

## Market insight

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It seems that we are finally seeing whitish smoke as far as the trade feud between the US and China is concerned, while following this much anticipated deal between the two countries, everyone in the shipping industry is currently trying to assess the impact in the different shipping sectors.

The first phase of the agreement signed last week reduces tariffs but only for a percentage of imports, with the majority of the imported and exported goods from either country retaining the previously imposed tariffs at the same levels. US exports of agricultural cargoes, crude oil, LNG, and refined products are set for an increase in the next two years given that the agreed figures will be imported by China.

It will take some time before we can quantify the benefits this agreement will have in the dry bulk market, while with the Chinese New Year festivities just around the corner, owners seem to be focusing more on when the market will manage to shake off the negative sentiment of late and less on the longer term effects of this agreement.

Given the lows we have been seeing lately, it is only logical to anticipate a stronger or at least substantially improved market closer to the end of the first half. This could support sale and purchase activity at the moment given that Buyers being optimistic about the later part of the year could possibly take advantage of the softer sentiment that is currently prevailing.

On the tanker side it seems that healthy rates will most probably prevail in 2020 as despite the very recent downward corrections, earnings remain at very healthy levels. This coupled with the fact that there are fewer ships in the market for sale compared to a while ago, could help asset prices maintain their levels and even firm in case the freight market enjoys additional impressive spikes in the future.

At the moment crude carrier ships are viewed by some investors expensive, especially those older than 12 years, with certain buyers feeling that a correction is now long due. The truth is that there is not much substance that a correction will indeed come though. As a matter of fact there is more evidence as well as positive sentiment that the rates will stay strong. This eventually will drive asset prices higher with owners hesitant to buy earlier on, eventually rushing in to catch up with the upward momentum additionally inflating prices as a result.

It is very early to make any solid assumptions as to what 2020 will turn out to be, but it must be the first time in a long time that the picture is brighter than dark and the industry seems to be ready for it more than ever.

## Chartering (Wet: **Soft-** / Dry: **Soft-**)

The dry bulk market remains in search of silver linings especially as the positive reaction of Panamax rates last week proved short-lived. The BDI today (21/01/2020) closed at 689 points, down by 40 points compared to Monday's (20/01/2020) levels and decreased by 74 points when compared to previous Tuesday's closing (14/01/2020). As Middle East demand slowed down, sentiment across the crude carriers market softened, with discounts witnessed across the board as a result. The BDTI today (21/01/2020) closed at 1,227, decreased by 169 points and the BCTI at 685, a decrease of 94 points compared to previous Tuesday's (14/01/2020) levels.

## Sale & Purchase (Wet: **Firm+** / Dry: **Soft-**)

SnP activity was dominated by tanker sales last week, while the extended decline in dry bulk rates has left Buyers opting for the sidelines at least for now. In the tanker sector we had the sale of the "POMER" (52,579dwt-blt '11, Croatia), which was sold to Norwegian owner, Champion Tankers, for a price in the region of \$24.5m. On the dry bulker side sector we had the sale of the "SHIMANAMI 651" (37,600dwt-blt '20, Japan), which was sold to Swiss owner, Nova Maritime, for an undisclosed price in the region.

## Newbuilding (Wet: **Firm+** / Dry: **Stable+**)

Healthy tanker contracting activity resumed as evidence of the restored confidence among owners following the high levels the spot market has been enjoying since last October together with the implementation of lower emissions rules that constitute investing in modern designs a critical strategy. Preliminary numbers for 2019 show that a total of 429 tankers (>25,000dwt) were ordered, an increase of around 12% compared to 2018, while on the dry bulk side activity has slowed down considerably last year, with the decrease calculated at around 43%. Having said that, we have been seeing a bit more activity for bulkers in the past weeks, a development hardly inspired by the performance of the freight market in this case as most contracts coming to light are either on the back of pre-agreed employment or fuelled by the need for vessels complying with the new regulations. In terms of recently reported deals, Greek owner, Central Group, placed an order for two firm Suezmax tankers (158,000 dwt) at Hyundai Samho, in South Korea for a price in the region of \$65.0m and delivery set in 2021.

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

The demolition market remained busy throughout last week, with a generous number of sales being reported in the past few days and \$400/ldt bids quoted out of the Indian subcontinent market after almost six months. India remained leader in both prices and activity, with the soft decrease on local scrap steel prices unable to put a stop to the strong appetite local cash buyers have been displaying in the past weeks. Bangladesh is following closely, with premiums over last done levels seen in this case as well, while at the same time container vessels continue to dominate the list of demo candidates for yet another week. Surprisingly enough, tankers have seen the most activity during the first three weeks of the year compared to containerships and bulkers, while during 2019 the sector has seen a 73% drop in scrapping, opposite to dry bulkers that have seen activity increasing by 48% compared to 2018. Average prices in the different markets this week for tankers ranged between \$240-400/ldt and those for dry bulk units between \$230-390/ldt.

**Spot Rates**

| Vessel  | Routes          | Week 3    |        | Week 2    |         | \$/day<br>±% | 2019   |        | 2018 |  |
|---------|-----------------|-----------|--------|-----------|---------|--------------|--------|--------|------|--|
|         |                 | WS points | \$/day | WS points | \$/day  |              | \$/day | \$/day |      |  |
| VLCC    | 265k MEG-SPORE  | 89        | 66,449 | 115       | 94,845  | -29.9%       | 45,517 | 20,265 |      |  |
|         | 280k MEG-USG    | 52        | 31,433 | 61        | 41,965  | -25.1%       | 35,659 | 5,635  |      |  |
|         | 260k WAF-CHINA  | 85        | 62,258 | 108       | 87,174  | -28.6%       | 41,077 | 18,362 |      |  |
| Suezmax | 130k MED-MED    | 150       | 60,586 | 166       | 76,689  | -21.0%       | 30,857 | 20,320 |      |  |
|         | 130k WAF-UKC    | 130       | 52,383 | 156       | 66,938  | -21.7%       | 25,082 | 11,031 |      |  |
|         | 140k BSEA-MED   | 152       | 67,374 | 165       | 78,720  | -14.4%       | 30,857 | 20,320 |      |  |
| Aframax | 80k MEG-EAST    | 161       | 27,275 | 233       | 51,739  | -47.3%       | 24,248 | 12,563 |      |  |
|         | 80k MED-MED     | 148       | 37,168 | 160       | 41,037  | -9.4%        | 25,771 | 18,589 |      |  |
|         | 100k BALTIC/UKC | 126       | 42,334 | 131       | 44,499  | -4.9%        | 25,842 | 14,943 |      |  |
| Clean   | 70k CARIBS-USG  | 307       | 86,527 | 391       | 121,321 | -28.7%       | 20,886 | 19,039 |      |  |
|         | 75k MEG-JAPAN   | 120       | 15,919 | 141       | 21,198  | -24.9%       | 22,050 | 11,119 |      |  |
|         | 55k MEG-JAPAN   | 134       | 15,478 | 145       | 15,179  | 2.0%         | 15,071 | 8,449  |      |  |
| Dirty   | 37K UKC-USAC    | 158       | 15,104 | 169       | 16,531  | -8.6%        | 12,367 | 7,529  |      |  |
|         | 30K MED-MED     | 205       | 21,156 | 239       | 28,724  | -26.3%       | 14,008 | 5,487  |      |  |
|         | 55K UKC-USG     | 175       | 28,782 | 179       | 28,967  | -0.6%        | 15,960 | 9,527  |      |  |
|         | 55K MED-USG     | 175       | 26,693 | 179       | 26,397  | 1.1%         | 15,327 | 9,059  |      |  |
|         | 50k CARIBS-USG  | 320       | 61,662 | 335       | 65,347  | -5.6%        | 18,781 | 10,637 |      |  |

**TC Rates**

|         | \$/day      | Week 3 | Week 2 | ±%    | Diff  | 2019   | 2018   |
|---------|-------------|--------|--------|-------|-------|--------|--------|
| VLCC    | 300k 1yr TC | 48,500 | 48,500 | 0.0%  | 0     | 37,462 | 25,394 |
|         | 300k 3yr TC | 38,000 | 40,000 | -5.0% | -2000 | 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  | 19,000 | 19,500 | -2.6% | -500  | 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**

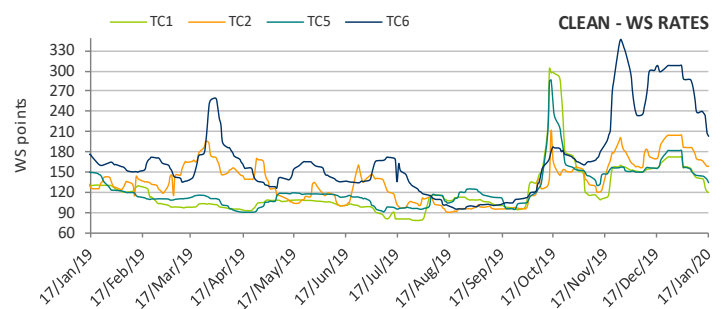
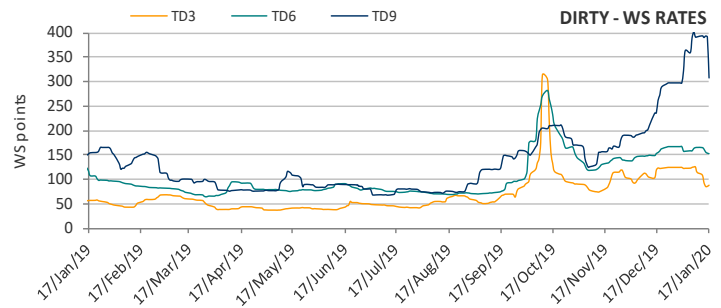
The tanker market has given up some of its recent gains in the past days, a development that was more or less anticipated given the firm numbers throughout the holidays that had rendered a correction of rates long due. A softer pace in the Middle East market set the softer pace all around, while period ideas also saw discounted levels in some cases. At the same time oil prices kept moving south despite initial worries of supply disruptions due to Libya, with consensus expecting that the market will remain well-supplied irrespective of the outcome of the crisis in the country.

VLCC rates out of the Middle East region faced softer enquiry during last week, with charterers taking their time with next month's dates, while owners seem to have started regaining some control back Friday onwards.

The West Africa Suezmax witnessed a slow week, with Black Sea/Med numbers also seeing discounts on the back of dropping demand. Aframax earnings were also down across the board, with the Caribs market seeing the biggest discount across the board as the number of prompt vessels looking for employment in the region quickly increased in the past days.

**Indicative Period Charters**

|                |                    |      |             |
|----------------|--------------------|------|-------------|
| - 30 to 36 mos | - 'SPETSES LADY'   | 2020 | 111,653 dwt |
| -              | -\$28,500/day      |      | -Trafigura  |
| - 18 to 24 mos | - 'VELOS SAPPHIRE' | 2007 | 74,000 dwt  |
| -              | -\$19,000/day      |      | - Clearlake |



**Indicative Market Values (\$ Million) - Tankers**

| Vessel 5yrs old |          | Jan-20 avg | Dec-19 avg | ±%   | 2019 | 2018 | 2017 |
|-----------------|----------|------------|------------|------|------|------|------|
| VLCC            | 300KT DH | 75.3       | 75.0       | 0.4% | 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 "AGIOS NIKOLAS" (318,900dwt-bl't '19, S. Korea), which was sold to undisclosed buyers, for a price in the region of \$107.0m.

In the MR sector we had the sale of the "POMER" (52,579dwt-bl't '11, Croatia), which was sold to Norwegian owner, Champion Tankers, for a price in the region of \$24.5m.

**Baltic Indices**

|             | Week 3<br>17/01/2020 |         | Week 2<br>10/01/2020 |         | Point<br>Diff | \$/day<br>±% | 2019  |       | 2018  |       |      |  |
|-------------|----------------------|---------|----------------------|---------|---------------|--------------|-------|-------|-------|-------|------|--|
|             | Index                | \$/day  | Index                | \$/day  |               |              | Index | Index | 2019  |       | 2018 |  |
|             |                      |         |                      |         |               |              |       |       | Index | Index |      |  |
| <b>BDI</b>  | 754                  |         | 774                  |         | -20           |              | 1,344 | 1,349 |       |       |      |  |
| <b>BCI</b>  | 712                  | \$8,352 | 1,066                | \$9,438 | -354          | -11.5%       | 2,239 | 2,095 |       |       |      |  |
| <b>BPI</b>  | 870                  | \$6,494 | 771                  | \$5,603 | 99            | 15.9%        | 1,382 | 1,451 |       |       |      |  |
| <b>BSI</b>  | 560                  | \$6,156 | 570                  | \$6,267 | -10           | -1.8%        | 877   | 1,030 |       |       |      |  |
| <b>BHSI</b> | 379                  | \$6,825 | 408                  | \$7,352 | -29           | -7.2%        | 490   | 597   |       |       |      |  |

**Period**

|                  | \$/day              | Week   |        | ±%    | Diff | 2019   |        | 2018 |  |
|------------------|---------------------|--------|--------|-------|------|--------|--------|------|--|
|                  |                     | 3      | 2      |       |      | 2019   | 2018   |      |  |
| <b>Capesize</b>  | <b>180K 6mnt TC</b> | 12,500 | 13,000 | -3.8% | -500 | 18,839 | 19,758 |      |  |
|                  | <b>180K 1yr TC</b>  | 14,000 | 14,500 | -3.4% | -500 | 17,397 | 19,575 |      |  |
|                  | <b>180K 3yr TC</b>  | 13,250 | 13,500 | -1.9% | -250 | 15,474 | 17,912 |      |  |
| <b>Panamax</b>   | <b>76K 6mnt TC</b>  | 9,750  | 9,750  | 0.0%  | 0    | 12,147 | 13,224 |      |  |
|                  | <b>76K 1yr TC</b>   | 10,000 | 10,000 | 0.0%  | 0    | 12,080 | 13,513 |      |  |
|                  | <b>76K 3yr TC</b>   | 10,250 | 10,250 | 0.0%  | 0    | 11,931 | 12,710 |      |  |
| <b>Supramax</b>  | <b>58K 6mnt TC</b>  | 9,000  | 9,250  | -2.7% | -250 | 11,493 | 13,142 |      |  |
|                  | <b>58K 1yr TC</b>   | 9,500  | 9,500  | 0.0%  | 0    | 11,344 | 12,984 |      |  |
|                  | <b>58K 3yr TC</b>   | 10,000 | 10,000 | 0.0%  | 0    | 10,883 | 12,267 |      |  |
| <b>Handysize</b> | <b>32K 6mnt TC</b>  | 8,000  | 8,000  | 0.0%  | 0    | 9,152  | 10,787 |      |  |
|                  | <b>32K 1yr TC</b>   | 8,250  | 8,250  | 0.0%  | 0    | 9,291  | 10,594 |      |  |
|                  | <b>32K 3yr TC</b>   | 8,500  | 8,500  | 0.0%  | 0    | 9,291  | 9,200  |      |  |

**Chartering**

The dry bulk market is still struggling to find a more stable footing, with losses extending for yet another week, while despite the fact that Panamax rates managed to move positively in the past days, it seems that this current week has brought along pressure across all sizes once again. The period market has seen almost non-existent activity and falling ideas as a result, while news that the first phase of the long awaited agreement between the US and China was eventually signed last week, have so far had little positive effect on market sentiment. China that has agreed to increase US imports by \$200bn by the end of 2021, has during this time turned to other trading partners to cover its need for dry bulk - among other - commodities, which ultimately means that an increase of US imports would effectively result in switching from one exporter to the other and not necessarily increasing its demand for the respective commodity.

Despite the fact that the Capesize market seemed to be finding a floor during last week, renewed pressure in the past couple of days has given charterers more control, with average T/C rates currently at \$7,062/d.

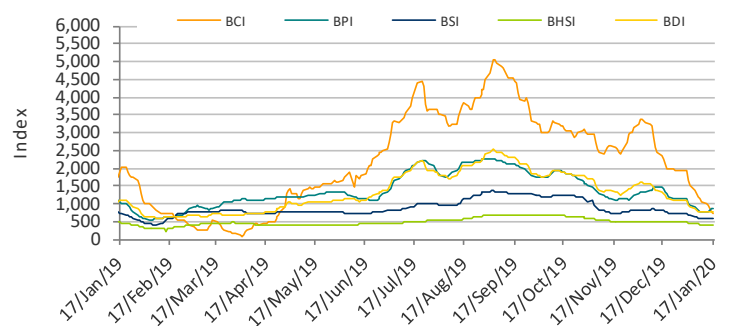
The Panamax market was the only positive exception last week, with ECSA activity keeping things upbeat in the region, while in the East, there were finally some improvements for NoPac and Indonesian round numbers.

Activity levels for the smaller sizes remained negative, with cargo stems in most key trading regions struggling to soak up excess tonnage, while limited period enquiry for Supras extended in the past days, with discounts implied by the few contracts that emerged in the past days.

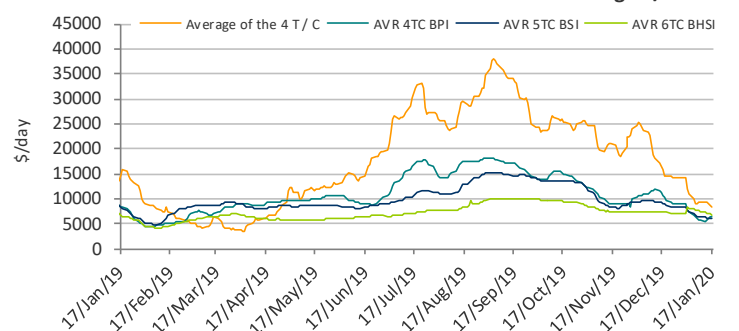
**Indicative Period Charters**

|                     |                     |      |             |
|---------------------|---------------------|------|-------------|
| - 11 to 13 mos      | - 'ARIADNE'         | 2016 | 207,520 dwt |
| - Qingdao end Jan   | - \$14,500/day      |      | - Rio Tinto |
| - 4 to 6 mos        | - 'OCEAN AMBITIOUS' | 2016 | 63,577 dwt  |
| - Kobe 25 Jan/2 Feb | - \$9,500/day       |      | - cnr       |

**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 |
|----------------------|------------|------------|-------|------|------|------|
| <b>Capesize 180k</b> | 26.0       | 27.0       | -3.7% | 30.3 | 35.3 | 31.1 |
| <b>Panamax 76K</b>   | 16.0       | 17.0       | -5.9% | 17.0 | 18.9 | 18.1 |
| <b>Supramax 58k</b>  | 15.5       | 15.5       | 0.0%  | 16.1 | 18.2 | 16.5 |
| <b>Handysize 32K</b> | 12.0       | 12.5       | -4.0% | 13.2 | 15.5 | 13.0 |

**Sale & Purchase**

In the Ultramax sector we had the sale of the "TR OMAHA" (63,446dwt-bl't '14, China), which was sold to undisclosed buyers, for a price in the region of \$18.3m.

In the Handysize sector we had the sale of the "SHIMANAMI 651" (37,600dwt-bl't '20, Japan), which was sold to Swiss owner, Nova Maritime, for an undisclosed price in the region.

**Tankers**

| Size  | Name                   | Dwt     | Built | Yard              | M/E               | SS due | Hull | Price       | Buyers                          | Comments               |
|-------|------------------------|---------|-------|-------------------|-------------------|--------|------|-------------|---------------------------------|------------------------|
| VLCC  | AGIOS NIKOLAS          | 318,900 | 2019  | HYUNDAI, S. Korea | MAN-B&W           |        | DH   | \$ 107.0m   | undisclosed                     | scrubber fitted        |
| VLCC  | LADY                   | 300,000 | 2020  | DAEWOO, S. Korea  | YYY               |        | DH   | \$ 105.0m   | South Korean                    | scrubber fitted        |
| SUEZ  | CAPE BELLAVISTA        | 159,453 | 2002  | HYUNDAI, S. Korea | B&W               | Dec-22 | DH   | \$ 20.0m    | Greek                           |                        |
| SUEZ  | CAPE BAXLEY            | 159,385 | 2003  | HYUNDAI, S. Korea | MAN-B&W           | Jun-23 | DH   | \$ 20.0m    |                                 |                        |
| SUEZ  | SCF ALTAI              | 159,417 | 2001  | HYUNDAI, S. Korea | MAN-B&W           | Dec-21 | DH   | \$ 17.8m    | Greek                           |                        |
| MR    | POMER                  | 52,579  | 2011  | 3 MAJ, Croatia    | Wartsila          | Feb-21 | DH   | \$ 24.5m    | Norwegian<br>(Champion Tankers) | 2-yrs T/C to Clearlake |
| MR    | RICH WIND              | 47,401  | 2009  | ONOMICHI, Japan   | MAN-B&W           | Jan-24 | DH   | \$ 16.8m    | Danish (dee4 Capital)           |                        |
| MR    | MANUELA BOTTIGLIERI    | 40,166  | 2002  | HYUNDAI, S. Korea | MAN-B&W           | Oct-22 | DH   |             |                                 |                        |
| MR    | GHETTY BOTTIGLIERI     | 40,165  | 2002  | HYUNDAI, S. Korea | B&W               | Jun-22 | DH   | \$ 28.0m    | Chinese                         |                        |
| MR    | ALESSANDRA BOTTIGLIERI | 40,165  | 2002  | HYUNDAI, S. Korea | MAN-B&W           | Aug-22 | DH   |             |                                 |                        |
| MR    | MARIELLA BOTTIGLIERI   | 40,165  | 2002  | HYUNDAI, S. Korea | MAN-B&W           | Apr-22 | DH   |             |                                 |                        |
| SMALL | LIANRUN 168            | 4,382   | 2015  | YANGZHOU, China   | Chinese Std. Type |        | DH   | \$ 6.0m     | Chinese                         |                        |
| SMALL | HANYU DREAM            | 2,955   | 2003  | SAMHO, S. Korea   | MAN               | May-23 | DH   | undisclosed | undisclosed                     |                        |

**Bulk Carriers**

| Size  | Name          | Dwt    | Built | Yard                        | M/E     | SS due | Gear             | Price       | Buyers                 | Comments                     |
|-------|---------------|--------|-------|-----------------------------|---------|--------|------------------|-------------|------------------------|------------------------------|
| UMAX  | TR OMAHA      | 63,446 | 2014  | HANTONG, China              | MAN-B&W |        | 4 X 30t CRANES   | \$ 18.3m    | undisclosed            | on subs until end of January |
| SMAX  | NOVA GORICA   | 53,100 | 2008  | YANGZHOU, China             | MAN-B&W | Aug-23 | 4 X 35t CRANES   | \$ 8.0m     | undisclosed            | BWTS fitted                  |
| HANDY | SHIMANAMI 651 | 37,600 | 2020  | SHIMANAMI, Japan            | MAN-B&W |        | 4 X 30,5t CRANES | undisclosed | Swiss<br>(Nova Marine) | old sale                     |
| HANDY | KS FLORA      | 35,678 | 2015  | TSUNEISHI CEBU, Philippines | MAN-B&W | Mar-20 | 4 X 30t CRANES   | \$ 15.0m    | European               |                              |

**Gas/LPG/LNG**

| Type | Name            | Dwt    | Built | Yard                   | M/E        | SS due | Cbm    | Price    | Buyers             | Comments |
|------|-----------------|--------|-------|------------------------|------------|--------|--------|----------|--------------------|----------|
| LPG  | GASCHEM BREMEN  | 26,645 | 2010  | HYUNDAI MIPO, S. Korea | MAN-B&W    |        | 34,300 | \$ 25.0m |                    |          |
| LPG  | GASCHEM STADE   | 26,618 | 2010  | HYUNDAI MIPO, S. Korea | MAN-B&W    |        | 34,300 | \$ 25.0m | Greek (Stealthgas) |          |
| LPG  | GASCHEM HAMBURG | 26,599 | 2010  | HYUNDAI MIPO, S. Korea | MAN-B&W    |        | 34,300 | \$ 25.0m |                    |          |
| LPG  | TAMARA          | 6,017  | 2002  | KYOKUYO ZOSEN, Japan   | B&W        |        | 7,077  | \$ 6.7m  | Asian              |          |
| LPG  | AYANNA          | 3,848  | 2010  | SHITANOE, Japan        | Mitsubishi |        | 3,517  | \$ 9.5m  | Thai               |          |

**Containers**

| Size      | Name           | Teu   | Built | Yard         | M/E      | SS due | Gear | Price    | Buyers                               | Comments |
|-----------|----------------|-------|-------|--------------|----------|--------|------|----------|--------------------------------------|----------|
| POST PMAX | YM UTOPIA      | 8,241 | 2008  | CSBC, Taiwan | MAN-B&W  | Jun-23 |      | \$ 29.0m | German                               | on subs  |
| POST PMAX | IRENES WARWICK | 5,527 | 2007  | CSBC, Taiwan | Wartsila |        |      | \$ 20.6m | Singaporean (Asiatic Lloyd Shipping) |          |

**MPP/General Cargo**

| Name   | Dwt   | Built | Yard           | M/E | SS due | Gear           | Price   | Buyers   | Comments |
|--------|-------|-------|----------------|-----|--------|----------------|---------|----------|----------|
| DANITA | 6,405 | 2005  | TIANJIN, China |     |        | 2 X 60t CRANES | \$ 4.8m | Estonian |          |



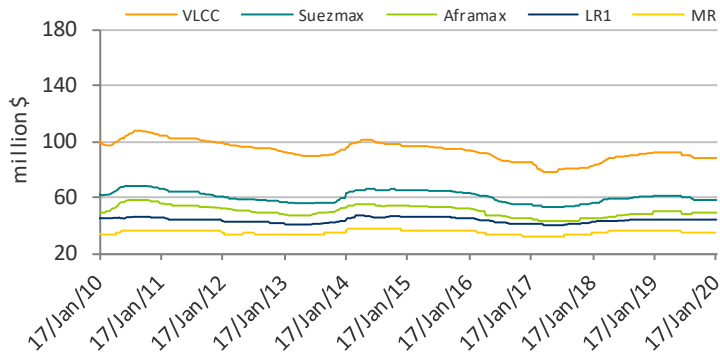
**Indicative Newbuilding Prices (million\$)**

| Vessel  |                 | Week 3 | Week 2 | ±%   | 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 | 44.0   | 44.0   | 0.0% | 44   | 43   | 42   |

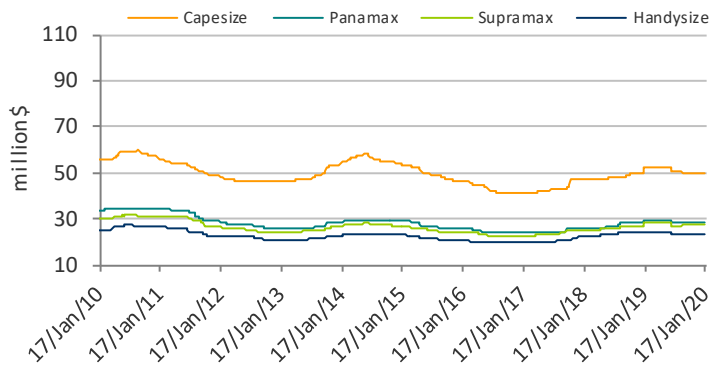
Healthy tanker contracting activity resumed as evidence of the restored confidence among owners following the high levels the spot market has been enjoying since last October together with the implementation of lower emissions rules that constitute investing in modern designs a critical strategy. Preliminary numbers for 2019 show that a total of 429 tankers (>25,000dwt) were ordered, an increase of around 12% compared to 2018, while on the dry bulk side activity has slowed down considerably last year, with the decrease calculated at around 43%. Having said that, we have been seeing a bit more activity for bulkers in the past weeks, a development hardly inspired by the performance of the freight market in this case as most contracts coming to light are either on the back of pre-agreed employment or fuelled by the need for vessels complying with the new regulations.

In terms of recently reported deals, Greek owner, Central Group, placed an order for two firm Suezmax tankers (158,000 dwt) at Hyundai Samho, in South Korea for a price in the region of \$65.0m and delivery set in 2021.

**Tankers Newbuilding Prices (m\$)**



**Bulk Carriers Newbuilding Prices (m\$)**



**Newbuilding Orders**

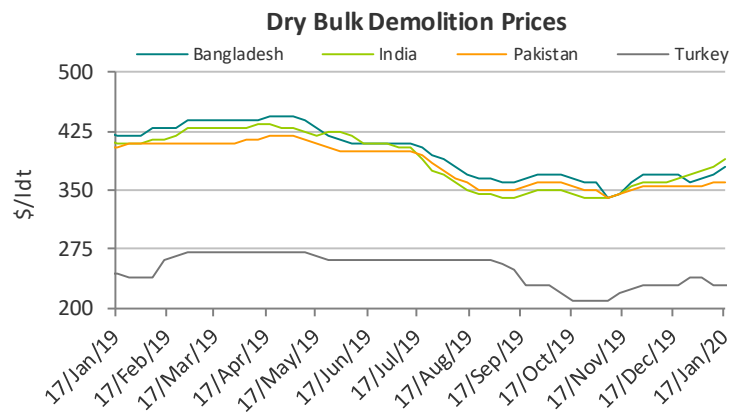
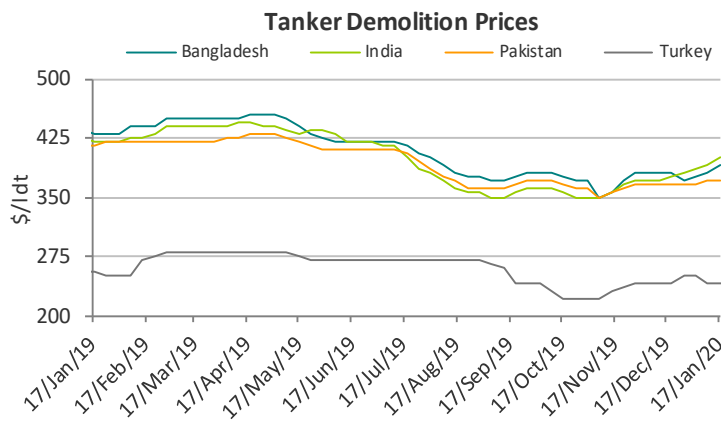
| Units | Type   | Size        | Yard                       | Delivery  | Buyer                      | Price       | Comments                      |
|-------|--------|-------------|----------------------------|-----------|----------------------------|-------------|-------------------------------|
| 2     | Tanker | 158,000 dwt | Hyundai Samho, S. Korea    | 2021      | Greek (Central Group)      | \$ 65.0m    | scrubber fitted               |
| 2     | Tanker | 114,000 dwt | GSI, China                 | 2021      | Danish (Torm)              | \$ 48.0m    |                               |
| 1     | Tanker | 113,000 dwt | Sumitomo, Japan            | 2021      | Finnish (Lundqvist AB)     | \$ 50.0m    | scrubber fitted               |
| 1+1   | Tanker | 38,000 dwt  | Jiangsu New Hantong, China | 2021-2022 | German (Carl Büttner)      | undisclosed |                               |
| 1     | Bulker | 210,000 dwt | Tianjin Xingang, China     | 2021      | Chinese (Cosco)            | \$ 54.0m    | options declared              |
| 1     | LNG    | 180,000 cbm | Hyundai Samho, S. Korea    | 2022      | South Korean (SK Shipping) | \$ 198.0m   | option declared               |
| 3     | LPG    | 84,000 cbm  | Hyundai                    | 2022      | Japanese (Nissen)          | \$ 77.0m    | scrubber fitted, dual fuelled |

**Indicative Demolition Prices (\$/ldt)**

|          | Markets    | Week 3 | Week 2 | ±%   | 2019 | 2018 | 2017 |
|----------|------------|--------|--------|------|------|------|------|
| Tanker   | Bangladesh | 390    | 380    | 2.6% | 410  | 442  | 376  |
|          | India      | 400    | 390    | 2.6% | 400  | 438  | 374  |
|          | Pakistan   | 370    | 370    | 0.0% | 395  | 437  | 379  |
|          | Turkey     | 240    | 240    | 0.0% | 259  | 280  | 250  |
| Dry Bulk | Bangladesh | 380    | 370    | 2.7% | 400  | 431  | 358  |
|          | India      | 390    | 380    | 2.6% | 390  | 428  | 354  |
|          | Pakistan   | 360    | 360    | 0.0% | 385  | 427  | 358  |
|          | Turkey     | 230    | 230    | 0.0% | 249  | 270  | 240  |

The demolition market remained busy throughout last week, with a generous number of sales being reported in the past few days and \$400/ldt bids quoted out of the Indian subcontinent market after almost six months. India remained leader in both prices and activity, with the soft decrease on local scrap steel prices unable to put a stop to the strong appetite local cash buyers have been displaying in the past weeks. Bangladesh is following closely, with premiums over last done levels seen in this case as well, while at the same time container vessels continue to dominate the list of demo candidates for yet another week. Surprisingly enough, tankers have seen the most activity during the first three weeks of the year compared to containerships and bulkers, while during 2019 the sector has seen a 73% drop in scrapping, opposite to dry bulkers that have seen activity increasing by 48% compared to 2018. Average prices in the different markets this week for tankers ranged between \$240-400/ldt and those for dry bulk units between \$230-390/ldt.

The highest price amongst recently reported deals was paid by Indian breakers for the Feedermax container "NEAPOLIS" (21,152dwt-7,329ldt-bl't '00), which received \$421/ldt.

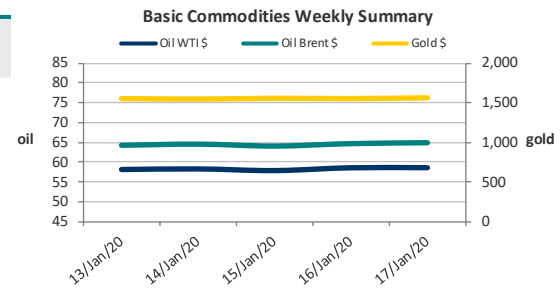


**Demolition Sales**

| Name            | Size   | Ldt    | Built | Yard                  | Type   | \$/ldt     | Breakers    | Comments        |
|-----------------|--------|--------|-------|-----------------------|--------|------------|-------------|-----------------|
| APL THAILAND    | 66,520 | 24,250 | 1995  | HDW AG, Germany       | CONT   | \$ 395/Ldt | Indian      | as-is Singapore |
| UNIVERSAL GREEN | 54,053 | 10,463 | 2002  | SANOYAS, Japan        | BULKER | \$ 415/Ldt | Indian      | HKC recycling   |
| UNI HARVEST     | 46,899 | 9,483  | 1991  | SHIN KURUSHIMA, Japan | BULKER | \$ 381/Ldt | Bangladeshi |                 |
| SUPERTEC        | 44,679 | 9,264  | 1991  | SANOYAS, Japan        | BULKER | \$ 381/Ldt | Bangladeshi |                 |
| NEAPOLIS        | 21,152 | 7,329  | 2000  | HANJIN, S. Korea      | CONT   | \$ 421/Ldt | Indian      | as-is Singapore |
| V. L. 5         | 2,498  | 1,028  | 1988  | SASAKI, Japan         | TANKER | \$ 367/Ldt | Bangladeshi |                 |

**Market Data**

|                     | 17-Jan-20         | 16-Jan-20 | 15-Jan-20 | 14-Jan-20 | 13-Jan-20 | W-O-W<br>Change % |       |
|---------------------|-------------------|-----------|-----------|-----------|-----------|-------------------|-------|
| Stock Exchange Data | 10year US Bond    | 1.830     | 1.800     | 1.780     | 1.810     | 1.840             | 0.5%  |
|                     | S&P 500           | 3,329.62  | 3,316.81  | 3,289.29  | 3,283.15  | 3,288.13          | 2.0%  |
|                     | Nasdaq            | 9,388.94  | 9,357.13  | 9,258.70  | 9,251.33  | 9,273.93          | 2.3%  |
|                     | Dow Jones         | 29,348.10 | 29,297.64 | 29,030.22 | 28,939.67 | 28,907.05         | 1.8%  |
|                     | FTSE 100          | 7,674.56  | 7,609.81  | 7,642.80  | 7,622.35  | 7,617.60          | 1.1%  |
|                     | FTSE All-Share UK | 4,257.93  | 4,222.79  | 4,237.59  | 4,229.23  | 4,225.78          | 1.2%  |
|                     | CAC40             | 6,100.72  | 6,039.03  | 6,032.61  | 6,040.89  | 6,036.14          | 1.1%  |
|                     | Xetra Dax         | 13,526.13 | 13,429.43 | 13,432.30 | 13,456.49 | 13,451.52         | 0.6%  |
|                     | Nikkei            | 24,041.26 | 24,041.26 | 23,933.13 | 23,916.58 | 24,025.17         | 0.1%  |
|                     | Hang Seng         | 28,883.04 | 28,883.04 | 28,773.59 | 28,885.14 | 28,954.94         | 1.1%  |
|                     | DJ US Maritime    | 296.94    | 297.50    | 296.94    | 300.12    | 296.25            | 0.7%  |
|                     | € / \$            | 1.11      | 1.11      | 1.12      | 1.11      | 1.11              | -0.3% |
|                     | £ / \$            | 1.30      | 1.31      | 1.30      | 1.30      | 1.30              | -0.3% |
| Currencies          | \$ / ¥            | 110.13    | 110.19    | 109.89    | 109.86    | 110.00            | 0.6%  |
|                     | \$ / NoK          | 0.11      | 0.11      | 0.11      | 0.11      | 0.11              | -0.3% |
|                     | Yuan / \$         | 6.86      | 6.88      | 6.89      | 6.90      | 6.89              | -0.9% |
|                     | Won / \$          | 1,161.46  | 1,159.77  | 1,158.36  | 1,158.15  | 1,154.94          | 0.2%  |
|                     | \$ INDEX          | 97.61     | 97.32     | 97.23     | 97.37     | 97.34             | 0.3%  |



**Bunker Prices**

|        |           | 17-Jan-20 | 10-Jan-20 | W-O-W<br>Change % |
|--------|-----------|-----------|-----------|-------------------|
| MGO    | Rotterdam | 549.5     | 571.0     | -3.8%             |
|        | Houston   | 595.5     | 639.5     | -6.9%             |
|        | Singapore | 669.0     | 707.0     | -5.4%             |
| 380cst | Rotterdam | 298.5     | 303.5     | -1.6%             |
|        | Houston   | 334.5     | 346.5     | -3.5%             |
|        | Singapore | 366.0     | 386.0     | -5.2%             |

**Maritime Stock Data**

| Company                         | Stock Exchange | Curr. | 17-Jan-20 | 10-Jan-20 | W-O-W<br>Change % |
|---------------------------------|----------------|-------|-----------|-----------|-------------------|
| CAPITAL PRODUCT PARTNERS LP     | NASDAQ         | USD   | 13.08     | 13.37     | -2.2%             |
| COSTAMARE INC                   | NYSE           | USD   | 10.48     | 9.92      | 5.6%              |
| DANAOS CORPORATION              | NYSE           | USD   | 8.51      | 9.31      | -8.6%             |
| DIANA SHIPPING                  | NYSE           | USD   | 3.01      | 2.98      | 1.0%              |
| EAGLE BULK SHIPPING             | NASDAQ         | USD   | 4.25      | 4.40      | -3.4%             |
| EUROSEAS LTD.                   | NASDAQ         | USD   | 4.04      | 4.50      | -10.2%            |
| GLOBUS MARITIME LIMITED         | NASDAQ         | USD   | 1.00      | 0.96      | 4.2%              |
| NAVIOS MARITIME ACQUISITIONS    | NYSE           | USD   | 7.64      | 7.80      | -2.1%             |
| NAVIOS MARITIME HOLDINGS        | NYSE           | USD   | 3.91      | 3.75      | 4.3%              |
| NAVIOS MARITIME PARTNERS LP     | NYSE           | USD   | 16.15     | 16.59     | -2.7%             |
| SAFE BULKERS INC                | NYSE           | USD   | 1.60      | 1.59      | 0.6%              |
| SEANERGY MARITIME HOLDINGS CORP | NASDAQ         | USD   | 0.50      | 0.47      | 6.4%              |
| STAR BULK CARRIERS CORP         | NASDAQ         | USD   | 10.62     | 11.02     | -3.6%             |
| STEALTHGAS INC                  | NASDAQ         | USD   | 3.33      | 3.50      | -4.9%             |
| TSAKOS ENERGY NAVIGATION        | NYSE           | USD   | 3.84      | 4.29      | -10.5%            |
| TOP SHIPS INC                   | NASDAQ         | USD   | 0.95      | 0.91      | 4.4%              |

**Market News**

**“Safe Bulklers leases back eight vessels for refinancing.**

Safe Bulklers has sold and leased back eight ships to refinance \$105.2m in loans coming due in 2023 and 2025.

The New York-listed bulker owner will receive \$158.3m in proceeds from the transaction, leaving it with \$53.1m in liquidity.

Two ships were leased back under six-year bareboat charters while the other six went under eight-year bareboat fixtures. The company did not disclose the buyers.

Safe Bulklers may repurchase four ships three years into their charters and the other four after 61 months, all at set prices

The leasebacks contain financial covenants in line with Safe Bulklers' existing loan and credit facilities. After refinancing, the company will have paid out \$620m in repayments through 2027.

It has also entered into a three-year unsecured revolving credit facility with a \$15m draw-down capacity...”(TradeWinds)

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