

New ConTex Container Ship Time Charter Assessment Index

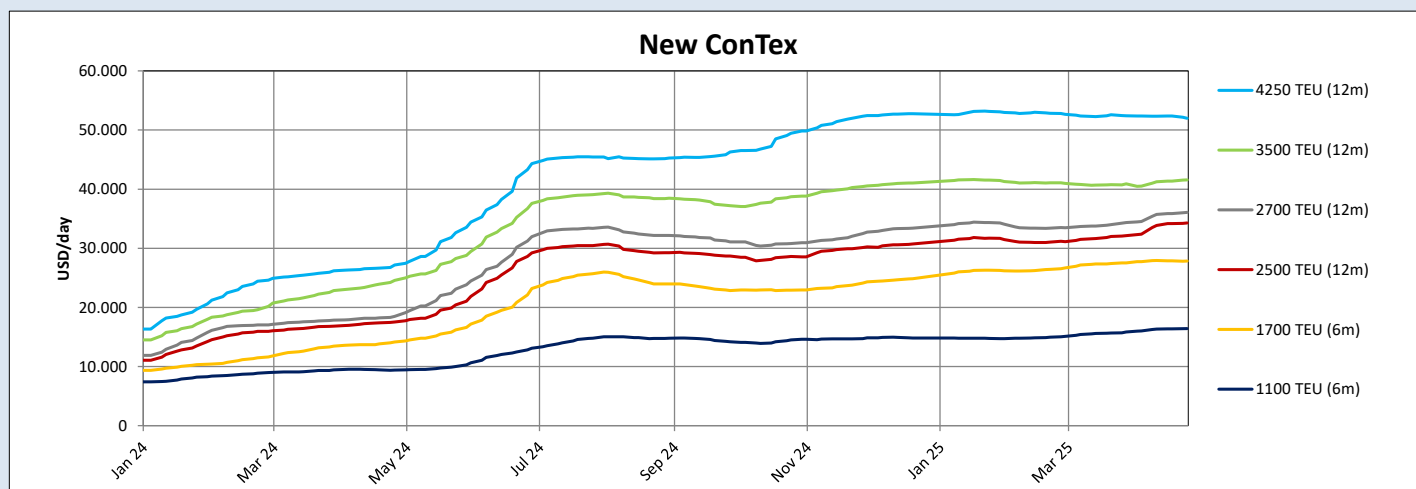
New ConTex*		1486	
24.04.25		6 mos	12 mos
Geared	1100 TEU	\$16.414	n.a.
	1700 TEU	\$27.855	
	2500 TEU		
Gearless	2700 TEU	n.a.	\$36.068
	3500 TEU		\$41.565
	4250 TEU		\$51.998

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:	24.04.25
<p>Maritime media headlines during the past couple of weeks were all about tariffs and decreasing cargo volumes and even the possibility of a "worldwide recession" has been mentioned by some experts. At least the suggested implementation of exorbitant US port fees for Chinese companies and Chinese-built ships seems to have been defused to a large part.</p> <p>Despite all that noise and uncertainty, the charter market does not show any kind of weakness so far, at least on the surface. The New ConTex has even increased this week, although only marginally by 0.1% w-o-w (and 2.7% m-o-m). All sizes are more or less moving sideways although activity has been rather slow this week, but perhaps the long Easter weekend is also playing a part here. What can be seen however is an increasing ratio of fixtures which are not getting subs from charterers, illustrating the difficult situation ocean carriers have to cope with these days, particularly the huge degree of uncertainty which makes forward planning almost impossible.</p> <p>Looking at the different segments, hardly any longer period deals have been fixed recently in the post panamax and panamax sizes, but some shorter durations at elevated hire levels have sporadically been done here and there. Smaller feeders up to 1700 TEU were reasonably busy though and particularly the Atlantic remains very much an owners' market for time being with some ships of below 1000 TEU even being able to secure periods longer than 1 year at very healthy hire levels.</p> <p>Generally the supply of ships in all sizes will remain very much limited during the next weeks and months, and the hope is that this may shield the container charter market from too much downward potential, at least for now.</p>	

New ConTex Development												
Vessel type	Evaluated Period	Today	Week-on-Week			Month-on-Month			Year-on-Year			
		24.04.25	17.04.25	Change	Change	27.03.25	Change	Change	25.04.24	Change	Change	
New ConTex*		1486	1484	2	➡ 0,1%	1447	39	⬆ 2,7%	797	689	⬆ 86,4%	
1100 TEU	6 mos	\$16.414	\$16.364	\$50	➡ 0,3%	\$15.850	\$564	⬆ 3,6%	\$9.409	\$7.005	⬆ 74,4%	
	12 mos	\$15.473	\$15.414	\$59	➡ 0,4%	\$14.939	\$534	⬆ 3,6%	\$8.695	\$6.778	⬆ 78,0%	
1700 TEU	6 mos	\$27.855	\$27.868	-\$13	➡ 0,0%	\$27.536	\$319	↗ 1,2%	\$14.161	\$13.694	⬆ 96,7%	
	12 mos	\$24.959	\$24.832	\$127	➡ 0,5%	\$24.407	\$552	⬆ 2,3%	\$13.459	\$11.500	⬆ 85,4%	
1800 TEU	6 mos	\$30.807	\$30.941	-\$134	➡ -0,4%	\$30.739	\$68	↗ 0,2%	\$16.077	\$14.730	⬆ 91,6%	
2500 TEU	12 mos	\$34.284	\$34.182	\$102	➡ 0,3%	\$32.148	\$2.136	⬆ 6,6%	\$17.527	\$16.757	⬆ 95,6%	
	24 mos	\$26.223	\$25.920	\$303	↗ 1,2%	\$25.727	\$496	↗ 1,9%	\$15.282	\$10.941	⬆ 71,6%	
2700 TEU	12 mos	\$36.068	\$35.850	\$218	➡ 0,6%	\$34.345	\$1.723	⬆ 5,0%	\$18.482	\$17.586	⬆ 95,2%	
	24 mos	\$27.818	\$27.832	-\$14	➡ -0,1%	\$27.611	\$207	⬆ 0,7%	\$16.118	\$11.700	⬆ 72,6%	
3500 TEU	12 mos	\$41.565	\$41.345	\$220	➡ 0,5%	\$40.900	\$665	↗ 1,6%	\$24.580	\$16.985	⬆ 69,1%	
	24 mos	\$32.125	\$32.285	-\$160	➡ -0,5%	\$32.272	-\$147	↗ -0,5%	\$20.303	\$11.822	⬆ 58,2%	
4250 TEU	12 mos	\$51.998	\$52.360	-\$362	➡ -0,7%	\$52.410	-\$412	↗ -0,8%	\$27.185	\$24.813	⬆ 91,3%	
	24 mos	\$40.640	\$40.835	-\$195	➡ -0,5%	\$40.835	-\$195	↗ -0,5%	\$22.878	\$17.762	⬆ 77,6%	
5700 TEU	12 mos	\$59.722	\$59.817	-\$95	➡ -0,2%	\$60.017	-\$295	↗ -0,5%	\$35.067	\$24.655	⬆ 70,3%	
6500 TEU	12 mos	\$66.694	\$66.961	-\$267	➡ -0,4%	\$66.989	-\$295	↗ -0,4%	\$42.122	\$24.572	⬆ 58,3%	



Disclaimer

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, VHBS e.V. makes 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 subsidiaries 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.