

Market insight

By Theodore Ntalakos
SnP Broker

Happy New Year and all the best for IMO 2020 !!

The early days of IMO 2020 coming into force have certainly had an impact on the industry, but so far it seems that those who feared of major problems for global shipping have not been verified and it looks like we have avoided the destructive consequences. Lack of availability of the VLSFO, massive breakdowns of main engines from poor blends, detentions from non-compliance where just some of the warnings and the possible problems that many were expecting, and none of it has happened so far, at least to a widespread extent. It hasn't been smooth, but fortunately there hasn't been any disruption of the world trade.

Unavailability of the fuel which was for a long time the biggest concern does not seem to be an issue; compliant fuels are available and supply will only improve. Also, although it may be too soon to spot a pattern from the incompatibility from the fuel blends, so far there have been no major events.

From the world fleet of thousands of vessels, we have the first reported cases of breaches of compliance with the IMO2020, as the Chinese authorities have caught two vessels for low sulphur fuel violations. There can be fines or detentions but I would guess that it is still too early and the authorities are still a bit lenient on imposing strict penalties.

The biggest problem is the price of the fuel, which is very similar to MGO and very close to the highest levels that the shipowners have ever paid for heavy fuel. This is not entirely an IMO2020 effect, the high oil prices are mostly courtesy of the trade wars, torpedo attacks, air strikes, missile strikes and the other events that sent the oil price to the recent highs. However, the spread between the compliant fuels and the HFO, which is currently getting cheaper, has peaked from \$280/mt up to more than \$400/mt in some major bunkering ports and the fact is that most owners are experiencing high and uncertain heavy fuel oil price levels.

So this is good news for those owners who rushed to install scrubbers, invested millions and suffered 60 days or more of lost earnings. It's payback time for them as they get better charter rates and see their investment's payback time to get shorter and shorter.

We expect the 0.5% compliant fuel to get increasingly cheaper as more of the product becomes available, refinery inventory builds up, and as more companies and tankers/barges start delivering it. Furthermore, according to news agency Reuters, China has approved a long-awaited tax waiver on exports of the compliant fuel, paving the way for Chinese refiners to boost production of the 0.5%. Although initially shipments will focus on the coastal marine fuel market, this tax waiver will definitely impact both the supply and the price of the VLSFO.

Global shipping is a beast, an enormous organism, that at first seems to be very slow to react, but in fact once again it has proven to be very flexible and relatively quick in adapting. Most shipowners have been operationally well prepared in making the transition smooth and are now ready to focus in the commercial side of things and the shipping market itself.

Chartering (Wet: Firm+ / Dry: Soft-)

Losses in the dry bulk market kept mounting last week as well, with owners looking well beyond the end of the Chinese New Year for an improvement of freights. The BDI today (14/01/2020) closed at 763 points, down by 2 points compared to Monday's (13/01/2019) levels and decreased by 28 points when compared to previous Tuesday's closing (07/01/2020). Despite the fact that the market slowed down as the week came to a close, rates for crude carriers are still at admittedly very firm levels, with healthy demand and tensions in the Middle East both offering support to rates in the past days. The BDTI today (14/01/2020) closed at 1,396, decreased by 113 points and the BCTI at 779, a decrease of 98 points compared to previous Tuesday's (7/01/2020) levels.

Sale & Purchase (Wet: Firm+ / Dry: Stable+)

The second week of the year witnessed firm interest in the second-hand tanker market, with crude carriers remaining the most sought after, while on the dry bulk side the majority of buyers focused on Handysize up to Ultramax candidates. In the tanker sector we had the sale of the "RIDGEBURY PRIDE" (305,994dwt-blt '00, S. Korea), which was sold to Greek buyers, for a price in the region of \$25.0m. On the dry bulker side sector we had the sale of the "MAJESTIC SKY" (81,949dwt-blt '14, Japan), which was sold to Japanese owner, Sanko, for a price in the region of \$21.3m.

Newbuilding (Wet: Stable+ / Dry: Stable+)

Newbuilding activity sustained the positive momentum of the last weeks of 2019 in both the dry bulk and tanker sector. At the same time, last month's rumors about a sizeable China Merchants Energy order concerning VLCC and VLOC vessels was confirmed during the past days, with the size of the total investment reported at a whopping \$517m. Going forward we expect the new IMO regulations to keep shaping the dynamics in the industry, with eco-friendly designs remaining in focus across all of the most typical shipbuilding destinations, while in the same spirit, S. Korea's trade ministry has recently stressed its continuous support to the development of shipyards focusing on building such vessels. In terms of recently reported deals, Russian owner, Sovcomflot, placed an order for three firm MR tankers (50,000 dwt) at Hyundai Mipo, in South Korea for a price in the region of \$50.0m and delivery set in 2022-2023.

Demolition (Wet: Firm+ / Dry: Firm+)

The demolition market stayed very much upbeat during the last weeks of the year, with appetite across all of the demo destinations in the Indian subcontinent anything but slowing down. Bangladesh and India are still the busiest markets, with average bids out of the former very recently surpassing those offered by Bangladeshi buyers as both local currency and scrap steel prices out of Alang remained very bullish throughout the past weeks. The market in Pakistan has also seen increased interest but this has yet to translate to solid activity as offered prices are still well behind competition. The performance of the dry bulk market over the next weeks could potentially boost activity, with owners of vintage tonnage taking advantage of the improved demolition prices while freight rates fail to make a good case for further operating their respective vessel/s. Average prices in the different markets this week for tankers ranged between \$240-380/ldt and those for dry bulk units between \$230-380/ldt.

Spot Rates

Vessel	Routes	Week 2		Week 1		\$ /day ±%	2019 \$/day	2018 \$/day
		WS points	\$/day	WS points	\$/day			
VLCC	265k MEG-SPORE	115	94,845	123	104,989	-9.7%	45,517	20,265
	280k MEG-USG	61	41,965	63	42,931	-2.3%	35,659	5,635
	260k WAF-CHINA	108	87,174	112	93,287	-6.6%	41,077	18,362
Suezmax	130k MED-MED	166	76,689	162	60,102	27.6%	30,857	20,320
	130k WAF-UKC	156	66,938	146	59,797	11.9%	25,082	11,031
	140k BSEA-MED	165	78,720	157	69,677	13.0%	30,857	20,320
Aframax	80k MEG-EAST	233	51,739	241	54,960	-5.9%	24,248	12,563
	80k MED-MED	160	41,037	185	53,813	-23.7%	25,771	18,589
	100k BALTIC/UKC	131	44,499	145	52,756	-15.7%	25,842	14,943
Clean	70k CARIBS-USG	391	121,321	363	105,184	15.3%	20,886	19,039
	75k MEG-JAPAN	141	21,198	158	27,838	-23.9%	22,050	11,119
	55k MEG-JAPAN	145	15,179	157	18,524	-18.1%	15,071	8,449
Dirty	37K UKC-USAC	169	16,531	186	19,568	-15.5%	12,367	7,529
	30K MED-MED	239	28,724	287	39,246	-26.8%	14,008	5,487
	55K UKC-USG	179	28,967	176	27,058	7.1%	15,960	9,527
Dirty	55K MED-USG	179	26,397	176	22,598	16.8%	15,327	9,059
	50k CARIBS-USG	335	65,347	263	45,171	44.7%	18,781	10,637

TC Rates

\$/day		Week 2	Week 1	±%	Diff	2019	2018
VLCC	300k 1yr TC	48,500	48,500	0.0%	0	37,462	25,394
	300k 3yr TC	40,000	40,000	0.0%	0	35,777	31,306
Suezmax	150k 1yr TC	38,000	38,000	0.0%	0	26,808	17,668
	150k 3yr TC	30,000	30,000	0.0%	0	25,988	21,743
Aframax	110k 1yr TC	28,000	28,000	0.0%	0	21,990	15,543
	110k 3yr TC	23,500	23,500	0.0%	0	22,426	18,532
Panamax	75k 1yr TC	19,500	19,500	0.0%	0	16,635	13,192
	75k 3yr TC	17,000	17,000	0.0%	0	16,916	15,032
MR	52k 1yr TC	17,500	17,500	0.0%	0	15,269	13,721
	52k 3yr TC	16,500	16,500	0.0%	0	16,181	15,065
Handy	36k 1yr TC	15,000	15,000	0.0%	0	13,856	12,264
	36k 3yr TC	14,000	14,000	0.0%	0	13,753	13,431

Chartering

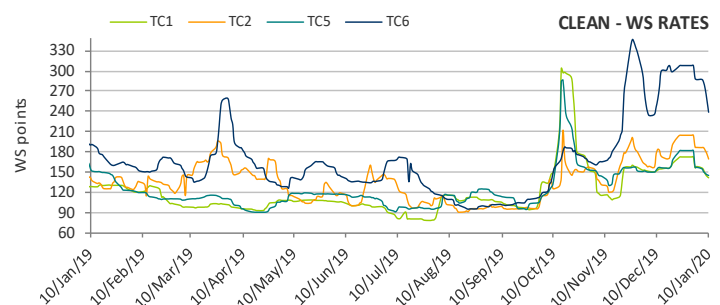
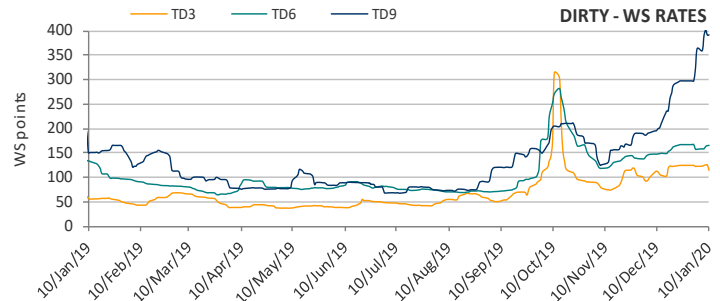
The year has kicked off on a positive note for the tanker market that managed to sidestep the traditional holidays slowdown as demand was sustained at healthy levels and increased tension between the US and Iran has additionally supported rates. The little period activity that surfaced in the past days revealed steady levels across the board, with focus remaining on one and two year periods. At the same time oil prices have corrected downwards as the week came to a close, with traders scaling down the risk premium added following the US drone attack, while rising US inventories have also put some pressure on the price of the commodity.

VLCC rates out of the Middle East market remained stable for the bigger part of the week, with a bit of downward pressure seen on Friday as tension in the region seemed to be easing, while a similar pattern was followed by rates ex-WAF that rose up to WS115 midweek to for the trip to China.

The West Africa Suezmax was firm in most routes last week, while Black Sea/Med numbers also moved up on the back of delays in the Straits. European Aframax rates slowed down on the back of easing enquiry, while the Caribs market experienced a significant jump on the back of restricted tonnage availability in the region combined with very firm demand.

Indicative Period Charters

- 1 yr	- 'ALJALAA'	2007	115,577 dwt
-	- \$28,000/day		- Mjolner
- 2 yrs	- 'ALIGOTE'	2010	74,192 dwt
-	- \$19,000/day		- Trafigura



Indicative Market Values (\$ Million) - Tankers

Vessel 5yrs old		Jan-20 avg	Dec-19 avg	±%	2019	2018	2017
VLCC	300KT DH	75.0	75.0	0.0%	69.6	64.5	62.0
Suezmax	150KT DH	53.0	53.0	0.0%	49.0	43.8	41.4
Aframax	110KT DH	41.0	41.0	0.0%	37.1	32.1	30.4
LR1	75KT DH	32.0	32.0	0.0%	31.5	29.6	27.6
MR	52KT DH	30.5	30.0	1.7%	28.5	26.6	23.4

Sale & Purchase

In the VLCC sector we had the sale of the "RIDGEBURY PRIDE" (305,994dwt-blt '00, S. Korea), which was sold to Greek buyers, for a price in the region of \$25.0m.

In the MR sector we had the sale of the "CULPEO" (46,683dwt-blt '04, Croatia), which was sold to Chinese buyers, for a price in the region of \$12.0m.

Baltic Indices

	Week 2 10/01/2020		Week 1 03/01/2020		Point Diff	\$/day ±%	2019	2018
	Index	\$/day	Index	\$/day			Index	Index
BDI	774		907		-133		1,344	1,349
BCI	1,066	\$9,438	1,507	\$10,825	-441	-12.8%	2,239	2,095
BPI	771	\$5,603	949	\$7,201	-178	-22.2%	1,382	1,451
BSI	570	\$6,267	662	\$7,277	-92	-13.9%	877	1,030
BHSI	408	\$7,352	452	\$8,139	-44	-9.7%	490	597

Period

	\$/day	Week 2	Week 1	±%	Diff	2019	2018
Capesize	180K 6mnt TC	13,000	14,500	-10.3%	-1,500	18,839	19,758
	180K 1yr TC	14,500	15,000	-3.3%	-500	17,397	19,575
	180K 3yr TC	13,500	14,000	-3.6%	-500	15,474	17,912
PanAsax	76K 6mnt TC	9,750	10,250	-4.9%	-500	12,147	13,224
	76K 1yr TC	10,000	10,250	-2.4%	-250	12,080	13,513
	76K 3yr TC	10,250	10,750	-4.7%	-500	11,931	12,710
SuprAsax	58K 6mnt TC	9,250	9,500	-2.6%	-250	11,493	13,142
	58K 1yr TC	9,500	9,750	-2.6%	-250	11,344	12,984
	58K 3yr TC	10,000	10,000	0.0%	0	10,883	12,267
Handysize	32K 6mnt TC	8,000	8,000	0.0%	0	9,152	10,787
	32K 1yr TC	8,250	8,250	0.0%	0	9,291	10,594
	32K 3yr TC	8,500	8,500	0.0%	0	9,291	9,200

Chartering

The new year kicked off with additional pressure for the dry bulk market that kept losing significant ground across the board. Higher bunker prices have been adding to the hardship of a market that tends to slow down during this time of the year anyway, while the softening momentum was more than evident on the period front as well, with rate ideas for most sizes and periods moving south. Despite the fact that losses have been contained yesterday and today, we don't see any significant positive reversal taking place up until the end of the Chinese New Year holidays, while even then, expensive fuel might still hinder a fairly fast recovery. The levels the BDI closed at today constitute a 33% decrease compared to a year ago, while in terms of average earnings Capes and Panamax are 38% down, while Supramax and Handysize vessels face a decline of 33% and just 4% respectively.

Capesize activity levels were overall negative last week, with trade in the Atlantic more active compared to the Pacific region where more intense competition left owners with disappointing rates at the end of the week.

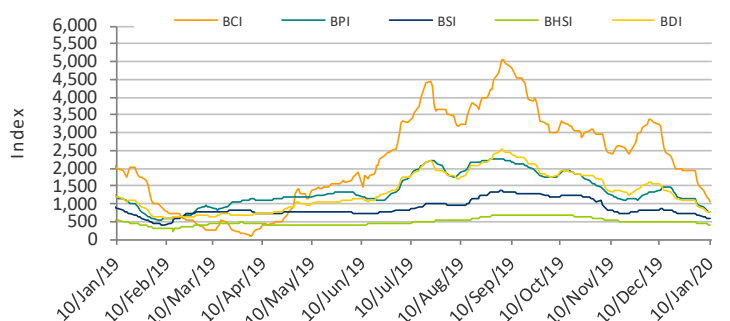
With the exception of transatlantic activity, the Atlantic Panamax remained busy overall, with cargoes out of ECSA being the main source of business in the region, while in the East the market was slow throughout the week.

Rates for the smaller sizes also disappointed last week, with Handysize rates showing better resistance compared to those for Supras. Indeed, momentum in the Supramax market dried out in the past days, pushing the BSI to an 11-month low today as a result.

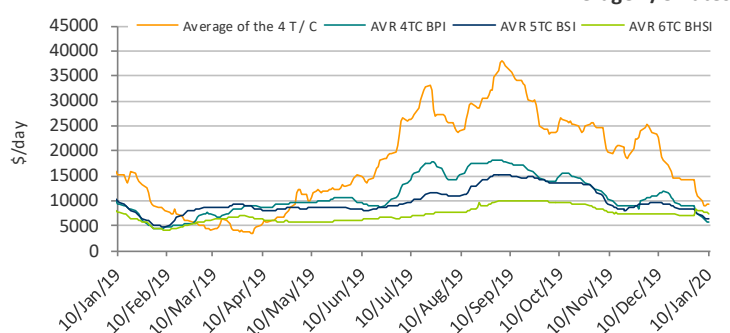
Indicative Period Charters

- 4 to 6 mos	- 'OCEAN THYME'	2014	82,306 dwt
- Mauban 20/31 Jan	- \$11,000/day		- Norden
- 13 to 15 mos	- 'ISMENE'	2013	77,901 dwt
- Qingdao 15/25 Jan	- \$10,800/day		- Phaethon

Baltic Indices



Average T/C Rates



Indicative Market Values (\$ Million) - Bulk Carriers

Vessel	5 yrs old	Jan-20 avg	Dec-19 avg	±%	2019	2018	2017
Capesize	180k	26.0	27.0	-3.7%	30.3	35.3	31.1
Panamax	76K	16.0	17.0	-5.9%	17.0	18.9	18.1
Supramax	58k	15.5	15.5	0.0%	16.1	18.2	16.5
Handysize	32K	12.0	12.5	-4.0%	13.2	15.5	13.0

Sale & Purchase

In the Kamsarmax sector we had the sale of the "MAJESTIC SKY" (81,949dwt-bl't '14, Japan), which was sold to Japanese owner, Sanko, for a price in the region of \$21.3m.

In the Handysize sector we had the sale of the "GLOBAL GARLAND" (32,115dwt-bl't '09, Japan), which was sold to Greek buyers, for a price in the region of \$7.3m.

Tankers										
Size	Name	Dwt	Built	Yard	M/E	SS due	Hull	Price	Buyers	Comments
VLCC	RIDGEBURY PRIDE	305,994	2000	SAMSUNG, S. Korea	MAN-B&W	Nov-20	DH	\$ 25.0m	Greek	
VLCC	KIWI	300,000	2020	DAEWOO, S. Korea	YYY		DH	\$ 106.0m	undisclosed	scrubber fitted
VLCC	JIN-EI	299,998	2005	UNIVERSAL, Japan	B&W	Sep-20	DH	\$ 35.0m	Greek (Capital)	
VLCC	TENYO	281,050	2000	mitsubishi, Japan	Mitsubishi	Jun-22	DH	\$ 24.0m	Greek	
SUEZ	NARMADA SPIRIT	159,199	2003	HYUNDAI, S. Korea	MAN-B&W	Oct-23	DH	excess \$19.0m	Greek (New Shipping)	
AFRA	NEVERLAND DREAM	115,909	2010	SAMSUNG, S. Korea	MAN-B&W	Sep-20	DH	undisclosed	Italian (DeA Capital)	finance deal
AFRA	BLUE SUN	105,856	2000	HYUNDAI, S. Korea	B&W	Mar-20	DH	\$ 13.5m	Kuwaiti	
MR	KAIROS	47,358	1998	ULJANIK, Croatia	B&W	Nov-23	DH	\$ 6.5m	undisclosed	
MR	JAL SUNAYNA	46,866	2004	NAIKAI ZOSEN, Japan	MAN-B&W		DH	\$ 9.9m	U.A.E based (Marshal Shipping)	old sale
MR	CULPEO	46,683	2004	3 MAJ, Croatia	Sulzer	Jun-24	DH	\$ 12.0m	Chinese	
MR	EVER GRANDEUR	45,727	2004	MINAMI-NIPPON USUKI, Japan	B&W	Jan-24	DH	\$ 9.0m	undisclosed	
MR	ECO REVOLUTION	39,208	2016	HYUNDAI-VINASHIN, Vietnam	MAN-B&W		DH	\$ 20.0m	Norwegian	
MR	ECOFLEET	39,208	2015	HYUNDAI-VINASHIN, Vietnam	MAN-B&W		DH	\$ 20.0m		
MR	NAVIG8 AQUAMARINE	37,596	2015	HYUNDAI MIPO, S. Korea	MAN-B&W		DH	\$ 26.5m	US based (Navig8)	with purchase option
MR	KORSARO	25,998	2008	CICEK, Turkey			DH	undisclosed	Italian	finance deal
PROD/CHEM	DAYOUNG	16,456	2001	WATANABE ZOSEN, Japan	B&W	Feb-21	DH	\$ 4.5m	U.A.E based	
PROD/CHEM	NAYUN	13,104	2008	SEKWANG, S. Korea	MAN-B&W	Aug-22	DH	\$ 4.5m		

Tankers Continued.

Size	Name	Dwt	Built	Yard	M/E	SS due	Hull	Price	Buyers	Comments
PROD/ CHEM	OCEANIC INDIGO	11,596	2011	PENGLAI BOHAI, China		Apr-21	DH	undisclosed	Belgian (Seatrend Shipping)	
SMALL	PEARL MERCURE	7,997	2018	BOHAI SHIPBUILDING HEA, China	Yanmar		DH	undisclosed	Italian (Cosulich)	

Bulk Carriers

Size	Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
KMAX	MAJESTIC SKY	81,949	2014	TADOTSU, Japan	MAN-B&W	Apr-22		\$ 21.3m	Japanese (Sanko)	
UMAX	NORD EVEREST	60,436	2016	OSHIMA, Japan	MAN-B&W	May-21	4 X 30,5t CRANES	\$ 23.0m	Japanese	3-yrs t/c to Norden
SMAX	VINCENT GEMMA	56,872	2010	TAIZHOU SANFU, China	MAN-B&W	Jun-20	4 X 36t CRANES	\$ 9.8m	Chinese	
SMAX	FRIEDA SELMER	55,718	2004	MITSUI TAMANO, Japan	MAN-B&W	Nov-24	4 X 30t CRANES	\$ 9.0m	undisclosed	
HANDY	CANVASBACK	34,420	2011	SPP, S. Korea	MAN-B&W	Nov-21	4 X 35t CRANES	\$ 8.5m	Chinese	Tier II
HANDY	GLOBAL GARLAND	32,115	2009	HAKODATE, Japan	Mitsubishi	May-22	4 X 30t CRANES	\$ 7.3m	Greek	
HANDY	GEORGIA	28,685	2000	IMABARI IMABARI, Japan	B&W	Apr-20	4 X 30,5t CRANES	\$ 4.0m	Greek	
HANDY	BLUEWING	26,747	2001	WUHU, China	B&W	Feb-22	3 X 40t CRANES	undisclosed	undisclosed	

Containers

Size	Name	Teu	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
POST PMAX	CMA CGM URUGUAY	9,162	2015	DAEWOO- MANGALIA, Romania	Wartsila	Sep-15		\$ 51.8m	Chinese (ICBC Financial Leasing)	7-yrs BBB
POST PMAX	CMA CGM AMAZON	9,162	2015	DAEWOO- MANGALIA, Romania	Wartsila	Jun-15		\$ 51.8m		
POST PMAX	CMA CGM MAGDALENA	9,162	2016	DAEWOO- MANGALIA, Romania	Wartsila	Feb-16		\$ 51.8m		
FEEDER	CAPE NASSAU	1,740	2010	GUANGZHOU, China	MAN-B&W	Apr-20	2 X 45t CRANES	\$ 6.8m	U.A.E based (Star Ocean)	SS due
FEEDER	MERCS JAFFNA	1,304	2009	SHANDONG WEIHAI, China	MAN-B&W		2 X 40t CRANES	\$ 4.8m	German	
FEEDER	HAI SU 5	698	2007	MAWEI, China		Dec-21		\$ 2.4m	German	

MPP/General Cargo									
Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
VANESSA OLDENDORFF	38,165	2015	NAIKAI ZOSEN - INNOSHI, Japan	MAN-B&W	Jan-20	4 X 30t CRANES	\$ 17.5m	Italian	
ZEA MAHAWELI	12,350	2010	JIUJIANG TONGFANG JIAN, China	MAN-B&W	Sep-20	2 X 80t CRANES, 1 X 45t CRANES	high \$4.0m	German	
ZEA KELANI	12,325	2010	JIUJIANG TONGFANG JIAN, China	MAN-B&W	Dec-20	2 X 80t CRANES, 1 X 45t CRANES	high \$4.0m		
MARMOLOKAI	10,534	2004	DAMEN HOOGEZAND, Netherlands			2 X 60t CRANES	undisclosed	undisclosed	
PANURGE	6,553	2011	WEIHAI DONGHAI SHIPYAR, China	Daihatsu		3 X 30t CRANES	\$ 2.2m	Chinese	auction Sale
LOMUR	5,560	2002	QINGSHAN, China		Apr-22	2 X 40t CRANES	undisclosed	Russian	
CELTIC ENDEAVOUR	3,702	1997	SLOVENSKE, Slovakia	Deutz			undisclosed	German	

Gas/LPG/LNG										
Type	Name	Dwt	Built	Yard	M/E	SS due	Cbm	Price	Buyers	Comments
LNG	WILFORCE	87,750	2013	DAEWOO SHIPBUILDING & S. Korea	Wartsila		152,887	\$ 175.0m	Chinese (Chiina Construction Bank)	10-yrs BBB with purchase option
LNG	BRITISH RUBY	84,491	2008	HYUNDAI HEAVY INDS - U, S. Korea	Wartsila	Aug-18	155,000	undisclosed	undisclosed	long term TC back to BP
LPG	TIRUMALA GAS	23,256	1993	HYUNDAI HEAVY INDS - U, S. Korea	B&W	Apr-20	20,268	undisclosed	undisclosed	
LPG	ALMAJEDAH	17,298	2004	STX SHIPBUILDING - JIN, S. Korea	MAN-B&W	Nov-19	22,707	\$ 13.0m	undisclosed	

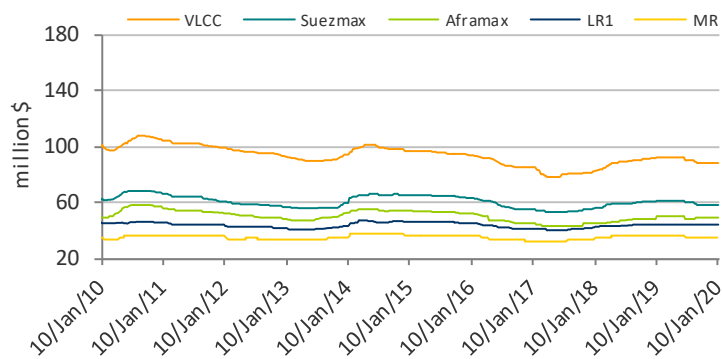
Indicative Newbuilding Prices (million\$)

	Vessel		Week 2	Week 1	±%	2019	2018	2017
Bulkers	Capesize	180k	50.0	50.0	0.0%	51	48	43
	Kamsarmax	82k	28.5	28.5	0.0%	29	28	25
	Ultramax	63k	27.5	27.5	0.0%	28	26	23
	Handysize	38k	23.0	23.0	0.0%	23	23	20
Tankers	VLCC	300k	88.0	88.0	0.0%	90	88	80
	Suezmax	160k	58.0	58.0	0.0%	60	59	54
	Aframax	115k	49.0	49.0	0.0%	49	47	44
	MR	50k	35.0	35.0	0.0%	35	36	33
Gas	LNG 174k cbm		189.0	189.0	0.0%	186	181	186
	LGC LPG 80k cbm		75.0	75.0	0.0%	73	71	71
	MGC LPG 55k cbm		66.0	66.0	0.0%	65	63	64
	SGC LPG 25k cbm		45.0	45.0	0.0%	45	43	42

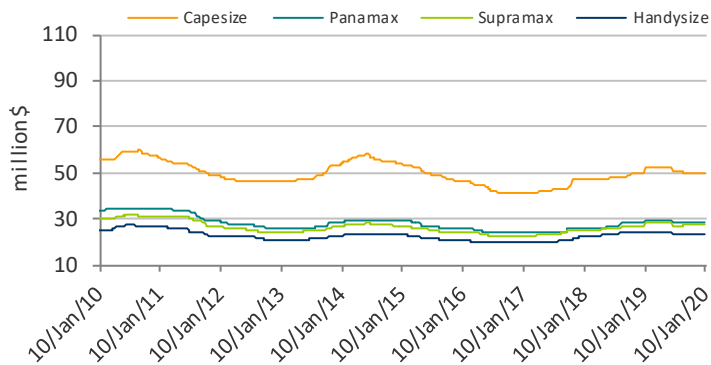
Newbuilding activity sustained the positive momentum of the last weeks of 2019 in both the dry bulk and tanker sector. At the same time, last month's rumors about a sizeable China Merchants Energy order concerning VLCC and VLOC vessels was confirmed during the past days, with the size of the total investment reported at a whopping \$517m. Going forward we expect the new IMO regulations to keep shaping the dynamics in the industry, with eco-friendly designs remaining in focus across all of the most typical shipbuilding destinations, while in the same spirit, S. Korea's trade ministry has recently stressed its continuous support to the development of shipyards focusing on building such vessels.

In terms of recently reported deals, Russian owner, Sovcomflot, placed an order for three firm MR tankers (50,000 dwt) at Hyundai Mipo, in South Korea for a price in the region of \$50.0m and delivery set in 2022-2023.

Tankers Newbuilding Prices (m\$)



Bulk Carriers Newbuilding Prices (m\$)



Newbuilding Orders

Units	Type	Size	Yard	Delivery	Buyer	Price	Comments
3	Tanker	50,000 dwt	Hyundai Mipo, S. Korea	2022-2023	Russian (Sovcomflot)	\$ 50.0m	dual fuelled, ice class 1A
2+2	Bulker	45,700 dwt	Zhejiang Xinzhou, China	2021	Chinese (Zhejiang Xiehai)	undisclosed	
2+3	Bulker	40,000 dwt	Yangzijiang, China	2021-2022	German (Reederei Vogemann)	\$ 24.0m	dolphin 40 design, open hatch
1	LPG	84,000 cbm	Hyundai, S. Korea	2021	South Korean (KSS Line)	\$ 77.0m	

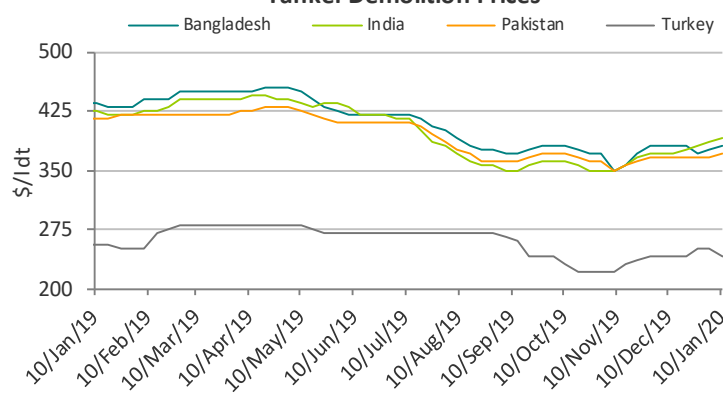
Indicative Demolition Prices (\$/ldt)

	Markets	Week 2	Week 1	±%	2019	2018	2017
Tanker	Bangladesh	380	375	1.3%	410	442	376
	India	390	385	1.3%	400	438	374
	Pakistan	370	365	1.4%	395	437	379
	Turkey	240	240	0.0%	259	280	250
Dry Bulk	Bangladesh	370	365	1.4%	400	431	358
	India	380	375	1.3%	390	428	354
	Pakistan	360	355	1.4%	385	427	358
	Turkey	230	230	0.0%	249	270	240

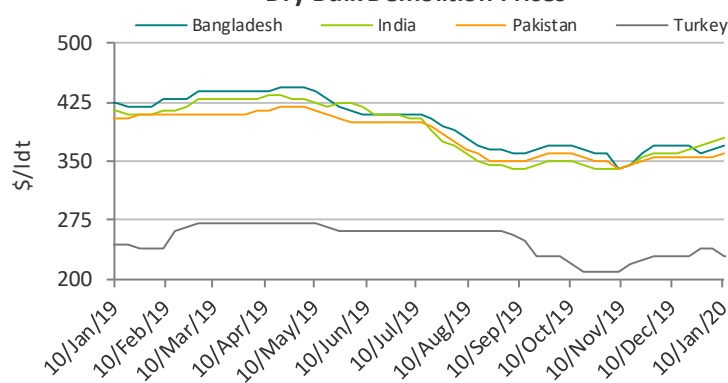
The demolition market stayed very much upbeat during the last weeks of the year, with appetite across all of the demo destinations in the Indian subcontinent anything but slowing down. Bangladesh and India are still the busiest markets, with average bids out of the former very recently surpassing those offered by Bangladeshi buyers as both local currency and scrap steel prices out of Alang remained very bullish throughout the past weeks. The market in Pakistan has also seen increased interest but this has yet to translate to solid activity as offered prices are still well behind competition. The performance of the dry bulk market over the next weeks could potentially boost activity, with owners of vintage tonnage taking advantage of the improved demolition prices while freight rates fail to make a good case for further operating their respective vessel/s. Average prices in the different markets this week for tankers ranged between \$240-380/ldt and those for dry bulk units between \$230-380/ldt.

The highest price amongst recently reported deals was paid by Indian breakers for the Panamax container "EVER DEVELOP" (55,515dwt-21,820ldt-blt '98), which received \$420/ldt.

Tanker Demolition Prices



Dry Bulk Demolition Prices

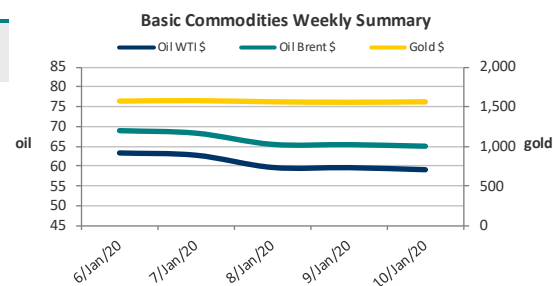


Demolition Sales

Name	Size	Ldt	Built	Yard	Type	\$/ldt	Breakers	Comments
SAFANIYAH	300,361	48,100	1997	mitsubishi, Japan	TANKER	\$ 393/Ldt	undisclosed	as-is Jebel Ali
BERGE ELBRUS	285,739	28,909	1991	DAEWOO, S. Korea	BULKER	\$ 409/Ldt	Bangladeshi	incl. 670T bunkers
EVER DYNAMIC	55,515	21,820	1998	mitsubishi, Japan	CONT	\$ 395/Ldt	Indian	as-is Singapore, green recycling
EVER DEVELOP	55,515	21,820	1998	mitsubishi, Japan	CONT	\$ 420/Ldt	Indian	green recycling
AL MARZOQAH	105,083	17,092	1999	SAMSUNG, S. Korea	TANKER	\$ 348/Ldt	undisclosed	as-is Sharjah, damaged condition after rocket attack in May 2019
GANTA BHUM	18,168	6,257	1995	mitsubishi, Japan	CONT	\$ 390/Ldt	undisclosed	as-is Singapore
HUNSA BHUM	18,196	6,232	1995	mitsubishi, Japan	CONT	\$ 390/Ldt	undisclosed	as-is Singapore
HITRA	5,545	2,418	2009	CELIKTEKNE, Turkey	TANKER	\$ 320/Ldt	Bangladeshi	as-is Labuan

Market Data

		10-Jan-20	9-Jan-20	8-Jan-20	7-Jan-20	6-Jan-20	W-O-W Change %
Stock Exchange Data	10year US Bond	1.820	1.850	1.870	1.820	1.810	2.2%
	S&P 500	3,265.35	3,274.70	3,253.05	3,237.18	3,246.28	0.9%
	Nasdaq	9,178.86	9,203.43	9,129.24	9,068.58	9,071.47	1.8%
	Dow Jones	28,823.77	28,956.90	28,745.09	28,583.68	28,703.38	0.7%
	FTSE 100	7,587.85	7,598.12	7,574.93	7,573.85	7,575.34	0.2%
	FTSE All-Share UK	4,206.72	4,213.77	4,203.44	4,209.34	4,206.97	0.0%
	CAC40	6,037.11	6,042.55	6,031.00	6,012.35	6,013.59	0.4%
	Xetra Dax	13,483.31	13,495.06	13,320.18	13,226.83	13,126.99	2.7%
	Nikkei	23,850.57	23,739.87	23,204.76	23,575.72	23,204.86	2.8%
	Hang Seng	28,561.00	28,561.00	28,087.92	28,322.06	28,226.19	1.2%
Currencies	DJ US Maritime	294.97	295.23	295.59	294.54	290.70	1.4%
	€ / \$	1.11	1.11	1.11	1.12	1.12	-0.3%
	£ / \$	1.31	1.31	1.31	1.31	1.32	-0.4%
	\$ / ¥	109.46	109.51	109.03	108.02	108.41	1.3%
	\$ / NoK	0.11	0.11	0.11	0.11	0.11	-0.6%
	Yuan / \$	6.92	6.95	6.95	6.95	6.98	-0.7%
	Won / \$	1,158.93	1,158.81	1,161.54	1,167.46	1,167.21	-0.6%
	\$ INDEX	97.36	97.45	97.30	97.00	96.67	0.5%



Bunker Prices

		10-Jan-20	3-Jan-20	W-O-W Change %
MGO	Rotterdam	571.0	616.0	-7.3%
	Houston	639.5	679.0	-5.8%
	Singapore	707.0	739.0	-4.3%
380cst	Rotterdam	303.5	300.0	1.2%
	Houston	346.5	355.5	-2.5%
	Singapore	386.0	405.0	-4.7%

Maritime Stock Data

Company	Stock Exchange	Curr.	10-Jan-20	03-Jan-20	W-O-W Change %
CAPITAL PRODUCT PARTNERS LP	NASDAQ	USD	13.37	13.28	0.7%
COSTAMARE INC	NYSE	USD	9.92	9.51	4.3%
DANAOS CORPORATION	NYSE	USD	9.31	9.05	2.9%
DIANA SHIPPING	NYSE	USD	2.98	3.04	-2.0%
EAGLE BULK SHIPPING	NASDAQ	USD	4.40	4.58	-3.9%
EUROSEAS LTD.	NASDAQ	USD	4.50	3.68	22.3%
GLOBUS MARITIME LIMITED	NASDAQ	USD	0.96	0.98	-2.0%
NAVIOS MARITIME ACQUISITIONS	NYSE	USD	7.80	8.31	-6.1%
NAVIOS MARITIME HOLDINGS	NYSE	USD	3.75	4.55	-17.6%
NAVIOS MARITIME PARTNERS LP	NYSE	USD	16.59	18.32	-9.4%
SAFE BULKERS INC	NYSE	USD	1.59	1.70	-6.5%
SEANERGY MARITIME HOLDINGS CORP	NASDAQ	USD	0.47	0.53	-11.3%
STAR BULK CARRIERS CORP	NASDAQ	USD	11.02	11.73	-6.1%
STEALTHGAS INC	NASDAQ	USD	3.50	3.33	5.1%
TSAKOS ENERGY NAVIGATION	NYSE	USD	4.29	4.36	-1.6%
TOP SHIPS INC	NASDAQ	USD	0.91	0.82	11.0%

Market News

“BW Group's Dorian sell-off continues as share prices rise.

BW Group has made at least \$50m in retreating from Dorian LPG after its failed takeover bid.

This week, the Andreas Soehmen-Pao-led shipping conglomerate disclosed six block sales of Dorian shares stretching back to 11 December, netting the company roughly \$15.4m, with the highest weighted average price coming in at \$16.16 Tuesday.

BW Group began winding down its holdings in the Connecticut-based, New York-listed gas carrier owner over the summer, whittling down its position from 14.2% of all shares to 4.8%.

Its most recent sales saw it drop into second place as Dorian's largest shareholder, falling behind Dimensional Fund Advisors.

The Singapore-based company attempted to force a \$1.1bn merger with Dorian in 2018, but was rebuffed.

Tuesday's sale was the highest price BW was able to fetch for its Dorian shares, with shipping stocks ticking up in recent weeks on the advent of IMO 2020 ...”(TradeWinds)

The information contained in this report has been obtained from various sources, as reported in the market. Intermodal Shipbrokers Co. believes such information to be factual and reliable without making guarantees regarding its accuracy or completeness. Whilst every care has been taken in the production of the above review, no liability can be accepted for any loss or damage incurred in any way whatsoever by any person who may seek to rely on the information and views contained in this material. This report is being produced for the internal use of the intended recipients only and no reproducing is allowed, without the prior written authorization of Intermodal Shipbrokers Co.