

## Weekly Market Report

Week 31 | Tuesday 06th August 2024

### Market Insight

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The dry bulk market has seen a rise in secondhand asset values this year. While average earnings have remained healthy, the ratio between earnings and asset values has deviated from historical trends, with asset prices rising disproportionately relative to average earnings. Despite these discrepancies, there has been strong interest in secondhand sales and purchase activity, pushing prices higher. This strong market activity persists even in the face of uncertainties, including fears of a global economic slowdown, the ongoing slump in the Chinese real estate sector, and geopolitical turmoil in the Middle East, factors that could potentially result in negative momentum for the remainder of the year. In this report, we will examine the sales and purchase activity in the dry bulk sector throughout 2024.

Beginning with Capesize sale and purchase activity, last month we saw 9 vessels changing hands, bringing the total number of Capesize transactions in 2024 to 82. This marks the highest number ever recorded for the first seven months of a year, surpassing the previous record set in 2023, when 69 Capesize units were traded in the same period, culminating in a record total of 124 sales for the entire year.

Regarding the Panamax/Kamsarmax sale and purchase activity, six deals were materialized last month. The year-to-date volume stands at 83 deals, surpassing the 62 sales recorded in the same period last year but falling short of the 89 sales in 2022 and below the record number of 121 sales recorded during the first seven months of 2021.

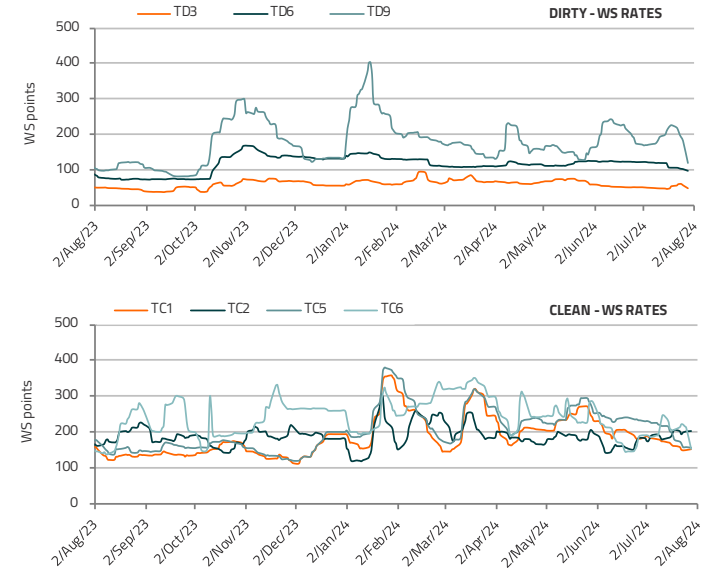
As far as the Supramax/Ultramax sector is concerned, 15 sales occurred last month, bringing the total number of sales this year to 158. This figure surpasses the transaction volumes of 2023 and 2022, which saw 143 and 156 sales respectively during the first seven months of each year. However, similar to the Panamax/Kamsarmax sector, 2021 holds the record with a total of 203 transactions during the same period.

The question is whether the looming uncertainty, combined with rising prices, might encourage owners to opt for sales to capitalize on the current momentum in the SnP market. This shift could potentially alter the equilibrium between supply and demand, leading to an increase in supply and consequently causing secondhand vessel prices to trend downward in the coming months.

## Indicative Period Charters

Vessel	Routes	02/08/24		26/07/24		\$/day ±%	2023 \$/day	2022 \$/day
		WS points	\$/day	WS points	\$/day			
VLCC	265k MEG-SPORE	0	0	56	34,938	-100.0%	39,466	20,330
	260k WAF-CHINA	47	23,288	55	32,423	-28.2%	38,773	19,980
Suezmax	130k MED-MED	90	35,266	100	44,319	-20.4%	62,964	51,634
	130k WAF-UKC	77	24,142	88	30,506	-20.9%	25,082	11,031
	140k BSEA-MED	96	29,668	101	33,235	-10.7%	62,964	51,634
Aframax	80k MEG-EAST	167	38,396	171	40,116	-4.3%	44,757	27,224
	80k MED-MED	146	37,315	128	28,442	31.2%	49,909	46,679
	70k CARIBS-USG	118	17,948	181	42,018	-57.3%	46,364	43,030
Clean	75k MEG-JAPAN	151	32,209	149	31,458	2.4%	32,625	35,326
	55k MEG-JAPAN	155	21,316	157	21,800	-2.2%	27,593	32,504
Dirty	37k UKC-USAC	202	24,520	201	24,193	1.4%	21,183	22,919
	30k MED-MED	151	12,498	211	28,804	-56.6%	32,775	45,941
	55k UKC-USG	130	13,086	130	13,016	0.5%	27,274	19,982
	55k MED-USG	130	13,580	130	13,453	0.9%	27,060	21,231
	50k ARA-UKC	190	22,381	209	27,791	-19.5%	46,194	40,364

No Fresh Period Charters							
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## TC Rates

	\$/day	02/08/24	26/07/24	±%	Diff	2023	2022
VLCC	300k 1yr TC	50,000	52,000	-3.8%	-2000	48,601	34,683
	300k 3yr TC	48,500	49,000	-1.0%	-500	42,291	33,719
Suezmax	150k 1yr TC	46,750	45,750	2.2%	1000	46,154	26,933
	150k 3yr TC	40,000	40,000	0.0%	0	35,469	23,758
Aframax	110k 1yr TC	47,500	49,500	-4.0%	-2000	47,226	26,135
	110k 3yr TC	41,750	42,000	-0.6%	-250	37,455	22,878
Panamax	75k 1yr TC	40,500	41,750	-3.0%	-1250	37,769	25,163
	75k 3yr TC	34,750	36,000	-3.5%	-1250	29,748	20,806
MR	52k 1yr TC	30,000	33,500	-10.4%	-3500	30,452	21,313
	52k 3yr TC	28,250	28,250	0.0%	0	25,152	16,426
Handy	36k 1yr TC	28,000	28,000	0.0%	0	25,760	18,601
	36k 3yr TC	23,000	19,500	17.9%	3500	18,200	14,585

## Indicative Market Values (\$ Million) - Tankers

Vessel	5yrs old	Aug-24		±%	2023	2022	2021
		avg	avg				
VLCC	300KT DH	114.0	114.0	0.0%	99.5	80.2	69.7
Suezmax	150KT DH	82.0	82.0	0.0%	71.5	55.1	46.7
Aframax	110KT DH	72.0	72.0	0.0%	64.4	50.5	38.7
LR1	75KT DH	53.0	53.0	0.0%	49.2	38.6	31.2
MR	52KT DH	47.0	46.9	0.3%	41.4	34.8	27.6

## Chartering

During last week the tanker market fell sharply with the BDTI closing the week at 952 or -6.94% lower while the BCTI fell to 755 or -7.25% lower.

In the VLCC sector, the MEG market was hurt the hardest as a result of a healthy vessel supply and restricted cargoes, combined with Middle East escalating tensions. TD2 (MEG/SG) and TD3C (MEG/China) both fell sharply at sub-50 levels, standing at WS 47.83 (-15.12%) and 46.73 (-15.34%) respectively. Elsewhere, the downturn was more contained, as WAF/China route fell by 10% to WS 52.22 and USG/China was at 7,045m (-5.25%). The VLCC TCE closed the week at \$27,831/day or -17.72%.

For Suezmaxes, a similar trend persisted last week. The WAF market was the biggest drag as ample tonnage along with pressure from bigger tankers due to economies of scale sent rates lower. More specifically, TD20 (WAF/UKC) fell to WS 76.94(-12%), while TD6 (BSea/Med) and TD23 (84.56) were more stable settling at WS 96.05 (-4.85%) and WS 84.56 (-

0.77%) respectively. The Suezmax TCE stood on Friday at \$26,905/day or -15.58% lower.

On Aframax, mixed trends shaped the market during last week. The TD9 (Caribbean/USG) tanked by -34.71% at WS 118.13 and TD26 (Mexico/USG) followed the downturn, standing at WS 118.44 (-37.46%). Alternatively, the UKC market (TD7) left unchanged at WS120 while the Med market (TD19) surged by 14% to WS 145.83. The Aframax TCE was at \$ 28,711/day or -16.77% lower.

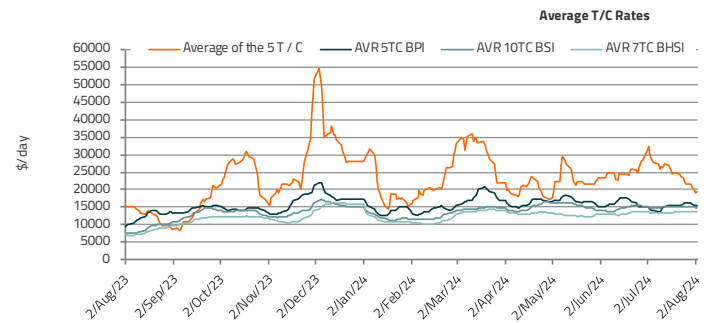
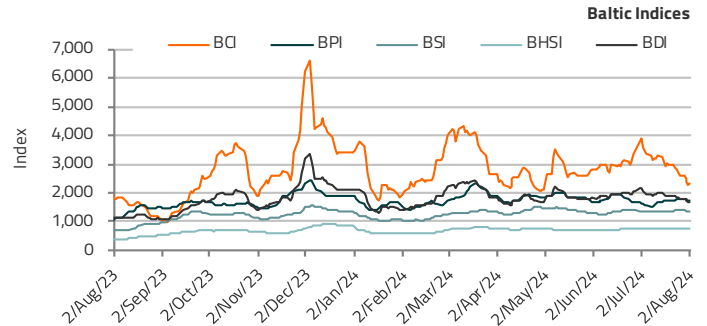
In the clean market, LR2 freight rates on the TC1 (MEG/Japan) route rose slightly by 1.68% at WS 151.11, while TC15 (Med/Far East) declined by -2.22% standing at 4.1m lumpsum. On the LR1 segment, again the MEG market dragged the segment down as TC5 (MEG/Japan) and TC8 (MEG/UKC) stood at WS 155.31 (-1%) and WS 57.03 (-3.54%)

### Baltic Indices

	02/08/24		26/07/24		Point Diff	\$/day ±%	2023 Index	2022 Index
	Index	\$/day	Index	\$/day				
BDI	1,675		1,808		-133		1,395	1,931
BCI	2,327	\$19,299	2,614	\$21,676	-287	-11.0%	2,007	1,955
BPI	1,705	\$15,345	1,792	\$16,125	-87	-4.8%	1,442	2,298
BSI	1,342	\$14,767	1,386	\$15,246	-44	-3.1%	1,031	2,006
BHSI	759	\$13,660	759	\$13,670	0	-0.1%	586	1,181

### Indicative Period Charters

11/13 mos	RB JORDANA	2016	81,301 dwt
dely Dangjin 3/5 Aug	\$16,750/day		Classic Maritime
4/7 mos	CAPETAN COSTAS 5	2012	81,542 dwt
dely Kashima 27 Jul	\$16,000/day		Louis Dreyfus



### TC Rates

	\$/day	02/08/24	26/07/24	±%	Diff	2023	2022
Capesize	180K 1yr TC	26,500	27,500	-3.6%	-1,000	17,957	21,394
	180K 3yr TC	23,500	23,500	0.0%	0	16,697	18,894
Panamax	76K 1yr TC	16,000	16,500	-3.0%	-500	13,563	20,207
	76K 3yr TC	13,000	13,250	-1.9%	-250	11,827	14,885
Supramax	58K 1yr TC	16,500	16,250	1.5%	250	13,457	20,053
	58K 3yr TC	13,000	13,000	0.0%	0	11,981	15,005
Handysize	32K 1yr TC	12,500	12,500	0.0%	0	10,644	17,827
	32K 3yr TC	10,000	10,000	0.0%	0	9,510	12,322

### Indicative Market Values (\$ Million) - Bulk Carriers

Vessel 5 yrs old	Aug-24 avg	Jul-24 avg	±%	2023	2022	2021
Capesize Eco 180k	63.5	63.5	0.0%	48.8	48.3	43.1
Kamsarmax 82K	38.5	38.5	0.0%	32.0	34.1	29.8
Ultramax 63k	36.0	36.0	0.0%	29.5	31.5	26.4
Handysize 37K	28.5	28.5	0.0%	25.1	27.2	21.4

### Chartering

Last week, the dry bulk market experienced declines in rates across all sectors. The Capesize index decreased by 11% over the past five days, influenced by the exports of bauxite from Guinea and iron ore from Brazil. Conversely, coal shipments from Australia offered some support; however, the ample supply of tonnage in the region prevented any significant gains. In the Panamax sector, the absence of South American grain cargoes was notable. Similarly to the Capesize sector, despite an increase in coal cargoes in the Pacific, the abundance of available tonnage prevented owners from benefiting. In the geared sizes sector, both basins lacked fresh impetus, and the previously high activity levels from the US Gulf region diminished, leading to a decline in rates in that area as well.

Cape 5TC averaged \$ 20,027/day, down -13.28% w-o-w. The transatlantic earnings decreased by \$ 5,000/day while transpacific ones increased by \$1,223/day, bringing transatlantic earnings premium over transpacific to \$6,448/day.

Panamax 5TC averaged \$ 15,697/day, -0.68% w-o-w. The transatlantic earnings decreased by \$ 1,510/day while transpacific earnings declined by \$440/day. As a result, the transatlantic earnings premium to the transpacific narrowed down to \$1,350/day.

Supramax 10TC averaged \$ 14,998/day down -1.36% w-o-w, while the Handysize 7TC averaged \$ 13,684/day, up +0.27% w-o-w.

### Tankers

Size	Name	Dwt	Built	Yard	M/E	SS due	Hull	Price	Buyers	Comments
J19	LINCOLN PARK	19,801	2,012	KITANIHON, Japan	Mitsubishi	Jun-27	DH	\$ 26.75m	Chinese	StSt

### Bulk Carriers

Size	Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
KMAX	THERESA GUANGDONG	81,905	2012	JIANGSU EASTERN, China	MAN-B&W	May-27				
KMAX	THERESA JIANGSU	81,680	2012	SAINTY, China	MAN-B&W	Mar-27		\$ 57.3m	Chinese (Fujian Highton Development)	
KMAX	THERESA JILIN	81,610	2012	SAINTY, China	MAN-B&W	Jun-27				
UMAX	JAL KAMAL	63,319	2020	IMABARI, Japan	MAN-B&W	Feb-25	4 X 30,7t CRANES	\$ 37.8m	European	
SUPRA	SUZAKU	54,881	2006	OSHIMA, Japan	MAN-B&W	Jul-26	4 X 30t CRANES	region \$ 14.0m	Chinese	
SUPRA	MONICA D	52,478	2001	SHIN KURUSHIMA, Japan	Mitsubishi	Dec-26	4 X 30,5t CRANES	\$ 7.8m	undisclosed	
HANDY	BUNUN GLORY	37,000	2015	SAIKI, Japan	MAN-B&W	Apr-25	4 X 30,5t CRANES	region \$ 21.5m	Turkish (Manta)	Eco

This week's shipbuilding orders showed a mix of vessel types, indicating robust activity across the industry with a total of 12 new ships being added to the orderbook. On tankers, the Norwegian company Seatankers made an investment with an order of two 307,000 dwt tankers from Dalian Shipbuilding, China. These tankers, costing \$120 million each, are due for delivery between 2026 and 2028. They are fitted with scrubbers and adhere to IMO Tier III and EEDI Phase III standards. Additionally, Vietnamese shipper Asia Pacific Shipping secured two medium-sized tankers, each 25,900 dwt, from Chinese shipyards—Wuhu and Wuchang SB Group—with delivery scheduled for

2027. Priced at \$50 million each, these vessels will meet NOx Tier III and EEDI Phase III requirements, ensuring reduced emissions and higher energy efficiency. The bulk carrier sector saw orders from Chinese company Jiangsu Ocean Shipping, which commissioned two 82,000 dwt vessels from NACKS, China, with delivery planned between 2026 and 2027. Singaporean-based Eastern Pacific placed a significant order for six Ultra Large Ethane Carriers (ULECs), each with a capacity of 150,000 cbm, from Jiangnan, China. These \$200 million vessels are scheduled for delivery in 2027 and will be long-term chartered to Satellite Chemical.

### Indicative Newbuilding Prices (\$ Million)

	Vessel		2-Aug-24	26-Jul-24	±%	YTD		5-year		Average		
						High	Low	High	Low	2023	2022	2021
Bulkers	Newcastlemax	205k	80.0	80.0	0.0%	80.0	70.0	80.0	49.5	66	66	59
	Capesize	180k	76.5	76.5	0.0%	76.5	67.5	76.5	48.5	63	63	56
	Kamsarmax	82k	37.5	37.5	0.0%	37.5	35.5	37.5	27.5	35	36	33
	Ultramax	63k	35.0	35.0	0.0%	35.0	33.0	35.5	25.5	33	34	30
	Handysize	38k	30.5	30.5	0.0%	30.5	30.0	31.0	23.5	30	30	27
Tankers	VLCC	300k	129.0	129.0	0.0%	129.5	128.0	130.5	84.5	124	118	98
	Suezmax	160k	90.0	90.0	0.0%	90.0	85.0	90.0	55.0	82	79	66
	Aframax	115k	77.5	77.5	0.0%	77.5	73.0	77.5	46.0	69	62	53
	MR	50k	51.5	51.5	0.0%	51.5	48.0	51.5	34.0	46	43	38
Gas	LNG 174k cbm		262.5	262.5	0.0%	263.0	262.5	265.0	180.0	259	232	195
	MGC LPG 55k cbm		94.0	94.0	0.0%	94.0	91.5	94.0	62.0	85	74	67
	SGC LPG 25k cbm		61.0	61.0	0.0%	61.0	58.0	61.0	40.0	56	51	45

### Newbuilding Orders

Units	Type	Size		Yard	Delivery	Buyer	Price	Comments
2	Tanker	307,000	dwt	Dalian Shipbuilding, China	2026-2028	Norwegian (Seatankers)	\$ 120.0m	scrubber fitted, IMO Tier III, EEDI Phase III
1	Tanker	25,900	dwt	Wuhu, China	2027	Vietnamese (Asia Pacific Shipping)	\$ 50.0m	NOx Tier III, EEDI Phase III, StSt
1	Tanker	25,900	dwt	Wuchang SB Group, China	2027	Vietnamese (Asia Pacific Shipping)	\$ 50.0m	NOx Tier III, EEDI Phase III, StSt
2	Bulker	82,000	dwt	NACKS, China	2026-2027	Chinese (Jiangsu Ocean Shipping)		
6	ULEC	150,000	cbm	Jiangnan, China	2027	Singaporean (Eastern Pacific)	\$ 200.0m	against charters with Satellite Chemical

The ship recycling sector remained under pressure this week, with high freight rates and geopolitical issues limiting the availability of vessels for scrapping. In India, the steel market sent mixed signals, with slight price corrections seen in local steel plate and scrap materials. Despite these adjustments, demand remains weak, further affected by the ongoing monsoon season, which continues to dampen market activity. In Alang, ship recyclers remain cautiously optimistic and are offering slightly better prices for the limited tonnage available, although significant improvements are not expected until economic conditions improve. Bangladesh faced significant challenges as political unrest due to protests against government policies affected the recycling industry. Demand in the local steel market remained sluggish, leading to price reductions for ship scrap and complicating business operations. In addition, efforts to enforce compliance with green recycling practices have delayed the import of end-of-life vessels, keeping the market under pressure. In Pakistan, the market remained stable but quiet, with

little change in steel prices. The recent interest rate cut by the central bank and an IMF loan agreement have brought some economic stability, but these developments have not yet stimulated market activity. The monsoon season and new import taxes have also slowed construction activity, affecting steel demand. Turkey has seen minimal market activity, with stable steel prices but weak scrap demand. While inflation is showing signs of stabilising, the continued weakness of the local currency against the US dollar remains a challenge. The market remains largely inactive and no major changes are expected in the near future. Overall, the outlook for the ship recycling market remains cautious. The supply of new vessels for recycling is expected to remain limited in the near term due to ongoing geopolitical and economic uncertainties. Stakeholders are closely monitoring political developments, particularly in India and Bangladesh, which could potentially affect market dynamics.

### Indicative Demolition Prices (\$/ldt)

	Markets	02/08/24	26/07/24	±%	YTD		2023	2022	2021
					High	Low			
Tanker	Bangladesh	520	520	0.0%	530	490	550	601	542
	India	520	520	0.0%	540	490	540	593	519
	Pakistan	510	510	0.0%	525	510	525	596	536
	Turkey	370	370	0.0%	350	340	325	314	207
Dry Bulk	Bangladesh	510	510	0.0%	520	475	535	590	532
	India	500	500	0.0%	520	480	522	583	508
	Pakistan	490	490	0.0%	510	490	515	587	526
	Turkey	360	360	0.0%	350	330	315	304	276

### Currencies

Markets	2-Aug-24	26-Jul-24	±%	YTD High
USD/BDT	116.44	117.45	-0.9%	117.51
USD/INR	83.80	83.74	0.1%	83.80
USD/PKR	275.99	278.21	-0.8%	282.38
USD/TRY	33.10	32.95	0.5%	33.12

### Demolition Sales (\$ /ldt)

Name	Size	Ldt	Built	Yard	Type	\$/ldt	Breakers	Comments
MSC ANNAMARIA	31,205	8,805	1987	HDW AG - Kiel - GEU, Germany	CONTAINER	\$ 535.0m	Indian	

### Market Data

	2-Aug-24	1-Aug-24	31-Jul-24	30-Jul-24	29-Jul-24	W-O-W Change %	
Stock Exchange Data	10year US Bond	3.796	3.978	4.105	4.141	4.178	-9.6%
	S&P 500	5,346.56	5,446.68	5,522.30	5,436.44	5,463.54	-2.1%
	Nasdaq	18,440.85	18,890.39	19,362.43	18,796.27	19,059.49	-3.1%
	Dow Jones	39,737.26	40,347.97	40,842.79	40,743.33	40,539.93	-2.1%
	FTSE 100	8,174.71	8,283.36	8,367.98	8,274.41	8,292.35	-1.3%
	FTSE All-Share UK	4,474.40	4,544.95	4,588.31	4,539.49	4,542.18	-1.5%
	CAC40	7,251.80	7,370.45	7,531.49	7,474.94	7,443.84	-3.5%
	Xetra Dax	17,661.22	18,083.05	18,508.65	18,411.18	18,320.67	-4.1%
	Nikkei	35,909.70	38,126.33	39,101.82	38,525.95	38,468.63	-4.7%
	Hang Seng	16,945.51	17,304.96	17,344.60	17,002.91	17,238.34	-0.4%
DJ US Maritime	361.01	373.22	403.36	395.71	395.84	-7.9%	
Currencies	€ / \$	1.09	1.08	1.08	1.08	1.08	0.5%
	£ / \$	1.28	1.27	1.29	1.28	1.29	-0.6%
	\$ / ¥	146.54	149.36	149.98	152.76	154.01	-4.7%
	\$ / NoK	10.93	10.95	10.89	10.95	11.00	-0.7%
	Yuan / \$	7.16	7.24	7.22	7.25	7.26	-1.2%
	Won / \$	1,356.63	1,369.08	1,369.08	1,382.81	1,380.57	-2.0%
	\$ INDEX	103.21	104.42	104.10	104.55	104.56	-1.1%

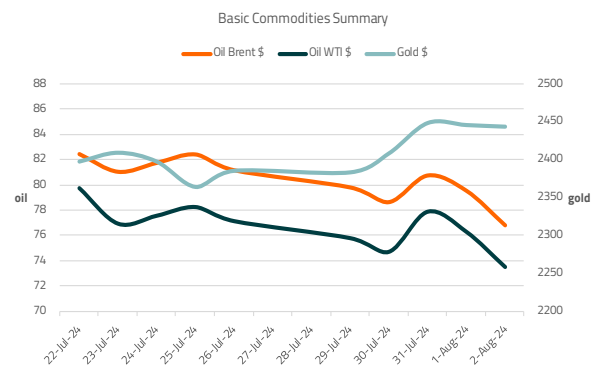
### Bunker Prices

		2-Aug-24	26-Jul-24	Change %
MGO	Rotterdam	693.0	711.0	-2.5%
	Houston	558.0	560.0	-0.4%
	Singapore	705.0	725.0	-2.8%
380cst	Rotterdam	480.0	488.0	-1.6%
	Houston	467.0	470.0	-0.6%
	Singapore	491.0	513.0	-4.3%
VLSFO	Rotterdam	549.0	552.0	-0.5%
	Houston	558.0	560.0	-0.4%
	Singapore	607.0	616.0	-1.5%
OIL	Brent	76.8	81.1	-5.3%
	WTI	73.5	77.2	-4.7%

### Maritime Stock Data

Company	Stock Exchange	Curr	02-Aug-24	26-Jul-24	W-O-W Change %
CAPITAL PRODUCT PARTNERS LP	NASDAQ	USD	16.00	16.35	-2.1%
COSTAMARE INC	NYSE	USD	13.63	14.10	-3.3%
DANAOS CORPORATION	NYSE	USD	82.13	83.84	-2.0%
DIANA SHIPPING	NYSE	USD	2.46	2.69	-8.6%
EUROSEAS LTD.	NASDAQ	USD	35.95	37.42	-3.9%
GLOBUS MARITIME LIMITED	NASDAQ	USD	1.70	1.78	-4.8%
SAFE BULKERS INC	NYSE	USD	4.76	5.45	-12.7%
SEANERGY MARITIME HOLDINGS	NASDAQ	USD	9.01	9.29	-3.0%
STAR BULK CARRIERS CORP	NASDAQ	USD	21.40	22.89	-6.5%
STEALTHGAS INC	NASDAQ	USD	6.10	6.51	-6.3%
TSAKOS ENERGY NAVIGATION	NYSE	USD	24.15	25.46	-5.1%

### Basic Commodities Weekly Summary



### Macro-economic headlines

- In the eurozone area, the July CPI increased by 2.6% y-o-y.
- In US, the July ISM Manufacturing PMI was reported at 46.8 down from 48.5 in June. The unemployment July rate was increased to 4.3% from 4.1% in June while Fed kept Interest Rate unchanged to 5.5%
- In Japan, Bank of Japan increased Interest Rate to 0.25% from 0.1%.
- In China, the Caixin Services PMI rose to 52.1 in July, up from 51.2 last month while the Caixin Manufacturing PMI declined to 49.8 in July from 51.8 in June.

