



## New ConTex Container Ship Time Charter Assessment Index

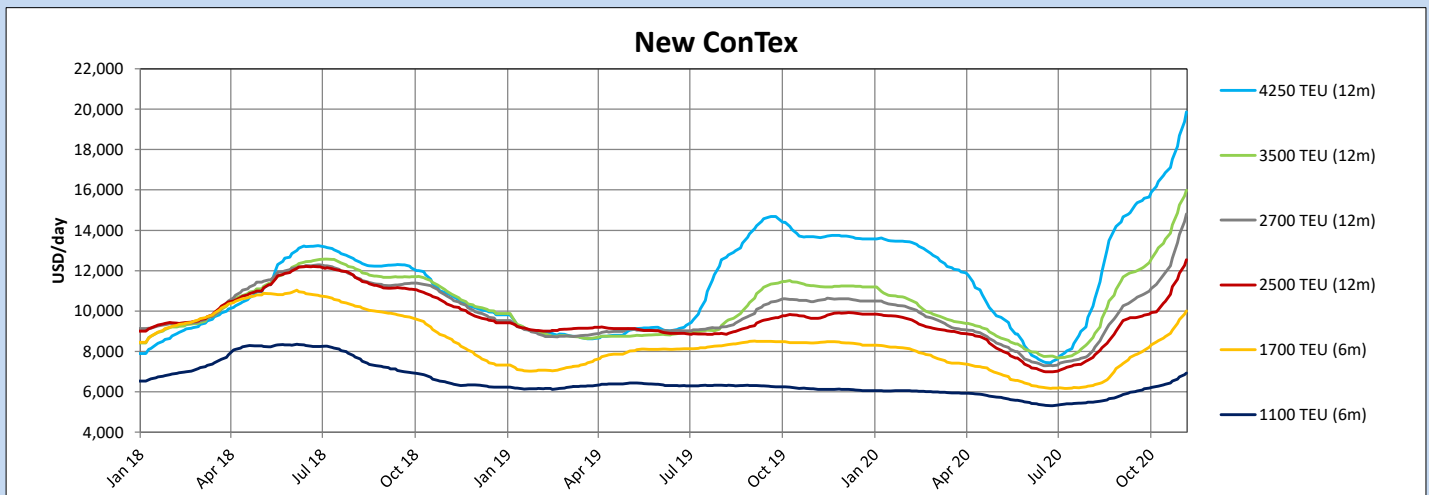
| New ConTex* |          | 574      |          |
|-------------|----------|----------|----------|
| 05.11.20    |          | 6 mos    | 12 mos   |
| Geared      | 1100 TEU | \$6,927  | n.a.     |
|             | 1700 TEU | \$10,002 |          |
|             | 2500 TEU | \$12,544 |          |
| Gearless    | 2700 TEU | n.a.     | \$14,813 |
|             | 3500 TEU |          | \$15,988 |
|             | 4250 TEU |          | \$19,875 |

| 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 evaluation is EXCLUDING 1100/1700/5700/6500 TEU groups for 12 months period & 2500/2700/3500/4250 TEU groups for 24 months period

| New ConTex-Commentary - issued:   | 05.11.20 |
|---|----------|
| <p>In spite of recent developments in most of Europe where the much-anticipated second wave of Coronavirus has caused another temporary shut-down - fortunately this time not affecting manufacturing or construction - in many countries, together with the current political uncertainties in the United States, the Container Market continues to rise.</p> <p>Although the pace is slightly lower than last week's, the increase is still significant. The New ConTex Index gained another 5.3% on last week and now stands 29 points higher at 574 which is the highest the Index has reached in nine years. Although all sectors have been marked comfortably above the previous week's figures, this week the 2700 TEUs have again made the strongest gains: 8.4% basis 12 months and 7.3% basis 24 months. Also it is not surprising to see further substantial gains being made by the 5700 TEUs and 6500 TEUs (6.8% and 4.8% respectively on last week), given the scarcity of these units to the market.</p> <p>It is the case that all sizes in all areas are either scarce or very scarce at the moment and, if the demand continues as it has done recently, the trend seems set to last a little longer yet.</p> |          |

| New ConTex Development |                  |                   |              |         |                |          |          |              |          |        |          |         |   |       |
|------------------------|------------------|-------------------|--------------|---------|----------------|----------|----------|--------------|----------|--------|----------|---------|---|-------|
| Vessel type            | Evaluated Period | Today<br>05.11.20 | Week-on-Week |         | Month-on-Month |          |          | Year-on-Year |          |        |          |         |   |       |
|                        |                  |                   | 29.10.20     | Change  | Change         | 06.10.20 | Change   | Change       | 05.11.19 | Change | Change   |         |   |       |
| <b>New ConTex*</b>     |                  | <b>574</b>        | 545          | 29      | ↑              | 5.3%     | 470      | 104          | ↑        | 22.1%  | 439      | 135     | ↑ | 30.8% |
| 1100 TEU               | 6 mos            | \$6,927           | \$6,733      | \$194   | ↑              | 2.9%     | \$6,261  | \$666        | ↑        | 10.6%  | \$6,122  | \$805   | ↑ | 13.1% |
|                        | 12 mos           | \$7,061           | \$6,869      | \$192   | ↑              | 2.8%     | \$6,418  | \$643        | ↑        | 10.0%  | \$6,257  | \$804   | ↑ | 12.8% |
| 1700 TEU               | 6 mos            | \$10,002          | \$9,582      | \$420   | ↑              | 4.4%     | \$8,475  | \$1,527      | ↑        | 18.0%  | \$8,441  | \$1,561 | ↑ | 18.5% |
|                        | 12 mos           | \$10,273          | \$9,793      | \$480   | ↑              | 4.9%     | \$8,707  | \$1,566      | ↑        | 18.0%  | \$8,679  | \$1,594 | ↑ | 18.4% |
| 2500 TEU               | 12 mos           | \$12,544          | \$11,872     | \$672   | ↑              | 5.7%     | \$9,962  | \$2,582      | ↑        | 25.9%  | \$9,643  | \$2,901 | ↑ | 30.1% |
|                        | 24 mos           | \$12,550          | \$11,946     | \$604   | ↑              | 5.1%     | \$10,385 | \$2,165      | ↑        | 20.8%  | \$10,440 | \$2,110 | ↑ | 20.2% |
| 2700 TEU               | 12 mos           | \$14,813          | \$13,800     | \$1,013 | ↑              | 7.3%     | \$11,329 | \$3,484      | ↑        | 30.8%  | \$10,532 | \$4,281 | ↑ | 40.6% |
|                        | 24 mos           | \$14,585          | \$13,454     | \$1,131 | ↑              | 8.4%     | \$11,635 | \$2,950      | ↑        | 25.4%  | \$11,155 | \$3,430 | ↑ | 30.7% |
| 3500 TEU               | 12 mos           | \$15,988          | \$15,260     | \$728   | ↑              | 4.8%     | \$12,950 | \$3,038      | ↑        | 23.5%  | \$11,233 | \$4,755 | ↑ | 42.3% |
|                        | 24 mos           | \$15,692          | \$14,904     | \$788   | ↑              | 5.3%     | \$13,094 | \$2,598      | ↑        | 19.8%  | \$11,799 | \$3,893 | ↑ | 33.0% |
| 4250 TEU               | 12 mos           | \$19,875          | \$18,696     | \$1,179 | ↑              | 6.3%     | \$16,179 | \$3,696      | ↑        | 22.8%  | \$13,654 | \$6,221 | ↑ | 45.6% |
|                        | 24 mos           | \$18,645          | \$17,643     | \$1,002 | ↑              | 5.7%     | \$15,867 | \$2,778      | ↑        | 17.5%  | \$13,613 | \$5,032 | ↑ | 37.0% |
| 5700 TEU               | 12 mos           | \$24,520          | \$22,950     | \$1,570 | ↑              | 6.8%     | \$19,638 | \$4,882      | ↑        | 24.9%  | \$20,290 | \$4,230 | ↑ | 20.8% |
| 6500 TEU               | 12 mos           | \$26,860          | \$25,633     | \$1,227 | ↑              | 4.8%     | \$22,040 | \$4,820      | ↑        | 21.9%  | \$24,750 | \$2,110 | ↑ | 8.5%  |



**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.