

## Weekly Market Report

### Week 36 | Tuesday 10th September 2024

#### Market Insight

By Yiannis Parganas, Head of Research Department

The past week closed with the Kamsarmax sector once again emerging as the most underperforming segment in terms of average time-charter equivalent (TCE) with the sector experiencing a further decline of 1.7%, settling at \$11,645 per day on Friday 6th September. Notably, this marks the 13th consecutive business day, dating back to August 19, in which Kamsarmax average earnings (P5TC) have fallen below those of Handysize vessels (HS7TC), resulting in an average premium for Handysize ships of \$1,198 per day over this period.

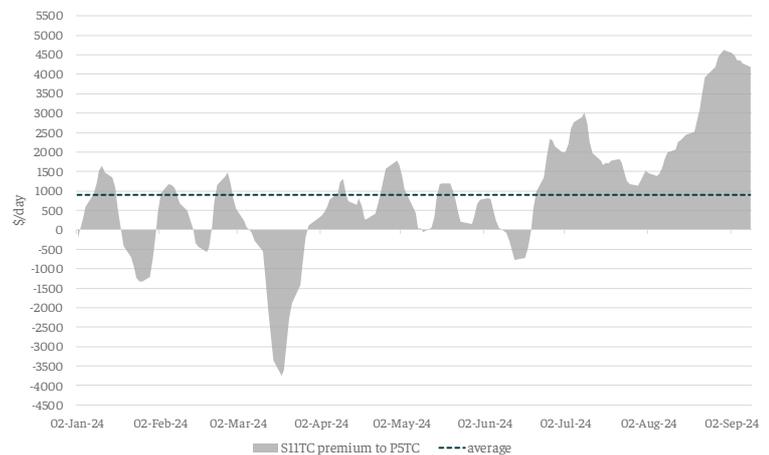
What stands out even more prominently is the widening disparity between the Ultramax (S11TC) and Kamsarmax (P5TC) earnings, with the current differential standing at \$4,192 per day. The Ultramax market has consistently maintained higher earnings than Kamsarmax since June 20, further solidifying its dominance. Throughout 2024, we have observed the Ultramax S11TC outperforming the Kamsarmax P5TC, with the year-to-date average premium reaching \$903 per day.

This trend is clearly reflected in the sale and purchase market, where the price of a 5-year-old Japanese Kamsarmax vessel now exceeds that of a similar-age Ultramax vessel by \$1.5 to \$1.75 million. This represents a significant reduction from the beginning of the year, when the price differential hovered around \$3.5 million. In the case of vessels constructed in Chinese shipyards, the

premium has compressed even further, narrowing close to \$1.0 million.

To provide historical context, the average premium over the past five years for a 5-year-old Kamsarmax vessel compared to a 5-year-old Ultramax vessel has been approximately \$2.7 million. Both vessel types reached their highest market prices last month before witnessing some softening over the past two weeks.

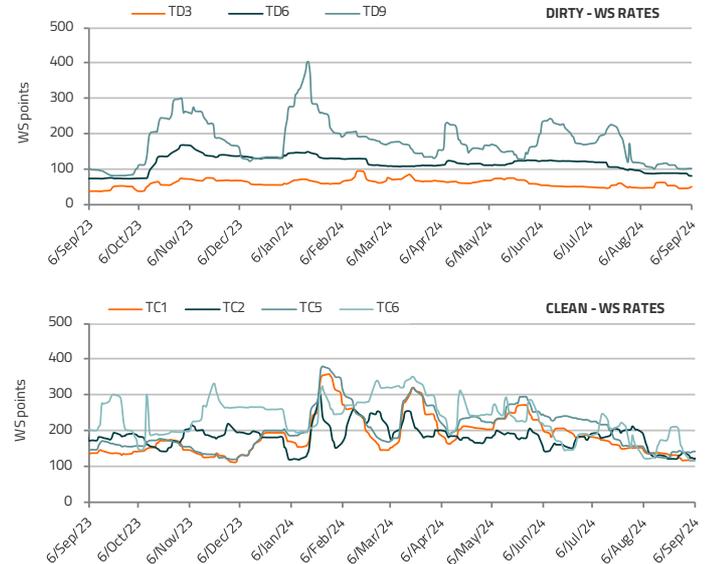
Given the current market dynamics, which indicate a sustained trend of Ultramax earnings outperforming their Kamsarmax counterparts, the secondhand market is expected to adjust accordingly. The price differential between these two vessel types is likely to remain at relatively low levels in the near future.



## Indicative Period Charters

12 mos	MRC NAZENDE	2009	49,900 dwt
DEL WEST AUG/24	\$30,750/day		PMI
12 mos	SEA CUMULUS	2016	39,999 dwt
DEL WEST AUG/24	\$30,500/day		Repsol

Vessel	Routes	06/09/24		30/08/24		\$/day ±%	2023 \$/day	2022 \$/day
		WS points	\$/day	WS points	\$/day			
VLCC	265k MEG-SPORE	51	28,289	45	22,588	25.2%	39,466	20,330
	260k WAF-CHINA	54	31,024	49	26,307	17.9%	38,773	19,980
Suezmax	130k MED-MED	77	24,900	82	28,797	-13.5%	62,964	51,634
	130k WAF-UKC	79	26,486	82	27,496	-3.7%	25,082	11,031
	140k BSEA-MED	80	17,962	87	22,810	-21.3%	62,964	51,634
Aframax	80k MEG-EAST	145	29,833	145	30,021	-0.6%	44,757	27,224
	80k MED-MED	101	15,145	111	20,156	-24.9%	49,909	46,679
	70k CARIBS-USG	100	12,020	100	11,262	6.7%	46,364	43,030
Clean	75k MEG-JAPAN	122	21,998	116	19,664	11.9%	32,625	35,326
	55k MEG-JAPAN	141	17,388	138	16,627	4.6%	27,593	32,504
Dirty	37k UKC-USAC	120	9,238	137	12,135	-23.9%	21,183	22,919
	30k MED-MED	115	3,261	139	9,392	-65.3%	32,775	45,941
	55k UKC-USG	120	11,546	120	10,710	7.8%	27,274	19,982
	55k MED-USG	102	11,414	120	10,812	5.6%	27,060	21,231
50k ARA-UKC	156	13,548	155	13,459	0.7%	46,194	40,364	



## TC Rates

	\$/day	06/09/24	30/08/24	±%	Diff	2023	2022
VLCC	300k 1yr TC	49,250	49,500	-0.5%	-250	48,601	34,683
	300k 3yr TC	47,500	48,500	-2.1%	-1000	42,291	33,719
Suezmax	150k 1yr TC	44,500	46,750	-4.8%	-2250	46,154	26,933
	150k 3yr TC	38,000	39,500	-3.8%	-1500	35,469	23,758
Aframax	110k 1yr TC	41,500	42,000	-1.2%	-500	47,226	26,135
	110k 3yr TC	40,000	41,250	-3.0%	-1250	37,455	22,878
Panamax	75k 1yr TC	38,000	39,000	-2.6%	-1000	37,769	25,163
	75k 3yr TC	34,000	34,500	-1.4%	-500	29,748	20,806
MR	52k 1yr TC	29,500	29,500	0.0%	0	30,452	21,313
	52k 3yr TC	27,250	27,250	0.0%	0	25,152	16,426
Handy	36k 1yr TC	27,500	27,500	0.0%	0	25,760	18,601
	36k 3yr TC	23,250	23,250	0.0%	0	18,200	14,585

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

Vessel	5yrs old	Sep-24		±%	2023	2022	2021
		avg	avg				
VLCC	300KT DH	115.0	114.4	0.5%	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	57.0	55.8	2.2%	49.2	38.6	31.2
MR	52KT DH	50.0	48.6	2.9%	41.4	34.8	27.6

## Chartering

Last week, tankers were generally lower with some exemptions. The BDTI closed the week at 870, -1.25% lower, while the BCTI traded at 585, -4.72% lower.

The VLCC segment was amongst the winners as it continued its ascend. Rates were higher as fixtures accelerated in both the MEG and Atlantic basin, limiting available tonnage. The TD3C (MEG/China) was at WS 49.5, 11.5% higher wow while the TD15 (WAF/China) stood at WS 53.5, or 8.8% up on the week. Again, the USG did not find any support and rates remained stable at \$7.2m lumpsum or -1% on the week. The VLCC TCE stood on Friday at \$29,612/day, or 12.8% up on the week.

On Suezmaxes, TD6 (BSea/Med) was 8% lower standing at WS 79.8, while the TD20 (WAF/UKC) fell by 3.4% to WS 79.44, after lower fixing activity and plenty of available tonnage. In the MEG, rates spiked by 2% at WS 94.7 on the TD23 (MEG/Med) route. The Suezmax TCE stood on Friday at \$22,224/day, or -11.6% lower.

On Aframaxes, the situation in Libya is dragging the market down. Cross-Med (TD19) rates extended the losses standing at WS 100, almost 10% lower than last week. Similarly, TD7 (NSea/Cont) fell slightly by 2.4%, while TD25 (USG/ARA) softened by -5.5% at WS 124. The Aframax TCE fell by 5.8% on the week, standing at \$21,414/day.

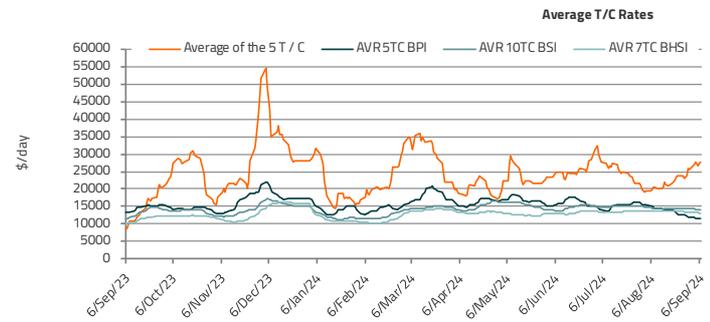
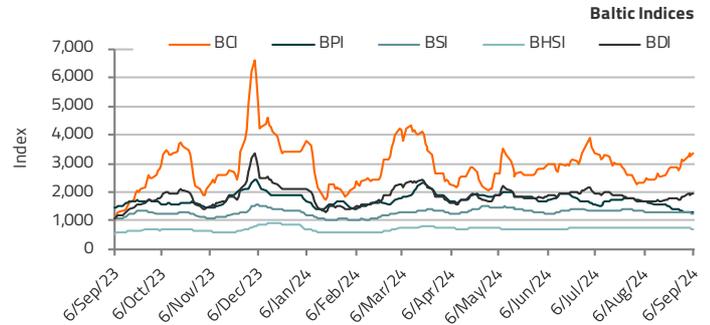
On the clean market, LR2 earnings were on the rise after increased activity again from the MEG. More specifically, TC1 (MEG/Japan) improved by 5.7% at WS 122, while TC20 (MEG/UKC) was at \$4.01m lumpsum, relatively stable on the week. On smaller vessels, the LR1 again found support from the MEG, with TC5 (MEG/Japan) and TC8 (MEG/UKC) rising to WS 140 (2%) and WS 54 (7.2%) respectively. On the MRs, rates were down with the Atlantic Triangulation (TC2\_37 & TC14) falling by 10% to \$24,149/day, while the Pacific Triangulation fell to \$15,460/day or -15.8% on the week.

### Baltic Indices

	06/09/24		30/08/24		Point Diff	\$ / day ±%	2023 Index	2022 Index
	Index	\$/day	Index	\$/day				
BDI	1,941		1,814		127		1,395	1,931
BCI	3,356	\$27,832	3,099	\$25,700	257	8.3%	2,007	1,955
BPI	1,294	\$11,645	1,316	\$11,843	-22	-1.7%	1,442	2,298
BSI	1,260	\$13,895	1,306	\$14,369	-46	-3.3%	1,031	2,006
BHSI	724	\$13,039	744	\$13,387	-20	-2.6%	586	1,181

### Indicative Period Charters

10/12 mos	DSI PEGASUS	2015	60,508 dwt
dely CJK 4 Sep period min 1 Jun 2025/max 1 Aug 2025	\$15,250/day		Cargill
	ANDREAS K	2011	56,729 dwt
dely Campha prompt 2-3 L/L redel Arabian Gulf-Japan	\$14,500/day		Drydel



### TC Rates

	\$/day	06/09/24		30/08/24		±%	Diff	2023	2022
		06/09/24	30/08/24	±%	Diff				
Capesize	180K 1yr TC	28,500	28,000	1.8%	500	17,957	21,394		
	180K 3yr TC	23,500	23,500	0.0%	0	16,697	18,894		
Panamax	76K 1yr TC	14,000	14,500	-3.4%	-500	13,563	20,207		
	76K 3yr TC	11,750	12,000	-2.1%	-250	11,827	14,885		
Supramax	58K 1yr TC	16,000	16,000	0.0%	0	13,457	20,053		
	58K 3yr TC	13,000	13,000	0.0%	0	11,981	15,005		
Handysize	32K 1yr TC	12,000	12,500	-4.0%	-500	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	Sep-24 avg	Aug-24 avg	±%	2023	2022	2021
Capesize Eco	180k	64.0	63.9	0.2%	48.8	48.3	43.1
Kamsarmax	82K	38.0	38.7	-1.8%	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

The Capesize sector once again led the dry bulk market in terms of positive performance, while other vessel sizes continued to lose ground. The C5TC rate increased by \$2,132/day, reaching \$27,832/day on Friday, marking a two-month high. In the Pacific, activity was robust, driven by Australian miners covering available tonnage. Meanwhile, in the Atlantic, despite fewer materialized fixtures, a limited tonnage list resulted in increased fixing bids. For the Panamax segment, rates in the Pacific were supported by North Pacific grain shipments and Indonesian coal exports, in contrast to the Atlantic, where limited mineral cargoes and weak ECSA grain activity led to subdued performance. In the US Gulf, competition between Panamax and geared vessels gave charterers leverage, keeping rates suppressed despite stronger export volumes. The Mediterranean and Continental regions saw an abundance of vessels, while the Pacific market experienced improvement, again bolstered by North Pacific grain shipments and Chinese demand for Indonesian coal.

Cape 5TC averaged \$ 27,305/day, up +11.08% w-o-w. The transatlantic earnings increased by \$ 3,935/day while transpacific ones rose by \$2,709/day, bringing transpacific earnings premium over transatlantic to \$7,277/day.

Panamax 5TC averaged \$ 11,688/day, down -3.41% w-o-w. The transatlantic earnings decreased by \$ 1,225/day while transpacific earnings rose by \$1,407/day. As a result, the transpacific earnings premium to the transatlantic widened to \$5,445/day.

Supramax 10TC averaged \$ 14,059/day down -2.62% w-o-w, while the Handysize 7TC averaged \$ 13,182/day, down -1.79% w-o-w.

### Bulk Carriers

NEWCASTLEMAX	MINERAL CHARLIE	205,236	2012	HHIC, Philippines	MAN-B&W	Feb-27		\$ 39.0m	Chinese	
CAPE	GLOVIS AMBITION	172,559	2002	NKK, Japan	B&W	Jul-27		low \$ 14s	undisclosed	
UMAX	AMIS MIRACLE	62,601	2018	OSHIMA, Japan	MAN-B&W	Jan-28	4 X 30t CRANES	\$ 34.35m	undisclosed	
UMAX	ETERNAL HAKATA	61,353	2014	IMABARI, Japan	MAN-B&W	Feb-27	4 X 30t CRANES	\$ 25.0m	Greek	Eco
SUPRA	NASCO PEARL	56,861	2010	ZHEJIANG ZHENGHE, China	MAN-B&W	Nov-25	4 X 30t CRANES	rgn mid/high 12s each	Chinese	
SUPRA	NASCO JADE	56,316	2010	ZHEJIANG ZHENGHE, China	MAN-B&W	Dec-25	4 X 30t CRANES			
SUPRA	SPARNA	54,881	2006	OSHIMA, Japan	B&W	Jan-26	4 X 30t CRANES	\$ 14.0m	Chinese	
HANDY	ZHE HAI 362	35,091	2010	ZHEJIANG TENGLONG, China	MAN-B&W		4 X 30,5t CRANES	\$ 8.3m	undisclosed	online Chinese auction
HANDY	ZHE HAI 161	33,478	2007	ZHOUSHAN WUZHOU, China	MAN-B&W		4 X 25t CRANES	\$ 6.0m	undisclosed	online Chinese auction
HANDY	MAPLE FORTITUDE	32,491	2011	TAIZHOU MAPLE LEAF, China	MAN-B&W	Mar-26	4 X 30,5t CRANES	\$ 11.0m	undisclosed	
HANDY	ELEGANT EMILIE	33,248	2008	SHIN KOCHI, Japan	Mitsubishi	Sep-25	4 X 30t CRANES	\$ 12.5m	undisclosed	

The newbuilding market activity saw diversified interest across all sectors. In the tanker sector, one deal concerning two MR2 units came to light. The two 49,500 dwt vessels will be constructed at GSI in China on behalf of the German owner, Leonhardt & Blumberg. Both vessels will be scrubber-fitted and methanol-ready, with a cost of \$45.0 million each. In the dry bulk sector, Chinese owner Fujian Shipping secured a deal with

Haitong Offshore Shipyard for the construction of two 82,000 dwt Kamsarmax vessels. In the gas sector, QatarEnergy inked a deal for another six 271,000 cbm LNG units, all to be constructed at Hudong Zhonghua.

### Indicative Newbuilding Prices (\$ Million)

	Vessel		6-Sep-24	30-Aug-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		62.0	61.0	1.6%	62.0	58.0	62.0	40.0	56	51	45

### Newbuilding Orders

Units	Type	Size		Yard	Delivery	Buyer	Price	Comments
2	Tanker	49,500	dwt	GSI, China	2028	German (Leonhardt & Blumberg)	\$ 45.0m	scrubber fitted, methanol ready
1	Tanker	18,000	dwt	CMJL Dingheng, China	2027	Chinese (CMG Nanjing Tanker)	\$ 34.6m	
2	Bulker	82,000	dwt	Haitong Offshore, China	2026-2027	Chinese (Fujian Shipping)	undisclosed	
4	MPP	13,500	dwt	Huangpu Wenchong, China	2027-2028	German (Hammonia Reederei)	undisclosed	
4	General Cargo	6,000	dwt	Ship & Steelbuilding, Netherlands	2026	Dutch (Longship)	undisclosed	
2	Container	14,000	teu	Jiangnan Shipyard, China	2025	Chinese (BAL Container Line)	\$ 144.8m	resale, contracts novated
2	LNG bunkering	18,000	cbm	Hyundai Mipo, S. Korea	2027	Gibraltar-based (Peninsula)	\$ 92.8m	
6	LNG	271,000	cbm	Hudong Zhonghua, China		Qatari (QatarEnergy)	undisclosed	

The ship demolition market continues to face significant challenges with subdued activity in all major regions. A combination of weak local steel demand, cheap imports and regional economic difficulties has driven down prices, resulting in a stagnant market. The supply of vessels for recycling remains low as favorable freight rates keep vessels in service, further limiting activity. The Indian recycling market remains subdued due to weak local demand for steel and the continued influx of cheaper Chinese steel imports. Prices offered by recyclers have softened and the monsoon season has disrupted construction activity, further depressing market conditions. The continued depreciation of the Indian rupee is putting pressure on the sector as recyclers find it increasingly difficult to compete. Despite the government's proposal to increase import duties on steel from 7.5% to around 11%, recyclers remain reluctant to increase their supply, awaiting clearer market signals. In Bangladesh, the recent floods severely disrupted the market, although operations have now resumed. Despite this, demand for steel remains weak,

with local mills underutilized and recyclers reluctant to raise prices. Giving a glimpse of hope to the recyclers, the Central Bank has made the L/C issuance easier, as it made the margin on imports zero. Recyclers face significant challenges in trying to stimulate market activity in such unfavorable conditions. The Pakistani market is showing some signs of stabilization, although demand remains weak. Easing inflation and the possibility of interest rate cuts may bring some relief to recyclers, as an improving macro picture can help receive an IMF loan amounting to \$7bn. The region remains essentially off the market. Turkey, like the other regions, remains in a stagnant state. While there has been a slight improvement in imported scrap prices, local demand for steel remains flat. Inflation is high but falling, with August figures at 52%, significantly lower than July at 62%. Overall, the outlook for the ship recycling industry remains challenging across all regions, with no major recovery expected in the near term.

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

Markets	06/09/24	30/08/24	±%	YTD		2023	2022	2021	
				High	Low				
Tanker	Bangladesh	500	505	-1.0%	530	490	550	601	542
	India	500	510	-2.0%	540	490	540	593	519
	Pakistan	490	500	-2.0%	525	490	525	596	536
	Turkey	320	330	-3.0%	350	320	325	314	207
Dry Bulk	Bangladesh	490	495	-1.0%	520	475	535	590	532
	India	480	490	-2.0%	520	480	522	583	508
	Pakistan	470	480	-2.1%	510	470	515	587	526
	Turkey	310	320	-3.1%	350	310	315	304	276

### Currencies

Markets	6-Sep-24	30-Aug-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
GUNDOGDU 1	3,499	1,047	1984	HIDRODINAMIK TUZLA, Turkey	GENERAL CARGO	undisclosed	Turkish	

### Market Data

	6-Sep-24	5-Sep-24	4-Sep-24	3-Sep-24	2-Sep-24	W-O-W Change %	
Stock Exchange Data	10year US Bond	3.710	3.733	3.768	3.844	mrkt closed	-5.1%
	S&P 500	5,408.42	5,503.41	5,520.07	5,528.93	mrkt closed	-4.2%
	Nasdaq	18,421.31	18,930.33	18,921.40	18,958.74	mrkt closed	-5.9%
	Dow Jones	40,345.41	40,755.75	40,974.97	40,936.93	mrkt closed	-2.9%
	FTSE 100	8,181.47	8,241.71	8,269.60	8,298.46	8,363.84	-2.3%
	FTSE All-Share UK	4,467.47	4,503.76	4,518.05	4,531.63	4,567.46	-2.4%
	CAC40	7,352.30	7,431.96	7,500.97	7,575.10	7,646.42	-3.7%
	Xetra Dax	18,301.90	18,576.50	18,591.85	18,747.11	18,930.85	-3.2%
	Nikkei	36,391.47	36,657.09	37,047.61	38,686.31	38,700.87	-5.8%
	Hang Seng	17,444.30	17,444.30	17,457.34	17,651.49	17,691.97	-3.0%
DJ US Maritime	375.92	385.63	378.15	378.97	mrkt closed	-4.5%	
Currencies	€ / \$	1.11	1.11	1.11	1.10	1.11	0.3%
	£ / \$	1.31	1.32	1.31	1.31	1.31	0.0%
	\$ / ¥	142.27	143.44	143.73	145.47	146.90	-2.7%
	\$ / NoK	10.70	10.61	10.60	10.68	10.58	1.0%
	Yuan / \$	7.09	7.09	7.11	7.12	7.12	0.0%
	Won / \$	1,337.26	1,333.04	1,333.34	1,339.29	1,337.48	0.1%
	\$ INDEX	101.18	101.11	101.36	101.83	101.65	-0.5%

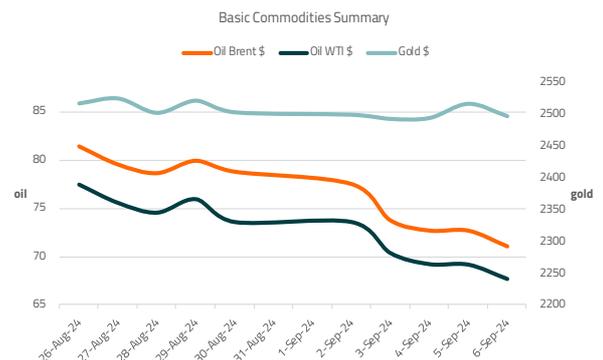
### Bunker Prices

		6-Sep-24	30-Aug-24	Change %
MGO	Rotterdam	624.0	665.0	-6.2%
	Houston	642.0	683.0	-6.0%
	Singapore	630.0	673.0	-6.4%
380cst	Rotterdam	418.0	458.0	-8.7%
	Houston	408.0	447.0	-8.7%
	Singapore	429.0	468.0	-8.3%
VLSFO	Rotterdam	517.0	552.0	-6.3%
	Houston	502.0	536.0	-6.3%
	Singapore	614.0	624.0	-1.6%
OIL	Brent	71.1	78.8	-9.8%
	WTI	67.7	73.6	-8.0%

### Maritime Stock Data

Company	Stock Exchange	Curr	06-Sep-24	30-Aug-24	W-O-W Change %
CAPITAL PRODUCT PARTNERS LP	NASDAQ	USD	17.28	17.75	-2.6%
COSTAMARE INC	NYSE	USD	13.15	14.19	-7.3%
DANAOS CORPORATION	NYSE	USD	77.07	82.04	-6.1%
DIANA SHIPPING	NYSE	USD	2.31	2.50	-7.6%
EUROSEAS LTD.	NASDAQ	USD	42.80	45.24	-5.4%
GLOBUS MARITIME LIMITED	NASDAQ	USD	1.42	1.53	-7.6%
SAFE BULKERS INC	NYSE	USD	4.60	5.11	-10.0%
SEANERGY MARITIME HOLDINGS	NASDAQ	USD	10.28	11.50	-10.6%
STAR BULK CARRIERS CORP	NASDAQ	USD	19.87	21.37	-7.0%
STEALTHGAS INC	NASDAQ	USD	6.12	5.97	2.5%
TSAKOS ENERGY NAVIGATION	NYSE	USD	23.19	24.97	-7.1%

### Basic Commodities Weekly Summary



### Macro-economic headlines

- In US, Nonfarm Payrolls for August were at 142k, higher than the previous month, when the US created 89k new jobs. The unemployment rate fell slightly to 4.2% in August (4.3% in July).
- In China, the Caixin Services PMI fell slightly to 51.6 (vs 51.9) for August.
- In EU, the German manufacturing PMI for August was at 42.4, higher than last month at 42.1. Additionally, German Industrial Production softened by 2.4% in July.
- In Japan, capital spending in Q2 rose by 7.4%, lower than the previous reading of 9.6%. As far as Household spending is concerned, the figure was at -1.7% on a monthly basis in July.

