

Ne	ew ConTex*	1462			
	15.05.25	6 mos	12 mos		
Geared	1100 TEU	\$17.020	n.a.		
	1700 TEU	\$27.991	II.a.		
	2500 TEU		\$32.914		
555	2700 TEU	n.a.	\$35.666		
Gearless	3500 TEU		\$40.923		
	4250 TEU		\$49.078		

	Legend							
1	up	+ 2% or more						
27	steady up	from +1% to +1,9%						
-	steady	+/- 1 %						
21	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: 15.05.25	New ConTex-Com	nentary - issued:	15.05.25
--	----------------	-------------------	----------

The recent temporary trade agreement between China and the US has injected positive sentiment into financial markets. This development follows a period of uncertainty, particularly over the past month due to tariffs imposed under the Trump administration, which had negatively impacted charter rates and time charter periods.

While the precise and long-term consequences of this 90-day truce for the charter market are still unfolding, the immediate effect has been a noticeable uptick in charter inquiries this week. The prevailing expectation is that US retailers, potentially eager to replenish their diminished inventories of Chinese goods, will likely accelerate their ordering processes. This surge in demand is anticipated to drive freight rates upwards, with a corresponding positive reaction expected in the

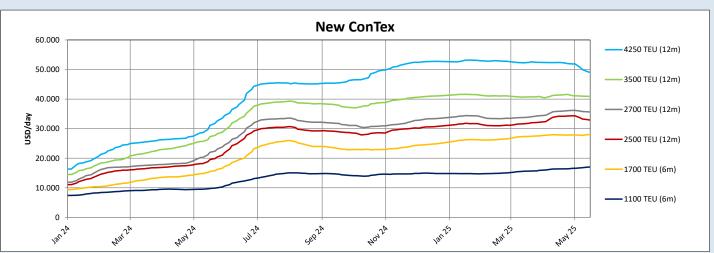
The Post-Panamax sector continues to witness strong demand for long-term charters. However, there's a growing trend of prompt vessels being fixed for shorter durations. Key fixtures include the HYUNDAI SINGAPORE (6,765 TEU) secured at \$65,000 per day for a 12-month period, and a Hanjin 5400 TEU wide-beam vessel chartered for 3 to 4 months at \$58,000 per day.

Activity in the Sub-Panamax segment remained somewhat subdued over the past week. Nevertheless, an Aker 2700 TEU vessel was successfully chartered for a two-year term at a rate of \$26,900 per day.

The feeder segment continues to exhibit robust demand. A 1600 TEU vessel was fixed at \$21,000 per day for a charter period of up to 24 months. Notably, Warnow Whale TEU 1200 / 957 eff, distinguished by its substantial reefer capacity, was chartered for nearly 20 months at \$21,600 per day. This fixture underscores the current scarcity of suitable tonnage, particularly within the Caribbean market.

The supply of vessels below 1100 TEU remains constrained across all geographical regions. Consequently, shipowners in this segment are expected to maintain their current oricing and period expectations in the near term.

New ConTex Development											
Vessel type	Evaluated	Today	Week-on-Week			Month-on-Month		Year-on-Year			
	Period	15.05.25	08.05.25	Change	Change	17.04.25	Change	Change	16.05.24	Change	Change
New ConTex*		1462	1465	-3	→ -0,2%	1484	-22	≥ -1,5%	891	571	1 64,1%
1100 TEU	6 mos	\$17.020	\$16.791	\$229	7 1,4%	\$16.364	\$656	1 4,0%	\$9.757	\$7.263	1 74,4%
	12 mos	\$16.141	\$15.877	\$264	7 1,7%	\$15.414	\$727	1 4,7%	\$9.105	\$7.036	177,3%
1700 TEU	6 mos	\$27.991	\$27.700	\$291	7 1,1%	\$27.868	\$123	→ 0,4%	\$15.498	\$12.493	1 80,6%
	12 mos	\$25.036	\$24.839	\$197	→ 0,8%	\$24.832	\$204	→ 0,8%	\$14.677	\$10.359	1 70,6%
1800 TEU	6 mos	\$30.695	\$30.530	\$165	→ 0,5%	\$30.941	-\$246	→ -0,8%	\$17.048	\$13.647	1 80,1%
2500 TEU	12 mos	\$32.914	\$33.261	-\$347	≥ -1,0%	\$34.182	-\$1.268	-3,7%	\$19.536	\$13.378	1 68,5%
	24 mos	\$25.741	\$26.016	-\$275	→ -1,1%	\$25.920	-\$179	→ -0,7%	\$17.102	\$8.639	1 50,5%
2700 TEU	12 mos	\$35.666	\$35.811	-\$145	→ -0,4%	\$35.850	-\$184	→ -0,5%	\$22.016	\$13.650	1 62,0%
	24 mos	\$27.275	\$27.530	-\$255	→ -0,9%	\$27.832	-\$557	-2,0%	\$18.723	\$8.552	45,7%
3500 TEU	12 mos	\$40.923	\$40.985	-\$62	→ -0,2%	\$41.345	-\$422	≥ -1,0%	\$27.270	\$13.653	1 50,1%
	24 mos	\$31.423	\$31.525	-\$102	-0,3%	\$32.285	-\$862	-2,7%	\$23.368	\$8.055	1 34,5%
4250 TEU	12 mos	\$49.078	\$49.985	-\$907	≥ -1,8%	\$52.360	-\$3.282	-6,3%	\$31.115	\$17.963	1 57,7%
	24 mos	\$39.593	\$40.005	-\$412	≥ -1,0%	\$40.835	-\$1.242	-3,0%	\$27.400	\$12.193	44,5%
5700 TEU	12 mos	\$58.361	\$58.778	-\$417	→ -0,7%	\$59.817	-\$1.456	-2,4%	\$37.700	\$20.661	1 54,8%
6500 TEU	12 mos	\$65.378	\$65.650	-\$272	-0,4%	\$66.961	-\$1.583	-2,4%	\$44.422	\$20.956	47,2%



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, Makes no upon the completeness of 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.