

## New ConTex 2026 Container Ship Time Charter Assessment Index

New ConTex 2026		1487	
19.02.26	6 mos	12 mos	24 mos
1100 TEU*	\$17.052	\$15.900	
1800 TEU	\$33.305	\$30.359	
2500 TEU*		\$33.968	\$27.420
2700 TEU		\$35.755	\$28.864
3500 TEU		\$40.550	\$34.398
4250 TEU		\$49.605	\$40.445
5700 TEU		\$60.494	\$49.008
6500 TEU		\$66.622	\$54.344

\*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: 19.02.26

From a pure market point of view, there have been basically no expectations for this week, given the holidays in most parts of Asia. As such, the absolute top news of the week has surely been the intended merger of Hapag-Lloyd and ZIM, which has been widely covered in the press.

Other than that, there has been limited activity across the chartering departments, which is aptly illustrated by the New ConTex not moving at all, neither week-on-week nor month-on-month.

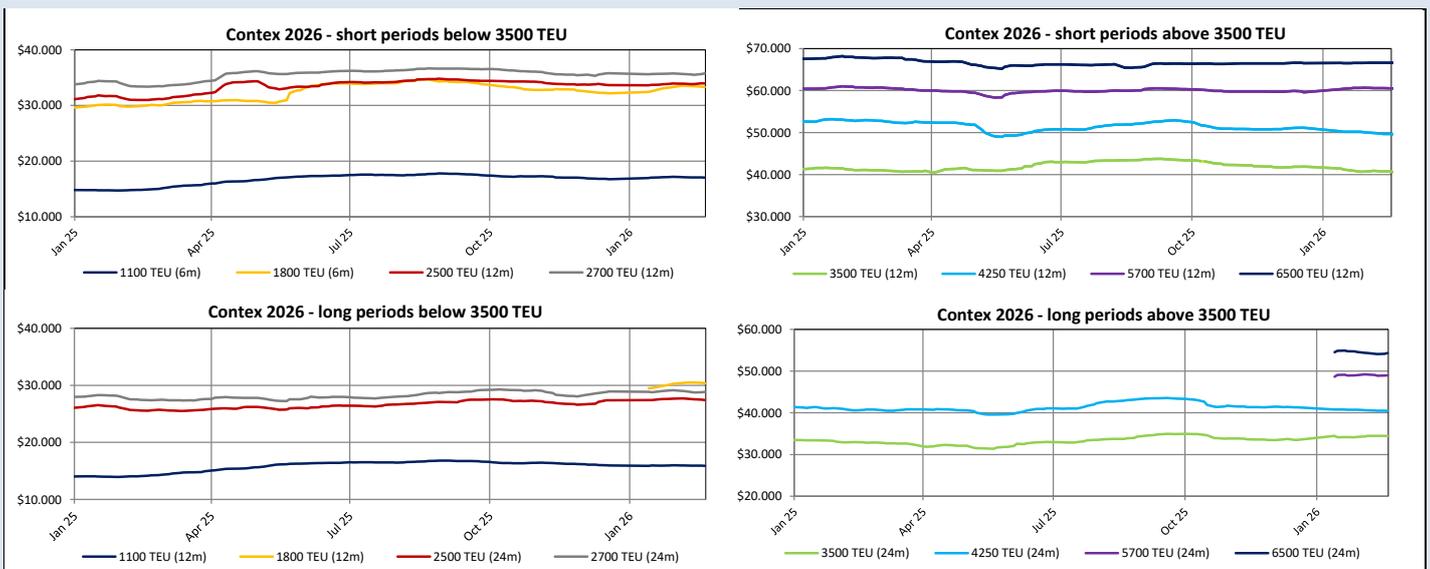
That said, transactions continue to be concluded and negotiated, with the broadly sideways trend of recent weeks firmly intact. Demand for feeder tonnage remains comparatively solid and continues to account for the bulk of market activity. Modern vessels are attracting the strongest interest, though even older 1,700 TEU designs are mostly able to secure two year employments. Smaller units around 1,100 TEU are trading in a stable environment at healthy rate levels, while 2,500 and 2,800 TEU ships can be fixed with Q3 or even Q4 positions and in many cases without too much of a discount.

In the larger segments, the primary challenge remains the availability of suitable tonnage. For post panamax vessels, tightness already extends into 2027 positions, underlining the structural supply constraints in this segment.

All in all, the market has been stable for quite some time now, and given the ongoing shortage of vessels, it is difficult to envisage a downturn in the coming months.

### New ConTex 2026 Development

Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month		Year-on-Year				
		19.02.26	12.02.26	Change	Change	20.01.26	Change	Change	20.02.25	Change	Change
<b>New ConTex 2026</b>		<b>1487</b>	1487	0	⇒ 0,0%	1487	0	⇒ 0,0%	1416	71	↑ 5,0%
<b>1100 TEU</b>	6 mos	\$17.052	\$17.077	-\$25	⇒ -0,1%	\$17.084	-\$32	⇒ -0,2%	\$14.957	\$2.095	↑ 14,0%
	12 mos	\$15.900	\$15.930	-\$30	⇒ -0,2%	\$15.930	-\$30	⇒ -0,2%	\$14.218	\$1.682	↑ 11,8%
<b>1800 TEU</b>	6 mos	\$33.305	\$33.468	-\$163	⇒ -0,5%	\$32.918	\$387	↗ 1,2%	\$30.109	\$3.196	↑ 10,6%
	12 mos	\$30.359	\$30.486	-\$127	⇒ -0,4%	\$29.798	\$561	↗ 1,9%	-	-	-
<b>2500 TEU</b>	12 mos	\$33.968	\$33.855	\$113	⇒ 0,3%	\$33.755	\$213	⇒ 0,6%	\$31.050	\$2.918	↑ 9,4%
	24 mos	\$27.420	\$27.555	-\$135	⇒ -0,5%	\$27.555	-\$135	⇒ -0,5%	\$25.605	\$1.815	↑ 7,1%
<b>2700 TEU</b>	12 mos	\$35.755	\$35.509	\$246	⇒ 0,7%	\$35.682	\$73	⇒ 0,2%	\$33.398	\$2.357	↑ 7,1%
	24 mos	\$28.864	\$28.757	\$107	⇒ 0,4%	\$28.923	-\$59	⇒ -0,2%	\$27.382	\$1.482	↑ 5,4%
<b>3500 TEU</b>	12 mos	\$40.550	\$40.755	-\$205	⇒ -0,5%	\$40.980	-\$430	↘ -1,0%	\$41.065	-\$515	↘ -1,3%
	24 mos	\$34.398	\$34.485	-\$87	⇒ -0,3%	\$34.160	\$238	⇒ 0,7%	\$32.820	\$1.578	↑ 4,8%
<b>4250 TEU</b>	12 mos	\$49.605	\$49.685	-\$80	⇒ -0,2%	\$50.205	-\$600	↘ -1,2%	\$52.813	-\$3.208	↘ -6,1%
	24 mos	\$40.445	\$40.495	-\$50	⇒ -0,1%	\$40.765	-\$320	↘ -0,8%	\$40.785	-\$340	↘ -0,8%
<b>5700 TEU</b>	12 mos	\$60.494	\$60.572	-\$78	⇒ -0,1%	\$60.550	-\$56	⇒ -0,1%	\$60.717	-\$223	⇒ -0,4%
	24 mos	\$49.008	\$48.894	\$114	⇒ 0,2%	\$49.111	-\$103	⇒ -0,2%	-	-	-
<b>6500 TEU</b>	12 mos	\$66.622	\$66.628	-\$6	⇒ 0,0%	\$66.533	\$89	⇒ 0,1%	\$67.756	-\$1.134	↘ -1,7%
	24 mos	\$54.344	\$54.089	\$255	⇒ 0,5%	\$54.917	-\$573	↘ -1,0%	-	-	-



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