



## New ConTex Container Ship Time Charter Assessment Index

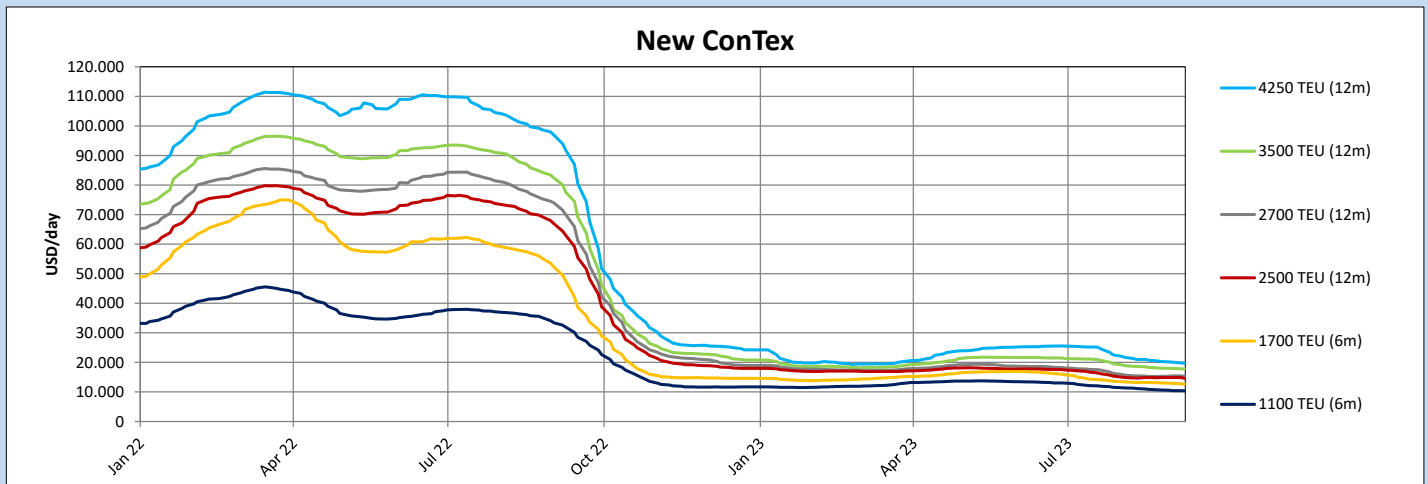
| New ConTex* |          | 666      |          |
|-------------|----------|----------|----------|
| 07.09.23    |          | 6 mos    | 12 mos   |
| Geared      | 1100 TEU | \$10.400 | n.a.     |
|             | 1700 TEU | \$12.648 |          |
|             | 2500 TEU | \$14.602 |          |
| Gearless    | 2700 TEU | n.a.     | \$15.220 |
|             | 3500 TEU |          | \$17.795 |
|             | 4250 TEU |          | \$19.725 |

| 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:   | 07.09.23 |
|---|----------|
| <p>The New ConTex has lost 1.3% this week and continues its losing streak. All sizes are in red again and this is certainly in line with the general market sentiment where pressure is coming from a constant flow of newbuildings combined with weakening demand levels. The supply side is under further duress from lines trying to sublet surplus ships, particularly in the Asian feeder markets.</p> <p>Generally, the Atlantic remains much stronger than Asia and this has already lured a number of ships into Continent and Med markets. Yet there is still some shortage of ships here and there which prevents rates from falling too much.</p> <p>In Asia, the amount of tonnage coming open in the bigger sizes still appears manageable, so that panamaxes are keeping rates close to USD 20,000 and 2800 TEU vessels are holding well above USD 15,000. But it is getting worse in the 1700 TEU segment where modern eco ships including newbuildings are having to settle for flexible periods at rates between USD 12,000 and USD 12,500 which is considerably lower compared to what has been obtainable not too long ago. The biggest build-up of tonnage right now though seems to be in the smaller sizes at around 1000 TEU where demand from regional trades has become under the most obvious pressure recently. Consequently, we have seen the old standard CV 1100 types getting fixed at below the USD 10k threshold and the number of spot positions is expected to increase. The next weeks will remain challenging with Golden Week around the corner and macroeconomic data offering more headwinds than hope.</p> |          |

| New ConTex Development |                  |          |              |        |                |          |          |              |           |           |          |
|------------------------|------------------|----------|--------------|--------|----------------|----------|----------|--------------|-----------|-----------|----------|
| Vessel type            | Evaluated Period | Today    | Week-on-Week |        | Month-on-Month |          |          | Year-on-Year |           |           |          |
|                        |                  | 07.09.23 | 31.08.23     | Change | Change         | 08.08.23 | Change   | Change       | 08.09.22  | Change    | Change   |
| <b>New ConTex*</b>     |                  | 666      | 675          | -9     | ↘ -1,3%        | 697      | -31      | ↘ -4,4%      | 2733      | -2.067    | ↘ -75,6% |
| 1100 TEU               | 6 mos            | \$10.400 | \$10.477     | -\$77  | ↘ -0,7%        | \$11.273 | -\$873   | ↘ -7,7%      | \$31.895  | -\$21.495 | ↘ -67,4% |
|                        | 12 mos           | \$9.914  | \$9.998      | -\$84  | ↘ -0,8%        | \$10.727 | -\$813   | ↘ -7,6%      | \$28.555  | -\$18.641 | ↘ -65,3% |
| 1700 TEU               | 6 mos            | \$12.648 | \$12.893     | -\$245 | ↘ -1,9%        | \$13.230 | -\$582   | ↘ -4,4%      | \$47.550  | -\$34.902 | ↘ -73,4% |
|                        | 12 mos           | \$11.886 | \$12.036     | -\$150 | ↘ -1,2%        | \$12.568 | -\$682   | ↘ -5,4%      | \$43.159  | -\$31.273 | ↘ -72,5% |
| 2500 TEU               | 12 mos           | \$14.602 | \$14.891     | -\$289 | ↘ -1,9%        | \$14.725 | -\$123   | ↘ -0,8%      | \$62.986  | -\$48.384 | ↘ -76,8% |
|                        | 24 mos           | \$13.445 | \$13.541     | -\$96  | ↘ -0,7%        | \$13.641 | -\$196   | ↘ -1,4%      | \$46.464  | -\$33.019 | ↘ -71,1% |
| 2700 TEU               | 12 mos           | \$15.220 | \$15.459     | -\$239 | ↘ -1,5%        | \$15.475 | -\$255   | ↘ -1,6%      | \$69.941  | -\$54.721 | ↘ -78,2% |
|                        | 24 mos           | \$14.055 | \$14.164     | -\$109 | ↘ -0,8%        | \$14.361 | -\$306   | ↘ -2,1%      | \$50.873  | -\$36.818 | ↘ -72,4% |
| 3500 TEU               | 12 mos           | \$17.795 | \$17.945     | -\$150 | ↘ -0,8%        | \$18.700 | -\$905   | ↘ -4,8%      | \$77.550  | -\$59.755 | ↘ -77,1% |
|                        | 24 mos           | \$16.168 | \$16.298     | -\$130 | ↘ -0,8%        | \$17.053 | -\$885   | ↘ -5,2%      | \$59.550  | -\$43.382 | ↘ -72,8% |
| 4250 TEU               | 12 mos           | \$19.725 | \$20.123     | -\$398 | ↘ -2,0%        | \$21.253 | -\$1.528 | ↘ -7,2%      | \$91.770  | -\$72.045 | ↘ -78,5% |
|                        | 24 mos           | \$17.895 | \$18.160     | -\$265 | ↘ -1,5%        | \$19.293 | -\$1.398 | ↘ -7,2%      | \$67.720  | -\$49.825 | ↘ -73,6% |
| 5700 TEU               | 12 mos           | \$30.189 | \$30.956     | -\$767 | ↘ -2,5%        | \$31.883 | -\$1.694 | ↘ -5,3%      | \$110.567 | -\$80.378 | ↘ -72,7% |
| 6500 TEU               | 12 mos           | \$33.261 | \$33.894     | -\$633 | ↘ -1,9%        | \$34.825 | -\$1.564 | ↘ -4,5%      | \$116.972 | -\$83.711 | ↘ -71,6% |



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