

1487 **New ConTex*** 11.12.25 6 mos 12 mos 1100 TEU \$16.832 n.a. 1700 TEU \$28.386 Gear 2500 TEU \$33.886 Gearless 2700 TEU \$35.545 n.a. 3500 TEU \$41.875 4250 TEU \$51.100

| Legend | | | | | | | | | |
|--------|-------------|-------------------|--|--|--|--|--|--|--|
| 1 | up | + 2% or more | | | | | | | |
| 27 | steady up | from +1% to +1,9% | | | | | | | |
| | steady | +/- 1 % | | | | | | | |
| N | steady down | from -1% to -1,9% | | | | | | | |
| • | down | - 2% or less | | | | | | | |

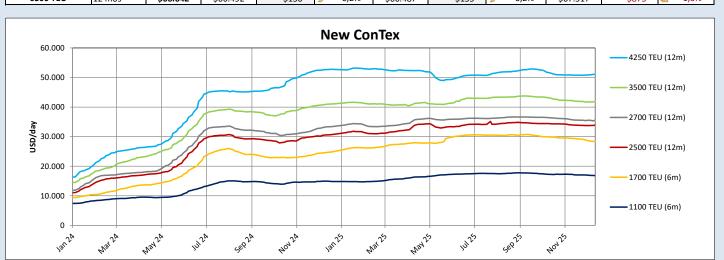
*New ConTex evaluation is EXCLUDING 1800 TEU for 6 months period, 1100/1700/5700/6500 TEU groups for 12 months period & 2500/2700/3500/4250 TEU groups for 24 months period

New ConTex Container Ship Time Charter Assessment Index

| New ConTex-Commentary - issued: | 11.12.25 |
|---------------------------------|----------|
|---------------------------------|----------|

The charter market is closing the year with notable resilience, despite softening freight rates. The New ConTex Composite Index remained broadly flat again this week, recording only a marginal gain. It now sits just 1.3% below its level six months ago and 6.4% above its position a year earlier. This stability reflects an illiquid, supply-constrained market, which is understandable given that major operators continue to commit to tonnage with delivery dates extending well into 2026 and 2027. A highly active Sale & Purchase market also underpins charter rates. The potential for profitable vessel sales is forcing the hands of charterers to fix forward and pay a premiums if necessary to retain ships, thereby providing an additional buffer against weak freight rates. Recent fixtures paint the picture quite clearly: COSCO has fixed the "MSC Ajaccio" (7,100 TEU) for three years at USD 46,000 per day from Q1 2027, while MSC has extended the Baby Panamax "Rio Grande" (2,849 TEU) for 30–34 months at USD 29,000 per day, also commencing in Q1 2027. Feeder activity remains robust, particularly in Asia, where Chinese 1,600–1,800 TEU units secured periods of up to one year in the mid-USD 20,000s per day. In the Caribbean, CMA CGM paid a premium for the moderneco "Little Symphony", reportedly at around USD 31,000 per day.

| New ConTex Development | | | | | | | | | | | | |
|------------------------|-----------|----------|--------------|--------|---------------------|----------------|--------|--------------------|--------------|----------|-------------------|--|
| Vessel type | Evaluated | Today | Week-on-Week | | | Month-on-Month | | | Year-on-Year | | | |
| | Period | 11.12.25 | 04.12.25 | Change | Change | 11.11.25 | Change | Change | 12.12.24 | Change | Change | |
| New ConTex* | | 1487 | 1486 | 1 | → 0,1% | 1502 | -15 | → -1,0% | 1395 | 92 | 1 6,6% | |
| 1100 TEU | 6 mos | \$16.832 | \$16.911 | -\$79 | → -0,5% | \$17.223 | -\$391 | -2,3% | \$14.911 | \$1.921 | 12,9% | |
| 1100 120 | 12 mos | \$16.034 | \$16.105 | -\$71 | → -0,4% | \$16.373 | -\$339 | -2,1% | \$14.080 | \$1.954 | 13,9% | |
| 1700 TEU | 6 mos | \$28.386 | \$28.527 | -\$141 | -0,5% | \$29.382 | -\$996 | -3,4% | \$24.686 | \$3.700 | 15,0% | |
| 1700 120 | 12 mos | \$26.164 | \$26.177 | -\$13 | → 0,0% | \$26.355 | -\$191 | → -0,7% | \$21.500 | \$4.664 | 1 21,7% | |
| 1800 TEU | 6 mos | \$32.309 | \$32.491 | -\$182 | → -0,6% | \$32.823 | -\$514 | ≥ -1,6% | \$29.277 | \$3.032 | 1 0,4% | |
| 2500 TEU | 12 mos | \$33.886 | \$33.748 | \$138 | - → 0,4% | \$33.936 | -\$50 | → -0,1% | \$30.586 | \$3.300 | 1 0,8% | |
| 2500 120 | 24 mos | \$27.093 | \$26.718 | \$375 | 7 1,4% | \$26.991 | \$102 | → 0,4% | \$25.682 | \$1.411 | 1 5,5% | |
| 2700 TEU | 12 mos | \$35.545 | \$35.550 | -\$5 | → 0,0% | \$35.700 | -\$155 | → -0,4% | \$33.318 | \$2.227 | 1 6,7% | |
| | 24 mos | \$28.645 | \$28.373 | \$272 | → 1,0% | \$28.641 | \$4 | → 0,0% | \$27.886 | \$759 | 1 2,7% | |
| 3500 TEU | 12 mos | \$41.875 | \$41.713 | \$162 | → 0,4% | \$42.180 | -\$305 | → -0,7% | \$40.985 | \$890 | 1 2,2% | |
| | 24 mos | \$33.735 | \$33.508 | \$227 | → 0,7% | \$33.788 | -\$53 | → -0,2% | \$33.570 | \$165 | → 0,5% | |
| 4250 TEU | 12 mos | \$51.100 | \$50.910 | \$190 | → 0,4% | \$50.823 | \$277 | → 0,5% | \$52.700 | -\$1.600 | -3,0% | |
| | 24 mos | \$41.405 | \$41.465 | -\$60 | → -0,1% | \$41.514 | -\$109 | → -0,3% | \$41.570 | -\$165 | → -0,4% | |
| 5700 TEU | 12 mos | \$59.939 | \$59.742 | \$197 | → 0,3% | \$59.783 | \$156 | → 0,3% | \$60.422 | -\$483 | → -0,8% | |
| 6500 TEU | 12 mos | \$66.642 | \$66.492 | \$150 | → 0,2% | \$66.487 | \$155 | → 0,2% | \$67.517 | -\$875 | ≥ -1,3% | |



Disclaime

The brand NewConTex is copyrighted by Verband Hamburger und Bremer Schiffsmakler e.V. ("VHBS e.V.") and is protected by law. The NewConTex may be published only with the source reference @ VHBS e.V. It is distributed to the general public for information purposes only and cannot be relied upon as a trading recommendation and does not constitute a solicitation to trade. The reported information is obtained from market sources. While every effort has been made to ensure the accuracy and the completeness of the NewConTex. Nakes no representations, conditions or warranties of any kind, express or implied, about the completeness, accuracy, reliability, or suitability of the NewConTex. Any reliance you place on the NewConTex is therefore strictly at your own risk. Neither VHBS e.V. nor any of its subdisdiares or affiliates nor any employee of the foregoing shall be liable or have any responsibility for any loss, liability or damage, cost or expense including without limitation, indirect or consequential loss or damage, or any loss or damage whatsoever arising from loss of data or profits arising out of, or in connection with, the use of and the reliance on the NewConTex, save for death or personal injury arising from VHBS e.V. negligence and fraudulent misrepresentation that cannot, under German law, be excluded.