

New ConTex 2026

Container Ship Time Charter Assessment Index

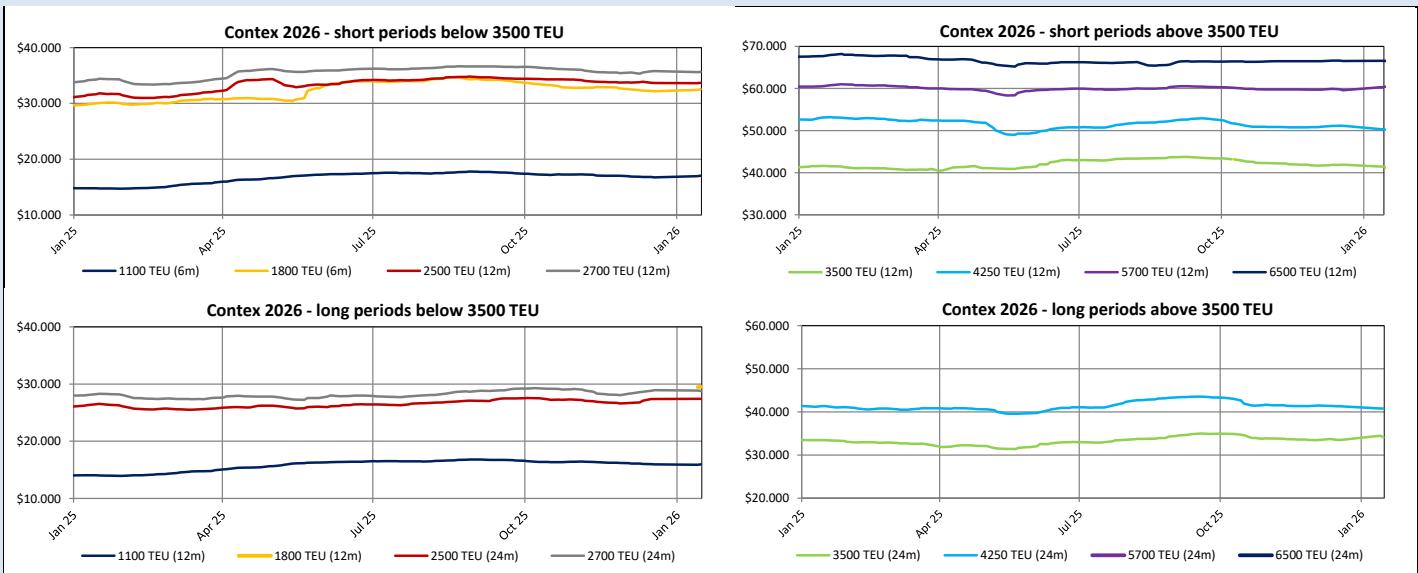
New ConTex 2026		1484	
15.01.26	6 mos	12 mos	24 mos
1100 TEU*	\$17.027	\$15.955	
1800 TEU	\$32.541	\$29.532	
2500 TEU*		\$33.709	\$27.405
2700 TEU		\$35.636	\$28.800
3500 TEU		\$41.185	\$34.120
4250 TEU		\$50.200	\$40.800
5700 TEU		\$60.461	\$49.100
6500 TEU		\$66.533	\$54.861

*GEARED

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-Commentary - issued:		15.01.26
First of all Happy New Year 2026 to everybody!		
After the year-end break, the index stands at 1484 points, down just one single point compared to mid-December.		
Fixing activity has so far been somehow limited, with most market participants still easing back into their routines. Nevertheless, the underlying picture remains largely unchanged: available tonnage within 2026 is extremely scarce across most segments, forcing charterers to continue looking further forward when securing employment. Owners remain in a comfortable position and show little willingness to concede on rates, even where freight markets continue to look challenging.		
Particularly in the larger segments, discussions are increasingly centred on late-2026 and even 2027 deliveries, highlighting once again how illiquid parts of the charter market have become. In the feeder and intermediate sizes, periods remain mixed, with shorter durations still achievable in some cases, but modern or energy-efficient units continue to command longer commitments at solid levels.		
The availability of charter tonnage might even get scarcer throughout 2026 as MSC doesn't seem to lose their appetite for 2nd hand vessels. At least it is reported that they snapped up quite a number of vessels over the X-Mas and New Year period, putting their competitors under further pressure.		
The overall 2026 supply/demand situation might also depend on the Red Sea situation, which could potentially free up capacity due to shorter sailing times, but at the same time might also cause some congestion. However this is too early to predict having in mind the geopolitical uncertainty.		

Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month			Year-on-Year			
			15.01.26	Change	Change	18.12.25	Change	Change	16.01.25	Change	
New ConTex 2026		1484				1485	-1	↗ -0,1%	1430	54	↑ 3,8%
1100 TEU	6 mos	\$17.027				\$16.768	\$259	↗ 1,5%	\$14.770	\$2.257	↑ 15,3%
	12 mos	\$15.955				\$15.970	-\$15	↗ -0,1%	\$14.034	\$1.921	↑ 13,7%
1800 TEU	6 mos	\$32.541				\$32.177	\$364	↗ 1,1%	\$30.105	\$2.436	↑ 8,1%
	12 mos	\$29.532				-	-	-	-	-	-
2500 TEU	12 mos	\$33.709				\$33.675	\$34	↗ 0,1%	\$31.805	\$1.904	↑ 6,0%
	24 mos	\$27.405				\$27.400	\$5	↗ 0,0%	\$26.527	\$878	↑ 3,3%
2700 TEU	12 mos	\$35.636				\$35.805	-\$169	↗ -0,5%	\$34.418	\$1.218	↑ 3,5%
	24 mos	\$28.800				\$28.920	-\$120	↗ -0,4%	\$28.300	\$500	↗ 1,8%
3500 TEU	12 mos	\$41.185				\$41.913	-\$728	↘ -1,7%	\$41.625	-\$440	↘ -1,1%
	24 mos	\$34.120				\$33.510	\$610	↗ 1,8%	\$33.425	\$695	↑ 2,1%
4250 TEU	12 mos	\$50.200				\$51.175	-\$975	↘ -1,9%	\$53.135	-\$2.935	↓ -5,5%
	24 mos	\$40.800				\$41.295	-\$495	↘ -1,2%	\$41.365	-\$565	↘ -1,4%
5700 TEU	12 mos	\$60.461				\$59.572	\$889	↗ 1,5%	\$60.528	-\$67	↗ -0,1%
	24 mos	\$49.100				-	-	-	-	-	-
6500 TEU	12 mos	\$66.533				\$66.547	-\$14	↗ 0,0%	\$67.706	-\$1.173	↘ -1,7%
	24 mos	\$54.861				-	-	-	-	-	-



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