



ICE Data Indices, LLC Benchmark Statement

NYSHEX Freight Indices

June 2026

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ICE Data Indices Benchmark Statement

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Last update	N/A
Name of the benchmark administrator	ICE Data Indices, LLC (“IDI”)

1. Introduction

ICE Data Indices, LLC (“IDI”) is a U.S. subsidiary of Intercontinental Exchange, Inc. (“ICE”), and is the administrator for the following indices that are collectively referred to as the “ICE Indices”:

- **Fixed Income Indices:** A wide range of indices, generally branded under the ICE and ICE BofA names, covering the global bond markets, including broad investment grade, high-yield and emerging markets, as well as convertible and preferred securities.
- **Equity Indices:** A diverse set of indices, generally branded under the NYSE and ICE names, that include blue chip, national, regional, and private equity indices as well as sector, smart beta, and thematic indices.
- **Sustainability Indices¹:** A range of fixed income and equity indices, generally branded under the ICE name, that account for Environmental, Social and Governance (“ESG”) factors in addition to other criteria.
- **Currency Indices:** A series of individual spot currency and currency basket indices (the ICE FX Indices), branded under the ICE and ICE BofA names, including the ICE U.S. Dollar Index (“DXY”), the leading Foreign Exchange (FX) index for the U.S. Dollar.

¹ Sustainability Indices do not take into account the EU Taxonomy disclosures nor the EU criteria for environmentally sustainable investments. Please refer to the rules and methodologies for each of the ICE Sustainability Indices for additional information.

- **Futures & Spot Commodity Indices:** A series of indices, generally branded under the ICE and ICE BofA names, that track:
 - production weighted baskets of the most liquid commodity and carbon futures contracts; or the performance of a specific basket of commodity futures contracts (the “Commodity Indices”);
 - the performance of a specific basket of US Treasury futures contracts (ICE U.S. Treasury Futures Indices) (collectively with the Commodity Indices, the “Futures Indices”); and
 - the performance of the ICE Data Derivatives (“IDD”) Spot Silver price and LBMA Gold Price (the “Spot Commodity Indices”).
- **Volatility Indices:** A series of indices, branded under the ICE BofA name, that track implied volatility in the USD treasury options markets.
- **Mortgage Rate Lock Indices:** A series of indices using data from loan applications processed by ICE Mortgage Technology (“IMT”). The Rate Lock Indices are designed to track the average rate at which new residential home loans are locked each day.
- **AMERIBOR:** A credit-sensitive Benchmark that tracks the borrowing costs of small, medium, and regional banks in the United States. Calculated as the volume-weighted interest rate of fully-funded overnight unsecured loans on the AFX Marketplace, it provides a transparent and market-driven measure of credit conditions.
- **ICE APOR:** Represents the annual percentage rates derived from average interest rates, points, fees and other terms on mortgages that are offered to consumers.
- **NYSHEX Freight Indices:** A contributor-based range of indices that track the market for shipping containerized goods for ‘spot’ or ‘short term’ rate validities, in 40ft containers on a variety of global trade lanes.

More information on the above index categories can be found at: <https://www.theice.com/market-data/indices>

This benchmark statement has been created in accordance with Article 27 of the European Benchmark Regulation (“the EU BMR”)² and the supplementary delegated regulation (EU) 2018/1643³ and delegated regulation (EU) 2020/1816⁴, (EU) 2020/1817⁵ and (EU) 2020/1818⁶ on the content of benchmark statements.

References in this document to EU Regulations or Directives (including EU BMR and applicable Commission Delegated Regulations) include, in relation to the UK, those Regulations or Directives as they form part of UK domestic law by virtue of the European Union (Withdrawal) Act 2018 or have been implemented in UK domestic law, as appropriate.

² EU Benchmarks Regulation 2016/1011 <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32016R1011&from=EN>

³ Delegated Regulation (EU) 2018/1643 https://eur-lex.europa.eu/eli/reg_del/2018/1643

⁴ Delegated Regulation (EU) 2020/1816 <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32020R1816>

⁵ Delegated Regulation (EU) 2020/1817 <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32020R1817>

⁶ Delegated Regulation (EU) 2020/1818 <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32020R1818>

IDI, has been recognized in the UK as a third country Benchmark Administrator for purposes of Article 32 of the UK BMR with the Financial Conduct Authority (FCA) as the relevant competent authority.

IDI has similarly been recognized by ESMA in the EU as a third country Benchmark Administrator under Article 32 of the EU BMR for its Paris-Aligned and Climate-Transition benchmarks which are in scope of the revised EU BMR.

The benchmarks which are available for use by supervised entities in the United Kingdom are published on the FCA register https://register.fca.org.uk/s/resources#Other_registers, under Third Country Benchmarks Register, and on the [ESMA Register](#) for benchmarks available for use by supervised entities in the EU.

2. Benchmark Statement

	Relevant BMR, Regulatory Technical Standard (“RTS”) or Delegated Act (“DA”) provision	Requirement	IDI’s Response
1	ISIN	<p>RTS 2018/1643 Art(1)(1)(b):</p> <p>The benchmark statement shall state: (b) where available, the international securities identification number (ISIN) of the benchmark or benchmarks; alternatively, for a family of benchmarks, the statement may provide details of where the ISINs are publicly accessible free of charge;</p>	<p>ISINs are not currently assigned to the indices.</p>
2	Contributions of Input Data	<p>RTS 2018/1643 Art(1)(1)(c):</p> <p>The benchmark statement shall state: (c) whether the benchmark, or any benchmark in the family of benchmarks, is determined using contributions of input data;</p>	<p>The NYSHEX Freight Indices (“NYFI” or “the Indices”) are a range of indices that track the market for shipping of containerized goods for ‘spot’, or ‘short term’ rate validities, in either the 40 foot GP (General Purpose or “40 GP”) and 40 foot HC (High Cube or “40 HC”, and combined, “40 GP/HC”) container equipment types on a variety of global trade lanes.</p> <p>The Indices are owned by the New York Shipping Exchange, LLC (“NYSHEX”). The Benchmark Administrator and the Index Calculation Agent is ICE Data Indices, LLC (“IDI”).</p> <p>The Indices are calculated using Contributor submissions from NYSHEX (“Input Data”), which are determined in accordance with the NYFI Methodology and the Code of Conduct for Contributors of Input Data to the NYFI (“Code of Conduct” or “Code”). The Code of Conduct has been produced in line with applicable benchmark regulations and is available</p>

			<p>on the IDI Website at https://www.ice.com/fixed-income-data-services/index-solutions/regulation.</p> <p>NYSHEX, as a Contributor of Input Data to IDI, sources the information it uses to determine the Input Data from data providers representing different freight market segments: carriers, Non-Vessel Operating Common Carriers (“NVOCCs”) and Beneficial Cargo Owners (“BCOs”) (collectively, “the Data Providers”). The data that NYSHEX collects, and the process followed by NYSHEX to determine the Input Data provided to IDI for use in the benchmarks is set out in the NYFI Methodology and in the Code of Conduct. The Data Providers sends NYSHEX information on (i) the rates, or prices, that they have charged for shipments and (ii) the number of containers for which that rate applies, for shipments between specified Base Port Pairs (each a “Freight Rate” and, together, the “Freight Rates”). The Sub-Trade Lane Indices, and ultimately the Trade Lane Indices are based on the Freight Rates that are provided for the applicable Base Port Pairs, as indicated in the Methodology.</p>
3	Types of Benchmarks	<p>RTS 2018/1643 Art(1)(1)(d):</p> <p>The benchmark statement shall state: (d) whether the benchmark or any benchmark in the family of benchmarks qualifies as one of the types of benchmarks listed under Title III of Regulation (EU) 2016/1011, including the specific provision by virtue of which the benchmark qualifies as that type.</p>	<p>The NYSHEX Freight Indices do not qualify as regulated data, interest rate or commodity benchmarks and do not qualify as Climate Transition Benchmarks or Paris-Aligned Benchmarks.⁷</p> <p>The Indices are not significant benchmarks as defined under point (26) of Article 3(1) of the BMR.⁸</p>
4	Economic Reality	<p>RTS 2018/1643 Art(1)(2):</p> <p>In defining the market or economic reality, the benchmark statement shall include at</p>	<p>The Indices track the market for shipping of containerized goods for ‘spot’, or ‘short term’ rate validities, in the 40 GP/HC container equipment types on a variety of global trade lanes.</p>

⁷ The benchmark statement does not therefore need to disclose the information required by RTS 2018/1643 Articles 2 to 5.

⁸ As a result, RTS 2018/1643 Article 1(7) provides that the benchmark statement does not need to disclose the information required by Article 1(2)(c), Article 1(3)(b) and (c), and Article 1(4) and (5).

		<p>least the following information:</p> <p>(a) a general description of the market or economic reality;</p> <p>(b) the geographical boundaries, if any, of the market or economic reality;</p> <p>(c)⁹ any other information that the administrator reasonably considers to be relevant or useful to help users or potential users of the benchmark to understand the relevant features of the market or economic reality, including at least the following elements insofar as reliable data on these elements is available:</p> <p style="padding-left: 40px;">(i) information on actual or potential participants in the market;</p> <p style="padding-left: 40px;">(ii) an indication of the size of the market or economic reality.</p> <p>BMR Art27(1)(a):</p> <p>The benchmark statement shall:</p> <p>(a) clearly and unambiguously define the market or economic reality measured by the benchmark and the circumstances in which such measurement may become unreliable;</p>	<p>The geographical boundaries of each benchmark are indicated in the benchmark name:</p> <p>Trans-Pacific Eastbound - Asia to USWC (Trade Lane)</p> <p>Trans-Pacific Eastbound - Asia to USEC (Trade Lane)</p> <p>Asia Westbound - Asia to North Europe (Trade Lane)</p> <p>North Europe to US East Coast (Sub-Trade Lane)</p> <p>The underlying market consists of large international container shipping lines, carriers, NVOCCs and BCOs engaged in the supply or procurement of ocean transport for containerized freight, altogether there are many thousands of individual organizations operating within the market.</p> <p>The global container freight market is extensive, representing a significant proportion of international trade, with an annual global container throughput of over 800 million Twenty Foot Equivalent Units (TEUs), carrying approximately 60% of the value of goods traded internationally and with an estimated value of over US\$100 billion pa.</p> <p>Additional information for an individual benchmark is available in the relevant Methodology document which can be found, free of charge, by entering the ticker for a selected benchmark in the Index Snapshot section of the home page of the ICE Index Platform. (https://indices.ice.com/).</p> <p>The NYFI Methodology also describes, in the Limitations section, the circumstances under which market conditions might impair the ability of the benchmark to measure a given market.</p>
5	Limitations	<p>BMR Art27(2)(g):</p> <p>A benchmark statement shall contain at least:</p>	<p>Potential limitations of the indices are described in the NYFI Methodology. These include, but are not limited to:</p>

⁹ Not applicable - the NYSHEX Freight Indices consist of non-significant benchmarks only.

		<p>(g) the identification of potential limitations of the benchmark, including its operation in illiquid or fragmented markets and the possible concentration of inputs.</p> <p>RTS 2018/1643 Art(1)(3)(a):</p> <p>In defining the potential limitations of the benchmark and the circumstances in which the measurement of the market or economic reality may become unreliable, the benchmark statement shall include at least:</p> <p>(a) a description of the circumstances in which the administrator would lack sufficient input data to determine the benchmark in accordance with the methodology;</p>	<ul style="list-style-type: none"> • The rules may limit the ability of an Index to represent the market it measures. The rules of the Index can only be updated following the completion of the requisite governing procedures and, therefore, may not be able to be updated in time to capture dynamic changes in the applicable market. • Different users of the Indices may have different interests in using the Indices, and the Indices may not be suitable for each user or their interests. • The market for the shipping of containerized goods is volatile and may be highly vulnerable to illiquidity, market trends and changes to market structure, including changes in local or global trade conditions. • The Contributor provides Input Data to the Index Administrator, which is based on Freight Rates from Data Providers. The Contributor may fail to provide accurate and timely data for a variety of reasons, including due to a lack of or unreliable Freight Rates being provided by the Data Providers. If Input Data for an Index is not provided to the Index Administrator for a given Index Publication Day, the Index level will not be updated, and the Index level for such Index Publication Day will be the Index level from the previous Index Publication Day. • The present methodology may change, and some users may not be reachable for notification before a change takes place. • While the methodology is rules based, under certain circumstances the rules require that the Index Administrator exercises its Expert Judgment. • The publication of one or more of the Indices may be suspended or cease, and the existence of a suitable substitute is not assured. <p>IDI also relies on NYSHEX and their systems, controls and processes to ensure that data is reliable, representative, accurate and in line with the</p>
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			<p>Code. While IDI takes appropriate measures to oversee and supervise NYSHEX as a Contributor, and assess the quality of data used by IDI, IDI does not control the way in which NYSHEX designs its methodologies relating to the sourcing of the underlying data, or to the determination of that data - whether that be through the use of models, estimations or directly from the source.</p> <p>NYSHEX may, from time to time, change its methodology or experience issues with the data that impacts the quality of the Contributions provided to IDI. The Benchmark itself may then not remain representative or reliable if the underlying data itself cannot be relied upon.</p> <p>IDI and NYSHEX take steps to identify and resolve any issues identified in the data provided and seeks to manage and mitigate these limitations through the benchmark design, review and oversight process.</p>
6	Discretion	<p>BMR Art27(1)(b):</p> <p>The benchmark statement shall: (b) lay down technical specifications that clearly and unambiguously identify the elements of the calculation of the benchmark in relation to which discretion may be exercised, the criteria applicable to the exercise of such discretion and the position of the persons that can exercise discretion, and how such discretion may be subsequently evaluated;</p>	<p>The NYSHEX Freight Indices Methodology clearly sets out how the Indices are to be calculated, and the missing data process applied by NYSHEX and IDI, should any data be unavailable or insufficient for use in the index calculation.</p> <p>While IDI mostly relies on Input Data for the NYFI, on certain occasions, where decisions relating to the determination of a Benchmark are required to maintain the integrity of the values and ensure that the Benchmark continues to operate in line with the methodology, IDI may apply Expert Judgment.</p> <p>Where it is required in a Benchmark determination, it may only be applied by suitably experienced and qualified staff Members on the IDI team in accordance with the NYFI Methodology document. Using their expertise and knowledge, and the information available to them, they will make an assessment of what adjustment would be most appropriate to correctly reflect the Benchmark objective.</p> <p>Ultimately, any exercise of Expert Judgment is overseen by the</p>

			Governance Committee of IDI, which ensures that the published Methodologies have been followed.
7	Factors beyond the control of the administrator	<p>BMR Art27(1)(c):</p> <p>The benchmark statement shall: (c) provide notice of the possibility that factors, including external factors beyond the control of the administrator, may necessitate changes to, or the cessation of, the benchmark; and</p>	<p>From time to time, events outside of the control of IDI may occur that may require changes to, or cessation of one or more of the NYSHEX Freight Indices.</p> <p>IDI has implemented a Benchmark Cessation Procedure, which is published on the IDI website (https://www.ice.com/fixed-income-data-services/index-solutions/regulation) and which sets out the steps IDI would take if termination of a benchmark was being considered.</p> <p>IDI has published a Consultation Policy which is available on the IDI website (https://www.ice.com/fixed-income-data-services/index-solutions/regulation) and which sets out the steps IDI would take if a material change was needed to any of the NYSHEX Freight Indices.</p>
8	Impact of changes or cessation	<p>BMR Art27(1)(d):</p> <p>The benchmark statement shall: (d) advise users that changes to, or the cessation of, the benchmark may have an impact upon the financial contracts and financial instruments that reference the benchmark or the measurement of the performance of investment funds.</p>	<p>Changes to, or cessation of a benchmark may have an impact upon the financial contracts and financial instruments that reference the benchmark or the measurement of the performance of investment funds. Where changes to a benchmark are subject to consultation, users are encouraged to provide feedback on the proposed change and the impact it may have.</p> <p>Any users of benchmarks that are to be discontinued are advised to take account of the upcoming cessation and ensure their contractual and other arrangements linked to the benchmarks contain appropriate fallback or other arrangements to address the cessation.</p> <p>IDI has implemented a Benchmark Cessation Procedure, which is published on the IDI website (https://www.ice.com/fixed-income-data-services/index-solutions/regulation) and which sets out the steps IDI would take if termination of a benchmark was being considered.</p> <p>IDI has published a Consultation Policy which is available on the IDI website (https://www.ice.com/fixed-income-data-services/index-solutions/regulation) and which sets out the steps IDI would take if a material change was needed to any of the NYSHEX Freight Indices.</p>

			solutions/regulation) and which sets out the steps IDI would take if a material change was needed to any of the NYSHEX Freight Indices.
9	Key Terms	BMR Art27(2)(a): A benchmark statement shall contain at least: (a) the definitions for all key terms relating to the benchmark	All key terms relevant to the NYSHEX Freight Indices are set out in the NYFI Methodology document, or Code of Conduct as applicable.
10	Rational for adoption and procedures for review and approval	BMR Art27(2)(b): A benchmark statement shall contain at least: (b) the rationale for adopting the benchmark methodology and procedures for the review and approval of the methodology;	The Indices are designed to provide container freight market users with relevant market information which can be used to track shipping rates and trends. Further information on the NYFI and what they intend to cover and achieve is set out in the NYFI Methodology. The IDI Governance Committee is responsible for overseeing the development, design, issuance and operation of the NYFI and the NYFI Methodology. The IDI Governance Committee Charter is available on the IDI website (https://www.ice.com/fixed-income-data-services/index-solutions/regulation). IDI has also published a Consultation Policy which is available on the IDI website (https://www.ice.com/fixed-income-data-services/index-solutions/regulation) and which sets out the steps IDI would take if a material change was needed to any of the NYSHEX Freight Indices.
11	Criteria used to determine the benchmark	BMR Art27(2)(c) A benchmark statement shall contain at least: (c) the criteria and procedures used to determine the benchmark, including a description of the input data, the priority given to different types of input data, the minimum data needed to determine a benchmark, the use of any models or methods of extrapolation and any procedure	The Indices are calculated using Contributor submissions from NYSHEX (“Input Data”) - see Response above for ‘Contributions on Input Data’, Freight Rate data from a minimum of five Data Providers must be provided for NYSHEX to determine the Input Data for a given week. Moreover, the data used by NYSHEX must be from a minimum of two different Data Provider types (carriers, NVOCCs or BCOs). Only the Freight Rates for container freight shipments that have either gated in at the load port (in the case of Federal Maritime Commission (“FMC”) regulated trades) or the vessel on which they are loaded has sailed (in the case of non-FMC regulated trades) (the “Freight Rates”) are eligible for inclusion in the Input Data. No quoted or booked rates are

		<p>for rebalancing the constituents of a benchmark's index;</p>	<p>used for the Input Data. NYSHEX excludes all landside surcharges (port fees, customs charges, inland on-carriage charges) from the determination of the Freight Rates before they are included in the Input Data.</p> <p>Only Freight Rates reported to NYSHEX by the Data Providers for cargoes designated as 'Freight all kinds (FAK)' or any other non-specific or general cargo (the "Cargo") can be included in the Input Data. Cargo does not include any premium or discount to FAK/general cargo. The Freight Rates must be based on 'spot' or 'short-term' shipment rate. Freight Rates will not be based on Named Account (NAC) or other contract types which may contain special pricing provisions, creating either a discount or premium to standard spot or short term rates. Freight Rates provided by NVOCCs are the rates at which freight is sold to their customers, not the rates at which the NVOCCs buy freight from the carriers.</p> <p>Only Freight Rates for shipments that meet the following cutoff date criteria will be included in the Input Data:</p> <ul style="list-style-type: none"> • FMC regulated trades: shipments that have gated in during the ISO week prior to the Index publication week. • Non-FMC regulated trades: shipments that have a sailed date during the ISO week prior to the Index publication week. <p>For the Freight Rate to be included in the Input Data, shipments must have been (i) booked no more than four (4) weeks prior to gate in; and (ii) quoted not more than three (3) calendar months prior to gate in.</p> <p>The general procedures for determining the NYSHEX Freight Indices are set out in the Methodology document. The NYSHEX Freight Indices Methodology document is available at https://indices.ice.com/.</p>
12	<p>Exercise of Judgement or Discretion</p>	<p>BMR Art27(2)(d)</p> <p>A benchmark statement shall contain at least:</p> <p>(d) the controls and rules that govern any</p>	<p>Where exercise of judgement or discretion is required in a Benchmark determination, it may only be applied by suitably experienced and qualified staff Members on the IDI team in accordance with the Methodology document. Using their expertise and knowledge, and the</p>

		<p>exercise of judgement or discretion by the administrator or any contributors, to ensure consistency in the use of such judgement or discretion;</p>	<p>information available to them, they will make an assessment of what adjustment would be most appropriate to correctly reflect the Benchmark objective.</p> <p>Ultimately any exercise of Expert Judgment by IDI is overseen by the Governance Committee of IDI, which ensures that the published Methodologies have been followed.</p> <p>If insufficient data is received by NYSHEX as the contributor, or if NYSHEX needs to remove data inputs from the sample due to those inputs appearing to be unrepresentative or inconsistent, with the broader market behavior, as observed from the reports of all Data Providers, NYSHEX will immediately notify IDI and shall determine the Input Data in accordance with the following waterfall process: 1) Use of Equivalent Transactions; 2) Mathematical Modeling; 3) Use of the NYSHEX Governing Board; 4) Non-publication. Please refer to the Methodology for more information on the missing data process.</p>
13	Periods of Stress	<p>BMR Art27(2)(e)</p> <p>A benchmark statement shall contain at least:</p> <p>(e) the procedures which govern the determination of the benchmark in periods of stress or periods where transaction data sources may be insufficient, inaccurate or unreliable and the potential limitations of the benchmark in such periods;</p>	<p>Actions taken by IDI for the NYSHEX Freight Indices in exceptional market conditions are outlined in the Methodology document. IDI retains the right to delay the publication of the benchmark level or suspend the publication of the level of the benchmark if it believes that circumstances prevent the proper calculation of the benchmark.</p> <p>In the event that there is a market-wide event resulting in the normal transfer of Input Data from NYSHEX being disrupted, or Input Data not being available, IDI will consult with NYSHEX and determine an appropriate course of action on an event-by-event basis, and communicate the action taken to stakeholders.</p>

14	Errors	<p>BMR Art27(2)(f)</p> <p>A benchmark statement shall contain at least:</p> <p>(f) the procedures for dealing with errors in input data or in the determination of the benchmark, including when a redetermination of the benchmark is required;</p>	<p>Reasonable efforts are made to ensure the correctness and validity of data used in benchmark calculations.</p> <p>Where errors have occurred in the determination or calculation of a benchmark, the decision to make a restatement will be assessed on a case-by-case basis. Such decision will take account of the significance; impact; age; and scale of the error.</p> <p>In case a material error is discovered and the Administrator recognises a manipulation or an attempted manipulation of the Index level or the Input Data it will be reported by IDI to the regulator.</p> <p>All revisions or issues with the publication of the indices will be communicated to stakeholders during the day through the normal communication channels.</p>
Specific disclosure requirements on ESG Factors and how they are reflected in each benchmark or family of benchmarks			
15	ESG Factors	<p>BMR Art 27(2a)</p> <p>DA 2020/1816</p> <p>Specific disclosure requirements on ESG Factors and how they are reflected in the benchmark statement and the benchmark methodology.</p>	<p>The NYSHEX Freight Indices do not take ESG factors into account in benchmark design and do not pursue ESG objectives.</p>

Section 2 - Additional Disclosure requirements for Climate Transition and Paris Aligned Benchmarks	
Item 9. Where a benchmark is labelled as a ‘Climate Transition Benchmark’ or ‘Paris-aligned Benchmark’, benchmark administrators shall also disclose the following information:	
a) forward-looking year-on-year decarbonisation trajectory;	N/A
b) degree to which the IPCC decarbonisation trajectory (1,5°C with no or limited overshoot) has been achieved on average per year since creation;	N/A

c) overlap between those benchmarks and their investable universe, as defined in Article 2, point (e), of Commission Delegated Regulation (EU) 2020/1818 (1) using the active share at asset level.	N/A
Specific Disclosure requirement on the alignment with the objectives of the Paris Agreement	
Item 10. By the date of application of this Regulation, for significant equity and bond benchmarks, EU Climate Transition Benchmarks and EU Paris-aligned Benchmarks, benchmark administrators shall also disclose the following information. By 31 December 2021, benchmark administrators shall, for each benchmark or, where applicable, each family of benchmarks, disclose the following information:	
a) Does the benchmark align with the target of reducing carbon emissions or the attainment of the objectives of the Paris Agreement;	No
b) the temperature scenario, in accordance with international standards, used for the alignment with the target of reducing GHG emissions or attaining of the objectives of the Paris Agreement;	N/A
c) the name of the provider of the temperature scenario used for the alignment with the target of reducing GHG emissions or the attainment of the objectives of the Paris Agreement;	N/A
d) the methodology used for the measurement of the alignment with the temperature scenario;	N/A
e) the hyperlink to the website of the temperature scenario used.	N/A

Date on which information has last been updated and reason for the update:

June 2026 - Launch of indices

3. Disclaimer

The products and services mentioned herein solely in relation to the Indices (each an “Index” or “Benchmark”) may not be available in all jurisdictions. This document does not constitute an offer of services in jurisdictions or circumstances where ICE Data Indices, LLC (“ICE Indices”) does not have the necessary or appropriate licenses or approvals for the offering of the products and services described herein. Each Index provides a general investment strategy, does not take into account any of the specific needs or financial circumstances of any person, entity or group of persons and should not be considered investment advice. All information provided by ICE Indices, including without limitation, any materials that describe any Index, is of general nature only.

The development or creation of any financial product that is based on, developed in connection with, or uses directly or indirectly any index of ICE Indices, including any bi-lateral contract, fund, investment vehicle or issue of securities (an “Investable Product”), is prohibited without the prior written consent of ICE Indices. ICE Indices is not obligated to enter into or promote Investable Products or other transactions or investments that are linked to any ICE index or any of its constituents.

ICE Indices receives compensation in connection with the licensing of its indices to third parties.

It is not possible to invest in an index directly. Exposure to an asset class or sector represented by an index or an interest the index seeks to measure may be available through Investable Products based on that index. ICE Indices does not sponsor, endorse, sell, promote or manage, and has not reviewed or passed on the legality or suitability with respect to any person of, any Investable Product that is offered by third parties or any associated document, literature or publication, including without limitation, any prospectus or offering memorandum. ICE Indices makes no assurance that Investable Products based on any Index will accurately track index performance or provide positive investment returns or not result in a loss of some or all of any investment in such Investable Products. ICE Indices makes no representation regarding the advisability or suitability of investing in or assuming any risk in connection with any such Investable Products.

The products and services described herein may not be suitable for all purposes and for all investors and ICE Indices makes no representation regarding (a) the level at which any Index stands at any particular time on any particular date, (b) the ability of any Index to track corresponding market performance (c) the results to be obtained by any party from the use of any Index or any data included in it for the purposes of issuing securities or carrying out any financial transaction or (d) any other matter.

A decision to invest in any Investable Product should not be made in reliance on any of the statements set forth in this document. Prospective investors should carefully consider, prior to making a decision to invest in any Investable Product, the risks associated with investing in such Investable Product, as detailed in an offering memorandum or similar document that is prepared by or on behalf of the issuer or obligor of the Investable Product and whether it is appropriate for their purposes and circumstances. Prospective investors should consult with an attorney, tax advisor, or accounting professional regarding any specific legal, tax, or accounting situation, or the impact of making any particular investment decision. Inclusion of a security within an index is not a recommendation by ICE Indices to buy, sell, or hold such security, nor is it considered to be investment advice.

Intercontinental Exchange

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