

New ConTex Container Ship Time Charter Assessment Index

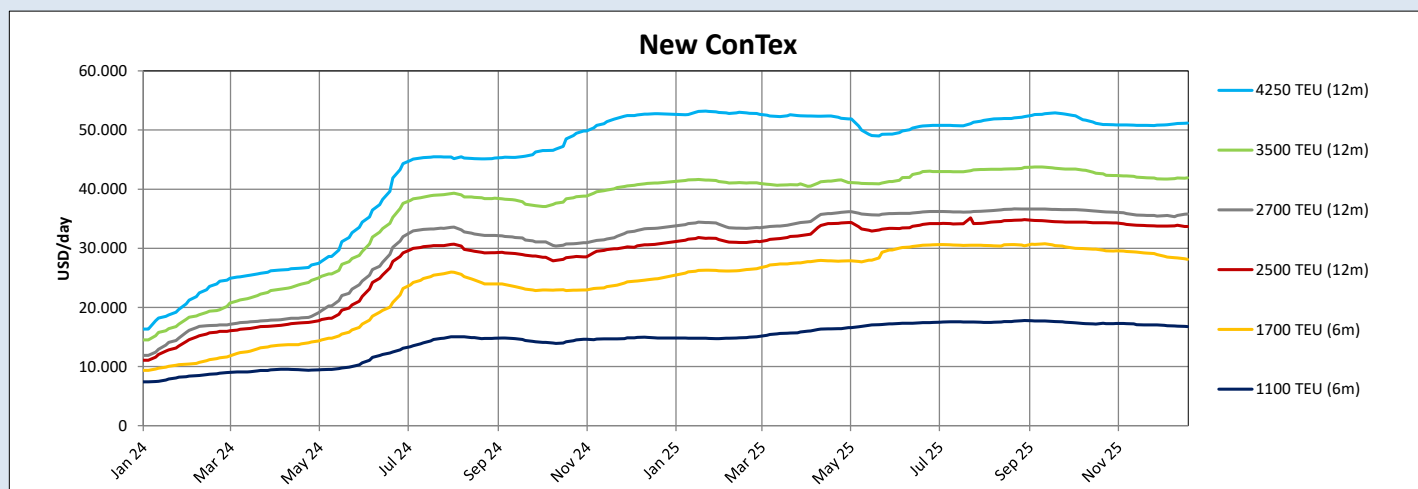
New ConTex*		1485	
18.12.25		6 mos	12 mos
Geared	1100 TEU	\$16.768	n.a.
	1700 TEU	\$28.134	
	2500 TEU		
Gearless	2700 TEU	n.a.	\$35.805
	3500 TEU		\$41.913
	4250 TEU		\$51.175

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:	18.12.25
<p>The container charter remains healthy despite weakening financials results and the continuous declining freight rates as reflected by the stability of the New ConTex. With tonnage sold out there is not much to fix in almost all sizes for 2025 and early 2026, therefore forward fixtures are becoming increasingly 'forward' with charterers ready to fix vessels coming open not only in the second half of 2026. Even with delivery dates far off in the future, some charterers are keen to accept multi-year employments at strong rates for the right ships. These moves highlight once again carriers' determination not to lose out on tonnage, with a charter market becoming increasingly illiquid for some ship types, particularly for large units or modern and energy-efficient vessels in the smaller and medium sizes. As a result, in addition to offering multi year charters for large ships, some carriers are now also willing to provide long term employments for newbuilding vessels as small as 1,800 teu, in some cases up to 10 years, a move that would have been highly unlikely until recently. There is no doubt that this shift in policy could help Owners to order new ships in greater numbers in the smaller and medium sizes, helping to eventually renew this segment of the market.</p> <p>The longer term appears more grim, with overcapacity widely expected to return, although one can anticipate that a number of redundant ships will find their way on fast developing north-south routes, replacing smaller, older, and less efficient ships that will be phased out anyway time will tell and life is like a chocolate box, full of surprise, and talking about chocolates we would like to wish you all a Merry Christmas and a Happy New Year.</p>	

New ConTex Development												
Vessel type	Evaluated Period	Today	Week-on-Week			Month-on-Month			Year-on-Year			
		18.12.25	11.12.25	Change	Change	18.11.25	Change	Change	19.12.24	Change	Change	
New ConTex*		1485	1487	-2	➡ -0,1%	1494	-9	➡ -0,6%	1398	87	⬆ 6,2%	
1100 TEU	6 mos	\$16.768	\$16.832	-\$64	➡ -0,4%	\$17.027	-\$259	⬇ -1,5%	\$14.832	\$1.936	⬆ 13,1%	
	12 mos	\$15.970	\$16.034	-\$64	➡ -0,4%	\$16.280	-\$310	⬇ -1,9%	\$14.002	\$1.968	⬆ 14,1%	
1700 TEU	6 mos	\$28.134	\$28.386	-\$252	➡ -0,9%	\$29.200	-\$1.066	⬇ -3,7%	\$24.841	\$3.293	⬆ 13,3%	
	12 mos	\$25.914	\$26.164	-\$250	➡ -1,0%	\$26.405	-\$491	⬇ -1,9%	\$21.736	\$4.178	⬆ 19,2%	
1800 TEU	6 mos	\$32.177	\$32.309	-\$132	➡ -0,4%	\$32.923	-\$746	⬇ -2,3%	\$29.436	\$2.741	⬆ 9,3%	
2500 TEU	12 mos	\$33.675	\$33.886	-\$211	➡ -0,6%	\$33.848	-\$173	➡ -0,5%	\$30.727	\$2.948	⬆ 9,6%	
	24 mos	\$27.400	\$27.093	\$307	⬆ 1,1%	\$26.793	\$607	⬆ 2,3%	\$25.795	\$1.605	⬆ 6,2%	
2700 TEU	12 mos	\$35.805	\$35.545	\$260	➡ 0,7%	\$35.568	\$237	➡ 0,7%	\$33.395	\$2.410	⬆ 7,2%	
	24 mos	\$28.920	\$28.645	\$275	➡ 1,0%	\$28.216	\$704	⬆ 2,5%	\$27.900	\$1.020	⬆ 3,7%	
3500 TEU	12 mos	\$41.913	\$41.875	\$38	➡ 0,1%	\$41.940	-\$27	➡ -0,1%	\$41.050	\$863	⬆ 2,1%	
	24 mos	\$33.510	\$33.735	-\$225	➡ -0,7%	\$33.615	-\$105	➡ -0,3%	\$33.530	-\$20	➡ -0,1%	
4250 TEU	12 mos	\$51.175	\$51.100	\$75	➡ 0,1%	\$50.790	\$385	➡ 0,8%	\$52.745	-\$1.570	⬇ -3,0%	
	24 mos	\$41.295	\$41.405	-\$110	➡ -0,3%	\$41.368	-\$73	➡ -0,2%	\$41.600	-\$305	➡ -0,7%	
5700 TEU	12 mos	\$59.572	\$59.939	-\$367	➡ -0,6%	\$59.761	-\$189	➡ -0,3%	\$60.444	-\$872	⬇ -1,4%	
6500 TEU	12 mos	\$66.547	\$66.642	-\$95	➡ -0,1%	\$66.481	\$66	➡ 0,1%	\$67.489	-\$942	⬇ -1,4%	



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