

1486 **New ConTex*** 04.12.25 6 mos 12 mos 1100 TEU \$16.911 n.a. 1700 TEU \$28.527 Gear 2500 TEU \$33,748 2700 TEU \$35.550 Gearless n.a. 3500 TEU \$41,713 4250 TEU \$50.910

| Legend | | | | | | | | | |
|---------------|-------------|-------------------|--|--|--|--|--|--|--|
| 1 | up | + 2% or more | | | | | | | |
| 27 | steady up | from +1% to +1,9% | | | | | | | |
| \Rightarrow | steady | +/- 1 % | | | | | | | |
| 2 | steady down | from -1% to -1,9% | | | | | | | |
| 4 | down | - 2% or less | | | | | | | |

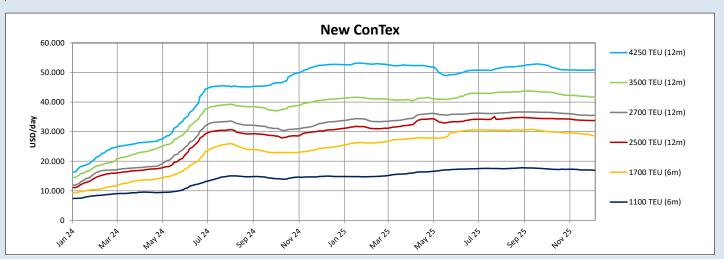
*New ConTex evaluation is EXCLUDING 1800 TEU for 6 months period, 1100/1700/5700/6500 TEU groups for 12 months period & 2500/2700/3500/4250 TEU groups for 24 months period

New ConTex Container Ship Time Charter Assessment Index

| New ConTex-Commentary - issued: | 04.12.25 |
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Christmas markets are open and if you have't been yet, go quickly. The next three weeks will be over in a jiff. There is a fair chance that if you spend the next three weeks excluively at the Christmas market, not much will have changed. Rates seem to stagnate, although activitywise there is a bit of a year-end rush, which cannot really be attributed to either side. It seems both Charterers and Owners want to tie up their loose ends before the holidays. The trend of shorter periods for smaller units below 1800 TEU being fixed seems to continue, while the larger sizes hold steady on periods. Interestingly a number of en-bloc deals for newbuildings are coming to light, which on the one hand reduce the number of unfixed newbuildings and should thus be a sign of relieve to Owners, given the large number of newbuildings ordered this year, and on the other hand give an indication of how capacity is being divided up amongst the Liner companies. Yet a lot still remains to be fixed here. These en-bloc deals, however, are not limited to newbuildings, also on existing vessels Charterers are trying to secure tonnage by doing multiship deals with Owners. On top of all that tangible activity, there is also all kind of speculation circulating around the market with regards to further consolidation amongst the Liner companies, with one Top-10 Operator being mentioned as a sales candidate. The New ConTex itself is the epitomy of boredom with very little happening and rates staying stable with minor reductions in the smaller sizes. This sideways movements have been the case for many weeks which might result in people overlooking a few interesting developments in the year-on-year comparison. The overall Index shows still a positive development with a 7,1% increase, however looking at the larger sizes, we are actually beginning to see a negative trend comparing this week to a year ago. The boredom might actually stop and 2026 will be more interesting...Yours truly will refrain from stating the obvious Chinese proverb here....and i

| New ConTex Development | | | | | | | | | | | | |
|------------------------|-----------|----------|--------------|--------|----------------|----------------|--------|----------------|--------------|----------|----------------|--|
| Vessel type | Evaluated | Today | Week-on-Week | | | Month-on-Month | | | Year-on-Year | | | |
| | Period | 04.12.25 | 27.11.25 | Change | Change | 04.11.25 | Change | Change | 05.12.24 | Change | Change | |
| New ConTex* | | 1486 | 1489 | -3 | → -0,2% | 1508 | -22 | ≥ -1,5% | 1388 | 98 | 7,1 % | |
| 1100 TEU | 6 mos | \$16.911 | \$17.023 | -\$112 | → -0,7% | \$17.282 | -\$371 | -2,1% | \$14.936 | \$1.975 | 13,2% | |
| | 12 mos | \$16.105 | \$16.218 | -\$113 | → -0,7% | \$16.443 | -\$338 | -2,1% | \$14.089 | \$2.016 | 1 4,3% | |
| 1700 TEU | 6 mos | \$28.527 | \$28.918 | -\$391 | ≥ -1,4% | \$29.518 | -\$991 | -3,4% | \$24.473 | \$4.054 | 16,6% | |
| 1700 120 | 12 mos | \$26.177 | \$26.309 | -\$132 | -0,5% | \$26.298 | -\$121 | → -0,5% | \$21.355 | \$4.822 | 1 22,6% | |
| 1800 TEU | 6 mos | \$32.491 | \$32.677 | -\$186 | → -0,6% | \$32.793 | -\$302 | → -0,9% | \$29.032 | \$3.459 | 11,9% | |
| 2500 TEU | 12 mos | \$33.748 | \$33.739 | \$9 | → 0,0% | \$34.157 | -\$409 | ≥ -1,2% | \$30.414 | \$3.334 | 11,0% | |
| | 24 mos | \$26.718 | \$26.616 | \$102 | → 0,4% | \$27.225 | -\$507 | ≥ -1,9% | \$25.645 | \$1.073 | 4,2% | |
| 2700 TEU | 12 mos | \$35.550 | \$35.443 | \$107 | → 0,3% | \$36.016 | -\$466 | ≥ -1,3% | \$33.005 | \$2.545 | 1,7% | |
| 2700 120 | 24 mos | \$28.373 | \$28.070 | \$303 | 7,1% | \$29.043 | -\$670 | -2,3% | \$27.659 | \$714 | 1 2,6% | |
| 3500 TEU | 12 mos | \$41.713 | \$41.750 | -\$37 | -0,1% | \$42.233 | -\$520 | ≥ -1,2% | \$40.770 | \$943 | 1 2,3% | |
| | 24 mos | \$33.508 | \$33.490 | \$18 | → 0,1% | \$33.840 | -\$332 | → -1,0% | \$33.408 | \$100 | → 0,3% | |
| 4250 TEU | 12 mos | \$50.910 | \$50.818 | \$92 | → 0,2% | \$50.855 | \$55 | → 0,1% | \$52.540 | -\$1.630 | -3,1% | |
| | 24 mos | \$41.465 | \$41.363 | \$102 | → 0,2% | \$41.558 | -\$93 | → -0,2% | \$41.410 | \$55 | → 0,1% | |
| 5700 TEU | 12 mos | \$59.742 | \$59.744 | -\$2 | → 0,0% | \$59.792 | -\$50 | → -0,1% | \$60.339 | -\$597 | → -1,0% | |
| 6500 TEU | 12 mos | \$66.492 | \$66.478 | \$14 | → 0,0% | \$66.481 | \$11 | → 0,0% | \$67.561 | -\$1.069 | → -1,6% | |



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