\$122.917	\$124.028	-\$1.111	↓ -0,9%	\$127.878	-\$4.961	↓ -3,9%	\$104.917	\$18.000	↑ 17,2%



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