

New ConTex 2026

Container Ship Time Charter Assessment Index

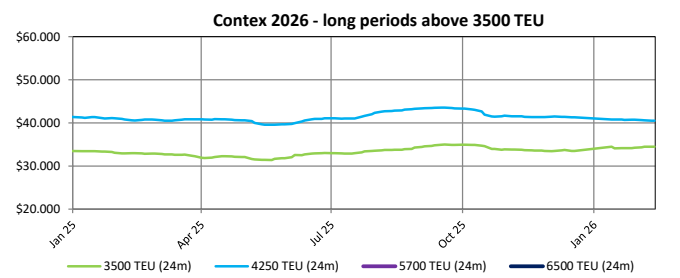
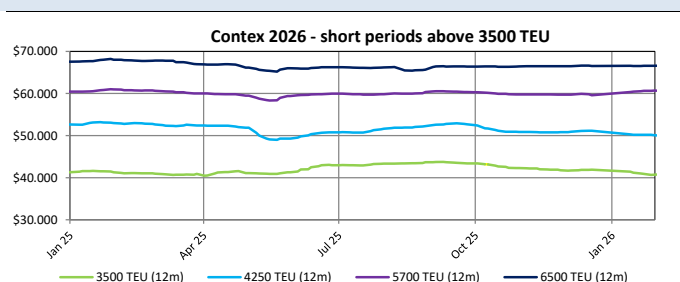
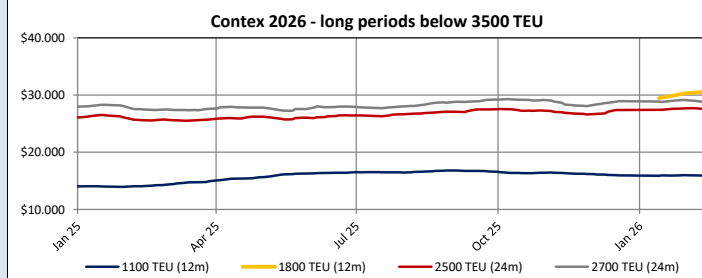
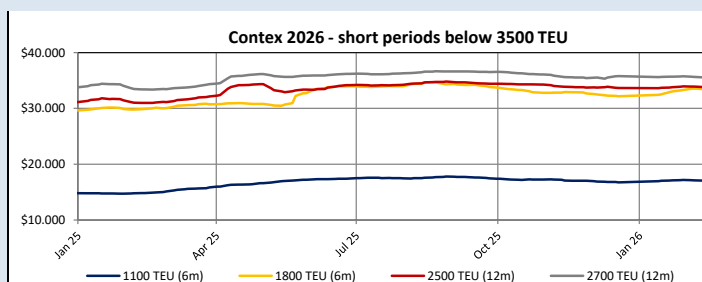
New ConTex 2026		1487	
12.02.26	6 mos	12 mos	24 mos
1100 TEU*	\$17.077	\$15.930	
1800 TEU	\$33.468	\$30.486	
2500 TEU*		\$33.855	\$27.555
2700 TEU		\$35.509	\$28.757
3500 TEU		\$40.755	\$34.485
4250 TEU		\$49.685	\$40.495
5700 TEU		\$60.572	\$48.894
6500 TEU		\$66.628	\$54.089

*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:	12.02.26
<p>The container market continues to be stable across all segments, with a lack of supply giving operators limited options and scrambling to find the right candidates for future needs. Naturally, this also entails a lack of fixtures being reported on a weekly basis, leading to hypothetical rate guidance in certain segments, especially the larger tonnage. All indicators this week are moving sideways with little to no change from the previous week and a similar lack of change from last month. The positive takeaway as the year kicks off is that the lengths of periods concluded range from 2-3 years in most segments, while the smallest feeders, for the most part, have to settle for slightly shorter periods unless niche trades or modern designs are involved. This is also reflected in the month-to-month change for the 1,800 TEU segment, which is up roughly 3% (USD 1,000). The overall index is up 5.2% from the same time last year, again underlining the historic period we are currently in. The most surprising change is in the 4,250 TEU segment for 12 months, where year-over-year it is down 6.2%, indicating that the premium for short periods in the larger segments is not as prominent as it once was. There could be several factors for this development, one explanation could be due to the fact that prompt ships that appear in this segment had strict limits on trade areas and therefore lacked interest from several takers to drive the rate levels up. As we approach the Chinese New Year, there are expectations that the next few weeks will be rather quiet, especially in the Far East, with the context continuing to move sideways with limited movement.</p>	

New ConTex 2026 Development											
Vessel type	Evaluated Period	Today	Week-on-Week			Month-on-Month			Year-on-Year		
		12.02.26	05.02.26	Change	Change	13.01.26	Change	Change	13.02.25	Change	Change
New ConTex 2026		1487	1491	-4	➡ -0,3%	1483	4	➡ 0,3%	1414	73	⬆ 5,2%
1100 TEU	6 mos	\$17.077	\$17.118	-\$41	➡ -0,2%	\$16.959	\$118	➡ 0,7%	\$14.845	\$2.232	⬆ 15,0%
	12 mos	\$15.930	\$15.952	-\$22	➡ -0,1%	\$15.905	\$25	➡ 0,2%	\$14.098	\$1.832	⬆ 13,0%
1800 TEU	6 mos	\$33.468	\$33.570	-\$102	➡ -0,3%	\$32.425	\$1.043	⬆ 3,2%	\$29.923	\$3.545	⬆ 11,8%
	12 mos	\$30.486	\$30.452	\$34	➡ 0,1%	\$29.477	\$1.009	⬆ 3,4%	-	-	-
2500 TEU	12 mos	\$33.855	\$33.923	-\$68	➡ -0,2%	\$33.645	\$210	➡ 0,6%	\$30.982	\$2.873	⬆ 9,3%
	24 mos	\$27.555	\$27.695	-\$140	➡ -0,5%	\$27.432	\$123	➡ 0,4%	\$25.582	\$1.973	⬆ 7,7%
2700 TEU	12 mos	\$35.509	\$35.645	-\$136	➡ -0,4%	\$35.600	-\$91	➡ -0,3%	\$33.395	\$2.114	⬆ 6,3%
	24 mos	\$28.757	\$29.002	-\$245	➡ -0,8%	\$28.850	-\$93	➡ -0,3%	\$27.468	\$1.289	⬆ 4,7%
3500 TEU	12 mos	\$40.755	\$40.898	-\$143	➡ -0,3%	\$41.415	-\$660	⬇ -1,6%	\$41.110	-\$355	➡ -0,9%
	24 mos	\$34.485	\$34.490	-\$5	➡ 0,0%	\$34.490	-\$5	➡ 0,0%	\$32.960	\$1.525	⬆ 4,6%
4250 TEU	12 mos	\$49.685	\$49.908	-\$223	➡ -0,4%	\$50.305	-\$620	⬇ -1,2%	\$52.995	-\$3.310	⬇ -6,2%
	24 mos	\$40.495	\$40.583	-\$88	➡ -0,2%	\$40.805	-\$310	➡ -0,8%	\$40.570	-\$75	➡ -0,2%
5700 TEU	12 mos	\$60.572	\$60.606	-\$34	➡ -0,1%	\$60.378	\$194	➡ 0,3%	\$60.750	-\$178	➡ -0,3%
	24 mos	\$48.894	\$49.189	-\$295	➡ -0,6%	\$48.661	\$233	➡ 0,5%	-	-	-
6500 TEU	12 mos	\$66.628	\$66.639	-\$11	➡ 0,0%	\$66.589	\$39	➡ 0,1%	\$67.822	-\$1.194	⬇ -1,8%
	24 mos	\$54.089	\$54.317	-\$228	➡ -0,4%	\$54.544	-\$455	➡ -0,8%	-	-	-



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.