



Table of Contents

- 1. Sustainability 1
- 2. Shipping Markets Analysis 2
- 3. Second-Hand Market..... 5
- 4. Newbuilding & Ship Recycling Markets 6
- 5. Macro Indicators 7

1. Sustainability

- The only fuel that truly has zero carbon emissions is hydrogen, but hydrogen storage is the biggest challenge for deep-sea shipping. Pherousa Green Technologies AS (PGT) has solved this challenge by developing and proving the technical feasibility of an ammonia cracker allowing the use of ammonia as a hydrogen carrier onboard vessel in deep-sea shipping. Pherousa Green Shipping AS (PGS), established in 2023 and headquartered in Oslo, is in the design stage of placing an order for up to 6 modern green-profiled Ultramax dry bulk carriers, designed by Deltamarin in Finland. The initial ship design is based on an existing Deltamarin ultramax model, adapted for the Pherousa Green Technology using ammonia, enabling true zero-emission propulsion. At the core of this project is PGT’s advanced ammonia cracking technology, which allows the ship’s engines to be operated with a minimal amount of pilot fuel, hence providing a truly zero-emission vessel using enriched ammonia and hydrogen as fuel. The system also enables the use of pure hydrogen in PEM fuel cells instead of direct ammonia fuel cells

for electric power production. The PGT’s cracking system provides the next step in making deep-sea shipping truly zero emissions and allows the use of ammonia and hydrogen in a cost-efficient way.

- According to Reuters, Brazilian state-run oil company Petrobras had approved a revision of its 2023-2028 strategic plan in a bid to increase investments in low-carbon initiatives, with the new plan targeting 6% to 15% of the company’s total capital expenditure (CAPEX) for low carbon, up from 6% in the 2023-2027 strategic plan. The move, Petrobras said, is aimed at preparing the company for the energy transition, "reconciling the current focus on oil and gas with the search for diversification of our portfolio in low carbon businesses." Chief Executive Jean Paul Prates, who took office earlier this year, said that the company would seek to drive a transition to renewables while keeping its oil expansion on track. Finally, Petrobras' new five-year strategic plan is expected to be fully disclosed by the end of this year.

2. Shipping Markets Analysis

2.1 Dry Bulk

Activity continues to be slow as buyers are assessing the current market developments. The BDI is down 40% since the last three weeks which is putting some pressure on the second-hand values. Average earnings across all segments are currently below \$10,000 per day. A Japanese 10-year-old Handysize is rumored to have been committed at mid \$18 million. For comparison purposes an exact sistership was sold at high \$19million last month. A 2014 built Japanese Supramax which called for offers on Wednesday is rumored to have seen four offers with the highest being in the region of \$22million. Market sources suggest that Greek buyers were the top bidders for a modern Ultramax built in 2019 in DACKS which was sold via auction for excess \$30 million. Last but not least, a 2017 built Chinese Capesize is rumored to have seen offers very close to \$40 million.

Japanese Yards are almost fully booked up until 2026. Japanese shipyards are quoting close to \$70million for a Newbuild Capesize, \$40 million plus for a Kamsarmax and \$38-\$39 million for an Ultramax.

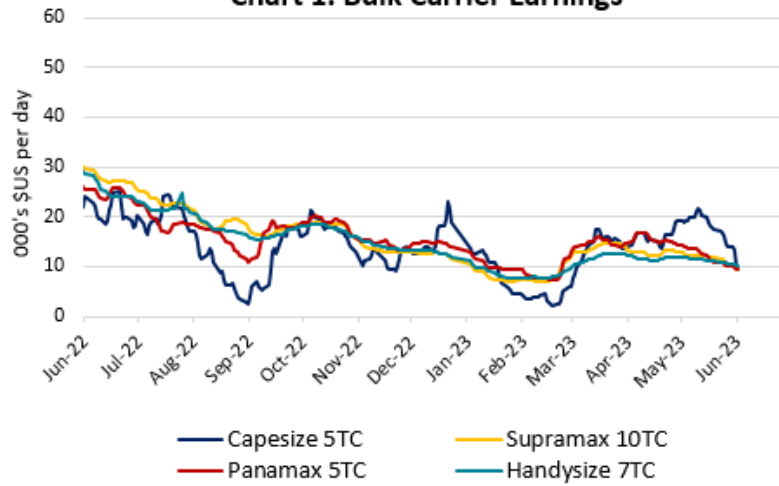
Australia Wheat exports during the 2022-2023 Marketing year are on track to reach a record 30m tonnes. Supramaxes and Handysizes are benefiting the most having the lion's share of exports.

According to Reuters, U.S. grains merchant Bunge was in talks with Viterra for a potential mega deal that would further consolidate global agriculture trading. The combined businesses in the U.S., Brazil and Australia will grow and may raise competition concerns in parts of Canada and Argentina, where key oilseed processing assets overlap, analysts said. J.P. Morgan equity research estimated the combined company's market cap would be around \$25 billion. In the United States, Viterra's business of buying and selling grain expanded via its purchase of Gavilon last year. A merger would enhance Bunge's grain exporting. Moreover, Bunge last year was the largest corn and soybean exporter from Brazil, the world's top source of the staple crops for making animal feed and biofuels, according to data from shipping agent Cargonave. Viterra was the third largest corn exporter and No. 7 soybean shipper. Combined, the companies accounted for about 23.7% of Brazil corn exports in 2022 and 20.9% of Brazil soybean exports, Cargonave data showed.

A merger would expand Bunge's physical grain storage and handling capacity in major wheat exporter Australia, where the company currently operates just two grain elevators and a port terminal in the western part of the country. Viterra has 55 storage sites in South Australia and western Victoria and six bulk grain export terminals. The marriage would also unite Bunge, the largest oilseed meal producer in the world, with Australia's biggest protein meal importer Viterra. In Ukraine, the world's top sunflower producer and largest supplier of sunflower oil, a combined Bunge-Viterra would have three oilseed processing plants across the country's south and east, in Kharkiv, Dnipro and Mykolaiv.

Swiss Finance Minister said on Wednesday that Credit Suisse has repaid the liquidity it borrowed from a 100 billion Swiss franc (\$112.50 billion) lifeline backed by government guarantees. "The federal guarantees, the 100 billion, have been repaid as of yesterday (Tuesday)," Keller-Sutter (Minister of Finance) told Swiss broadcaster SRF. As part of its state-orchestrated rescue and takeover by rival bank UBS, Credit Suisse was given access to over 200 billion francs in liquidity support, 100 billion of which was backed by the government. In its quarterly results published in April, Credit Suisse said "the net amount of borrowings under these facilities amounted to 108 billion Swiss francs."

Chart 1. Bulk Carrier Earnings



2.2 Tankers

Activity is healthy on the SnP market as values remain at exceptionally high levels across all segments. Deal of the week was a modern Korean 5-year-old VLCC fitted with Scrubber which was sold to clients of DHT for a price of \$94.5million. On the Suezmax sector, Golden Ocean has announced that it sold its 2010 built Chinese unit for \$44.5million with the buyers rumored to be from Turkey. A 2010 Korean built MR tanker is rumored to have changed hands for around \$28million to USA based buyers.

On the product Newbuild market, more than 75 product tankers have been ordered so far this year, the highest annual total since 2017. As per our reports, 35 orders were for LR2s and 35 for MR tankers.

Frontline reported its best first quarter profits since 2008. Revenues were at \$497.3 million and profit were at \$199.6 million.

A Scrubber fitted 2019 Built VLCC is rumored to have been fixed for 1 year at 52,000 per. A Suezmax 2011 built was fixed for 1 year at \$45,000 per day while an Aframax 2010 built fixed for 4-6 months at \$65,000 per day. On the products, a 2011 built MR tanker was fixed for 12 months at \$25,000 per day.

According to Reuters, China's factory activity shrank faster than expected in May on weakening demand, heaping pressure on policymakers to shore up a patchy economic recovery and knocking Asian financial markets lower. The official manufacturing purchasing managers' index (PMI) fell to a five-month low of 48.8, the National Bureau of Statistics (NBS) said on Wednesday, down from 49.2 in April and below the 50-point mark that separates expansion from contraction. The PMI also dashed forecasts for an increase to 49.4. Service sector activity expanded at the slowest pace in four months in May, with the official non-manufacturing PMI falling to 54.5 from 56.4.

Chart 2. Tanker Earnings



2.3 Containers

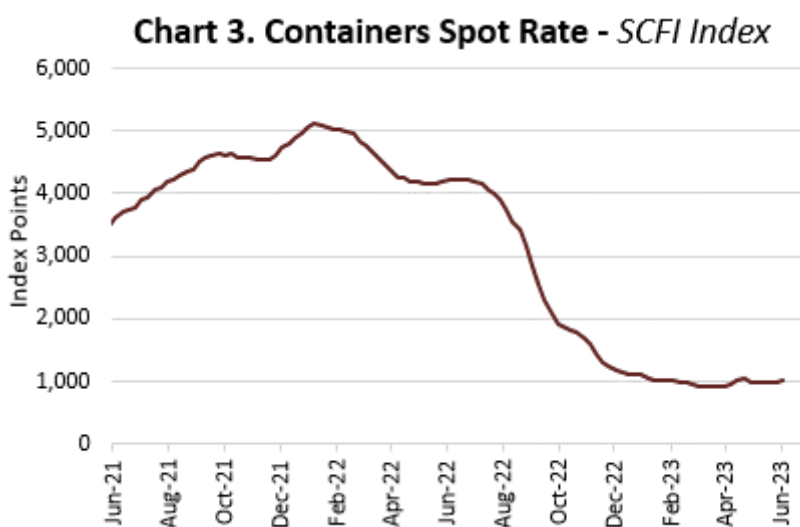
This week, the SCFI improved by 4.6% to 1,028 points.

For third consecutive week, the NCFI index remained stable. The supply seems presently sufficient in order to cover the existing demand. The activity on routes from Ningbo to Europe/Mediterranean, Middle East and North America (East and West) is stable with minor fluctuations, keeping the freight rates healthy and vessels employed. The route from Ningbo to India/Pakistan continues to improve this period, by 14.5% on w-o-w basis.

The port congestion index eased at around 30.5% in May of 2023, while the annual average back in 2022 was significantly higher at around 35%. Despite the expected oversupply in the market this year, the demand seems strong and utilization of the vessels is satisfactory. Based on latest statistics, the inactive fleet declined by one million TEUs. Additionally, the slow steaming strategy assists in order to absorb the wave of newbuilding tonnage coming into the market.

Chartering rates are stable for most of the sizes. The appetite for Feedermaxes is firming up while the preference for Feeder vessels has been slightly reduced. A dozen of fixtures has been reported, equally divided between Feeders up to Feedermaxes with rates between mid \$12k/day and 20k/day for period of six up to fourteen months. Two Panamax secured employments for twenty-four months at low/mid \$20k/day. A Post Panamax sublet has been reported for a period of one/two months at \$39.5k/day.

On the SnP front, some vintage Feeders, late 90's - early 2000's built, changed hands to Chinese and Turkish interests. The activity is still healthy as many potential Buyers are evaluating several candidates, especially on the Feeder and Feedermax segment.



2.5 Key shipping Freight Indices

Bulkers		% w-o-w	Tankers		% w-o-w	Containers		% w-o-w
BDI	937	-22.88	VLCC MEG-China	35,700	-18.5%	SCFI	1,028.70	4.60%
Capesize 5TC	9,487	-34.92	Suezmax Wafr-UKC	45,400	-6.4%			
Kamsarmax 5TC	9,270	-9.75	MR UKC-USAC	25,800	-6.6%			
Supramax 10TC	9,312	-13.63	LR2 MEG-Jap	29,100	35.7%			
Handysize 7TC	10,062	-5.85	* Tanker Indices: 31th May 2023					

3. Second-Hand Market

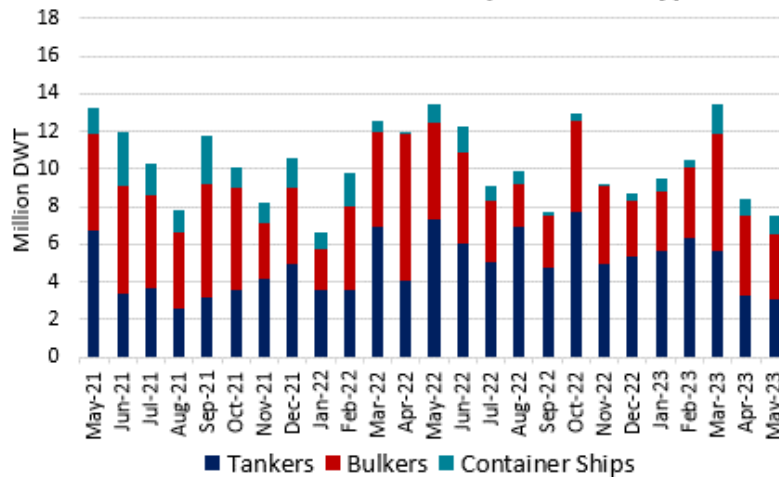
3.1 Weekly Ship Sales by Vessel Type

Vessel Type	Sub-Sector	Name	Size	Built	Yard	Price	Buyers	Surveys	Comments
Tanker	VLCC	Good News	319k Dwt	2002	Samho	rgn \$43m	N/A	SS 03/26 DD 03/24	BWTS fitted, Prompt delivery
Tanker	Aframax	Adafera	105k >>	2004	Sumitomo	xs \$30m each	Middle Easterns	SS/DD 01/24	
Tanker	Aframax	Ashahd						SS/DD 02/24	
Tanker	MR	Usma	52k	2007	3 Maj	\$90m en bloc	N/A	SS 09/25 DD 09/23	BWTS fitted, Ice class
Tanker	MR	Targale						SS 10/25 DD 08/23	
Tanker	MR	Piltene						SS 05/25 DD 09/23	
Tanker	NR	Ugale						SS 07/25 DD 10/23	
Dry Bulk	Panamax	Great Wenchao	75k >>	1999	Mitsui	\$7.1m	Chinese	SS 6/27 DD 6/25	BWTS fitted
Dry Bulk	Ultramax	Taurus Confidence	63k >>	2018	New Dayang	\$28.5m each	Norwegians	SS 11/23 DD 12/23	Basis Q4 devilery, Eco ME
Dry Bulk	Ultramax	Aries Confidence						SS/DD 11/23	
Dry Bulk	Ultramax	Great Venture	61k >>	2019	DACKS	\$30.03m	Greeks	SS/DD 09/24	via online auction
Dry Bulk	Supramax	Daxia	56k >>	2011	COSCO Dalian	\$14.2m	N/A	SS 06/26 DD 07/24	BWTS fitted
Dry Bulk	Supramax	RHL Julia	55k >>	2009	Mitsui	high \$15m	Europeans	SS/DD 11/24	BWTS fitted
Dry Bulk	Handymax	Atlantic Altamira	43k >>	2017	Qingshan	mid \$24's	N/A	SS 7/27 DD 11/25	BWTS fitted, Eco ME
Dry Bulk	Handysize	Yangtze Oasis	34k >>	2013	Nantong	\$13.8n	N/A	SS 04/28 DD 01/25	BWTS fitted
Container	Feedermax	Spirit of Mumbai	2,202 TEUs	1999	CSBC	\$11m	Chinese	SS/DD 09/23	delivered
Container	Feeder	Baltic Fulmar	1,638 TEUs	2005	Meyer	low \$9m	Chinese	SS 03/25 DD 07/23	Ice Class
Container	Feeder	Ocean Probe	1,471 >>	1995	CSBC	\$4m	Turkish	SS 10/25 DD 03/24	
Container	Small Feeder	Tan Cang Pioneer	601 >>	1996	Hegemann Rolandwerft	\$2.85m	N/A	SS/DD N/A	Ice Class

3.2 Second-Hand Asset Values & Sales Volumes per Vessel Type

Vessel Type		Current Prices				5-Year Avg Prices (2018-2022)			
		Resale	5 yrs	10 yrs	15 yrs	Resale	5 yrs	10 yrs	15 yrs
TANKERS	VLCC	124	99	75	60	101	74	51	38
	Suezmax	87	72	55	40	70	51	35	23
	Aframax	77	61	50	38	56	41	29	19
	Panamax	59	49	39	26	45	33	22	14
	MR	49	41	33	23	40	30	20	13
DRY BULK	Capesize	64	52	31	19	53	39	25	16
	Panamax/Kamsarmax	38	32	23	15	34	26	18	12
	Supramax/Ultramax	37	30	20	14	31	24	15	11
	Handysize	31	25	18	11	25	19	12	7
CONTAINERS	Size	Current Prices				5-Year Avg Prices (2018-2022)			
	8,800-teu / 10 yrs	59				58			
	6,600-teu / 10yrs	45				48			
	4,500-teu / 10 yrs	25				27			
	2,600-teu / 10 yrs	20				20			
1,700-teu / 10 yrs	16				15				

Chart 4. Sales Volumes per Vessel Type



4. Newbuilding & Ship Recycling Markets

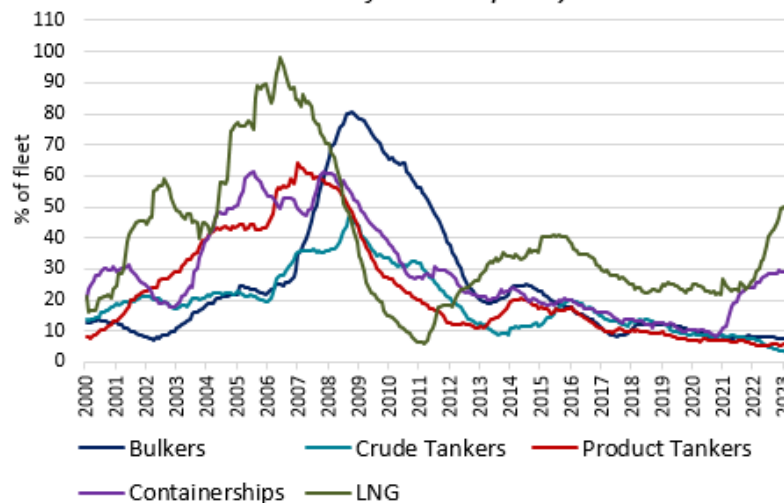
4.1 Recent Newbuilding Orders

Ship No	Type	Sub-Sector	Size	Delivery	Yard	Unit Price	Owners	Comments
4	Dry Bulk	Newcastlemax	210k Dwt	2026	Qingdao Beihai	N/A	Belgians	WinGD engine
4	Dry Bulk	Kamsarmax	82k >>	2025	Hengli HI Dalian	ard \$34m	Greeks	EEDI Phase III, Tier III
2	Dry Bulk	Ultramax	66k >>	2H 2026 - Q1 2027	Tsuneishi Cebu	ard \$35m	Norwegian	
2	Dry Bulk	Ultramax	63.5k >>	2026	COSCO Zhoushan	ard mid \$32.5m	Greeks	
4	Tanker	LR2	115k >>	2026	COSCO Yangzhou	ard \$62m	Greeks	
2	Tanker	LR2	114k >>	2026	DSIC	ard \$60m	Chinese	
2	Tanker	MR	50k >>	2H 2025	Hyundai Mipo	ard \$46.6m	UAE based	
2	Tanker	MR	37k >>	Q1 2025	Hyundai Mipo	ard \$48m	Canadians	
2	Gas	LNG	175k cbm	2026-27	DSIC	ard \$235m	Chinese	
1	Gas	LNG	174k >>	2025	Hyundai Samho	N/A	Korean	
1	Gas	LNG	174k >>	2025	Samsung	N/A	Japanese	
3	Gas	LNG	174k >>	2028	Hudong Zhonghia	N/A	Chinese	

4.2 Newbuilding Asset Values & Orderbook Levels

Vessel Type	Current Prices		Year End, \$m			
	Last Week	This Week	2020	2021	2022	
TANKERS	VLCC	123	124	86	112	120
	Suezmax	82	83	56	76	80
	Aframax	65	65	47	59	62
	Panamax	55	55	43	51	54
	MR	45	45	34	41	44
DRY BULK	Capesize	61	62	46	61	61
	Kamsarmax	34	34	26	35	34
	Ultramax	32	32	24	33	31
	Handysize	29	29	23	30	29
CONTAINERS	10,000-teu	127	127	88	129	128
	6,600-teu	88	89	72	84	86
	5,000-teu	71	72	54	71	73
	2,600-teu	40	40	30	39	41
	1,700-teu	27	28	23	28	29

Chart 5. Shipping Orderbooks
as % of Fleet Capacity

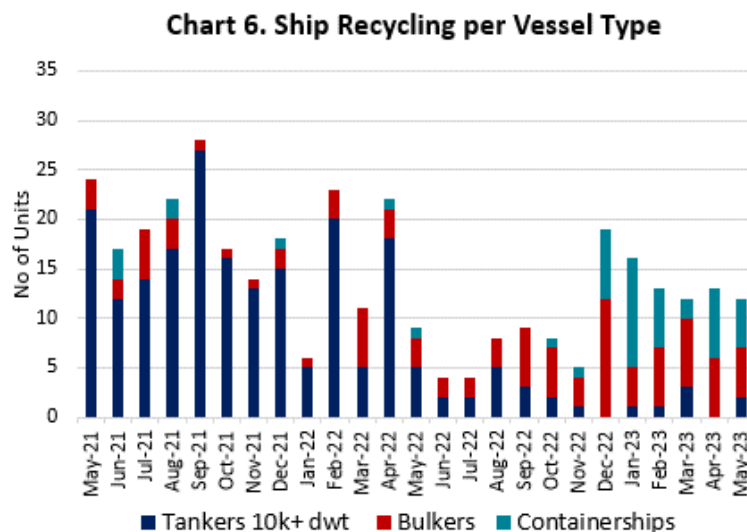


4.3 Recent Ship Recycling Activity

Type	Sub-Sector	Name	Dwt	Built	Ldt	Yard	Buyer	Price (\$/ldt)	Comment
Dry Bulk	Panamax	Fu Sheng	77k	1994	10,780 mt	Japanese	Bangladeshi	580	
Dry Bulk	Panamax	HC Beauty	73k	1999	9,502 mt	Japanese	Bangladeshi	530	
Dry Bulk	Handymax	Uni Fortune	47k	1991	9,730 mt	Japanese	Bangladeshi	N/A	
Dry Bulk	Handymax	Great Wenxian	45k	1998	7,468 mt	Japanese	Bangladeshi	N/A	
Dry Bulk	Handymax	Eternal Luck	45k	1995	7,527 mt	Japanese	Bangladeshi	575	
Container	Feedermax	Ottawa Express	2,992 TEUs	1998	15,647 mt	Korean	Turkish	380	
Container	Feedermax	Mississauga Express	2,992 >>	1998	15,645 mt	Korean	Turkish	380	
Container	Feedermax	Milan Express	2,330 >>	1996	14,161 mt	Korean	Turkish	380	
Container	Feeder	Hong Hao	1,830 >>	1998	11,821 mt	Polish	Bangladeshi	620	

4.4 Scrap Values & Ship Demolition Volumes

Location	Tankers				Dry Bulk			
	Year End, \$m			Current	Year End, \$m			Current
	2020	2021	2022		2020	2021	2022	
India	405	565	530	545	405	560	525	545
Bangladesh	415	600	505	550	415	590	510	560
Pakistan	415	590	520	505	415	585	520	500



5. Macro Indicators

Indicator		% w-o-w
ICE Brent	74.96 \$/b	-1.4%
WTI	70.74 \$/b	-1.4%
Spore VLSFO	558 \$/t	-4.1%
GBP/USD	1.25	0.8%
USD/YEN	138.8	-0.5%
EUR/USD	1.08	0.9%
USD/YUAN	7.07	0.3%
Gold	1,979.8	1.2%
SOFR	5.08%	0.6%
EURIBOR (3m)	3.463%	1.4%



W E B E R S E A S

(HELLAS) S.A.

SALE & PURCHASE OF SHIPS, NEW BUILDINGS, RECYCLING, MARINE PROJECTS & FINANCE

7, Granikou Str, Marousi 15125 - Attica, Greece

T:+30 210 453 9000 | E: sales@weberseas.com

The information contained in this report has been obtained from various market sources. WEBERSEAS (HELLAS) S.A. believes such information to be factual and reliable without making guarantees regarding its accuracy or completeness. WSH will not be held responsible for any action or failure to take action upon reliance on information contained in this report.

© 2023 WEBERSEAS (HELLAS) S.A. All Rights Reserved