



## New ConTex Container Ship Time Charter Assessment Index

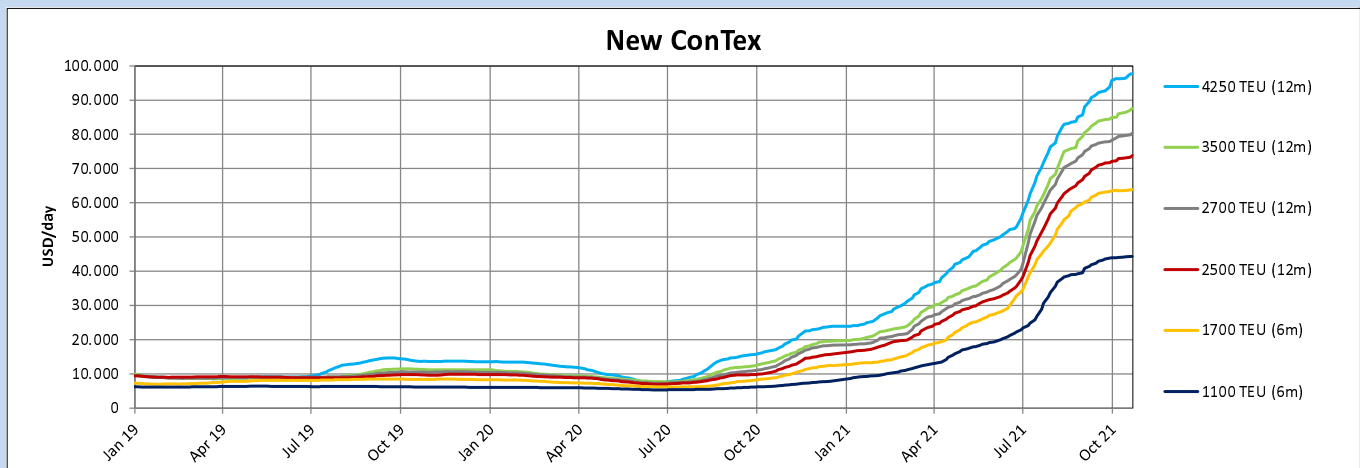
| New ConTex* |          | 3267     |          |
|-------------|----------|----------|----------|
| 21.10.21    |          | 6 mos    | 12 mos   |
| Geared      | 1100 TEU | \$44.342 | n.a.     |
|             | 1700 TEU | \$63.821 |          |
|             | 2500 TEU |          | \$73.768 |
| Gearless    | 2700 TEU | n.a.     | \$80.305 |
|             | 3500 TEU |          | \$87.595 |
|             | 4250 TEU |          | \$97.710 |

| 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 1100/1700/2500/3500/4250 TEU groups for 12 months period & 2500/2700/3500/4250 TEU groups for 24 months period

| New ConTex-Commentary - issued:   |  | 21.10.21 |
|---|--|----------|
| <p>The upwards curve of the New ConTex continues to flatten with especially the two smallest segments barely showing any improvements at all. This development is in sync with the container freight market which has leveled out in recent weeks.</p> <p>The only "green" upwards arrow this week was driven by the record fixture of such a vessel to a newcomer liner operator for a two year period.</p> <p>Fixing activity is low as few vessels are promptly available. The cycle of owners pushing for longer periods, not getting them and then deciding to rather sell the vessel, has also considerably reduced the number of charter fixtures.</p> |  |          |

| New ConTex Development |                  |                   |              |         |                |          |           |              |          |        |          |          |   |        |
|------------------------|------------------|-------------------|--------------|---------|----------------|----------|-----------|--------------|----------|--------|----------|----------|---|--------|
| Vessel type            | Evaluated Period | Today<br>21.10.21 | Week-on-Week |         | Month-on-Month |          |           | Year-on-Year |          |        |          |          |   |        |
|                        |                  |                   | 14.10.21     | Change  | Change         | 21.09.21 | Change    | Change       | 22.10.20 | Change | Change   |          |   |        |
| <b>New ConTex*</b>     |                  | <b>3267</b>       | 3239         | 28      | ↔              | 0,9%     | 3162      | 105          | ↑        | 3,3%   | 511      | 2.756    | ↑ | 539,3% |
| 1100 TEU               | 6 mos            | \$44.342          | \$44.242     | \$100   | ↔              | 0,2%     | \$43.321  | \$1.021      | ↑        | 2,4%   | \$6.528  | \$37.814 | ↑ | 579,3% |
|                        | 12 mos           | \$36.942          | \$36.942     | \$0     | ↔              | 0,0%     | \$36.317  | \$625        | ↔        | 1,7%   | \$6.637  | \$30.305 | ↑ | 456,6% |
| 1700 TEU               | 6 mos            | \$63.821          | \$63.608     | \$213   | ↔              | 0,3%     | \$62.983  | \$838        | ↔        | 1,3%   | \$9.055  | \$54.766 | ↑ | 604,8% |
|                        | 12 mos           | \$49.642          | \$49.454     | \$188   | ↔              | 0,4%     | \$48.517  | \$1.125      | ↑        | 2,3%   | \$9.254  | \$40.388 | ↑ | 436,4% |
| 2500 TEU               | 12 mos           | \$73.768          | \$73.118     | \$650   | ↔              | 0,9%     | \$71.323  | \$2.445      | ↑        | 3,4%   | \$11.213 | \$62.555 | ↑ | 557,9% |
|                        | 24 mos           | \$45.907          | \$45.836     | \$71    | ↔              | 0,2%     | \$44.641  | \$1.266      | ↑        | 2,8%   | \$11.315 | \$34.592 | ↑ | 305,7% |
| 2700 TEU               | 12 mos           | \$80.305          | \$79.673     | \$632   | ↔              | 0,8%     | \$77.755  | \$2.550      | ↑        | 3,3%   | \$12.627 | \$67.678 | ↑ | 536,0% |
|                        | 24 mos           | \$49.732          | \$49.341     | \$391   | ↔              | 0,8%     | \$47.745  | \$1.987      | ↑        | 4,2%   | \$12.442 | \$37.290 | ↑ | 299,7% |
| 3500 TEU               | 12 mos           | \$87.595          | \$86.375     | \$1.220 | ↔              | 1,4%     | \$84.185  | \$3.410      | ↑        | 4,1%   | \$14.265 | \$73.330 | ↑ | 514,1% |
|                        | 24 mos           | \$56.940          | \$55.735     | \$1.205 | ↑              | 2,2%     | \$52.870  | \$4.070      | ↑        | 7,7%   | \$14.060 | \$42.880 | ↑ | 305,0% |
| 4250 TEU               | 12 mos           | \$97.710          | \$96.390     | \$1.320 | ↔              | 1,4%     | \$92.550  | \$5.160      | ↑        | 5,6%   | \$17.521 | \$80.189 | ↑ | 457,7% |
|                        | 24 mos           | \$67.110          | \$65.885     | \$1.225 | ↔              | 1,9%     | \$63.500  | \$3.610      | ↑        | 5,7%   | \$16.866 | \$50.244 | ↑ | 297,9% |
| 5700 TEU               | 12 mos           | \$107.725         | \$106.272    | \$1.453 | ↔              | 1,4%     | \$103.250 | \$4.475      | ↑        | 4,3%   | \$21.658 | \$86.067 | ↑ | 397,4% |
| 6500 TEU               | 12 mos           | \$114.986         | \$113.778    | \$1.208 | ↔              | 1,1%     | \$110.656 | \$4.330      | ↑        | 3,9%   | \$24.453 | \$90.533 | ↑ | 370,2% |



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