

Market Insight

By Nikos Tagoulis, Research Analyst

Building on the strong performance observed over the summer, the containership markets remain in solid shape as we head into the pre-holiday season. This positive trajectory is underpinned by several key factors, shaping the market landscape. In USA, a noticeable increase of goods' imports is witnessed, driven in part by concerns over potential dockworker strikes. This might be supported as well by market's reflex reaction following Trump's election and the possibility of higher tariffs on Chinese goods. The frontloading of imports, combined with excess demand on major US trade lanes, is likely to trigger an increase of freight rates. Meanwhile, intra-Asia trade, particularly between Japan, China, and South Korea, is experiencing growth fuelled by increasing consumer demand and robust manufacturing activity, offering a positive outlook for the trade in the region.

A key point for the sector remains the ongoing supply chain disruptions in the Red Sea. The diversion of routes through the Cape of Good Hope, adopted by many industry players (more than 700 vessels are rerouting), are backing up positive market conditions. A possible resolution of disruptions coupled with a subsequent increase in Suez Canal transits could shift quickly market dynamics, pushing freight rates downwards. The situation and developments in the Red Sea will be critical for 2025 outlook.

Environmental policies continue to be influential, with focus on achieving greener shipping practices and reducing greenhouse gas emissions. Following the implementation of the Hong Kong Convention for recycling of ships in June 2025, setting more strict regulations for owners and yards towards a more sustainable demolition system, an increase of the demolition activity is estimated for the next years. At the same time, slower

speeds are expected to absorb some active tonnage, as operators put efforts to comply with the set of environmental regulations.

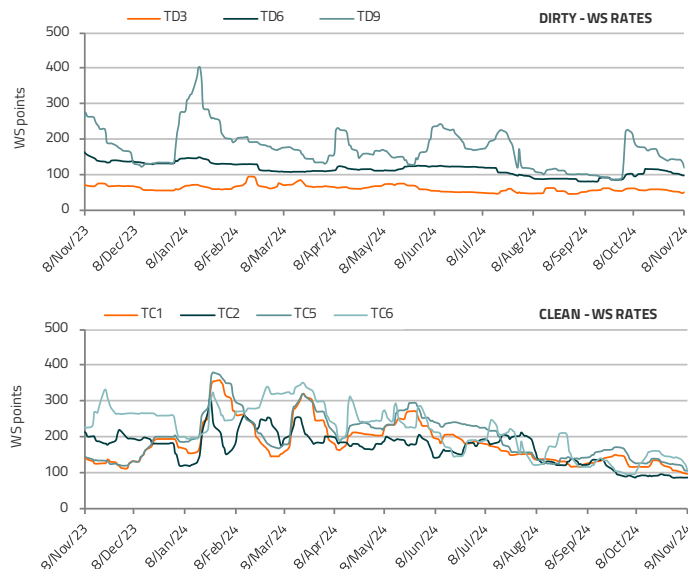
Freight rates have slightly retreated in smaller sectors, after the peak levels reached over summer. The 6-12 month TC rate for an Eco-design 1,750 teus feeder vessel currently stands at \$25,000/day, about 22% lower than the peak rate of \$32,000/day recorded in July 2024. However, on larger vessels, rates remain above summer levels due to limited availability and ongoing supply chain disruptions. For Neo-Panamax vessels (9,000 teus, Eco design), the 6-12 month TC rate is \$97,000/day, ca. 5.4% up from \$92,000/day witnessed earlier this year, in July-August.

Shifting to tonnage supply, the containership fleet is expanding at a robust pace of 8.1% year-on-year, surpassing in October the threshold of 30 million teus of aggregate tonnage and counting 6,643 boxships in total. Of these, 1,855 are Eco and 173 are able to use alternative fuel. The average age of the fleet is 13.8 years old, with 11% of the vessels exceeding 20 years. After a busy summer of 166 newbuilding contracts, the current orderbook counts 730 vessels totalling 7.6 million teus, representing 25% of total tonnage. Most of these orders have been placed at Chinese, South Korean and Japanese yards. Demolition activity remains subdued, given the current market landscape, with 4 units demolished (of ca. 8,000 teus) by the end of October. Year-to-date, 51 vessels of 72,330 teus have been sent to the scrapyards, compared to 83 vessels (approximately 158,000 teus) demolished in 2023.

Indicative Period Charters

Vessel	Routes	08/11/24		01/11/24		\$/day ±%	2023 \$/day	2022 \$/day
		WS points	\$/day	WS points	\$/day			
VLCC	265k MEG-SPORE	50	29,193	53	31,801	-8.2%	39,466	20,330
	260k WAF-CHINA	52	30,502	54	32,513	-6.2%	38,773	19,980
Suezmax	130k MED-MED	92	42,196	97	47,545	-11.3%	62,964	51,634
	130k WAF-UKC	84	29,151	94	35,518	-17.9%	25,082	11,031
	140k BSEA-MED	97	31,547	102	36,210	-12.9%	62,964	51,634
Aframax	80k MEG-EAST	155	34,784	165	38,527	-9.7%	44,757	27,224
	80k MED-MED	122	26,066	122	26,328	-1.0%	49,909	46,679
	70k CARIBS-USG	118	18,871	143	28,691	-34.2%	46,364	43,030
Clean	75k MEG-JAPAN	96	13,963	104	17,100	-18.3%	32,625	35,326
	55k MEG-JAPAN	104	9,532	122	13,703	-30.4%	27,593	32,504
Dirty	37k UKC-USAC	85	2,034	85	2,201	-7.6%	21,183	22,919
	30k MED-MED	2,034	99	142	10,578	-99.1%	32,775	45,941
	55k UKC-USG	140	17,330	130	15,009	15.5%	27,274	19,982
	55k MED-USG	140	17,252	130	14,736	17.1%	27,060	21,231
50k ARA-UKC	117	3,010	128	6,212	-51.5%	46,194	40,364	

36 mos		DORIC BREEZE	2013	51,565 dwt
DELY EAST	OCT/24	\$23,000/day		ST Shipping
48 mos		VENTURE III	2021	49,999 dwt
DELY EAST	OCT/24	\$23,000/day		Oman Shipping



TC Rates

	\$/day	08/11/24	01/11/24	±%	Diff	2023	2022
VLCC	300k 1yr TC	49,250	49,250	0.0%	0	48,601	34,683
	300k 3yr TC	46,500	46,500	0.0%	0	42,291	33,719
Suezmax	150k 1yr TC	43,500	43,500	0.0%	0	46,154	26,933
	150k 3yr TC	38,000	38,000	0.0%	0	35,469	23,758
Aframax	110k 1yr TC	38,000	41,500	-8.4%	-3500	47,226	26,135
	110k 3yr TC	38,750	38,750	0.0%	0	37,455	22,878
Panamax	75k 1yr TC	29,000	29,000	0.0%	0	37,769	25,163
	75k 3yr TC	26,750	26,750	0.0%	0	29,748	20,806
MR	52k 1yr TC	24,500	27,000	-9.3%	-2500	30,452	21,313
	52k 3yr TC	23,500	24,250	-3.1%	-750	25,152	16,426
Handy	36k 1yr TC	22,500	22,500	0.0%	0	25,760	18,601
	36k 3yr TC	20,750	21,000	-1.2%	-250	18,200	14,585

Indicative Market Values (\$ Million) - Tankers

Vessel	5yrs old	Nov-24	Oct-24	±%	2023	2022	2021
		avg	avg				
VLCC	300KT DH	115.0	115.0	0.0%	99.5	80.2	69.7
Suezmax	150KT DH	80.0	80.0	0.0%	71.5	55.1	46.7
Aframax	110KT DH	70.0	71.0	-1.4%	64.4	50.5	38.7
LR1	75KT DH	57.0	57.0	0.0%	49.2	38.6	31.2
MR	52KT DH	47.0	47.8	-1.6%	41.4	34.8	27.6

Chartering

The softening of the market continues with both Dirty and Clan tankers losing ground. The BDTI closed on Friday at 913, or -4.60% on the week, while BCTI settled at 466 or -11% W-o-W.

On the VLCC side, the Middle East rates saw an increase at the middle of the week, maybe signaling a bottom. The TD3C (MEG/China) route fell to WS 49.25 or -4.28% weekly. The oversupply of vessels persists, keeping the market muted. The US Gulf and West Africa market saw a more contained downturn, with TD15 (Waf/China) at WS 52.11 (-3.11%), TD22 (USG/China) at 7.5m lumpsum or -2.74%.

On Suezmaxes, the West African market faces low enquiries which in turn sent rates significantly lower, as TD20 (Waf/UKC) settled at WS 83.72 or -11 down on the week. The Black Sea market also saw some softness and as a result TD6 fell to WS 96.8 or -5.47% on the week. The Suezmax TCE closed the week at \$30,349/day or -15.38% weekly.

As far as the Aframax market is concerned, the largest driver of soft rates is the US Gulf, meaning that TD9 (Caribbean/USG), TD25 (USG/ARA) and TD26 (Mexico/USG) are all around 18-19% down, all closing on Friday at the region of WS 119. Oversupply in the region the main reason for softness and as a result, the Aframax TCE was at \$27,391/day or -16.14% on the week.

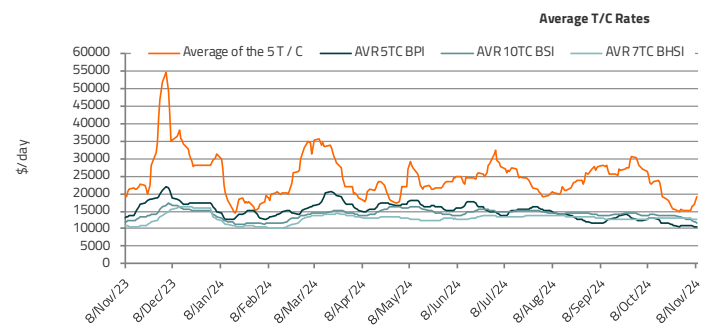
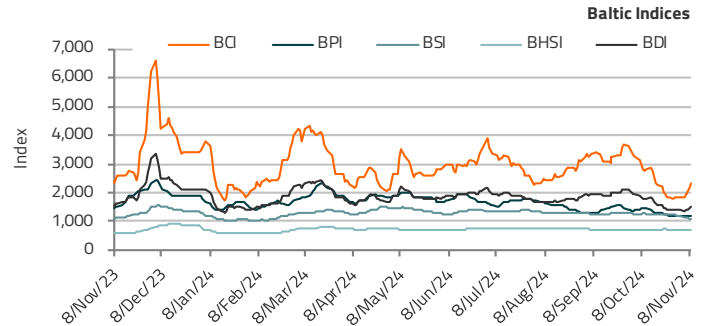
As far as clean is concerned, LR2s and LR1s are falling further, as low fixing in the Arabian Gulf is keeping open vessel in region as rates are following a falling trajectory. More specifically, the TC1 (MEG/Japan) for LR2s fell to WS 95.83 losing -8.24% on the week, while the TC5 (MEG/Japan) fell to WS 103.75 or -14.65% on a weekly basis. Last, the MR market is falling further, mainly in the Atlantic region, with the Atlantic Basket TCE trading at \$22,254/day -12.56% weekly while the Pacific Basket TCE trading at \$12,126/day gaining a marginal 1.63% on the week.

Baltic Indices

	08/11/24		01/11/24		Point Diff	\$ / day ±%	2023 Index	2022 Index
	Index	\$ / day	Index	\$ / day				
BDI	1,495		1,378		117		1,395	1,931
BCI	2,316	\$19,210	1,848	\$15,329	468	25.3%	2,007	1,955
BPI	1,176	\$10,586	1,199	\$10,789	-23	-1.9%	1,442	2,298
BSI	1,079	\$11,608	1,163	\$12,670	-84	-8.4%	1,031	2,006
BHSI	703	\$12,648	718	\$12,926	-15	-2.2%	586	1,181

Indicative Period Charters

4/6 mos	ENGIADINA	2011	58,682 dwt
dely Vung An prompt redel worldwide	\$13,500/day		cnr
12 mos	YANGZE 23	2022	82,367 dwt
dwt dely CJK 30/31 Oct redel worldwide	index linked at 112% to BPI		Tongli



TC Rates

	\$ / day	08/11/24	01/11/24	±%	Diff	2023	2022
Capesize	180K 1yr TC	24,000	22,000	9.1%	2,000	17,957	21,394
	180K 3yr TC	21,750	21,000	3.6%	750	16,697	18,894
Panamax	76K 1yr TC	13,250	13,250	0.0%	0	13,563	20,207
	76K 3yr TC	11,750	11,750	0.0%	0	11,827	14,885
Supramax	58K 1yr TC	14,250	14,750	-3.4%	-500	13,457	20,053
	58K 3yr TC	13,000	13,000	0.0%	0	11,981	15,005
Handysize	32K 1yr TC	11,500	11,500	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	Nov-24 avg	Oct-24 avg	±%	2023	2022	2021
Capesize Eco 180k	64.0	64.0	0.0%	48.8	48.3	43.1
Kamsarmax 82K	35.0	36.5	-4.1%	32.0	34.1	29.8
Ultramax 63k	34.5	36.0	-4.2%	29.5	31.5	26.4
Handysize 37K	27.0	27.5	-1.8%	25.1	27.2	21.4

Chartering

The correction in the Capesize market began last week, supported by demand for key commodities across both basins. This demand, along with weather-related delays in the Pacific, pushed the C5TC average closer to the \$20,000 per day mark. In contrast, conditions for Panamax owners remained lackluster, particularly in the Atlantic basin, where a scarcity of new cargoes put downward pressure on rates. A similar trend was observed in the geared segments, where rates declined due to a supply-demand imbalance, while in regions with healthy demand, the oversupply of vessels limited owners' ability to leverage the market. Looking forward, aside from the ongoing correction in the Capesize segment, we anticipate an upward trend across other segments in the final two months of the year, driven by seasonal demand and potential weather disruptions. However, attention is now focused on the potential geopolitical impacts following the U.S. presidential election, which may lead to a reshaping of trading patterns. In

such a scenario, a decrease in tonne-mile demand is likely to be the most immediate outcome.

Cape 5TC averaged \$ 17,173/day, up +12.63% w-o-w. The transatlantic earnings increased by \$ 4,393/day while transpacific declined by \$5,252/day, bringing transpacific earnings premium over transatlantic to \$3,544/day.

Panamax 5TC averaged \$ 10,665/day, down -1.1% w-o-w. The transatlantic earnings fell by \$ 388/day while transpacific earnings rose by \$498/day. As a result, the transpacific earnings premium to the transatlantic widened to \$2,814/day.

Supramax 10TC averaged \$ 12,082/day down -8.14% w-o-w, while the Handysize 7TC averaged \$ 12,742/day, down -1.79% w-o-w.

Tankers

Size	Name	Dwt	Built	Yard	M/E	SS due	Hull	Price	Buyers	Comments
J19	GOLDEN YOSA	19,701	2008	FUKUOKA, Japan	Mitsubishi	Jun-28	DH	\$ 21.2m	undisclosed	StSt

Bulk Carriers

Size	Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
CAPE	CAPE LAUREL	180,309	2010	IMABARI, Japan	MAN-B&W	Aug-25		\$ 28.0m	Chinese	
POST PMAX	POTINA	93,183	2011	JNS, China	MAN-B&W	Jul-26		region high \$ 13.0m	Chinese	
POST PMAX	CAPTAIN MIKE	87,052	2005	IHI, Japan	Sulzer	Sep-25		\$ 13.0m each	Chinese (Fujian Ocean)	
POST PMAX	IOANNIS M	87,052	2005	IHI, Japan	Sulzer	Mar-28				
KMAX	CL SINGAPORE	81,323	2016	JINLING, China	MAN-B&W	Jan-26		region \$ 68.0m	undisclosed	Eco, via Chinese online bidding platform
KMAX	CL TIANJING	81,315	2016	JINLING, China	MAN-B&W	Mar-26				
KMAX	CL RIZHAO	81,296	2015	JINLING, China	MAN-B&W	Aug-26				
KMAX	ENERGY SUNRISE	81,793	2014	TSUNEISHI, Japan	MAN-B&W	Jun-29		\$ 23.5m	Greek	
SUPRA	HONG BO 6	56,880	2011	YANGFAN, China	MAN-B&W	Nov-26	4 X 36t CRANES	\$ 14.0m	Chinese	
HANDY	ARCTIC OCEAN	36,009	2010	SAMIIN, China	MAN-B&W	Aug-25	4 X 35t CRANES	\$ 11.6m	Middle Eastern	Tier II

Last week's activity in the newbuilding market comprised six orders placed mostly in Chinese and South Korean yards, for a total of twenty-three vessels, including among others four tankers, seven containerships and four LNG bunkering vessels. Dynacom signed for an order of four 75,000 dwt tankers at Yangzijiang, China priced at \$55 million each with expected delivery in 2028. Moving to containerships, the Singapore-based Pacific International Lines ordered 5 boxships of 9,000 teus each, LNG dual fuelled, scrubber fitted, due for delivery in 2027-

2028. Furthermore, the South Korean operator Korea Marine Transport contracted at Hyundai Samho originating from the same country, two 9,000 teus vessels at \$115.3m each. Finally, on the LNG market, a JV between Eastern Pacific and MSC placed an order at Hyundai Mipo of South Korea, comprising four LNG bunkering units, at \$92.6 million each, with expected delivery in 2028.

Indicative Newbuilding Prices (\$ Million)

	Vessel		8-Nov-24	1-Nov-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	76.0	76.0	0.0%	76.5	67.5	76.5	48.5	63	63	56
	Kamsarmax	82k	37.25	37.3	0.0%	37.5	35.5	37.5	27.5	35	36	33
	Ultramax	63k	34.5	34.5	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		260.5	261.0	-0.2%	263.0	260.5	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	62.0	0.0%	62.0	58.0	62.0	40.0	56	51	45

Newbuilding Orders

Units	Type	Size		Yard	Delivery	Buyer	Price	Comments
4	Tanker	75,000	dwt	Yangzijiang, China	2028	Greek (Dynacom)	\$ 55.0m	
5	Container	9,000	teu	Hudong Zhonghua, China	2027-2028	Singapore based (PIL)	undisclosed	LNG dual-fuel, scrubber
2	Container	9,000	teu	Hyundai Samho, S. Korea	2027	South Korean (KMTC)	\$ 115.3m	
2	PCC	11,700	ceu	CMJL Nanjing, China	2028	Norwegian (Wallenius Wilhelmsen)	undisclosed	options exercised, methanol, ammonia-ready
6	OSSV			Esbjerg Shipyard, Denmark	2026-2028	German (MPC Capital)	\$ 23.0m	hydrogen-ready
4	LNG bunkering	18,000	cbm	Hyundai Mipo, S. Korea	2028	JV between Eastern Pacific and MSC	\$ 92.6m	

This past week, the ship recycling markets across key South Asian regions maintained a largely subdued performance, impacted by fluctuating steel demand, economic volatility, and currency depreciation.

In India, the market saw minor support from post-Diwali demand, yet remained cautious with limited transactions. Despite a slight increase in local steel prices, recyclers are constrained by tight liquidity due to central bank policies. The Indian rupee touched a record low against the dollar, reflecting ongoing economic pressures. The Reserve Bank of India's stance against interest rate cuts until Q1 2025 continues to hinder market activity, as recyclers adopt a wait-and-see approach amidst modest improvements.

In Bangladesh, there was a notable yet cautious shift as cash buyers resumed interest, pushing vessel prices slightly upward. However, ongoing financing limitations, exacerbated by L/C issues, limit buyer participation, with deals focused on larger tonnage. Recent regulatory adjustments by the central bank to ease pressure on select banks could gradually improve transac-

tion volume, though demand remains low due to broader economic instability. Steel prices rose, but sustainability remains uncertain given the slow construction sector.

Pakistan continued to face significant constraints, with market activity largely stagnant. Steel demand is hindered by local and imported competition, while limited scrap supply keeps prices subdued. Although recent economic measures, including an interest rate cut, aim to revive business activity, recyclers are reluctant to make new acquisitions without stronger economic signals. Discussions of financial support from China and the IMF offer a glimpse of potential market stabilization, though these measures have yet to impact recycling transactions directly.

In Turkey, market conditions remained at a standstill, with muted demand and limited scrap availability. Despite modest price adjustments for local and imported steel, the market outlook remains conservative, with no significant change expected as winter approaches.

Indicative Demolition Prices (\$/ldt)

Markets	08/11/24	01/11/24	±%	YTD		2023	2022	2021	
				High	Low				
Tanker	Bangladesh	465	465	0.0%	530	460	550	601	542
	India	470	465	1.1%	540	465	540	593	519
	Pakistan	460	455	1.1%	525	455	525	596	536
	Turkey	340	340	0.0%	350	320	325	314	207
Dry Bulk	Bangladesh	450	450	0.0%	520	450	535	590	532
	India	455	455	0.0%	520	455	522	583	508
	Pakistan	440	435	1.1%	510	435	515	587	526
	Turkey	330	330	0.0%	350	310	315	304	276

Currencies

Markets	8-Nov-24	1-Nov-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
MERATUS SIBOLGA	3,650	1,340	1993	PAL INDONESIA, Indonesia	GENERAL CARGO	undisclosed	undisclosed	as is Batam, Indonesia

Market Data

	8-Nov-24	7-Nov-24	6-Nov-24	5-Nov-24	4-Nov-24	W-O-W Change %
Stock Exchange Data						
10year US Bond	4.308	4.343	4.426	4.291	4.309	-1.3%
S&P 500	5,995.54	5,973.10	5,929.04	5,782.76	5,712.69	4.7%
Nasdaq	21,117.18	21,101.57	20,781.33	20,227.46	19,963.60	5.4%
Dow Jones	43,988.99	43,729.34	43,729.93	42,221.88	41,794.60	4.6%
FTSE 100	8,072.39	8,140.74	8,166.68	8,172.39	8,184.24	-1.3%
FTSE All-Share UK	4,417.83	4,453.48	4,460.03	4,460.27	4,468.37	-1.1%
CAC40	7,338.67	7,425.60	7,369.61	7,407.15	7,371.71	-1.0%
Xetra Dax	19,215.48	19,362.52	19,039.31	19,256.27	19,147.85	-0.2%
Nikkei	39,500.37	39,381.41	39,480.67	38,474.90	38,053.67	3.8%
Hang Seng	20,728.19	20,953.34	20,538.38	21,006.97	20,567.52	1.1%
DJ US Maritime	417.83	412.88	416.82	384.19	378.57	11.4%
Currencies						
€ / \$	1.07	1.08	1.07	1.09	1.09	-1.1%
£ / \$	1.29	1.30	1.29	1.30	1.30	0.0%
\$ / ¥	152.63	152.93	154.63	151.60	152.13	-0.2%
\$ / NoK	11.00	10.86	11.07	10.93	10.99	-0.3%
Yuan / \$	7.18	7.14	7.18	7.10	7.10	0.8%
Won / \$	1,396.23	1,379.89	1,400.36	1,376.88	1,372.60	1.3%
\$ INDEX	105.00	104.51	105.09	103.42	103.89	0.7%

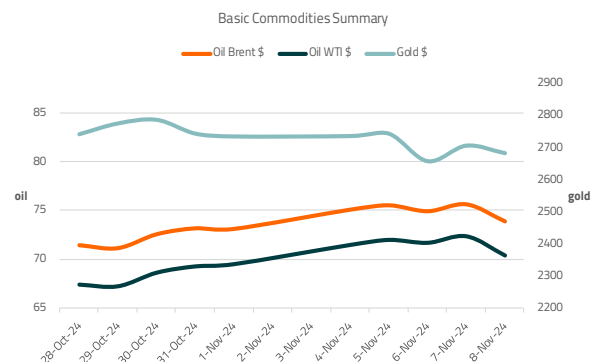
Bunker Prices

	8-Nov-24	1-Nov-24	Change %
MGO			
Rotterdam	670.0	661.0	1.4%
Houston	656.0	666.0	-1.5%
Singapore	671.0	684.0	-1.9%
380cst			
Rotterdam	473.0	507.0	-6.7%
Houston	439.0	463.0	-5.2%
Singapore	475.0	482.0	-1.5%
VLSFO			
Rotterdam	519.0	521.0	-0.4%
Houston	539.0	524.0	2.9%
Singapore	582.0	594.0	-2.0%
OIL			
Brent	73.9	73.1	1.1%
WTI	70.4	69.5	1.3%

Maritime Stock Data

Company	Stock Exchange	Curr	08-Nov-24	01-Nov-24	W-O-W Change %
CAPITAL PRODUCT PARTNERS LP	NASDAQ	USD	18.50	18.46	0.2%
COSTAMARE INC	NYSE	USD	14.31	13.73	4.2%
DANAOS CORPORATION	NYSE	USD	81.96	81.95	0.0%
DIANA SHIPPING	NYSE	USD	2.22	2.21	0.5%
EUROSEAS LTD.	NASDAQ	USD	41.68	41.21	1.1%
GLOBUS MARITIME LIMITED	NASDAQ	USD	1.54	1.68	-8.3%
SAFE BULKERS INC	NYSE	USD	4.34	4.19	3.6%
SEANERGY MARITIME HOLDINGS	NASDAQ	USD	9.56	9.32	2.6%
STAR BULK CARRIERS CORP	NASDAQ	USD	20.10	19.04	5.6%
STEALTHGAS INC	NASDAQ	USD	5.76	5.67	1.6%
TSAKOS ENERGY NAVIGATION	NYSE	USD	21.03	21.67	-3.0%

Basic Commodities Weekly Summary



Macro-economic headlines

- In US, Factory Orders were reduced by 0.5% in November, in line with market expectations (-0.4%), after a 0.2% decline in October and a 5% increase in September. At its November meeting, the US Federal Reserve opted to lower interest rates by an additional 25 basis points to 4.75%, following a 50-basis point cut in September.
- In China, the Caixin Manufacturing PMI, stood at 52 in October, exceeding market projections (50.5) and improving from 50.3 in September.
- In the UK, the Bank of England reduced interest rates by 25 basis points, from 5% to 4.75% in November. This marks the second rate cut this year, following a similar reduction in August.
- In Germany, the October PMI was revised upwards, at 43, from 42.6 previously. Germany's Factory Orders rose by 4.2%, surpassing market's expectations (1.6%), after a 5.8% decline recorded in the prior month. This raise is mainly attributed to large orders placed for aircrafts, ships and trains.

