

Market Commentary:

In the first 8-month period of 2023, the newbuilding activity in the four main sectors, dry bulk, tanker, Container and Gas, shows a slight decrease (13% down) compared to the same period of 2022. As of 25th August, a total of 751 orders have been placed, with the Tanker market driving the newbuilding activity. This compares to 864 orders placed between same period of January and August 2022.

In the Dry Bulk market, from January to August 2023, a total of 287 vessels were ordered, almost 16% down compared to one year ago. 21 out of 287 vessels ordered, are alternative fuel capable and ready. Apart from methanol and LNG as a fuel solution, owners have very recently started to consider ammonia as an alternative. The Panamax sector played a major role in Dry Bulk newbuilding activity, as 113 vessels ordered since the beginning of 2023, constituting 39% out of total bulk carrier orders for 2023 and almost double compared to similar period orders of 2022. Furthermore, the Ultramax sector was very active, with 86 vessels been ordered year to date, around 13% up in comparison with 2022's similar period. However, all the other bulk carrier segments have decreased in number of contracts within 2023, with Handysize, Panamax and Capesize sectors being 38%, 84% and 50% down respectively. As of end of August 2023, the total Bulker fleet consists of 13,450 vessels, while the orderbook is 1,077 vessels, which equates to 8% orderbook to fleet ratio. The current fleet has increased by 3.5% y-o-y, while during the same period the orderbook has increased by 25%, pushing the Orderbook to fleet ratio from 6.2% to 8%.

In the Tanker market, as of 25th August 2023, a total of 232 vessel orders have been placed, representing around 50% of the total Tanker orderbook. This presents a significant increase, in comparison with the similar period of 2022, when the number of ships inked was 88. Interestingly, there is a significant rise in the alternative fuelled Tanker orders in 2023, since 88 tankers will burn alternative fuel (constituting around 38% of 2023's tanker orders). This compares to 13 alternative fuel orders placed in the similar period of 2022. Although we have seen a significant increase in methanol capable & ready orders till now (with 35 vessels that will burn methanol), LNG remains the leading alternative fuel of choice for tanker newbuildings. 47 out of 88 alternative orders are LNG ready or LNG capable. During the first 8-month period of 2023, 57 Aframax/LR2, 69 MR2, 40 Suezmax and 11 VLCC vessels have been ordered. This compares to 20 Aframax/LR2, 31 MR2, 2 Suezmax and 3 VLCC vessels ordered within the same period of 2022. It is more than obvious that the steadily healthy tanker rates along with the low orderbook, have aroused interest for more tanker newbuildings. The total tanker fleet and the total tanker orderbook have increased considerably y-o-y, with the former standing now at 7,535 vessels (2,6% up on a yearly basis), while the total tanker orderbook being currently at 480 vessels (42% up y-o-y).

In the Container market, there have been 142 vessels ordered within 2023, which is almost 51% down compared to January-August period of 2022. 116 out 142 orders are alternative fuelled, with 75 container orders being methanol fuelled, while 27 being LNG fuelled. The total Container active fleet has soared to 6,000 vessels (this is 5% up compared to the similar period of 2022), while the total Container orderbook has decreased by around 2% to 917 orders but the Containership Orderbook to Fleet ratio (in terms of vessels) is now at 15.3% after having peaked at 17.5% in late 2022.

Last but not least, in the LPG and LNG sector, 90 vessels have been ordered till now, around 39% down compared to first 8-month period of 2022. Remarkably 82 out of 90 orders are alternative fuelled. The active fleet accounts for 2,374 vessels, while back in August 2022 was 2,247 vessels (up by 5.6%). The orderbook has soared by 18% to 496 orders, reflecting an increase in orderbook to fleet ratio from 18.6% in August 2022 to 20.9% currently.

| BALTIC DRY INDICES | | | | | | |
|--------------------|---------|---------|--------|-----------------|-------|-------|
| BALTIC INDICES | Week 34 | Week 33 | ±% | Average Indices | | |
| | | | | 2023 | 2022 | 2021 |
| BDI | 1,080 | 1,237 | -12.7% | 1,158 | 1,941 | 2,943 |
| BCI | 1,174 | 1,598 | -26.5% | 1,535 | 1,951 | 4,015 |
| BPI | 1,449 | 1,542 | -6.0% | 1,285 | 2,314 | 2,988 |
| BSI | 908 | 879 | 3.3% | 916 | 2,027 | 2,434 |
| BHSI | 507 | 469 | 8.1% | 530 | 1,193 | 1,428 |

| BALTIC TANKER INDICES | | | | | | |
|-----------------------|---------|---------|-------|-----------------|-------|------|
| BALTIC INDICES | Week 34 | Week 33 | ±% | Average Indices | | |
| | | | | 2023 | 2022 | 2021 |
| BDTI | 793 | 803 | -1.2% | 1,178 | 1,388 | 644 |
| BCTI | 807 | 772 | 4.5% | 791 | 1,232 | 532 |

| DRY NEWBUILDING PRICES (in USD mills) | | | | | | |
|---------------------------------------|--------|--------|-----|----------------|------|------|
| Size Segment | Aug/23 | Aug/22 | ±% | Average Prices | | |
| | | | | 2023 | 2022 | 2021 |
| Capesize | 63.5 | 64.2 | -1% | 62.0 | 62.5 | 56.0 |
| Kamsarmax | 35.0 | 37.2 | -6% | 34.4 | 36.4 | 31.7 |
| Ultramax | 33.4 | 34.3 | -2% | 32.4 | 33.4 | 29.1 |
| Handysize | 30.4 | 30.3 | 0% | 30.1 | 30.3 | 26.8 |

| WET NEWBUILDING PRICES (in USD mills) | | | | | | |
|---------------------------------------|--------|--------|----|----------------|-------|------|
| Size Segment | Aug/23 | Aug/22 | ±% | Average Prices | | |
| | | | | 2023 | 2022 | 2021 |
| VLCC | 125.5 | 119.0 | 5% | 122.6 | 117.2 | 98.3 |
| Suezmax | 84.7 | 80.0 | 6% | 82.4 | 78.7 | 66.3 |
| Aframax | 67.6 | 62.0 | 9% | 65.3 | 61.0 | 53.3 |
| Panamax | 57.5 | 53.8 | 7% | 55.7 | 52.7 | 46.7 |
| MR2 | 46.7 | 43.8 | 7% | 45.3 | 42.3 | 37.4 |

| DEMOLITION PRICES (in USD/Idt) | | | | | | |
|--------------------------------|---------|---------|--------|---------|---------|--------|
| Demo Country | BULKERS | | | TANKERS | | |
| | Week 34 | Week 33 | Change | Week 34 | Week 33 | Change |
| INDIA | 525 | 520 | 5 | 530 | 525 | 5 |
| BANGLADESH | 520 | 540 | -20 | 530 | 550 | -20 |
| PAKISTAN | 515 | 505 | 10 | 525 | 515 | 10 |
| TURKEY | 325 | 340 | -15 | 335 | 350 | -15 |

Capesize: The Capesize average of the 5 T/C routes declined by USD 3.5k/day closing the week at USD 9,735/day. Trip from Cont. to F. East is down by 5k/day at USD 26,013/day, Transatlantic Return voyage lower by 5k/day at USD 10,063/day & Transpacific Return voyage is reduced by 2k/day at USD 8,823/day. Capesize 1y T/C rate is USD 14,600/day & eco 180k Capesize is at USD 16,150/day.

Panamax: The BPI-82 5 T/C route average closed with a small decline at USD 13,041/day. Trip from Skaw-Gib to F.East is softer at USD 23,077/day, Pacific Return voyage is down by 1k/day at USD 9,718/day, while Atlantic Return voyage is reduced at USD 14,720/day. Kamsarmax 1y T/C rate is softer at USD 14,250/day & Panamax 1y T/C is also slightly down at USD 12,950/day.

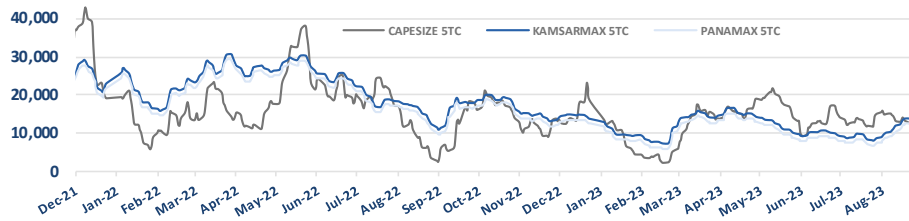
Ultramax: The BSI-58 10 T/C route average closed the slightly up at USD 11,831/day. Canakkale trip via Med/BI Sea to China/S.Korea is improved by 4k/day at USD 17,563/day, W.Africa trip via ECSA to North China is up at USD 17,596/day. US Gulf trip to China-South Japan is up by 2k/day at USD 20,093/day, trip from S.China via Indonesia to S.China softer pays USD 9,938/day & North China to West Africa trip is marginally down at USD 8,475/day. 1y T/C rate for Ultramax is softer at USD 13,950/day.

Supramax: The BSI-58 10 T/C route average closed the week marginally higher than its opening at USD 9,993/day. South China trip via Indonesia to EC India is declined by USD 1k/day at USD 9,657/day, W. Africa trip via ECSA to N. China is firmer at USD 14,454/day. Canakkale trip via Med/BI Sea to China/S.Korea is up by 3.5k/day at USD 14,950/day, trip from US Gulf to Skaw-Passero pays USD 12,504/day & Pacific round voyage is reduced by USD 0.4k/day at USD 8,400/day. 1y T/C rate for Supramax is softer at USD 12,000/day.

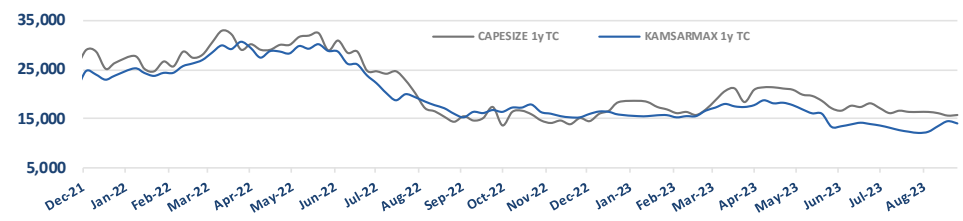
Handysize: The BHSI has 14 consecutive positive sessions and the BHSI-38 average of the 7 T/C Routes closed the week up by USD 1k/day at USD 9,122/day. Brazil to Continent pays USD 1.4k more at USD 13,517/day, S.E. Asia trip to Spore/Japan is marginally firmer at USD 9,706/day, China/S.Korea/Japan round trip is slightly increased at USD 8,625/day & U.S. Gulf to Continent is up by USD 1k/day at USD 8,386/day. 38K Handy 1y T/C rate is firmer this week, at USD 11,325/day, while 32k Handy 1y T/C is softer at USD 9,800/day in Atlantic and USD 9,400/day in Pacific region.

| DRY SECONDHAND PRICES (in USD mills) | | | | | | | |
|--------------------------------------|--------|--------|------------|----------|----------------|------|------|
| Size | Aug/23 | Aug/22 | 12m ch (%) | 12m diff | Average Prices | | |
| | | | | | 2023 | 2022 | 2021 |
| Capesize 180k Resale | 60.4 | 61.3 | -1% | -0.8 | 60.2 | 59.1 | 54.0 |
| Capesize 180k 5y | 47.3 | 51.3 | -8% | -4.0 | 49.1 | 48.5 | 48.5 |
| Capesize 180k 10y | 29.0 | 33.4 | -13% | -4.4 | 30.7 | 32.4 | 29.0 |
| Capesize 180k 15y | 18.7 | 21.4 | -13% | -2.8 | 19.5 | 20.7 | 19.2 |
| Kamsarmax 82k Resale | 37.3 | 40.5 | -8% | -3.2 | 37.9 | 40.6 | 34.9 |
| Kamsarmax 82k 5y | 31.2 | 34.8 | -10% | -3.6 | 31.6 | 34.1 | 34.1 |
| Panamax 76k 10y | 21.1 | 25.8 | -18% | -4.7 | 22.9 | 25.3 | 21.1 |
| Panamax 76k 15y | 14.1 | 17.8 | -21% | -3.7 | 14.9 | 16.9 | 14.7 |
| Ultramax 64k Resale | 35.0 | 39.6 | -12% | -4.6 | 36.4 | 38.4 | 32.3 |
| Ultramax 61k 5y | 28.1 | 32.3 | -13% | -4.2 | 29.9 | 31.4 | 31.4 |
| Supramax 58k 5y | 25.0 | 28.1 | -11% | -3.1 | 25.9 | 26.7 | 22.0 |
| Supramax 56k 10y | 18.0 | 23.0 | -22% | -5.0 | 19.7 | 21.7 | 17.4 |
| Supramax 52k 15y | 13.0 | 17.6 | -26% | -4.6 | 14.7 | 16.6 | 12.3 |
| Handy 38k Resale | 31.0 | 31.8 | -2% | -0.8 | 30.5 | 30.9 | 26.1 |
| Handy 37k 5y | 24.2 | 27.8 | -13% | -3.6 | 25.3 | 26.9 | 26.9 |
| Handy 32k 10y | 16.6 | 19.6 | -15% | -3.0 | 17.5 | 18.2 | 13.7 |
| Handy 28k 15y | 10.5 | 13.8 | -24% | -3.3 | 11.3 | 11.8 | 8.1 |

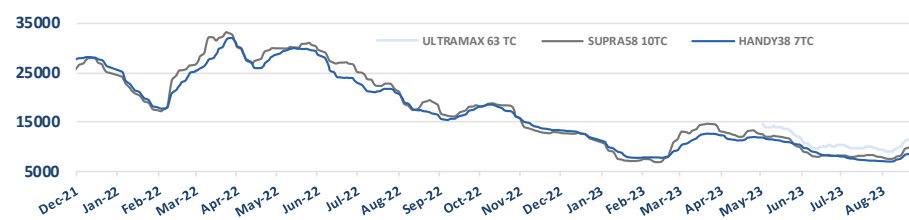
Bulk Carrier Spot Earnings (Gearless)



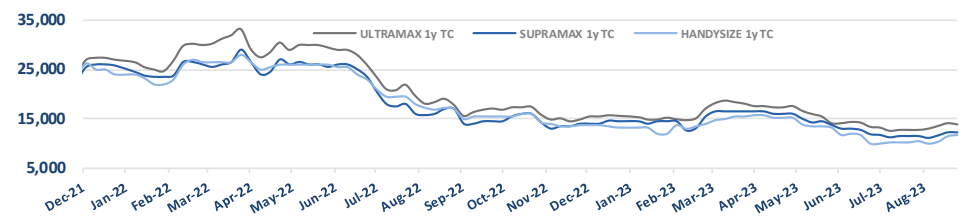
Bulk Carrier 1y TC (Gearless)



Bulk Carrier Spot Earnings (Geared)



Bulk Carrier 1y TC (Geared)



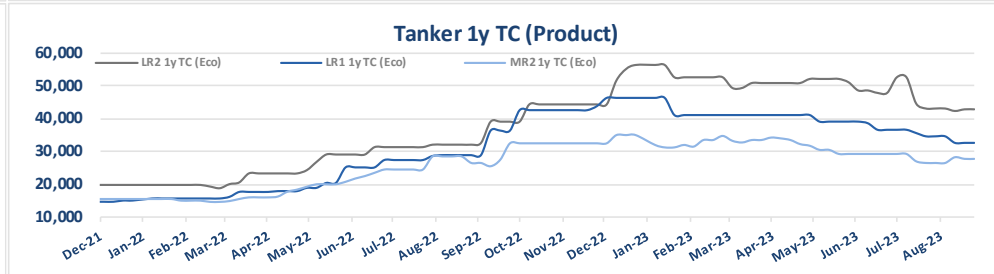
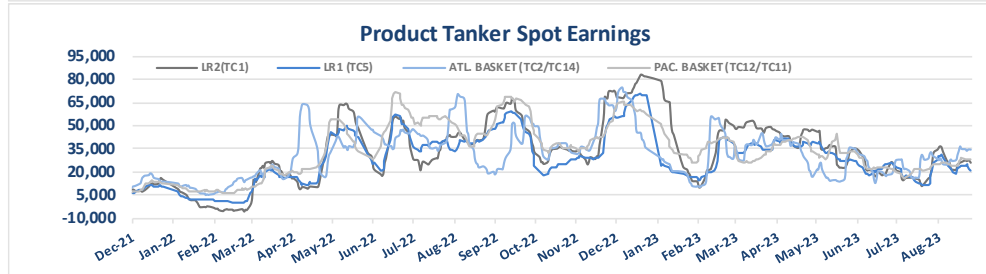
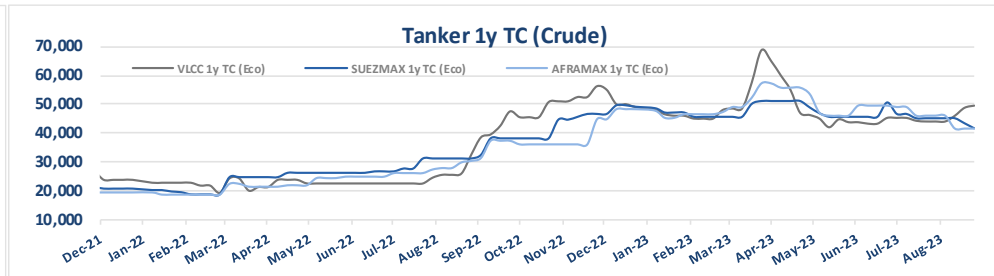
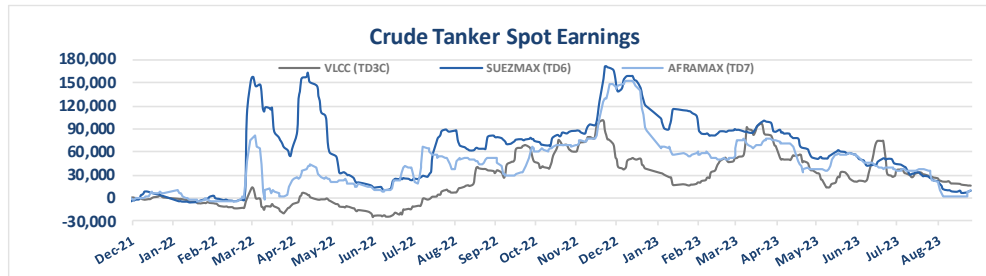
VLCC average T/CE ended the week slightly down at USD 4,935/day. M.E.Gulf to China is USD 16,475/day, M.East Gulf to US Gulf is USD -6,605/day, while M.East Gulf to Singapore trip is reduced by 1k/day at USD 20,233/day. W.Africa to China trip is marginally up at USD 27,771/day & US Gulf to China trip is up at USD 33,127/day. 1y T/C Rate for 310k dwt D/H Eco VLCC is USD 750 firmer since last week, at USD 49,750/day.

Suezmax average T/CE closed the week up by 4k/day at USD 14,575/day. W.Africa to Continent trip is firmer by 5k/day at USD 19,315/day, Black Sea to Med is improved by 3k/day at USD 9,835/day & M.E.Gulf to Med trip is down by 4k/day USD 10,273/day. 1y T/C rate for 150k dwt D/H Eco Suezmax is lower by 1.7k/day at USD 41,750/day.

Aframax average T/CE closed the week steady at USD 16,528/day. North Sea to Continent trip is up by 9k/day at USD 11,330/day, Kuwait to Singapore is down by 6k/day at USD 17,526/day & Caribbean to US Gulf trip is firmer at USD 18,265/day. S.E. Asia to E.C. Australia trip is reduced by 4.5k/day at USD 18,732/day & Cross Med trip is steady at USD 16,786/day. US Gulf to UKC is up by 2k/day at USD 21,678/day & EC Mexico to US Gulf is also up by 2k/day at USD 21,477/day. 1y T/C Rate for 110k dwt D/H Eco Aframax is USD 42,000/day.

Products: The **LR2** route (TC1) M.East to Japan is steady at USD 25,999/day. Trip from (TC15) Med to F.East has increased at USD 3,018/day & AG to UK CONT is up by 2k/day at USD 30,508/day. **LR1** route (TC5) M.East Gulf to Japan is down by 3k/day at USD 21,044/day & (TC8) M.East Gulf to UK-Cont is down by 1k/day at USD 27,975/day while (TC16) Amsterdam to Lome trip is up by 2.2k/day at USD 22,616/day. **MR** Atlantic Basket earnings have marginally decreased at USD 34,521/day, while **MR** Pacific Basket is decreased by 1k/day at USD 27,781/day. The **MR** route from Rotterdam to N.Y. is firmer by USD 3k/day at USD 25,535/day, while the (TC6) Intermed (Algeria to Euro Med) earnings are firmer by 12k/day at USD 45,121/day. US Gulf to Continent is down by USD 2k/day at USD 13,406/day, US Gulf to Brazil is marginally lower at USD 33,485/day & ARA to W. Africa is up by 3k/day at USD 29,434/day. Eco LR2 1y T/C rate is USD 43,000/day, & Eco MR2 1y T/C rate is USD 28,000/day, both unchanged on a weekly basis.

| WET SECONDHAND PRICES (in USD mills) | | | | | | | |
|--------------------------------------|--------|--------|------------|----------|----------------|-------|------|
| Size | Aug/23 | Aug/22 | 12m ch (%) | 12m diff | Average Prices | | |
| | | | | | 2023 | 2022 | 2021 |
| VLCC 320k Resale | 124.6 | 109.0 | 14% | 15.6 | 124.6 | 106.5 | 94.8 |
| VLCC 320k 5y | 98.6 | 83.8 | 18% | 14.8 | 99.5 | 80.4 | 80.4 |
| VLCC 300k 10y | 73.7 | 58.0 | 27% | 15.7 | 75.5 | 56.7 | 47.1 |
| VLCC 300k 15y | 57.2 | 40.6 | 41% | 16.6 | 59.5 | 41.8 | 33.6 |
| Suezmax 160k Resale | 89.0 | 78.8 | 13% | 10.3 | 86.5 | 74.9 | 64.4 |
| Suezmax 160k 5y | 72.5 | 58.6 | 24% | 13.9 | 70.2 | 55.1 | 55.1 |
| Suezmax 150k 10y | 58.1 | 42.8 | 36% | 15.3 | 54.6 | 39.3 | 31.3 |
| Suezmax 150k 15y | 40.4 | 31.5 | 28% | 8.9 | 40.0 | 28.5 | 22.1 |
| Aframax 110k Resale | 78.4 | 68.8 | 14% | 9.6 | 77.1 | 65.1 | 52.2 |
| Aframax 110k 5y | 63.1 | 53.0 | 19% | 10.1 | 62.5 | 50.8 | 50.8 |
| Aframax 105k 10y | 51.5 | 37.9 | 36% | 13.6 | 50.4 | 35.3 | 24.8 |
| Aframax 105k 15y | 37.9 | 28.0 | 35% | 9.9 | 38.0 | 25.1 | 15.5 |
| MR2 52k Resale | 49.7 | 45.9 | 8% | 3.8 | 48.9 | 43.0 | 37.2 |
| MR2 51k 5y | 40.0 | 38.3 | 5% | 1.8 | 41.2 | 35.0 | 35.0 |
| MR2 47k 10y | 32.2 | 27.4 | 17% | 4.8 | 33.0 | 24.7 | 18.5 |
| MR2 45k 15y | 23.0 | 18.7 | 23% | 4.3 | 22.9 | 16.0 | 11.8 |



Sale and Purchase:

The dry S&P activity is still in summer holidays mode just like the previous weeks. The Post-Panamax sector has the lion’s share as half of the weekly transactions are about Post-Panamaxes. The “*Santa Lucia*” - 177K/2006 Namura was sold for USD 16.5mills to Turkish buyers, the 5 year younger “*Yuan Fu Star*” - 176K/2011 Jiangsu Rongsheng was sold to Middle Easterns for USD 23mills and the vintage “*Xin Wang Hai*” - 175K/2003 SWS was sold for USD 12.8 mills to Chinese buyers. The Handysize “*Steady Sarah*” - 38K/2011 Minaminippon was sold for USD 15 mills to UK buyers.

The tanker S&P activity would be very quiet if not for the enbloc sale of 10 MR2s for USD 747 mills. The following **U.S. Flag Jones Act MR2 tankers** “*Overseas Long Beach*” – 47K/2007, “*Overseas Houston*” – 47K/2007, “*Overseas Boston*” – 47K/2009, “*Overseas Tampa*” – 47K/2011, “*Overseas Anacortes*” – 47K/2010, “*Overseas Nikiski*” – 47K/2009, “*Overseas Martinez*” – 47K/2010, “*Seakay Sky*” – 47K/2008, “*Seakay Valor*” – 47K/2008 and “*Seakay Star*” – 46K/2007, all built in Aker Philadelphia were sold to clients of Maritime Partners Services. The rest three transactions are about the “*Capt Thanasis*” – 40K/2004 HMD which was sold at region USD 18 mills, the “*Acamar*” – 38K/2011 HMD that was sold for USD 23.5 mills and the sale of “*Ras Maersk*” – 35K/2003 GSI for USD 11.5 mills.

| BULK CARRIER SALES | | | | | | | |
|--------------------|---------|------|---------|-------------------|----------------|-------------------|---------------------------------|
| NAME | DWT | YEAR | COUNTRY | YARD | BUYERS | PRICE (usd mills) | NOTES/ COMMENTS |
| SANTA LUCIA | 176,760 | 2006 | JAPAN | NAMURA | TURKISH | 16.5 | SS: 08/2026 - DD: 07/2024 |
| YUAN FU STAR | 176,000 | 2011 | CHINA | JIANGSU RONGSHENG | MIDDLE EASTERN | 23 | SS: 12/2026 - DD: 01/2025 |
| XIN WANG HAI | 174,732 | 2003 | CHINA | SWS | CHINESE | 12.8 | SS: 10/2023 - DD: 10/2023 |
| GIVING | 45,428 | 1997 | JAPAN | OSHIMA | MIDDLE EASTERN | 5.8 | SS: 05/2027 - DD: 04/2026 |
| STEADY SARAH | 38,468 | 2011 | JAPAN | MINAMINIPPON | UK | 15 | SS: 05/2026 - DD: 09/2023, OHBS |

| TANKER SALES | | | | | | | |
|---------------------|---------|------|----------|-------------------|---------------------------------------|-------------------|---|
| NAME | DWT | YEAR | COUNTRY | YARD | BUYERS | PRICE (usd mills) | NOTES/ COMMENTS |
| WILLOWY | 106,500 | 2003 | JAPAN | TSUNEISHI | MALAYSIAN | REGION 25 | SS: 04/2026 - DD: 04/2024, OLD SALE |
| OVERSEAS LONG BEACH | 46,911 | 2007 | USA | AKER PHILADELPHIA | CLIENTS OF MARITIME PARTNERS SERVICES | 68.5 (ENBLOC 747) | SS: 07/2027 - DD: 07/2025, VESSEL FOR U.S. FLAG JONES ACT |
| SEAKAY SKY | 46,817 | 2008 | USA | AKER PHILADELPHIA | CLIENTS OF MARITIME PARTNERS SERVICES | 72.5 (ENBLOC 747) | SS: 09/2023 - DD: 09/2023, VESSEL FOR U.S. FLAG JONES ACT |
| OVERSEAS HOUSTON | 46,814 | 2007 | USA | AKER PHILADELPHIA | CLIENTS OF MARITIME PARTNERS SERVICES | 68.5 (ENBLOC 747) | SS: 02/2027 - DD: 03/2025, VESSEL FOR U.S. FLAG JONES ACT |
| SEAKAY VALOR | 46,810 | 2008 | USA | AKER PHILADELPHIA | CLIENTS OF MARITIME PARTNERS SERVICES | 72.5 (ENBLOC 747) | SS: 04/2023 - DD: 04/2023, VESSEL FOR U.S. FLAG JONES ACT |
| OVERSEAS BOSTON | 46,802 | 2009 | USA | AKER PHILADELPHIA | CLIENTS OF MARITIME PARTNERS SERVICES | 76.2 (ENBLOC 747) | SS: 02/2024 - DD: 02/2024, VESSEL FOR U.S. FLAG JONES ACT |
| OVERSEAS TAMPA | 46,666 | 2011 | USA | AKER PHILADELPHIA | CLIENTS OF MARITIME PARTNERS SERVICES | 84.1 (ENBLOC 747) | SS: 06/2027 - DD: 06/2025, VESSEL FOR U.S. FLAG JONES ACT |
| OVERSEAS ANACORTES | 46,666 | 2010 | USA | AKER PHILADELPHIA | CLIENTS OF MARITIME PARTNERS SERVICES | 80 (ENBLOC 747) | SS: 08/2025 - DD: 08/2023, VESSEL FOR U.S. FLAG JONES ACT |
| OVERSEAS NIKISKI | 46,666 | 2009 | USA | AKER PHILADELPHIA | CLIENTS OF MARITIME PARTNERS SERVICES | 76.2 (ENBLOC 747) | SS: 06/2024 - DD: 06/2024, VESSEL FOR U.S. FLAG JONES ACT |
| OVERSEAS MARTINEZ | 46,653 | 2010 | USA | AKER PHILADELPHIA | CLIENTS OF MARITIME PARTNERS SERVICES | 80 (ENBLOC 747) | SS: 05/2025 - DD: 08/2023, VESSEL FOR U.S. FLAG JONES ACT |
| SEAKAY STAR | 45,760 | 2007 | USA | AKER PHILADELPHIA | CLIENTS OF MARITIME PARTNERS SERVICES | 68.5 (ENBLOC 747) | SS - DD DUE, VESSEL FOR U.S. FLAG JONES ACT |
| CAPT THANASIS | 40,354 | 2004 | S. KOREA | HMD | UNDISCLOSED | REGION 18 | SS: 10/2024 – DD: PASSED |
| ACAMAR | 37,583 | 2011 | S. KOREA | HMD | UNDISCLOSED | 23.5 | SS: 03/2026 - DD: 04/2024 |
| RAS MAERSK | 34,999 | 2003 | CHINA | GSI | UNDISCLOSED | 11.5 | SS: 08/2023 - DD: 08/2023 |

COMMODITIES AND CURRENCIES

| Energy | Price | +/_ | Day | Weekly | Monthly | YoY |
|-------------|--------|--------|--------|---------|---------|---------|
| Crude Oil | 80.142 | 0.312 | 0.39% | 0.03% | -1.45% | -16.68% |
| Brent | 84.712 | 0.232 | 0.27% | 0.30% | -0.84% | -16.08% |
| Natural gas | 2.6081 | 0.0681 | 2.68% | -0.91% | -0.98% | -72.25% |
| Gasoline | 2.8344 | 0.042 | -1.46% | 2.23% | -2.11% | 6.64% |
| Heating oil | 3.2752 | 0.0323 | -0.98% | 5.10% | 9.70% | -13.43% |
| Ethanol | 2.155 | 0 | 0.00% | 1.17% | -12.40% | -15.49% |
| Naphtha | 642.29 | 0.19 | -0.03% | 0.61% | 12.18% | -2.27% |
| Propane | 0.68 | 0 | 0.15% | 1.58% | 7.82% | -37.69% |
| Uranium | 58.25 | 1.25 | 2.19% | 2.19% | 3.74% | 19.00% |
| Methanol | 2483 | 1 | -0.04% | 2.48% | 8.95% | -2.24% |
| TTF Gas | 35.39 | 0.61 | 1.76% | -13.22% | 24.76% | -87.02% |
| UK Gas | 86.65 | 6.33 | 7.88% | -4.67% | 18.31% | -86.47% |

Metals

| | | | | | | |
|----------|---------|-------|--------|-------|--------|--------|
| Gold | 1,915.4 | 0.87 | 0.05% | 1.13% | -2.48% | 10.22% |
| Silver | 24.176 | 0.043 | -0.18% | 3.55% | -2.40% | 28.94% |
| Platinum | 942.6 | 1.92 | -0.20% | 3.68% | -0.69% | 9.10% |

Industrial

| | | | | | | |
|----------------|---------|--------|--------|--------|--------|---------|
| Copper | 3.7615 | 0.0015 | 0.04% | 1.33% | -5.83% | 4.24% |
| Coal | 149.4 | 0.4 | 0.27% | -0.07% | 11.49% | -64.21% |
| Steel | 3,693 | 21 | -0.57% | 0.76% | -2.12% | -7.97% |
| Iron Ore | 117.5 | 1.5 | 1.29% | 8.29% | 0.00% | 8.29% |
| Aluminum | 2,150.5 | 7 | -0.32% | 0.63% | -2.82% | -13.76% |
| Iron Ore Fe62% | 108.21 | 0.39 | 0.36% | 1.99% | -4.15% | 2.58% |

Currencies

| | | | | | | |
|---------|---------|--------|--------|--------|--------|--------|
| EUR/USD | 1.08023 | 0.0002 | 0.02% | -0.81% | -1.73% | 8.08% |
| GBP/USD | 1.25729 | 0.0004 | -0.03% | -1.42% | -2.06% | 7.40% |
| USD/JPY | 146.526 | 0.116 | 0.08% | 0.24% | 2.98% | 5.65% |
| USD/CNY | 7.3044 | 0.012 | 0.16% | 0.25% | 2.24% | 5.64% |
| USD/CHF | 0.88397 | 0.0005 | -0.06% | 0.65% | 1.40% | -8.69% |
| USD/SGD | 1.35748 | 0.002 | 0.15% | 0.01% | 2.11% | -2.74% |
| USD/KRW | 1326.15 | 2.62 | 0.20% | -0.97% | 3.78% | -1.45% |
| USD/INR | 82.625 | 0.012 | -0.01% | -0.56% | 0.47% | 3.34% |

| Bunker Prices (in USD) | VLSFO | IFO380 | MGO | Spread VLSFO-IFO380 | Diff Spread w-on-w | % Spread w-on-w |
|------------------------|--------|--------|--------|---------------------|--------------------|-----------------|
| Singapore | 636.50 | 531.50 | 908.50 | 105.00 | 27.0 | 34.6% |
| Rotterdam | 601.00 | 545.00 | 924.50 | 56.00 | 11.5 | 25.8% |
| Fujairah | 633.00 | 519.50 | 959.00 | 113.50 | -0.5 | -0.4% |
| Houston | 619.50 | 544.50 | 940.00 | 75.00 | -13.0 | -14.8% |

WTI Crude Oil

Iron ore

Coal

EU TTF Gas


- In the U.S., the Dow Jones Industrial average decreased by 0.4% at 34,347 points, S&P 500 went up by 0.82% at 4,406 points and NASDAQ rise by 2.26% at 13,591 points. The main European indices closed higher than previous week, with the Euro Stoxx50 closing up by 0.55% at 4,236 points and Stoxx600 up by 0.66% at 451 points mark. In Asia, the Nikkei closed the week at 31,624, gaining 0.55% on a weekly basis, while Hang Seng went up by 0.03% at 17,956 points mark and the CSI 300 index closed the week at 3,709 points, 1.99% lower than previous week.
- WTI crude futures rose to around USD 80 per barrel, gaining for the third straight session as risk sentiment improved, though investors remain cautious about the prospect of higher global oil supply and weaker demand. In the latest move to boost its economy and markets, China halved stamp duty on stock trading effective today, spurring a rally in Chinese stocks and other risk assets.
- Newcastle coal futures went up to nearly USD 150 per tonne, the highest in almost three months driven by rising demand from China and an uptick in natural gas prices due to possible strikes at Australian LNG facilities. China's coal imports soared 67% yoy in July and are up 86% since the start of the year due to rising thermal power demand amid a shortage of hydropower generation.
- Prices for iron ore cargoes with a 63.5% iron ore content for delivery in Tianjin rose to USD 115 per tonne in late August, the highest in nearly one month, amid renewed bets of stronger demand from steel producers. Chinese policymakers extended macro and micro-targeted support measures on the municipal scale and allowed 12 provinces to issue CNY 1.5 trillion of special financing bonds.
- European natural gas futures advanced past the EUR 35 per megawatt-hour mark, erasing losses from the prior week amid renewed concerns about lower supply. Planned maintenance at the Norwegian Troll field drove daily flows from the country to a one-year low, while work of uncertain duration will have to be carried out at fields connecting gas to the UK.

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