



Verband Hamburger
und Bremer
Schiffsmakler e.V.

New ConTex Container Ship Time Charter Assessment Index

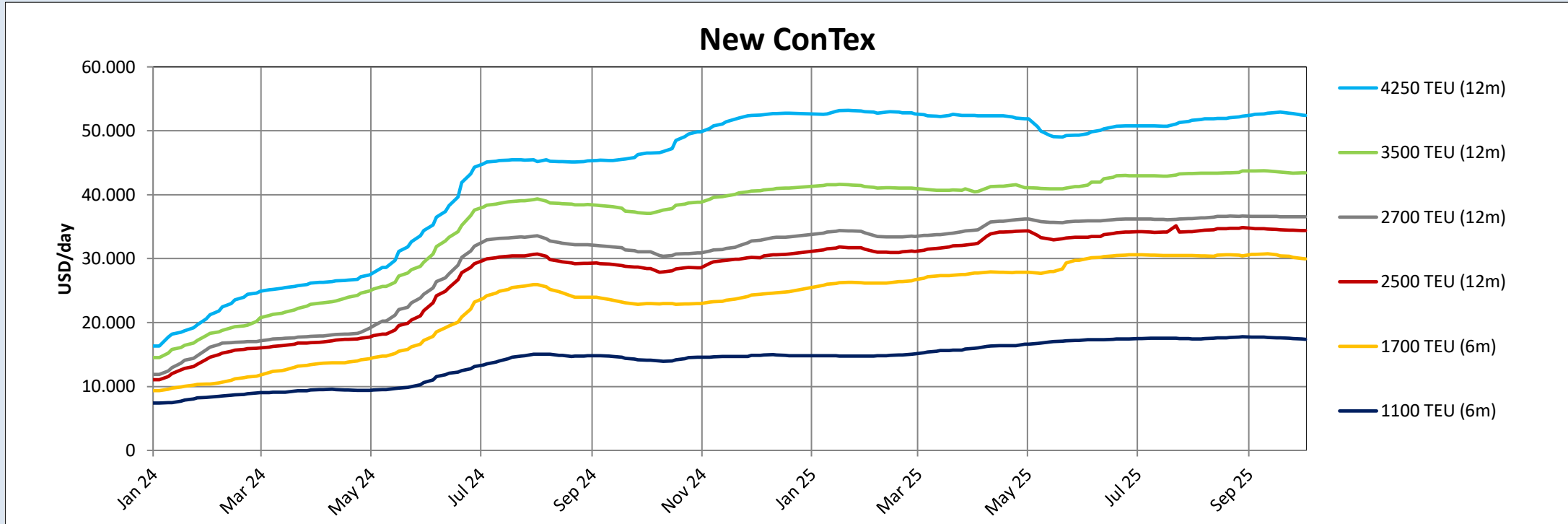
New ConTex*		1535	
02.10.25		6 mos	12 mos
Geared	1100 TEU	\$17.400	n.a.
	1700 TEU	\$29.993	
	2500 TEU		
Gearless	2700 TEU	n.a.	\$34.420
	3500 TEU		\$36.548
	4250 TEU		\$43.413

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:	02.10.25
<p>The container market is caught in a striking paradox: while freight rates continue to tumble, charter rates remain firm, underlining a widening disconnect between the two. The Shanghai Containerized Freight Index (SCFI) has slumped 55% year to date. For liner operators, this signals mounting revenue pressure and renewed uncertainty. Yet, in sharp contrast, the charter market shows little sign of weakness. In the panamax sector "Wiking" (4957 / 3739 TEU) and sister "Wieland" were both extended by Maersk and Hapag Lloyd respectively for 3 years at USD 34,000 pd - pertinently both ships will deliver in Q4 2026. The Baby-Panamax sector also saw long-term fixtures being concluded well into 2026 including the 2025 built "Hong Da Xin Tian Jin" (3,630 / 2980 TEU) which fixed to Emirates for 23-25 months at USD 39,500 pd. The sub-Panamax segment is also holding steady due to very limited supply only Maersk declared an option on "Gardiner" (2556 / 1846 TEU) at USD 17,500 pd for 12 - 16 months in the Caribbean. Below 2,000 TEU, rates across all the feeder segments remain flat. As Golden Week approaches, a slight build-up of available tonnage has been observed — particularly Chinese-controlled vessels. Whether this represents a natural cyclical ebb and flow of capacity around holidays, or the first sign that operators can no longer stomach the widening gap between falling freight earnings and elevated charter hire costs, remains to be seen. Either way, given the tight supply, this tension is likely to persist into Q4.</p>	

New ConTex Development											
Vessel type	Evaluated Period	Today	Week-on-Week			Month-on-Month			Year-on-Year		
		02.10.25	25.09.25	Change	Change	02.09.25	Change	Change	03.10.24	Change	Change
New ConTex*		1535	1540	-5	➡ -0,3%	1550	-15	➡ -1,0%	1281	254	⬆ 19,8%
1100 TEU	6 mos	\$17.400	\$17.489	-\$89	➡ -0,5%	\$17.750	-\$350	➡ -2,0%	\$14.089	\$3.311	⬆ 23,5%
	12 mos	\$16.525	\$16.634	-\$109	➡ -0,7%	\$16.825	-\$300	➡ -1,8%	\$13.195	\$3.330	⬆ 25,2%
1700 TEU	6 mos	\$29.993	\$30.227	-\$234	➡ -0,8%	\$30.689	-\$696	⬇ -2,3%	\$22.959	\$7.034	⬆ 30,6%
	12 mos	\$26.350	\$26.477	-\$127	➡ -0,5%	\$26.748	-\$398	➡ -1,5%	\$19.525	\$6.825	⬆ 35,0%
1800 TEU	6 mos	\$33.648	\$33.848	-\$200	➡ -0,6%	\$34.375	-\$727	⬇ -2,1%	\$27.150	\$6.498	⬆ 23,9%
2500 TEU	12 mos	\$34.420	\$34.432	-\$12	➡ 0,0%	\$34.723	-\$303	➡ -0,9%	\$28.473	\$5.947	⬆ 20,9%
	24 mos	\$27.548	\$27.495	\$53	➡ 0,2%	\$27.077	\$471	⬆ 1,7%	\$24.264	\$3.284	⬆ 13,5%
2700 TEU	12 mos	\$36.548	\$36.530	\$18	➡ 0,0%	\$36.632	-\$84	➡ -0,2%	\$31.091	\$5.457	⬆ 17,6%
	24 mos	\$29.232	\$29.173	\$59	➡ 0,2%	\$28.809	\$423	⬆ 1,5%	\$26.007	\$3.225	⬆ 12,4%
3500 TEU	12 mos	\$43.413	\$43.398	\$15	➡ 0,0%	\$43.700	-\$287	➡ -0,7%	\$37.075	\$6.338	⬆ 17,1%
	24 mos	\$34.958	\$34.895	\$63	➡ 0,2%	\$34.445	\$513	⬆ 1,5%	\$30.380	\$4.578	⬆ 15,1%
4250 TEU	12 mos	\$52.420	\$52.700	-\$280	➡ -0,5%	\$52.493	-\$73	➡ -0,1%	\$46.525	\$5.895	⬆ 12,7%
	24 mos	\$43.315	\$43.370	-\$55	➡ -0,1%	\$43.378	-\$63	➡ -0,1%	\$38.320	\$4.995	⬆ 13,0%
5700 TEU	12 mos	\$60.308	\$60.333	-\$25	➡ 0,0%	\$60.492	-\$184	➡ -0,3%	\$57.239	\$3.069	⬆ 5,4%
6500 TEU	12 mos	\$66.406	\$66.408	-\$2	➡ 0,0%	\$66.278	\$128	➡ 0,2%	\$64.667	\$1.739	⬆ 2,7%



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