

## New ConTex 2026 Container Ship Time Charter Assessment Index

New ConTex 2026		1532	
30.04.26	6 mos	12 mos	24 mos
1100 TEU*	\$17.673	\$16.734	
1800 TEU	\$34.425	\$31.618	
2500 TEU*		\$34.118	\$27.420
2700 TEU		\$35.966	\$28.777
3500 TEU		\$42.565	\$35.628
4250 TEU		\$53.153	\$42.338
5700 TEU		\$61.975	\$49.311
6500 TEU		\$68.586	\$55.378

\*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: 30.04.26

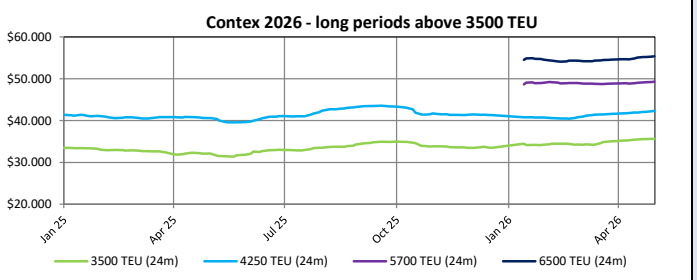
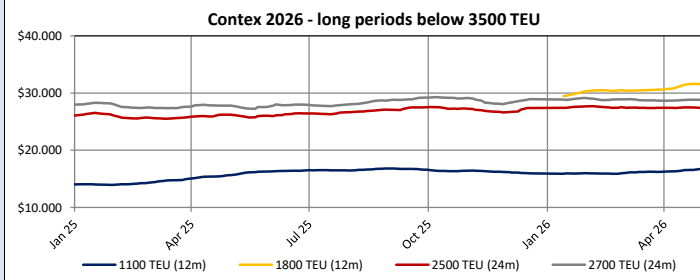
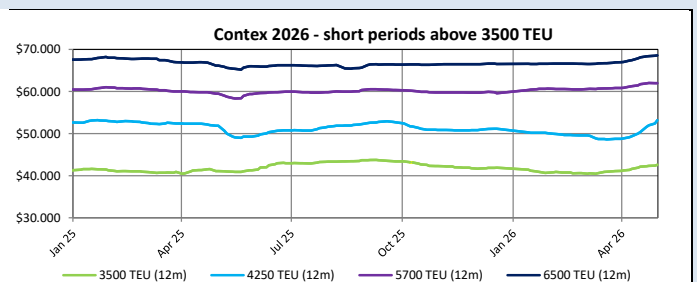
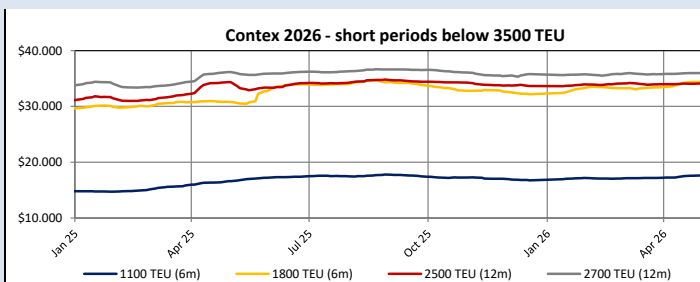
After a couple of weeks of improvements for modern feeders and panamaxes, this week felt more sideways, with the New ConTex gaining 0.5% week-on-week. Overall sentiment remains positive, mainly driven by the tonnage supply side, which continues to be very limited and is expected to remain so for the foreseeable future, at least for the sizes relevant to the charter market.

For sizes such as 2,500 TEU and 2,800 TEU, Q3 and Q4 can almost be considered a "spot market," whereas for larger sizes, one would need to look into next year or hope for sublet positions.

The Middle East crisis remains largely a non-event for the charter market, with the exception of some sublet positions that have emerged in Asia, where fixtures can usually be concluded without much effort from owners' side. That said, the situation is being closely monitored, as higher bunker prices and a weakening global economy will eventually filter through and indirectly impact the charter market sooner or later. In the short term, however, the very robust market narrative is likely to persist well into the summer.

### New ConTex 2026 Development

Vessel type	Evaluated Period	Today	Week-on-Week		Month-on-Month		Year-on-Year				
		30.04.26	23.04.26	Change	Change	31.03.26	Change	Change	01.05.25	Change	Change
<b>New ConTex 2026</b>		<b>1532</b>	1525	7	↗ 0,5%	1495	37	↑ 2,5%	1486	46	↑ 3,1%
<b>1100 TEU</b>	6 mos	\$17.673	\$17.564	\$109	↗ 0,6%	\$17.216	\$457	↑ 2,7%	\$16.593	\$1.080	↑ 6,5%
	12 mos	\$16.734	\$16.564	\$170	↗ 1,0%	\$16.248	\$486	↑ 3,0%	\$15.639	\$1.095	↑ 7,0%
<b>1800 TEU</b>	6 mos	\$34.425	\$34.382	\$43	↗ 0,1%	\$33.432	\$993	↑ 3,0%	\$30.800	\$3.625	↑ 11,8%
	12 mos	\$31.618	\$31.607	\$11	↗ 0,0%	\$30.605	\$1.013	↑ 3,3%	-	-	-
<b>2500 TEU</b>	12 mos	\$34.118	\$34.073	\$45	↗ 0,1%	\$33.973	\$145	↗ 0,4%	\$34.336	-\$218	↘ -0,6%
	24 mos	\$27.420	\$27.491	-\$71	↘ -0,3%	\$27.427	-\$7	↗ 0,0%	\$26.236	\$1.184	↑ 4,5%
<b>2700 TEU</b>	12 mos	\$35.966	\$35.989	-\$23	↘ -0,1%	\$35.780	\$186	↗ 0,5%	\$36.175	-\$209	↘ -0,6%
	24 mos	\$28.777	\$28.832	-\$55	↘ -0,2%	\$28.645	\$132	↗ 0,5%	\$27.820	\$957	↑ 3,4%
<b>3500 TEU</b>	12 mos	\$42.565	\$42.323	\$242	↗ 0,6%	\$41.163	\$1.402	↑ 3,4%	\$41.108	\$1.457	↑ 3,5%
	24 mos	\$35.628	\$35.570	\$58	↗ 0,2%	\$35.100	\$528	↗ 1,5%	\$32.090	\$3.530	↑ 11,0%
<b>4250 TEU</b>	12 mos	\$53.153	\$51.950	\$1.203	↑ 2,3%	\$48.780	\$4.373	↑ 9,0%	\$51.870	\$1.283	↑ 2,5%
	24 mos	\$42.338	\$42.095	\$243	↗ 0,6%	\$41.663	\$675	↗ 1,6%	\$40.588	\$1.750	↑ 4,3%
<b>5700 TEU</b>	12 mos	\$61.975	\$62.028	-\$53	↘ -0,1%	\$60.831	\$1.144	↗ 1,9%	\$59.478	\$2.497	↑ 4,2%
	24 mos	\$49.311	\$49.167	\$144	↗ 0,3%	\$48.875	\$436	↗ 0,9%	-	-	-
<b>6500 TEU</b>	12 mos	\$68.586	\$68.411	\$175	↗ 0,3%	\$66.956	\$1.630	↑ 2,4%	\$66.139	\$2.447	↑ 3,7%
	24 mos	\$55.378	\$55.217	\$161	↗ 0,3%	\$54.611	\$767	↗ 1,4%	-	-	-



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