

New ConTex Container Ship Time Charter Assessment Index

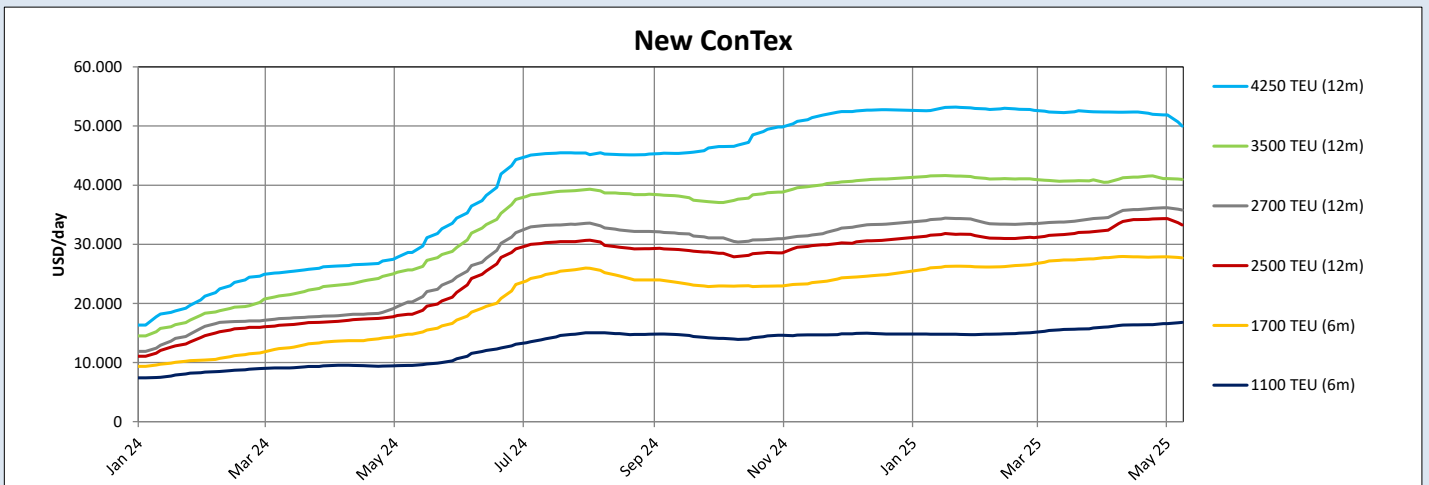
New ConTex*		1465	
08.05.25		6 mos	12 mos
Geared	1100 TEU	\$16.791	n.a.
	1700 TEU	\$27.700	
	2500 TEU		
Gearless	2700 TEU	n.a.	\$33.261
	3500 TEU		\$35.811
	4250 TEU		\$40.985

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:		08.05.25
<p>Frontloading' seemed to be the word of choice by economists of the past days, with regards to tariff-related activity and cargo movements out of China. This would explain, to a degree, the divergences between freight indexes and our New ConTex. In a CNBC interview the CEO of the port of Los Angeles advised us that volumes out of China will go down considerably, when looking at the forward bookings of the port. Major Liner companies are being reported to have revised their expectations downwards...and also our New ConTex is now feeling a bit of a chill from the cold that is going around in the freight market, with the Index losing 1,4% week-on-week. Chartering activity is slowing down, however the holidays of the past few weeks in most of the major Container Chartering centers, have also had their part in this. Looking at the details of the NewConTex it should be noted that the biggest reductions were seen in the 4250 TEU and the 2800 TEU segments, which is noteworthy, as those sizes are still very much in demand. It should be remembered however, that the general level of Charter rates is still at a very healthy level. Evidence of this can be found when looking at the Year-on-Year development of the NewConTex, showing a 75,4% increase. News of the Houthi's stopping their attacks on commercial shipping seem to be overstated, Congestion is still a major issue in ports particularly in Northern Europe, and initial trade talks about to start between China will leave us with proper room for speculation of where charter rates will go, but a major correction does in no way seem to be imminent. Happy weekend!</p>		

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week			Month-on-Month			Year-on-Year		
		08.05.25	01.05.25	Change	Change	10.04.25	Change	Change	09.05.24	Change	Change
New ConTex*		1465	1486	-21	📉 -1.4%	1480	-15	📉 -1.0%	835	630	📈 75.4%
1100 TEU	6 mos	\$16.791	\$16.593	\$198	📈 1.2%	\$16.320	\$471	📈 2.9%	\$9.523	\$7.268	📈 76.3%
	12 mos	\$15.877	\$15.639	\$238	📈 1.5%	\$15.377	\$500	📈 3.3%	\$8.777	\$7.100	📈 80.9%
1700 TEU	6 mos	\$27.700	\$27.893	-\$193	📉 -0.7%	\$27.936	-\$236	📉 -0.8%	\$14.780	\$12.920	📈 87.4%
	12 mos	\$24.839	\$25.030	-\$191	📉 -0.8%	\$24.868	-\$29	📉 -0.1%	\$13.991	\$10.848	📈 77.5%
1800 TEU	6 mos	\$30.530	\$30.800	-\$270	📉 -0.9%	\$30.927	-\$397	📉 -1.3%	\$16.411	\$14.119	📈 86.0%
2500 TEU	12 mos	\$33.261	\$34.336	-\$1.075	📉 -3.1%	\$33.855	-\$594	📉 -1.8%	\$18.177	\$15.084	📈 83.0%
	24 mos	\$26.016	\$26.236	-\$220	📉 -0.8%	\$25.986	\$30	📈 0.1%	\$16.134	\$9.882	📈 61.2%
2700 TEU	12 mos	\$35.811	\$36.175	-\$364	📉 -1.0%	\$35.709	\$102	📈 0.3%	\$20.239	\$15.572	📈 76.9%
	24 mos	\$27.530	\$27.820	-\$290	📉 -1.0%	\$27.943	-\$413	📉 -1.5%	\$17.614	\$9.916	📈 56.3%
3500 TEU	12 mos	\$40.985	\$41.108	-\$123	📉 -0.3%	\$41.250	-\$265	📉 -0.6%	\$25.675	\$15.310	📈 59.6%
	24 mos	\$31.525	\$32.098	-\$573	📉 -1.8%	\$32.100	-\$575	📉 -1.8%	\$21.710	\$9.815	📈 45.2%
4250 TEU	12 mos	\$49.985	\$51.870	-\$1.885	📉 -3.6%	\$52.340	-\$2.355	📉 -4.5%	\$28.610	\$21.375	📈 74.7%
	24 mos	\$40.005	\$40.588	-\$583	📉 -1.4%	\$40.872	-\$867	📉 -2.1%	\$25.093	\$14.912	📈 59.4%
5700 TEU	12 mos	\$58.778	\$59.478	-\$700	📉 -1.2%	\$59.872	-\$1.094	📉 -1.8%	\$36.711	\$22.067	📈 60.1%
6500 TEU	12 mos	\$65.650	\$66.139	-\$489	📉 -0.7%	\$66.872	-\$1.222	📉 -1.8%	\$43.567	\$22.083	📈 50.7%



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