



**New ConTex  
Container Ship Time Charter Assessment Index**

| New ConTex* |          | 3123     |           |
|-------------|----------|----------|-----------|
| 11.08.22    |          | 6 mos    | 12 mos    |
| Geared      | 1100 TEU | \$36.441 | n.a.      |
|             | 1700 TEU | \$57.973 |           |
|             | 2500 TEU |          | \$72.023  |
| Gearless    | 2700 TEU | n.a.     | \$78.682  |
|             | 3500 TEU |          | \$87.925  |
|             | 4250 TEU |          | \$101.390 |

| 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      |

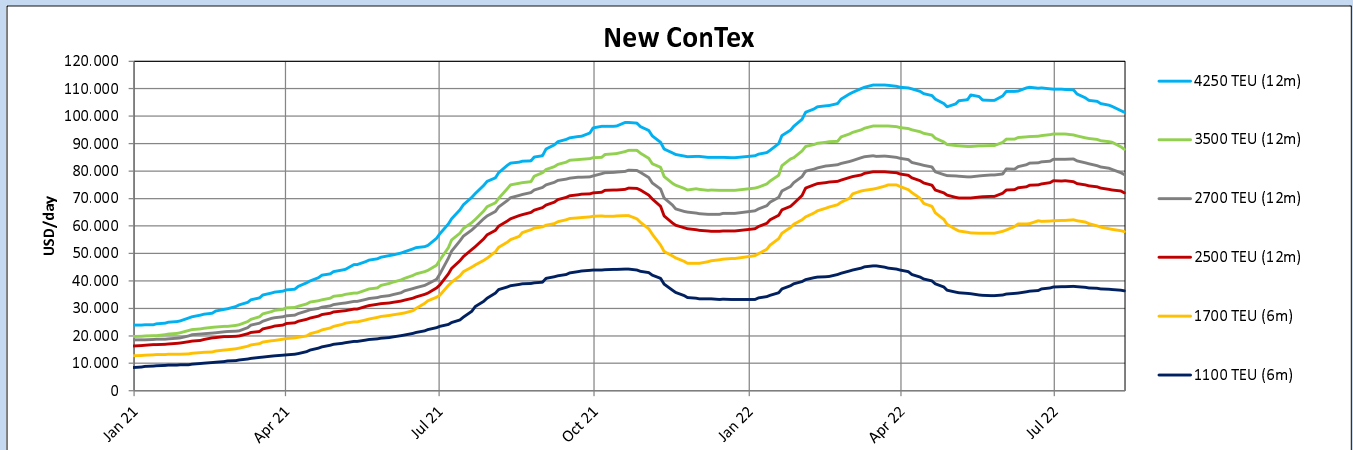
\*New ConTex evaluation is EXCLUDING 1100/1700/5700/6500 TEU groups for 12 months period & 2500/2700/3500/4250 TEU groups for 24 months period

**New ConTex-Commentary - issued: 11.08.22**

The New ConTex continued on its downward path which it has now followed for about one month. The declines are however coming in at a very modest pace and most ships are able to fix around last done rate levels but for shorter periods. The low number of readily available vessels probably prevents any bigger moves. One area where rates have come down noticeably is for the short-term employments based on spot cargo on the Transpacific trade lane, as container freight rates recently fell quite substantially. This situation is somewhat represented in the numbers for the 12 months periods of the 2500 TEU and larger ships which decrease more than for the 2 year indications.

In the Atlantic, the normal summer slack season and the lack of cargo to Russia are weighing on the market while the port congestion in Northern Europe and on the US East Coast somewhat balances the demand as currently a number of extra loaders are trading on the Transatlantic trades.

| New ConTex Development |                  |             |              |          |                |           |          |              |           |          |         |
|------------------------|------------------|-------------|--------------|----------|----------------|-----------|----------|--------------|-----------|----------|---------|
| Vessel type            | Evaluated Period | Today       | Week-on-Week |          | Month-on-Month |           |          | Year-on-Year |           |          |         |
|                        |                  | 11.08.22    | 04.08.22     | Change   | Change         | 12.07.22  | Change   | Change       | 12.08.21  | Change   | Change  |
| <b>New ConTex*</b>     |                  | <b>3123</b> | 3185         | -62      | ↓ -1,9%        | 3326      | -203     | ↓ -6,1%      | 2807      | 316      | ↑ 11,3% |
| 1100 TEU               | 6 mos            | \$36.441    | \$36.823     | -\$382   | ↓ -1,0%        | \$37.988  | -\$1.547 | ↓ -4,1%      | \$38.288  | -\$1.847 | ↓ -4,8% |
|                        | 12 mos           | \$32.845    | \$33.491     | -\$646   | ↓ -1,9%        | \$35.558  | -\$2.713 | ↓ -7,6%      | \$34.454  | -\$1.609 | ↓ -4,7% |
| 1700 TEU               | 6 mos            | \$57.973    | \$58.818     | -\$845   | ↓ -1,4%        | \$62.258  | -\$4.285 | ↓ -6,9%      | \$55.029  | \$2.944  | ↑ 5,3%  |
|                        | 12 mos           | \$52.450    | \$53.573     | -\$1.123 | ↓ -2,1%        | \$57.313  | -\$4.863 | ↓ -8,5%      | \$42.754  | \$9.696  | ↑ 22,7% |
| 2500 TEU               | 12 mos           | \$72.023    | \$73.109     | -\$1.086 | ↓ -1,5%        | \$76.082  | -\$4.059 | ↓ -5,3%      | \$62.655  | \$9.368  | ↑ 15,0% |
|                        | 24 mos           | \$52.645    | \$53.345     | -\$700   | ↓ -1,3%        | \$56.286  | -\$3.641 | ↓ -6,5%      | \$42.259  | \$10.386 | ↑ 24,6% |
| 2700 TEU               | 12 mos           | \$78.682    | \$80.623     | -\$1.941 | ↓ -2,4%        | \$84.364  | -\$5.682 | ↓ -6,7%      | \$70.327  | \$8.355  | ↑ 11,9% |
|                        | 24 mos           | \$56.932    | \$57.941     | -\$1.009 | ↓ -1,7%        | \$60.700  | -\$3.768 | ↓ -6,2%      | \$45.341  | \$11.591 | ↑ 25,6% |
| 3500 TEU               | 12 mos           | \$87.925    | \$90.450     | -\$2.525 | ↓ -2,8%        | \$93.180  | -\$5.255 | ↓ -5,6%      | \$74.960  | \$12.965 | ↑ 17,3% |
|                        | 24 mos           | \$65.675    | \$66.780     | -\$1.105 | ↓ -1,7%        | \$69.030  | -\$3.355 | ↓ -4,9%      | \$50.595  | \$15.080 | ↑ 29,8% |
| 4250 TEU               | 12 mos           | \$101.390   | \$103.555    | -\$2.165 | ↓ -2,1%        | \$109.630 | -\$8.240 | ↓ -7,5%      | \$82.910  | \$18.480 | ↑ 22,3% |
|                        | 24 mos           | \$76.005    | \$76.960     | -\$955   | ↓ -1,2%        | \$82.020  | -\$6.015 | ↓ -7,3%      | \$59.950  | \$16.055 | ↑ 26,8% |
| 5700 TEU               | 12 mos           | \$119.194   | \$120.067    | -\$873   | ↓ -0,7%        | \$123.422 | -\$4.228 | ↓ -3,4%      | \$95.406  | \$23.788 | ↑ 24,9% |
| 6500 TEU               | 12 mos           | \$125.000   | \$126.250    | -\$1.250 | ↓ -1,0%        | \$130.306 | -\$5.306 | ↓ -4,1%      | \$103.772 | \$21.228 | ↑ 20,5% |



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