

## New ConTex Container Ship Time Charter Assessment Index

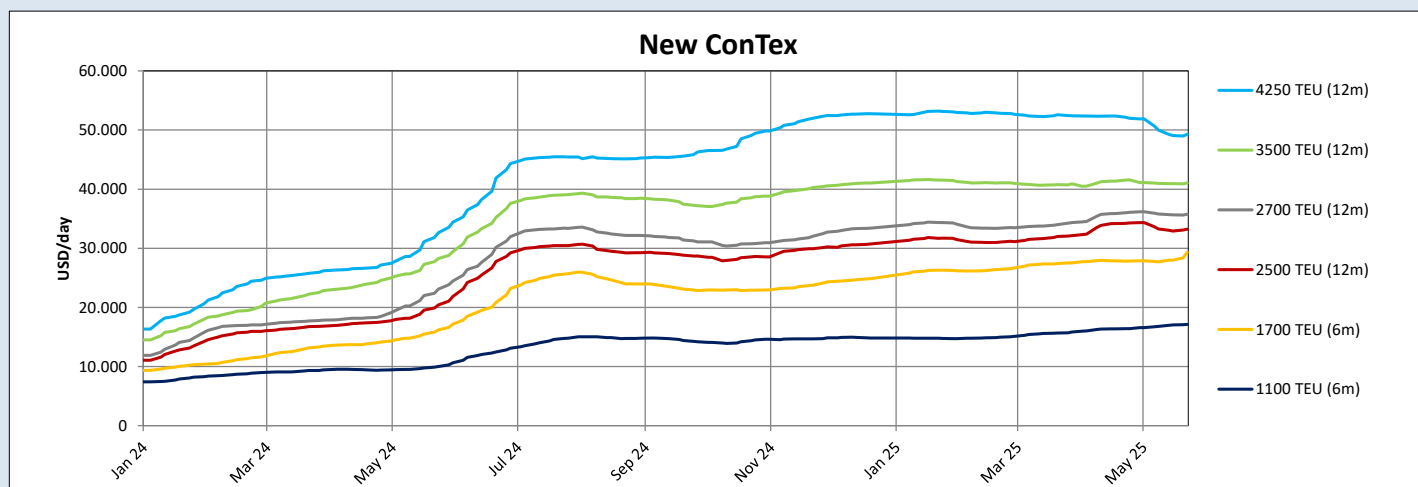
New ConTex*		1479	
22.05.25		6 mos	12 mos
Geared	1100 TEU	\$17.120	n.a.
	1700 TEU	\$29.314	
	2500 TEU		
Gearless	2700 TEU	n.a.	\$35.743
	3500 TEU		\$41.040
	4250 TEU		\$49.265

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:	22.05.25
<p>The New ConTex does continue its upward trend, which started with the recent temporary 90 days Tariff Agreement between the USA and China. The Index itself only rose by a small percentage of 1,2% on Week-on-Week basis, which doesn't sound impressive at all.</p> <p>The physical market, i.e. the charter market, is however turning extremely strong again and one could say is on fire right now and enjoying a very strong momentum.</p> <p>All available prompt ships in the various segments (not many though) are being easily absorbed within all segments and Owners are able to increase rates and periods. Forward positions are also being looked at again and getting fixed.</p> <p>While the Suez Canal authorities are trying to win back the Lines with special offers, this doesn't seem likely too happen. The overall situation around the Red Sea area is potentially still way too risky as there doesn't seem to be any near term solution in sight for the Israel/Hamas conflict - rather the opposite right now. Thus containers ships will keep on diverting via Cape of Good Hope and absorb the extra capacity.</p> <p>At the same time the Lines (mainly the large ones) also keep on purchasing various ships in different segments and therefore limit the supply side even further for their competitors.</p> <p>The Lines themselves are also able to increase the spot freight rates as clearly seen within the SCFI. Same has increased another 7,21% on Week-on-Week basis and further increases can be expected for the following weeks.</p> <p>Therefore and also having in mind the the present cargo rush the near future looks pretty bright for the Owners and Lines.</p>	

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week			Month-on-Month			Year-on-Year		
		22.05.25	15.05.25	Change	Change	24.04.25	Change	Change	23.05.24	Change	Change
New ConTex*		1479	1462	17	↗ 1,2%	1486	-7	➡ -0,5%	929	550	↗ 59,2%
1100 TEU	6 mos	\$17.120	\$17.020	\$100	➡ 0,6%	\$16.414	\$706	↗ 4,3%	\$10.000	\$7.120	↗ 71,2%
	12 mos	\$16.230	\$16.141	\$89	➡ 0,6%	\$15.473	\$757	↗ 4,9%	\$9.314	\$6.916	↗ 74,3%
1700 TEU	6 mos	\$29.314	\$27.991	\$1.323	↗ 4,7%	\$27.855	\$1.459	↗ 5,2%	\$16.207	\$13.107	↗ 80,9%
	12 mos	\$25.855	\$25.036	\$819	↗ 3,3%	\$24.959	\$896	↗ 3,6%	\$15.214	\$10.641	↗ 69,9%
1800 TEU	6 mos	\$32.259	\$30.695	\$1.564	↗ 5,1%	\$30.807	\$1.452	↗ 4,7%	\$18.341	\$13.918	↗ 75,9%
2500 TEU	12 mos	\$33.237	\$32.914	\$323	➡ 1,0%	\$34.284	-\$1.047	↘ -3,1%	\$20.432	\$12.805	↗ 62,7%
	24 mos	\$25.959	\$25.741	\$218	➡ 0,8%	\$26.223	-\$264	➡ -1,0%	\$17.723	\$8.236	↗ 46,5%
2700 TEU	12 mos	\$35.743	\$35.666	\$77	➡ 0,2%	\$36.068	-\$325	➡ -0,9%	\$23.100	\$12.643	↗ 54,7%
	24 mos	\$27.550	\$27.275	\$275	↗ 1,0%	\$27.818	-\$268	➡ -1,0%	\$19.600	\$7.950	↗ 40,6%
3500 TEU	12 mos	\$41.040	\$40.923	\$117	➡ 0,3%	\$41.565	-\$525	➡ -1,3%	\$28.272	\$12.768	↗ 45,2%
	24 mos	\$31.665	\$31.423	\$242	➡ 0,8%	\$32.125	-\$460	➡ -1,4%	\$24.672	\$6.993	↗ 28,3%
4250 TEU	12 mos	\$49.265	\$49.078	\$187	➡ 0,4%	\$51.998	-\$2.733	↘ -5,3%	\$32.644	\$16.621	↗ 50,9%
	24 mos	\$39.585	\$39.593	-\$8	➡ 0,0%	\$40.640	-\$1.055	↘ -2,6%	\$29.189	\$10.396	↗ 35,6%
5700 TEU	12 mos	\$58.989	\$58.361	\$628	↗ 1,1%	\$59.722	-\$733	➡ -1,2%	\$39.756	\$19.233	↗ 48,4%
6500 TEU	12 mos	\$65.656	\$65.378	\$278	➡ 0,4%	\$66.694	-\$1.038	➡ -1,6%	\$46.338	\$19.318	↗ 41,7%



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