



# WEEKLY REPORT

## WEEK 29 - 24<sup>th</sup> July 2022

Europe raises rates for the first time in 11 years as inflation fears intensify. The European Central Bank hiked its benchmark interest rate for the first time in more than a decade, rendering borrowing more costly as European inflation soars.

The hike marked the end of eight years of negative interest rates intended to encourage banks to lend freely. After investors responded favourably to the European Central Bank's robust effort to contain inflation, European markets concluded the day approximately where they began.

In eurozone nations, inflation is at its highest in generations, hitting 8.6% in June. The increase was driven mainly by increased energy and food costs. The European Central Bank is faced with an arduous task: balancing the economic deficiencies and debt loads of 19 diverse nations.

While in China, defaulting payment continues. Suppliers to Chinese real estate developers are snubbing repayment of bank loans, an indication that the loan boycott is spreading. Hundreds of property contractors are in debt due to the China Evergrande Group.

After Evergrande's financial issue placed them in the red, some small companies and suppliers sent an online statement stating they would no longer pay their obligations. The group claimed that they chose to cease payment of debts and arrears as Evergrande should be held accountable for any consequences resulting from the supply-chain problems' chain reaction. Evergrande has declined to comment.

## Dry Bulk

The dirtiest fossil fuel will continue to be China's primary source of energy for at least the next decade, according to the world's largest coal business, which is a frightening thought for those who are alarmed by the sweltering heat affecting most of the globe. Zhang Hong, deputy general secretary of the China National Coal Association, said at a briefing on Wednesday that coal's prevailing position is unlikely to alter in the next 10 to 15 years.

Despite China's tremendous investment in renewable energy, climate action remains dependent on energy security, especially in light of last year's devastating power outages and the price surge caused by Russia's invasion of Ukraine.

Meanwhile, in Capesize, spot prices have fluctuated between US\$18,000 and US\$25,000 since the start of summer, considerably off the mark compared to last year's highs. The market is currently supported, but spot rates are not climbing. There is anticipation that

rangebound trade will continue for a few more weeks until late summer seasonality while the growing iron ore shipments from Brazil constrain the South Atlantic basin.

Also, China's economic stimulus is also expected to help the real estate market. If such stimulation leads to increased iron ore (and coal) shipping volumes, dry bulk spot rates may be expected to be higher than the data suggests.

### **Capesize:**

Iron ore shipments from Brazil are gradually affected, whereas coal near Northern Europe is heavily influenced due to current predicaments. Ship supply was disrupted owing to a depth of demurrage from increasing inventory at the port. Europe will dramatically expand coal supplies in anticipation of the implementation of a ban on imports of Russian coal next month. Currently, inventories of European coal hubs around Rotterdam are adequate to fulfil the demand for the third quarter. However, owing to Europe's heat wave, the water level in important coal transportation routes such as the Rhine River has fallen. Pacific r/v and T/A have seen a slight climb this week in levels due to increased demand. Pacific closed at US\$13,500 a day while the latter was in the region of US\$31,150s.

### **Panamax / Kamsarmax:**

The need for key goods such as coal and grain has declined for nearly four weeks. China and India are boosting in-house production and hydroelectric power generation, reducing their demand for coal imports. Temperatures in China's biggest cities have reached record highs, increasing summer power consumption. This has affected levels in the Pacific, with levels seeing a rise across all routes. Inni r/v closed in the region of US\$14,750 a day while the Pacific - India route recorded levels at US\$16,000 a day. In Europe, energy consumption has increased owing to limited Russian natural gas supplies, the reopening of ageing coal power facilities in Germany, and heat waves. A rise in demand for coal is anticipated as a result of the increase, although new purchases are being slowed by the existing high inventories. F.H. routes also did well, with levels closing at US\$26,500's region.

### **Supramax / Ultramax:**

Russia and Ukraine are meeting this week under the presidency of Turkey and the United Nations with regard to grain exports. Shipments to the Black Sea are likely to resume, although it will be challenging to return to pre-war levels. Levels across Supramaxes also saw improvements this week. Pacific r/v rates were in the region of US\$ 20,900's while T/A climbed to US\$26,000 a day. The Atlantic witnessed increased activity in the USD, as well as increased demand from the E.C. South America for August dates. It was overall positive.

## Handysize:

This week, confidence in the Pacific region improved, with rates steadily firming against the background of robust Indonesia coal demand. Inter-Pacific closed at week's closing with levels in the region of US\$19,300 a day. It was a favourable week in both basins overall. In the Atlantic, the Cont had a better week, while the USG is experiencing a tonnage shortage. T/A also saw levels firmed with rates at US\$ 18,300's a day.

## Dry Bulk – S&P Report

VESSEL NAME	TYPE	DWT	YEAR	BUILT	PRICE (MILLION) USD	COMMENTS / BUYERS
THERESA SHANDONG	KMAX	82,000	2012	CHINA	22.0	GREEK BUYERS
LILA TOKYO	PANAMAX	79,397	2010	CHINA	19.3	UNDISCLOSED
FORTUNE UNION	PANAMAX	73,729	1998	JAPAN	8.5	UNDISCLOSED
SOHO MANDATE	ULTRAMAX	61,436	2016	CHINA	31.0	CHINESE BUYERS
GOLDEN CECILIE / GOLDEN CATHRINE	ULTRAMAX	60,263	2015	JAPAN	63.0 EN BLOC	CHINESE BUYERS
NEUTRINO	SUPRAMAX	58,612	2012	JAPAN	24.3	HTK SHIPPING
SHUN XIN	SUPRAMAX	56,933	2010	CHINA	16.8	UNDISCLOSED
OREO	SUPRAMAX	55,430	2008	JAPAN	19.4	GREEK BUYERS
SEA ROSE	HANDYMAX	45,700	1995	JAPAN	6.25	CHINESE BUYERS
JUN DE	HANDY	34,420	2011	S. KOREA	17.0	CHINESE BUYERS
ELEFTHERIOS T	HANDY	33,789	2013	S. KOREA	20.0	GREEK BUYERS

## Dry Bulk Values

(Weekly)

TYPE	DWT	NB CONTRACT	NB PROMPT DELIVERY	5 YEARS	10 YEARS	20 YEARS
CAPE	180,000	64	62	46	36	16
KAMSARMAX	82,000	37	42	36	27	14
SUPRAMAX	56,000	34	32	26	23	12
HANDY	38,000	30	32	28	20	9

\*(Amount in USD million)

# Baltic Exchange Dry Bulk Indices

BALTIC EXCHANGE DRY BULK INDICES					
	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE %	Y-O-Y CHANGE %
BDI	2,146	2,150	3,199	-0.19	-32.92
BCI	2,696	2,919	3,915	-7.64	-31.14
BPI	2,093	1,885	3,528	+11.03	-40.67
BSI	2,080	2,039	2,871	+2.01	-27.55
BHSI	1,211	1,181	1,736	+2.54	-30.24

BULKER 12 MONTHS T/C RATES AVERAGE (IN USD/DAY)						
	DWT	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE %	Y-O-Y CHANGE %
CAPE	180,000	21,500	23,250	29,750	-7.53	-27.73
PANAMAX	75,000	18,500	17,000	25,350	+8.82	-27.02
SUPRAMAX	52,000	18,250	17,625	25,000	+3.55	-27.00
HANDYSIZE	32,000	17,750	17,500	23,750	+1.43	-25.26

## Dry Bulk 1 year T/C rates



# Tankers

Russian gas shipments via Nord Stream restarted on Thursday morning after a 10-day pause due to routine maintenance, according to a representative for the pipeline operator. Europe and gas traders were waiting for signals that Russia would reopen the pipeline that had been closed between July 11 and the early morning of July 21.

Orders for gas will restart at roughly 40% of Nord Stream's capacity, which was the level before Russia cut deliveries in the middle of June.

Further schisms in Europe's unified front to address the energy crisis also emerged on Thursday, with Spain, Portugal, and Greece opposing the bloc's proposal to decrease natural gas usage by 15% between this August and next Spring.

Just hours after IEA chairman Fatih Birol issued a grave warning that Europe would require a 20% reduction in consumption to make winter bearable, authorities in Madrid and Lisbon announced they would not back the 15% proposal in the face of a probable Russian gas shutdown.

Mandatory cutbacks, according to both Spain and Portugal, are unjust, especially given that both nations consume significantly less Russian gas than other European Union member states.

## **VLCC:**

This week, VLCC rates continued to rise. Cargo volumes look modest on the surface, but a strong owner sentiment contributed to the w-o-w rise. A 270,000 mt MEG to China climbed to WS61, most likely due to fuel demand from China for power generation (heat wave) and transportation (holiday). MEG to USG also saw an increase with levels in the region of WS35.

## **Suezmax:**

Due to an increase in U.S. crude oil exports, the number of vessels accessible on Atlantic seas has decreased. West Africa/Europe weekly W.S. increased by 17% due to rising route traffic. 135,000mt Black Sea/Augusta climbed 41 points to WS202 while 130,000mt Nigeria/UKC remained steady at the WS140 level.

## **Aframax:**

This week witnessed an uptick in activity throughout the Aframax market, notably in the Med and the Black Sea. The market improved significantly due to prompt demands from Libya and a limited number of CPC-approved vessels. The rate for 80,000mt Ceyhan to West Med soared 92 points to WS271.

## Clean:

M.R. tonnage listings have shrunk this week due to increased activity. TC17 index rose 30 points to WS495, pushing the round-trip TCE into the high US\$40,000s region. Meanwhile, LR1s have adequate tonnage and cargo to sustain last-done rates. TC5 closed at W290, where the index had been similar more or less all week.

## Tankers S&P Report

VESSEL NAME	TYPE	DWT	YEAR	BUILT	PRICE (MILLION) USD	COMMENTS / BUYERS
ECO LEADER	VLCC	299,999	2016	S. KOREA	82.0	UNDISCLOSED
MANDALA / GODAM / TIMBERWOLF / THUNDERBOLT	AFRA	113,553 113,553 109,647 108,817	2006 ~ 2008	S. KOREA S. KOREA CHINA CHINA	80.0 ENBLOC	UNITED MARITIME
SONGA CORAL	AFRA	107,081	2005	JAPAN	25.0	UNDISCLOSED
BW LARA	LR1	73,495	2004	CHINA	13.0	CHEMNAV
SUNNY BAY	MR	50,661	2008	S. KOREA	17.8	CHINESE BUYERS
SEAEXPLORER	MR	39,975	2003	S. KOREA	9.1	TURKISH BUYERS
ATLANTIC SYMPHONY / ATLANTIC CANYON / ATLANTIC JUPITER / ATLANTIC SIRIU	MR	36,684	2009	S. KOREA	68.0 ENBLOC	UNDISCLOSED

## Tankers Values

(Weekly)

TANKERS	DWT	NB CONTRACT	NB PROMPT DELIVERY	5 YEARS	10 YEARS	20 YEARS
VLCC	310,000	118	107	82	57	31
SUEZMAX	160,000	79	76	56	42	20
AFRAMAX	115,000	61	68	53	39	20
PANAMAX-LR1	73,000	53	52	40	27	12
MR TANKER	51,000	42	43	33	25	11

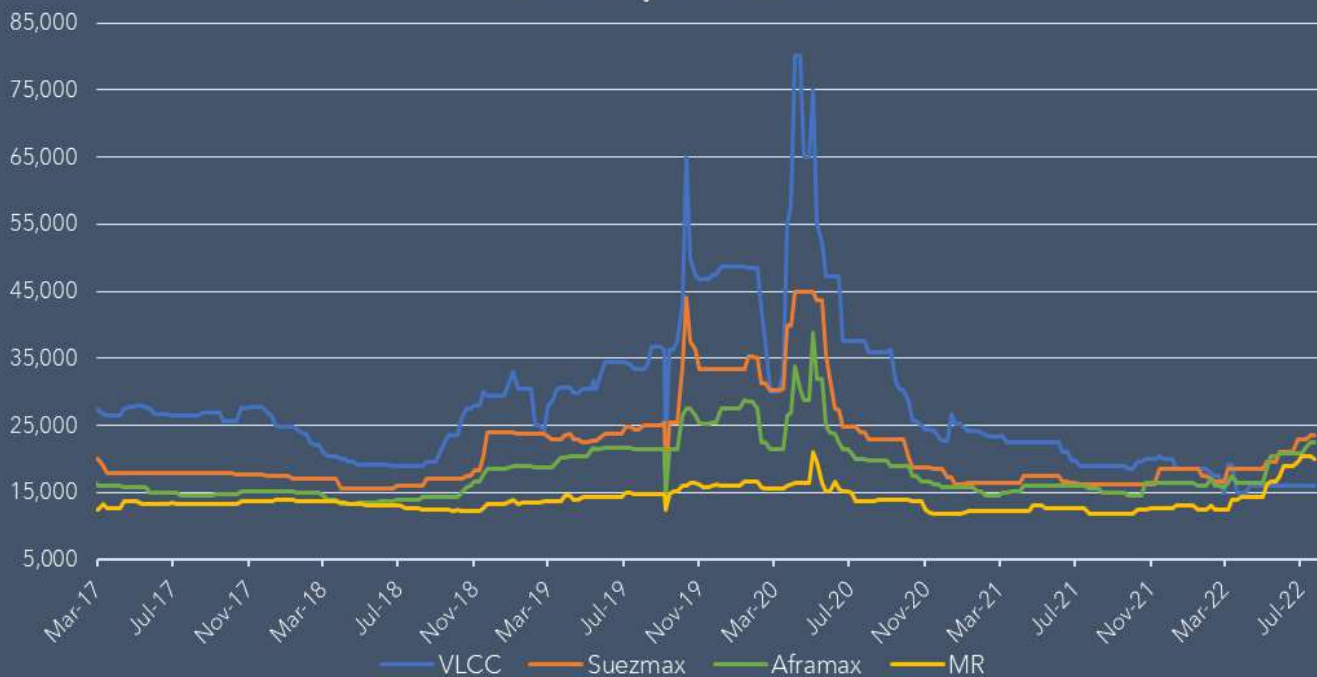
*\*(amount in USD million)*

# Baltic Exchange Tanker Indices

BALTIC EXCHANGE TANKER INDICES					
	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE %	Y-O-Y CHANGE %
BDTI	1,485	1,369	593	+8.47	+150.42
BCTI	1,316	1,382	457	-4.78	+187.96

TANKER 12 MONTHS T/C RATES AVERAGE (IN USD/DAY)						
TYPE	DWT	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE	Y-O-Y CHANGE
VLCC	300,000	16,000	16,000	19,000	0	-15.79
SUEZMAX	150,000	25,500	23,500	16,250	+8.51	+56.92
AFRAMAX	110,000	22,500	22,500	15,500	0	+45.16
LR1	74,000	23,500	23,500	14,750	0	+59.32
MR	47,000	20,000	21,500	11,750	-6.98	+70.21

Tanker 1 year T/C rates



## Containers

Long-term rates are "over the roof" for New Zealand and Australia routes, with some contracts up over 400% since 2019. The global market for container shipping is in overdrive, much to shippers' sorrow and major carriers' big profits. The most recent data show a significant increase in the T.C. rates in Australasia. This week little change was noted W-O-W.

However, with y-o-y, levels are almost 4 times higher compared to the end of 2020.

## Containers S&P Report

VESSEL NAME	TYPE	TEU	YEAR	BUILT	PRICE (MILLION) USD	COMMENTS / BUYERS
AS SERAFINA	FEEDER	1,713	2010	TAIWAN	33.0	CMA CGM
A ROKU	FEEDER	1,708	2008	JAPAN	30.0	HAI AN TRANSPORT
X-PRESS YAMUNA	FEEDER	1,162	1998	POLAND	N/A	MIDDLE EASTERN BUYERS
CRYSTAL ARROW	FEEDER	1,020	2017	JAPAN	27.0	CMA CGM

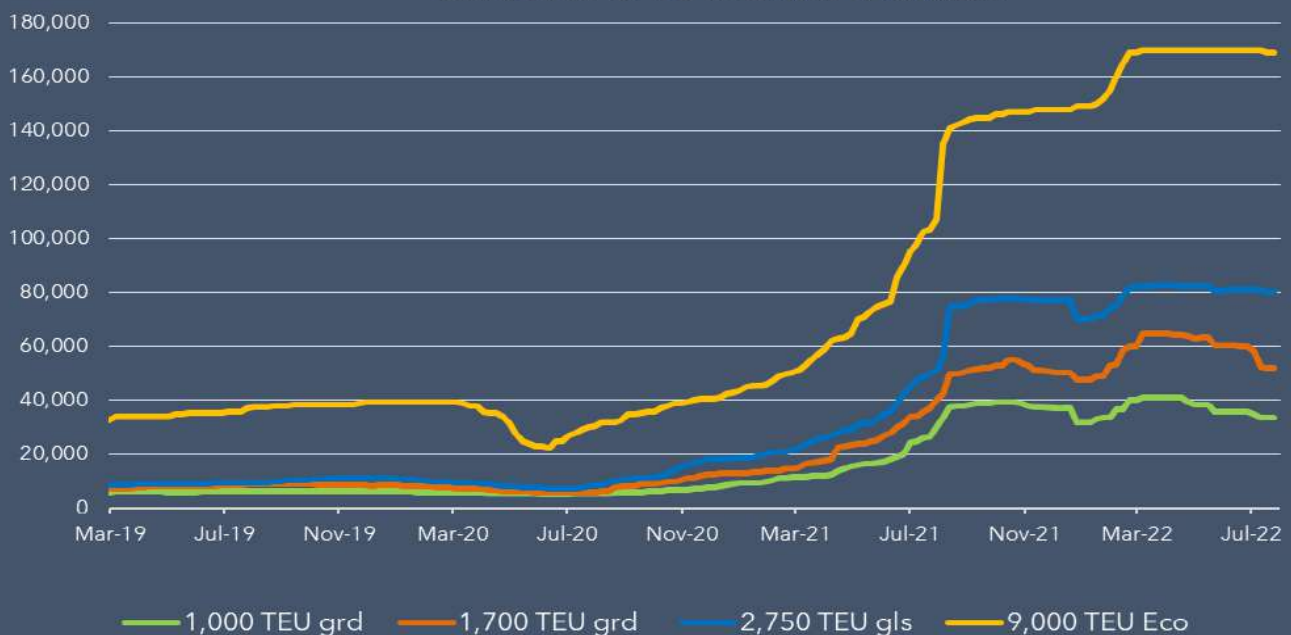
## Containers Values

(Weekly)

CONTAINERS (by TEU)	GEARED / GEARLESS	NB CONTRACT	NB PROMPT DELIVERY	5 YEARS	10 YEARS	20 YEARS
900 - 1,200	Gearless	24	32	26	24	19
1,600 - 1,800	Gearless	29	47	40	33	30
2,700 - 2,900	Gearless	43	60	56	52	47
5,500 - 7,000	Gearless	85	175	163	135	N/A

*\*(amount in USD million)*

## Container 6-12 months T/C rates



## Ship Recycling Market Snapshot

DESTINATION	TANKERS	BULKERS	MPP/ GENERAL CARGO	CONTAINERS	SENTIMENTS / WEEKLY FUTURE TREND
ALANG (W.C. INDIA)	540 ~ 550	530 ~ 540	560 ~ 570	610 ~ 620	WEAK / 
CHATTOGRAM, BANGLADESH	580 ~ 600	560 ~ 580	540 ~ 560	600 ~ 620	STABLE / 
GADDANI, PAKISTAN	580 ~ 590	570 ~ 580	530 ~ 540	600 ~ 610	WEAK / 
TURKEY *For Non-EU ships. For E.U. Ship, the prices are about USUS\$30-40/ton less	300 ~ 310	290 ~ 300	280 ~ 290	300 ~ 310	STABLE / 

- All prices are USD per light displacement tonnage in the long ton.
- The prices reported are net prices offered by the recycling yards.
- Prices quoted are basis simple Japanese / Korean built tonnages trading units. Premiums are paid on top of the above-quoted prices based on quality & quality of Spares, Non-Fe., bunkers, cargo history, and maintenance.

## 5-Year Ship Recycling Average Historical Prices

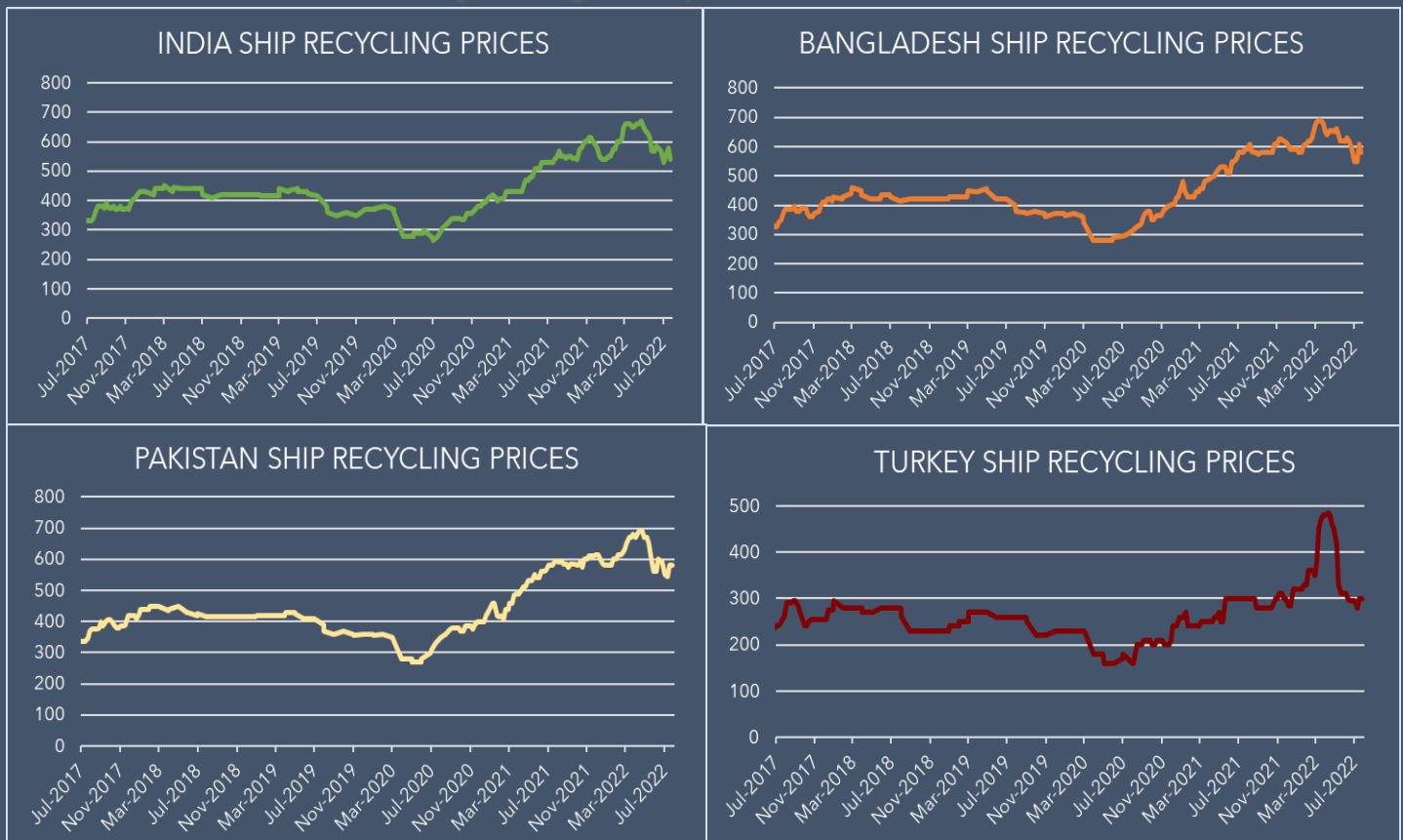
(Week 29)

DESTINATION	2017	2018	2019	2020	2021
ALANG, INDIA	340	435	400	315	550
CHATTOGRAM, BANGLADESH	380	430	415	315	580
GADDANI, PAKISTAN	375	420	400	330	570
ALIAGA, TURKEY	210	290	270	180	290

# Ships Sold for Recycling

VESSEL NAME	LDT / MT	YEAR / BUILT	TYPE	PRICE (USUS\$/LDT LT)	COMMENTS
OKRA	21,018	1999 / JAPAN	CAPE	530	DELIVERED AS IS INCHEON, S.KOREA WITH 590 MT ROBS INCLUDED

## Recycling Ships Price Trend



# Insights

Once again, panic gripped the markets in the Indian Sub-Continent, and this time it was mainly due to domestic currency fluctuations and central banks issuing notices to the domestic banks to conserve U.S. dollars.

On the other hand, cheap Chinese and Russian steel products were offered at a discounted price, directly giving competition to the recycling industry.

Overall, Sub-Continent markets were undergoing stress tests as the severe shortage of ship scrap sent the domestic ship scrap prices in Bangladesh and Pakistan skyrocketing. Yet, recyclers were not in a position to increase ship prices due to internal banking issues as well as devaluing currency.

In other news, which would add further pressure on the imported scrap supply front was from the Federal Authority for Customs and Port Security and the Minister of Economy for the Arab States of the Gulf has issued a directive to temporarily suspend exports of iron scrap and waste paper. Under customs items, it is prohibited to export iron scrap and waste paper. This Notice shall remain in force until September 30, 2022, and all relevant departments are obligated to execute it in accordance with their scope of authority. Currently, UAE exports around 1 million metric tons of ferrous scrap annually, with the majority going to India and Pakistan.

The resolution hopefully seeks to diversify local sources of raw materials and manufacturing input for UAE-based enterprises, especially SMEs. The move reduces import prices and enhances industrial self-sufficiency.

## **ALANG, INDIA**

This week the local currency breached INR 80 mark to the U.S. dollar, dampening the sentiments. The local ship scrap prices, which showed improvement in early July, gave in two-thirds of such gains. Once again, the markets are at the crossroad looking for clues as there is no proper vision on putting the correct price tag on the ships.

Overall sentiments turned negative with a highly conservative approach. Although a dearth of ships has not helped the Indian recyclers as fears of further currency weakening in the coming weeks, have disturbed the industry.

## Anchorage & Beaching Position (July 2022)

VESSEL NAME	TYPE	LDT	ARRIVAL	BEACHING
PISC	CRUISE	16,722	03.07.2022	12.07.2022

### CHATTOGRAM, BANGLADESH

Markets returned with a vengeance! The domestic ship plates and melting scrap prices spiked back to US\$752/ton and US\$635/ton levels this week. These are the levels seen in the month of May 2022. Domestic ship scrap prices have been on a constant rise due to depleting inventories and a severe shortage of scrap raw materials.

Overall, it has been a buoyant market with sentiments improving, but the markets remain highly divided with the disparity in the prices from recycler to recycler based on their individual demand and other factors. Recyclers are keen to procure ships for recycling, but the irony is the banks are not supporting the recyclers. Opening of Letter of Credit issues is getting bad to worse. Lately, some larger ships sold to cash buyers, yet to be delivered, are facing difficulties in obtaining Letters of credit, and their future remains uncertain.

Bangladesh has imposed new regulations on letters of credit which apply across the board, not just shipping, to restrict the outflows of the U.S. dollar.

- L.C.s over US\$5 million, it is imperative to seek central bank approval
- L.C.s over US\$25 million are suspended except in exceptional circumstances.

The Government is not taking any chances after what has happened in Sri Lanka and is prepared to weather the risks of any global recession.

Despite the bullish domestic scrap market, a vast majority of Bangladeshi buyers refrained from going overboard on the prices as they believed that the imported scrap cargoes booked in the last few months were reaching Bangladesh in August ~ September. They anticipate this may crash the domestic markets as steel mills would have enough feedstock and won't be buying from the recycling industry at high prices.

## Achorage & Beaching Position (July 2022)

VESSEL NAME	TYPE	LDT	ARRIVAL	BEACHING
ONAN GAS	LPG	2,094	21.07.2022	AWAITING
PACIFIC MARINE	TANKER	1,149	14.07.2022	20.07.2022
D/V MUHIBBAH PB 16	BARGE	727	13.07.2022	18.07.2022
OCEAN ALICE	TANKER	3,071	13.07.2022	15.07.2022
CUI HUA	BULKER	5,491	19.06.2022	15.07.2022
SUNTUDSAMUT 5	CONTAINER	1,020	30.06.2022	06.07.2022
WINTON T128	GEN.CARGO	975	23.06.2022	04.07.2022
THOUSAND SUNNY	TANKER	1,097	30.06.2022	05.07.2022
XIANG SHUN	TANKER	3,024	26.06.2022	05.07.2022
<i>*ARIANA (Vessel has been arrested)</i>	<i>TANKER</i>	<i>15,672</i>	<i>22.06.2022</i>	<i>NA</i>
<i>*GALA (Vessel has been arrested)</i>	<i>TANKER</i>	<i>16,884</i>	<i>01.03.2022</i>	<i>NA</i>

### **GADDANI, PAKISTAN**

This week, the Pakistani political drama took centre stage with the Pakistani rupee taking the lead role and weakening to PKR227 levels to the U.S. dollar. The recycling industry has been left in panic and confusion. Off late, the currency had shown signs of stability, but this did not last long, and just in a week, it depreciated by about 12%!

In a similar situation to Bangladesh, the ongoing currency saga, the banks are now hesitant to open fresh Letters of Credit for recycling ships as the foreign currency reserves have fallen very low.

The new Government has taken bold steps to cut spending and conserve reserves as much as possible, as it spends 40% of its revenues on interest payments. Industry experts believe such tightening shall continue until the IMF deal is approved by the end of August.

This week rumours of Chinese wire rods being offered at a discounted price of US\$625/ton surfaced this week, which, if dumped into the Pakistan markets, will be a complete disaster for the ship recycling markets as they are direct competition to the ship plates scrap and eventually have a negative effect on the pricing of ships.

For the time being, recyclers have gone hard-shelled and preferred to stay sidelines until the domestic issues are sorted out.

## Anchorage & Beaching Position (July 2022)

VESSEL NAME	TYPE	LDT	ARRIVAL	BEACHING
-	-	-	-	-

### ALIAGA, TURKEY

Turkey continues to attempt to keep rebar prices over US\$700/t fob. Nevertheless, considering the decline in China last week and the present state of the global market, these prices are not competitive. Current market circumstances necessitate a decline in the pricing of both rebar and scrap.

Prior to the Eid vacation, Turkey was decoupling from other markets due to its acute need for scrap. There was no other market with comparable price increases. One could not anticipate its durability. In spite of the fact that Turkey had the opportunity to export to Asia once again, it has lost it swiftly owing to steep price hikes. At current pricing, there is no prospect of selling there.

### BEACHING TIDE DATES 2022

Chattogram, Bangladesh : 29<sup>th</sup> July ~ 1<sup>st</sup> August | 11<sup>th</sup> August ~ 14<sup>th</sup> August

Alang, India : 26 July ~ 3<sup>rd</sup> August | 8<sup>th</sup> August ~ 17<sup>th</sup> August 2022

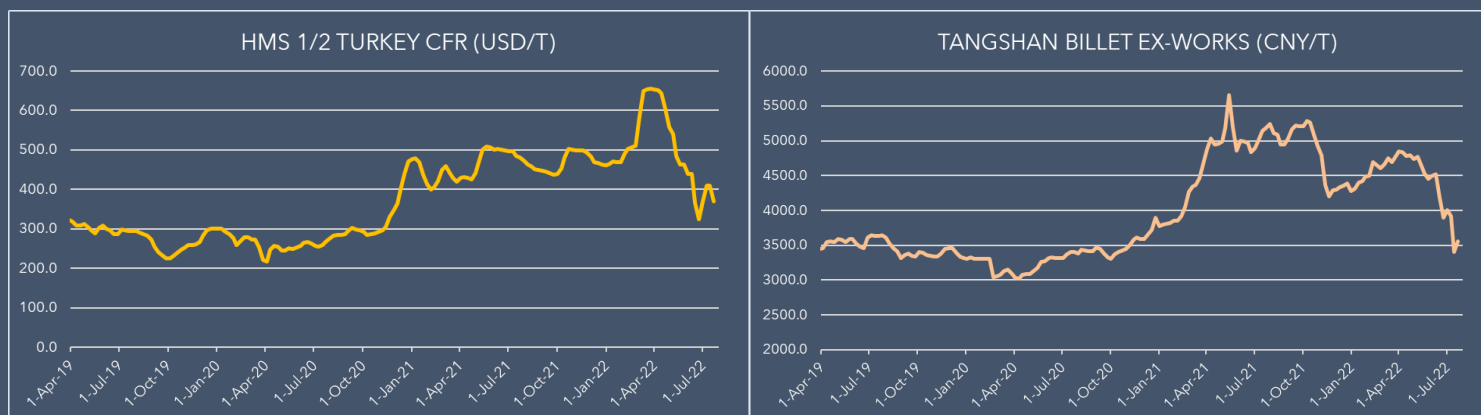
## Bunker Prices

BUNKER PRICES (USD/TON)			
PORTS	VLSFO (0.5%)	IFO380 CST	MGO (0.1%)
SINGAPORE	950	485	1080
HONG KONG	972	513	1066
FUJAIRAH	946	508	1386
ROTTERDAM	793	475	1095
HOUSTON	826	593	1155

## Exchange Rates

EXCHANGE RATES			
	22nd JULY	15th JULY	W-O-W % CHANGE
USD / CNY (CHINA)	6.75	6.75	0
USD / BDT (BANGLADESH)	94.30	93.74	-0.60
USD / INR (INDIA)	79.90	79.78	-0.15
USD / PKR (PAKISTAN)	228.25	209.39	-9.01
USD / TRY (TURKEY)	17.75	17.38	-2.13

## Commodity Prices HMS 1/2 & Tangshan Billet



### Iron Ore

COMMODITY	SIZE / GRADE	PRICE	CHANGE W-O-W	CHANGE Y-O-Y	LAST WEEK	LAST YEAR
Iron Ore Fines, CNF Qingdao, China	Fines, Fe 62.5% (Brazil Origin)	US\$102	-8.92%	-48.22%	US\$112	US\$197
Iron Ore Fines, CNF Rizhao, China	Fines, Fe 62% (Australia Origin)	US\$96	-4%	-52.47%	US\$100	US\$202

### Industrial Metal Rates

INDEX	UNITS	PRICE	CHANGE	%CHANGE	CONTRACT
Copper (Comex)	USD / lb.	334.95	+5.10	+1.55%	Sep 2022
3Mo Copper (LME)	USD / MT	7,322.00	-56.00	-0.76%	N/A
3Mo Aluminum (LME)	USD / MT	2,420.50	-9.50	-0.39%	N/A
3Mo Zinc (LME)	USD / MT	2,936.00	-70.50	-2.34%	N/A
3Mo Tin (LME)	USD / MT	24,841.00	+150.00	+0.61%	N/A

### Crude Oil & Natural Gas Rates

INDEX	UNITS	PRICE	CHANGE	%CHANGE	CONTRACT
WTI Crude Oil (Nymex)	USD / bbl.	94.70	-1.65	-1.71%	Sep 2022
Brent Crude (ICE)	USD / bbl	103.73	-0.13	-0.13%	Sep 2022
Crude Oil (Tokyo)	JPY / kl	73,490.00	-1,430.00	-1.91%	Dec 2022
Natural Gas (Nymex)	USD / MMBtu	8.30	+0.37	+4.63%	Aug 2022

*Note: all rates as at COB London time July 22, 2022*

This report is performed to the best of our knowledge based on the market conditions prevailing at the time mentioned. The report relates solely to the date/place referred to, and we emphasise that it is a statement of information collected from various market sources. All details above are from information given to us and such information as we have obtained from relevant references in our possession. Still, we can accept no responsibility, and we bear no liability for any loss or damage incurred to any persons acting upon this report. STAR ASIA believes the information to be accurate and given in good faith but without guarantee. STAR ASIA will not be held responsible in any way for any action or failure to act based on the information given in this report. The use of report cannot be reproduced or used without authorisation from STAR ASIA.