

## New ConTex Container Ship Time Charter Assessment Index

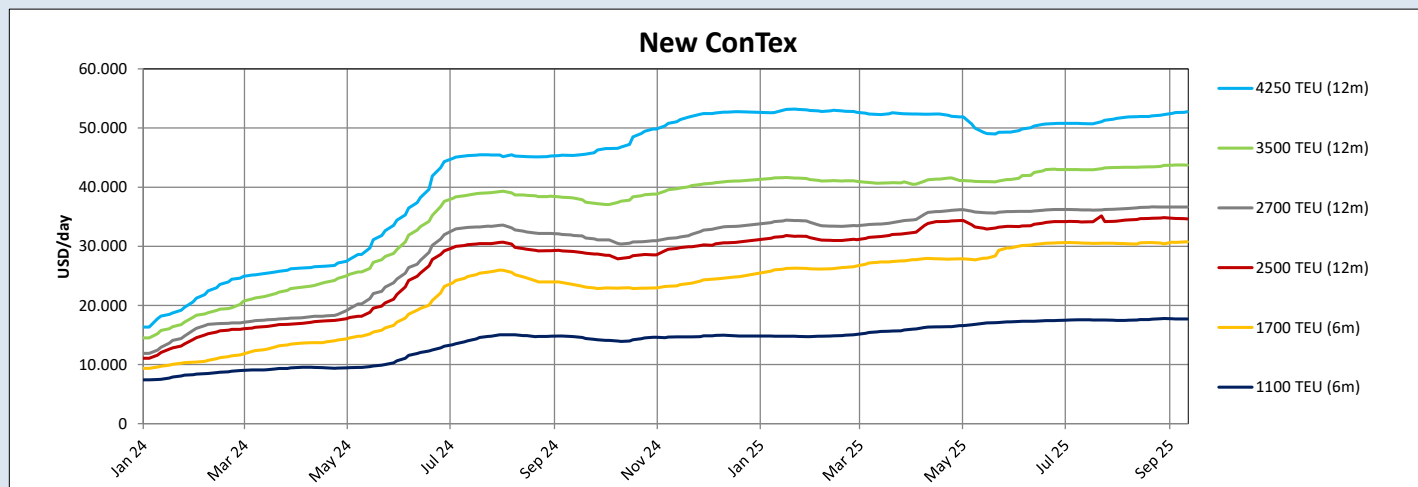
New ConTex*		1551	
11.09.25		6 mos	12 mos
Geared	1100 TEU	\$17.695	n.a.
	1700 TEU	\$30.764	
	2500 TEU		
Gearless	2700 TEU	n.a.	\$36.636
	3500 TEU		\$43.700
	4250 TEU		\$52.773

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:		11.09.25
The New ConTex has made another (very) little step up with a 0.1% increase w-o-w (and 0.9% m-o-m), illustrating that the market continues to move mainly sideways at healthy levels.		
The smaller feeder sizes though are showing a touch of weakness here and there, with a couple of ships in the 700-900 TEU bracket in the Med running into spot positions, while older 1700 TEU designs are finding it increasingly difficult to obtain 24 months periods and have to settle for 12 or 18 months instead. Fancy eco types however are still able to get the usual 2 years.		
Looking at 2500/2800 TEU ships, there is an extreme scarcity of available positions open within this year which enables owners to hold out for levels in excess of last done, and there are fixtures in the making which will bring old standard designs closer to the USD 30k mark for 2 year periods.		
Panamaxs are still having a good time as well with the next fixture expected to be for 3 years in the very high 30's for one of the very few 2025 positions.		
All in all, there is still no reason for anyone in the Owners' camp to complain, although everybody should be aware of the difficult situation in the freight markets, where liner operators have been fighting against sliding rates for quite some time. Sooner or later there could theoretically be repercussions for the charter market, at the latest when liners' cash coffers start to run dry. On the other hand, the limited supply of ships will remain with us for a while longer and may shield us from a too drastic market downturn, also considering the still somewhat limited orderbook for feeder vessels.		

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week			Month-on-Month			Year-on-Year		
		11.09.25	04.09.25	Change	Change	12.08.25	Change	Change	12.09.24	Change	Change
New ConTex*		1551	1550	1	➡ 0,1%	1537	14	➡ 0,9%	1303	248	⬆ 19,0%
1100 TEU	6 mos	\$17.695	\$17.711	-\$16	➡ -0,1%	\$17.525	\$170	➡ 1,0%	\$14.707	\$2.988	⬆ 20,3%
	12 mos	\$16.730	\$16.802	-\$72	➡ -0,4%	\$16.586	\$144	➡ 0,9%	\$13.686	\$3.044	⬆ 22,2%
1700 TEU	6 mos	\$30.764	\$30.652	\$112	➡ 0,4%	\$30.382	\$382	⬇ 1,3%	\$23.507	\$7.257	⬆ 30,9%
	12 mos	\$26.902	\$26.809	\$93	➡ 0,3%	\$26.732	\$170	➡ 0,6%	\$20.093	\$6.809	⬆ 33,9%
1800 TEU	6 mos	\$34.216	\$34.273	-\$57	➡ -0,2%	\$34.441	-\$225	➡ -0,7%	\$28.923	\$5.293	⬆ 18,3%
2500 TEU	12 mos	\$34.641	\$34.695	-\$54	➡ -0,2%	\$34.514	\$127	➡ 0,4%	\$29.098	\$5.543	⬆ 19,0%
	24 mos	\$27.209	\$27.075	\$134	➡ 0,5%	\$26.773	\$436	⬇ 1,6%	\$24.327	\$2.882	⬆ 11,8%
2700 TEU	12 mos	\$36.636	\$36.630	\$6	➡ 0,0%	\$36.495	\$141	➡ 0,4%	\$31.805	\$4.831	⬆ 15,2%
	24 mos	\$28.841	\$28.841	\$0	➡ 0,0%	\$28.250	\$591	⬆ 2,1%	\$26.343	\$2.498	⬆ 9,5%
3500 TEU	12 mos	\$43.700	\$43.740	-\$40	➡ -0,1%	\$43.378	\$322	➡ 0,7%	\$38.150	\$5.550	⬆ 14,5%
	24 mos	\$34.798	\$34.545	\$253	➡ 0,7%	\$33.733	\$1.065	⬆ 3,2%	\$32.390	\$2.408	⬆ 7,4%
4250 TEU	12 mos	\$52.773	\$52.605	\$168	➡ 0,3%	\$51.898	\$875	⬇ 1,7%	\$45.370	\$7.403	⬆ 16,3%
	24 mos	\$43.480	\$43.428	\$52	➡ 0,1%	\$42.738	\$742	⬇ 1,7%	\$37.055	\$6.425	⬆ 17,3%
5700 TEU	12 mos	\$60.522	\$60.533	-\$11	➡ 0,0%	\$59.994	\$528	➡ 0,9%	\$56.650	\$3.872	⬆ 6,8%
6500 TEU	12 mos	\$66.381	\$66.444	-\$63	➡ -0,1%	\$65.728	\$653	➡ 1,0%	\$63.539	\$2.842	⬆ 4,5%



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