



Verband Hamburger
und Bremer
Schiffsmakler e.V.

New ConTex Container Ship Time Charter Assessment Index

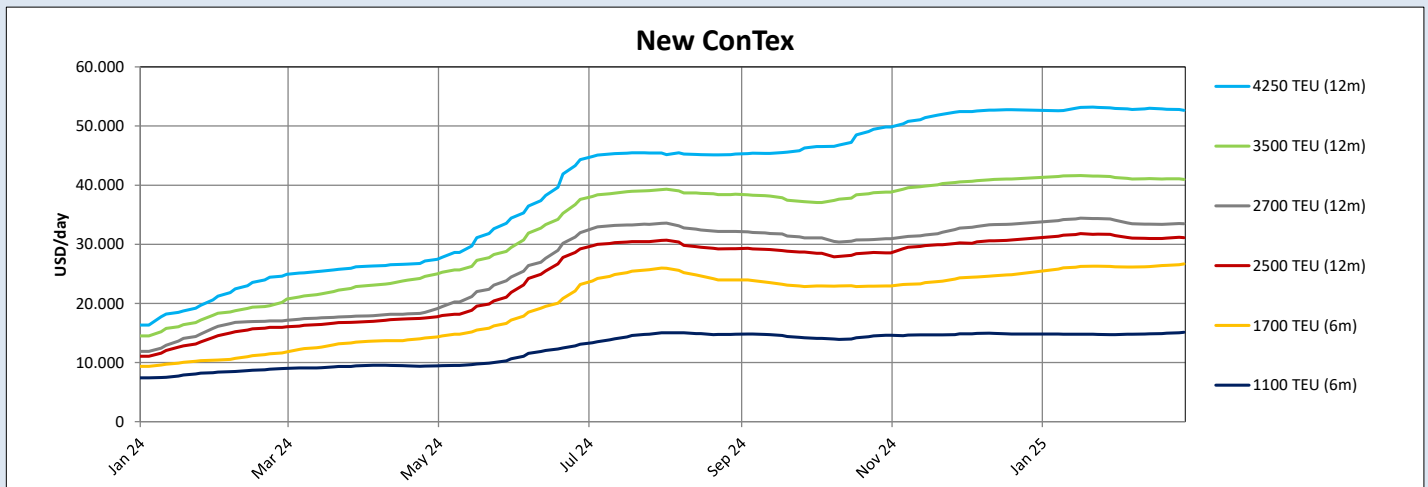
New ConTex*		1419	
27.02.25		6 mos	12 mos
Geared	1100 TEU	\$15.116	n.a.
	1700 TEU	\$26.680	
	2500 TEU	\$31.120	
Gearless	2700 TEU	n.a.	\$33.455
	3500 TEU		\$40.958
	4250 TEU		\$52.663

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 1800 TEU for 6 months period, 1100/1700/5700/6500 TEU groups for 12 months period & 2500/2700/3500/4250 TEU groups for 24 months period

New ConTex-Commentary - issued:		27.02.25
<p>Despite the ongoing decline in freight rates, the charter market still remains relatively unaffected, with stable charter rates, without significant fluctuations across most segments over the past weeks as seen in the New ConTex on the below figures. Demand for container vessels remains high, with limited vessels available in the West and only a few vessels being available at the Far East in the near future. The most active segment this week has been the feeder segment up to 2000 TEU with increasingly longer charter periods being achieved.</p> <p>For vessels of 2500 TEU and above there is almost no tonnage available and therefore no noticeable movement.</p> <p>For the first time in weeks, apart from sublets, a few fixtures have been concluded in the Post-Panamax segment again. However, the majority of these fixtures are for deliveries starting from 2026 onwards, reflecting a longer-term market outlook.</p> <p>Geopolitical uncertainties prevent any clear predictions about the future development of the container shipping market. Factors such as ongoing conflicts, trade policies, and regulatory changes pose significant risks to market stability.</p> <p>Potential decisions by the US to impose punitive tariffs against Canada, Mexico, China, and Europe, as well as the proposed increase in port fees for COSCO tonnage and Chinese-built vessels, could lead to significant retaliatory tariffs or countermeasures by the affected countries, impacting the dynamics of global container shipping.</p> <p>Despite the challenges, the strong demand for container vessels and stable charter rates indicate resilience in the market, offering optimism for the future of container shipping.</p>		

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month		Year-on-Year				
		27.02.25	20.02.25	Change	Change	30.01.25	Change	Change	29.02.24	Change	Change
New ConTex*		1419	1416	3	↔ 0,2%	1421	-2	↔ -0,1%	714	705	↑ 98,7%
1100 TEU	6 mos	\$15.116	\$14.957	\$159	↗ 1,1%	\$14.727	\$389	↑ 2,6%	\$9.023	\$6.093	↑ 67,5%
	12 mos	\$14.336	\$14.218	\$118	↗ 0,8%	\$13.950	\$386	↑ 2,8%	\$8.323	\$6.013	↑ 72,2%
1700 TEU	6 mos	\$26.680	\$26.423	\$257	↗ 1,0%	\$26.186	\$494	↗ 1,9%	\$11.793	\$14.887	↑ 126,2%
	12 mos	\$23.711	\$23.489	\$222	↗ 0,9%	\$22.655	\$1.056	↑ 4,7%	\$10.743	\$12.968	↑ 120,7%
1800 TEU	6 mos	\$30.045	\$30.109	-\$64	↘ -0,2%	\$29.914	\$131	↗ 0,4%	\$14.161	\$15.884	↑ 112,2%
	12 mos	\$31.120	\$31.050	\$70	↗ 0,2%	\$31.468	-\$348	↘ -1,1%	\$16.036	\$15.084	↑ 94,1%
2500 TEU	24 mos	\$25.705	\$25.605	\$100	↗ 0,4%	\$26.132	-\$427	↘ -1,6%	\$13.532	\$12.173	↑ 90,0%
	12 mos	\$33.455	\$33.398	\$57	↗ 0,2%	\$34.059	-\$604	↘ -1,8%	\$17.136	\$16.319	↑ 95,2%
2700 TEU	24 mos	\$27.475	\$27.382	\$93	↗ 0,3%	\$28.082	-\$607	↘ -2,2%	\$14.661	\$12.814	↑ 87,4%
	12 mos	\$40.958	\$41.065	-\$107	↘ -0,3%	\$41.270	-\$312	↘ -0,8%	\$20.738	\$20.220	↑ 97,5%
3500 TEU	24 mos	\$32.878	\$32.820	\$58	↗ 0,2%	\$33.093	-\$215	↘ -0,6%	\$17.635	\$15.243	↑ 86,4%
	12 mos	\$52.663	\$52.813	-\$150	↘ -0,3%	\$52.980	-\$317	↘ -0,6%	\$24.910	\$27.753	↑ 111,4%
4250 TEU	24 mos	\$40.730	\$40.785	-\$55	↘ -0,1%	\$41.065	-\$335	↘ -0,8%	\$20.820	\$19.910	↑ 95,6%
	12 mos	\$60.631	\$60.717	-\$86	↘ -0,1%	\$60.972	-\$341	↘ -0,6%	\$32.422	\$28.209	↑ 87,0%
6500 TEU	12 mos	\$67.822	\$67.756	\$66	↗ 0,1%	\$68.011	-\$189	↘ -0,3%	\$38.856	\$28.966	↑ 74,5%



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