

Market insight

By Dionysis Kourouniotis, Research & Valuations Department

The imminent global shift towards eco-friendliness has caused divide among the shipping community because there is no outlined, clear-cut way via which shipowners can start approaching the future IMO targets. In 2018, the Marine Environmental Protection Committee adopted a greenhouse gas (GHG) emissions reduction strategy entailing (among others): reduction of CO₂ emissions by at least 40% by 2030 and by at least 50% by 2050, compared to 2008 levels. Earlier this month, the 4th IMO GHG study forecasted that shipping emissions are due to increase by approximately 50% till 2050! This will undoubtedly speed up the need for effective GHG mitigation techniques in the maritime industry. It can be argued that realistic attainment of the IMO 2050 target will likely need to encompass a combination of market-based, technological, logistical and ship finance measures. Propulsion methods such as LNG and ammonia currently offer high yet expensive CO₂ mitigation potentials. On the other hand, a bunker levy could offer a directly implementable and R&D cost-free approach towards the IMO targets.

A bunker levy may be implemented by a direct carbon tax or an emission trading scheme (ETS). The latter is less desirable since it can only absorb (40-75)% of emissions captured by a current respective bunker levy. Carbon neutral fuels would set a zero-levy baseline; the levy could be increased with increasing carbon footprint of fuels. This method would require a tax per ton of CO₂ (\$/CO₂) emission equivalent (as an industry benchmark). The three current levy implementation strategies proposed in 2019 by the Technical University of Denmark led by Dr. Harilaos Psaraftis include low, medium and high levy intensity strategies.

Levy Intensity	Pricing (\$/ton CO ₂)	Forecasted GHG Decrease	Total Cost Billion (\$)
Low	0.5 – 5.0	Negligible	2.8
Medium	5.0 – 75.0	Moderate	40.7
High	>75.0	Significant	76.3

A horizontal IMO-imposed levy could be enacted on a gradual basis starting from 2023-24 to account for the current newbuilding orders placed. Current IFO price is at around \$280/ton, therefore a carbon levy of \$75/ton (even at a [15-25]% initial implementation) would increase fuel costs by approximately [5-7]%. Alternatively, a greater than 70% levy imposition by 2030 could be overly aggressive as it would require the timely development of GHG reduction technologies to avoid the shifting of costs from shipowners to end consumers. This is because total annual costs to the shipping industry would exceed \$65 billion (computed based on BP's Statistical Energy Review & Outlook, 2019). The revenue stream distribution of the carbon levy would have to be carefully allocated by the IMO. Arguably, a significant proportion of the funds would have to be used to finance greener shipbuilding methods (inclusive of R&D required) and end-products (vessels). The policy could also incentivize investment in eco-friendly vessel newbuildings by providing lower carbon taxation rates on vessels with better Energy Efficiency Design Indices (EEDIs).

In conclusion, an industry-wide carbon levy may be an efficient approach towards carbon neutrality in shipping due to its direct implement-ability and cost-effectiveness. Regardless of the method(s) employed, successful and feasible GHG mitigation would need to impact all shipowners fairly; this could be accomplished by accurate assessment of each vessel's carbon footprint. Achieving the IMO 2050 target will require sound collaboration among regulators, industry players and research and financial institutions which could in turn result in the much anticipated and needed re-designing of the international seaborne landscape.

Chartering (Wet: **Soft-** / Dry: **Stable+**)

The dry bulk market was a bit of mixed bag this past week, with rates across the different sizes moving to opposite directions. The BDI today (01/09/2020) closed at 1471 points, down by 17 points compared to Monday's (31/08/2020) levels and decreased by 47 points when compared to previous Tuesday's closing (25/08/2020). The weakness in the crude carriers' earnings has yet to catch a break, with further discounts noted across all sizes. The BDTI today (01/09/2020) closed at 466, decreased by 11 points and the BCTI at 482, a decrease of 1 point compared to previous Tuesday's (25/08/2020) levels.

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

It has been a while since we last witnessed such a plethora of secondhand tanker transactions with tanker deal volumes surpassing those of dry bulk units. Furthermore, SnP momentum remained strong for dry bulk units while appetite for both sectors varied across the size spectrum. In the tanker sector we had the sale of the "BAG MEUR" (306,324dwt-bl't '00, S. Korea), which was sold to Singaporean owner, Equatorial Marine, for a price in the region of \$22.0m. On the dry bulk side sector we had the sale of the "TETE OLDENDORFF" (180,585dwt-bl't '11, S. Korea), which was sold to Greek buyers, for a price in the region of \$19.0m.

Newbuilding (Wet: **Firm+** / Dry: **Soft-**)

The number of newbuilding orders emerging last week revealed a spurt of sentiment, with contracting activity divided across all types of vessels. Tanker candidates had the lion's share of recent newbuilding contracts with MR product carrier orders being the most prominent. Indeed, a total of 14 newbuilding MR vessels were ordered during August with Hyundai HI group having the exclusive shipbuilding role for all of them. At the same time, interest for bulk candidates remained timid over the past weeks with Supramax/Ultramax sizes constituting the majority of orders. At the same time, the current shipbuilding atmosphere is reflected among shipyards which continue to offer discounts on newbuilding units. In terms of recently reported deals, Vista Shipping, a joint venture between Hafnia and CSSC Shipping, placed an order for four firm LR2 vessels (115,000 dwt) at Guangzhou, in China for a price in the region of \$60.0m each and delivery set in 2022.

Demolition (Wet: **Stable+** / Dry: **Stable+**)

Following two months of rising scrap prices, breakers across the Indian subcontinent stabilized their bids this past week. A moderate cash buyers' approach was more or less anticipated with owners' appetite for disposing their units increasing amidst high fetching scrap prices. In addition, the increasing covid-19 cases are causing fears for potential lockdowns during the next quarter, especially in India where more than 970,000 cases have been recorded during the past 2 weeks. Pakistani breakers are still leading the race offering an average price of \$360 and \$340 per ldt for tanker and dry bulk units, respectively. It remains to be seen, whether their Indian and Bangladeshi cash buyer competitors, will surpass these levels. Such an event may materialize soon largely owing to the increasing steel plate prices in these regions. Average prices in the different markets this week for tankers ranged between \$200-360/ldt and those for dry bulk units between \$195-340/ldt.

Spot Rates

Vessel	Routes	Week 35		Week 34		\$ /day ±%	2019	2018
		WS points	\$ /day	WS points	\$ /day		\$ /day	\$ /day
VLCC	265k MEG-SPORE	30	13,658	33	17,519	-22.0%	45,517	20,265
	280k MEG-USG	19	1,164	20	2,564	-54.6%	35,659	5,635
	260k WAF-CHINA	32	16,333	38	22,952	-28.8%	41,077	18,362
Suezmax	130k MED-MED	52	11,986	52	11,816	1.4%	30,857	20,320
	130k WAF-UKC	43	9,602	44	10,749	-10.7%	25,082	11,031
	140k BSEA-MED	54	4,859	55	5,830	-16.7%	30,857	20,320
Aframax	80k MEG-EAST	71	8,422	69	7,728	9.0%	24,248	12,563
	80k MED-MED	56	-1,182	62	2,303	-151.3%	25,771	18,589
	100k BALTIC/UKC	54	6,507	54	6,471	0.6%	25,842	14,943
Clean	70k CARIBS-USG	64	2,959	65	3,429	-13.7%	20,886	19,039
	75k MEG-JAPAN	96	19,486	90	17,480	11.5%	22,050	11,119
	55k MEG-JAPAN	98	14,167	98	14,099	0.5%	15,071	8,449
Dirty	37K UKC-USAC	115	11,392	90	6,774	68.2%	12,367	7,529
	30K MED-MED	95	510	80	-3,196	116.0%	14,008	5,487
	55K UKC-USG	58	1,671	58	2,147	-22.2%	15,960	9,527
Dirty	55K MED-USG	58	1,697	58	2,161	-21.5%	15,327	9,059
	50k CARIBS-USG	82	5,642	76	4,275	32.0%	18,781	10,637

TC Rates

	\$ /day	Week 35	Week 34	±%	Diff	2019	2018
VLCC	300k 1yr TC	36,000	36,000	0.0%	0	37,462	25,394
	300k 3yr TC	35,000	35,000	0.0%	0	35,777	31,306
Suezmax	150k 1yr TC	22,000	23,000	-4.3%	-1000	26,808	17,668
	150k 3yr TC	26,000	26,000	0.0%	0	25,988	21,743
Aframax	110k 1yr TC	19,500	19,500	0.0%	0	21,990	15,543
	110k 3yr TC	21,750	21,750	0.0%	0	22,426	18,532
Panamax	75k 1yr TC	16,000	16,000	0.0%	0	16,635	13,192
	75k 3yr TC	15,750	15,750	0.0%	0	16,916	15,032
MR	52k 1yr TC	14,500	14,500	0.0%	0	15,269	13,721
	52k 3yr TC	16,000	16,000	0.0%	0	16,181	15,065
Handy	36k 1yr TC	13,250	13,250	0.0%	0	13,856	12,264
	36k 3yr TC	14,000	14,000	0.0%	0	13,753	13,431

Chartering

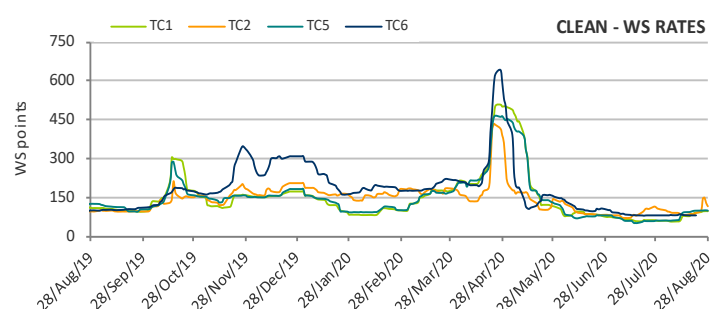
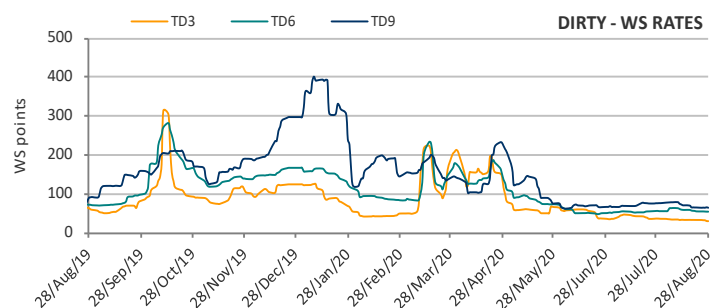
The crude carrier market further softened this past week. Rates across all sectors witnessed substantial discounts amidst low business volumes coupled with oversupply of open tonnage in most regions. Index for the dirty carries closed off the week down by 9 points with VLCC's mostly contributing to this negative trend. Average earnings in both Suezmax and Aframax markets followed the same pattern. There were w-o-w declines with cross-med earnings for the latter sector posting at a year-low of \$ -1182 per day. Period wise, interest for long term business was subdued while expectation for a meaningful rebound in the coming days remains restrained.

Rates in the VLCC market were under pressure last week, with both Middle East and West Africa activity slowing down significantly. Overall, average earnings fell by approximately \$2,500 w-o-w with the injection of VLCC tonnage currently under storage business raising further concerns that market has yet more points to lose.

Sentiment in the Suezmax sector remained negative on the back of dampened demand out of both West Africa and Med regions. Aframax rates noted a mixed picture, with cross-med earnings hitting rock-bottom for the year while both North European and MEG rates witnessed small increases.

Indicative Period Charters

- 6 mos	- 'BUNGA KASTURI TIGA'	2006	300,398 dwt
-	- \$32,000/day		- ChemChina
- 12 mos	- 'LIBRA SUN'	2010	115,123 dwt
-	- \$22,500/day		- Mjolner Shipping



Indicative Market Values (\$ Million) - Tankers

Vessel 5yrs old		Aug-20 avg	Jul-20 avg	±%	2019	2018	2017
VLCC	300KT DH	67.8	68.1	-0.5%	69.6	64.5	62.0
Suezmax	150KT DH	47.4	47.9	-1.1%	49.0	43.8	41.4
Aframax	110KT DH	35.5	36.1	-1.7%	37.1	32.1	30.4
LR1	75KT DH	29.0	29.0	0.0%	31.5	29.6	27.6
MR	52KT DH	25.0	25.9	-3.5%	28.5	26.6	23.4

Sale & Purchase

In the VLCC sector we had the sale of the "BAG MEUR" (306,324dwt-blt '00, S. Korea), which was sold to Singaporean owner, Equatorial Marine, for a price in the region of \$22.0m.

In the Aframax sector we had the sale of the "DEEP BLUE" (111,808dwt-blt '05, S. Korea), which was sold to Indonesian owner, Waruna, for a price in the region of \$14.0m.

Baltic Indices

	Week 35 28/08/2020		Week 34 21/08/2020		Point Diff	\$ / day ±%	2019	
	Index	\$ / day	Index	\$ / day			Index	Index
BDI	1,488		1,481		7		1,344	1,349
BCI	2,218	\$18,394	2,160	\$17,918	58	2.7%	2,239	2,095
BPI	1,617	\$14,549	1,653	\$14,876	-36	-2.2%	1,382	1,451
BSI	958	\$10,537	962	\$10,586	-4	-0.5%	877	1,030
BHSI	570	\$10,258	546	\$9,833	24	4.3%	490	597

Period

	\$ / day	Week 35	Week 34	±%	Diff	2019	2018
Capesize	180K 6mnt TC	21,500	21,500	0.0%	0	18,839	19,758
	180K 1yr TC	16,750	16,750	0.0%	0	17,397	19,575
	180K 3yr TC	14,500	14,500	0.0%	0	15,474	17,912
Panamax	76K 6mnt TC	11,500	11,500	0.0%	0	12,147	13,224
	76K 1yr TC	11,250	11,250	0.0%	0	12,080	13,513
	76K 3yr TC	10,500	10,500	0.0%	0	11,931	12,710
Supramax	58K 6mnt TC	11,250	11,250	0.0%	0	11,493	13,142
	58K 1yr TC	10,750	10,750	0.0%	0	11,344	12,984
	58K 3yr TC	9,500	9,500	0.0%	0	10,883	12,267
Handysize	32K 6mnt TC	9,250	9,000	2.8%	250	9,152	10,787
	32K 1yr TC	8,750	8,750	0.0%	0	9,291	10,594
	32K 3yr TC	8,500	8,500	0.0%	0	9,291	9,200

Chartering

The Dry bulk market has sent unclear signals for another week, with its performance varying across the different sizes. The week kicked off with gains while Panamax rates were the only negative exceptions. However, as the week progressed, declines were recorded across the board. Handysize owners, managed to show resistance and retain the positive momentum of the sector with BHSI recording a new year high of 570 points. Overall, the BDI closed off the week up by 7 points. The last chapter of Q3 has almost commenced and it is interesting to see whether this month will lay the foundations for the traditionally strong winter period and if hopes for a meaningful rebound will materialize.

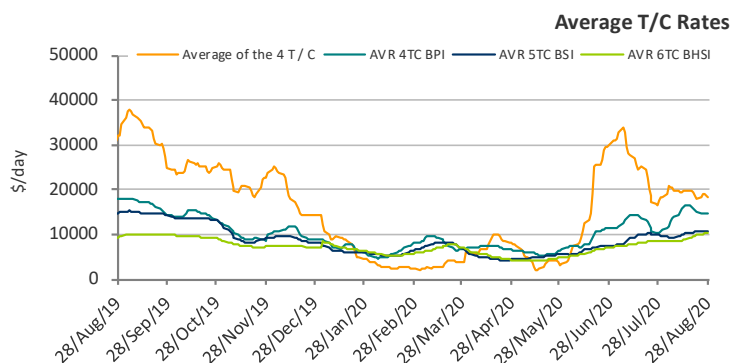
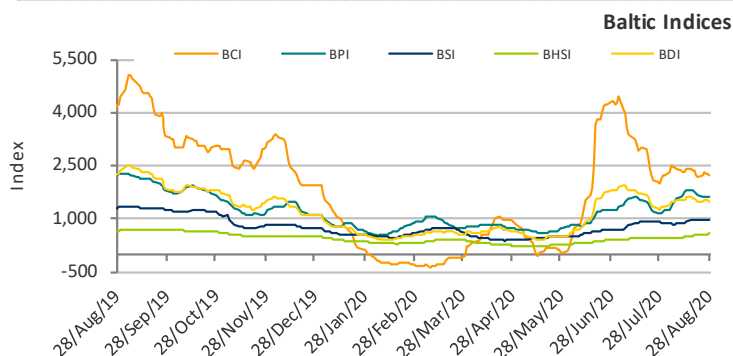
The Atlantic Capesize market remained quiet last week. Tonnage demand for transatlantic round voyage was particularly soft while rates for fronthaul trips out of both the Continent and Mediterranean regions remained almost constant. There was a completely opposite market outlook in the Pacific basin. Owners enjoyed improved rates for transpacific round voyages while increased cargo demand from China boosted earnings for fronthaul trips out of Brazil.

Panamax tonnage activity was uninspiring in the Atlantic basin, with business out of the Continent following a negative trajectory across all destinations. Far East region provided the only support on rates with owners achieving decent premiums over last done.

In the Supramax sector, ECSA was the only main source of cargoes in the Atlantic, with the rest of the regions ending the week with discounts. Among the main business routes, earnings for fronthaul trips out of the Black Sea suffered noteworthy discounts while both USG and Continent activity remained steady compared to the previous week. In the Pacific, rates enjoyed tiny upticks which provided small support to average earnings. Lack of prompt Handysize tonnage in the Continent helped owners to accomplish better rates and push average earnings to \$10,258 per day. The rest of the market remained relatively stable across the board.

Indicative Period Charters

-12 to 14 mos	- 'UGO DE CARLINI'	2010	175,800 dwt
- Manila	-\$15,000/day		- Pacbulk Shipping



Indicative Market Values (\$ Million) - Bulk Carriers

Vessel 5 yrs old	Aug-20 avg	Jul-20 avg	±%	2019	2018	2017
Capesize 180k	25.0	25.0	0.0%	30.3	35.3	31.1
Panamax 76K	17.0	17.0	0.0%	17.0	18.9	18.1
Supramax 58k	15.0	15.0	0.0%	16.1	18.2	16.5
Handysize 32K	11.5	11.6	-0.9%	13.2	15.5	13.0

Sale & Purchase

In the Capesize sector we had the sale of the "TETE OLDENDORFF" (180,585dwt-bl't '11, S. Korea), which was sold to Greek buyers, for a price in the region of \$19.0m.

In the Handysize sector we had the sale of the "TRANSCENDEN TIME" (32,688dwt-bl't '10, China), which was sold to undisclosed buyers, for a price in the region of \$6.0m.

Tankers										
Size	Name	Dwt	Built	Yard	M/E	SS due	Hull	Price	Buyers	Comments
VLCC	BAG MEUR	306,324	2000	HYUNDAI HI, S. Korea	Sulzer		DH	\$ 22.0m	Sigaporean (Equatorial Marine)	
SUEZ	ZEYNEP	158,000	2020	HYUNDAI HI, S. Korea	MAN-B&W		DH	\$ 63.5m	CSSC (Chinese)	incl. 10-yrs charter back
SUEZ	AYSE C	158,000	2020	HYUNDAI HI, S. Korea	MAN-B&W		DH	\$ 63.5m		
AFRA	DEEP BLUE	111,808	2005	HYUNDAI SAMHO, S. Korea	B&W	Jun-25	DH	\$ 14.0m	Indonesian (Waruna)	
AFRA	EBN BATUTA	112,679	2002	SAMHO, S. Korea	B&W	Apr-22	DH	\$ 10.5m	Middle Eastern	
AFRA	INTISAR	112,668	2002	SAMHO, S. Korea	B&W	May-22	DH	\$ 10.5m		
LR1	HAFNIA AMERICA	74,996	2006	ONOMICHI, Japan	Mitsubishi	Oct-21	DH	\$ 12.0m	undisclosed	epoxy coated
MR	NORD ANDES	49,962	2011	ONOMICHI, Japan	MAN-B&W	Sep-21	DH	\$ 20.6m	Chinese (Xintong)	12X Framo pumps, Deepwell, Tier II
HANDY	CTG MAGNESIUM	24,789	2017	AVIC DINGHENG, China	MAN-B&W	Jan-22	DH	\$ 27.5m	Norwegian (Stolt Nielsen)	
HANDY	CTG MERCURY	24,789	2017	AVIC DINGHENG, China	MAN-B&W	Jun-22	DH	\$ 27.5m		
HANDY	CTG ARGON	24,761	2016	AVIC DINGHENG, China	MAN-B&W	Jun-21	DH	\$ 27.5m		
HANDY	CTG BISMUTH	24,755	2016	AVIC DINGHENG, China	MAN-B&W	Sep-21	DH	\$ 27.5m		
HANDY	CTG COBALT	24,755	2016	AVIC DINGHENG, China	MAN-B&W	Nov-21	DH	\$ 27.5m		
HANDY	GT INDEPENDENCE	30,957	1998	MINAMINIPPON, Japan	Mitsubishi	May-23	DH	\$ 4.8m	undisclosed	
SMALL	CHEMBULK COLUMBUS	12,573	2011	SHITANOE, Japan	MAN-B&W	Mar-21	DH	\$ 12.4m	undisclosed	StSt
SMALL	SEA LONGITUDE	16,526	2003	WATANABE ZOSEN, Japan	MAN-B&W	Oct-23	DH	\$ 7.3m	Chinese	auction sale

Bulk Carriers										
Size	Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
VLOC	CAPE DAISY	203,153	2006	UNIVERSAL, Japan	MAN-B&W	Apr-21		region \$13.0m	Singaporean (Berge Bulk)	
VLOC	AZUL CIELO	203,195	2005	UNIVERSAL, Japan	MAN-B&W	May-23		\$ 14.0m	undisclosed	incl. 6-mos BBC with purchase obligation
CAPE	TETE OLDENDORFF	180,585	2011	STX, S. Korea	MAN-B&W	May-21		\$ 19.0m	Greek	
KMAX	ANDANTE	81,615	2012	SPP, S. Korea	MAN-B&W	Apr-22		\$ 15.75m	undisclosed	
KMAX	IKAN BAGANG	83,651	2009	SANOYAS HISHINO, Japan	MAN-B&W	Jul-22		\$ 12.5m	Greek	
SMAX	CAS AVANCA	55,561	2009	HYUNDAI VINASHIN, Vietnam	MAN-B&W	Oct-24	4 X 30t CRANES	\$ 8.6m	Indonesian	BWTS fitted
HMAX	EXPLORER	47,639	1996	OSHIMA, Japan	B&W		4 X 25t CRANES	high \$2.0m	Chinese	
HANDY	TRANSCENDEN TIME	32,688	2010	JIANGMEN NANYANG, China	MAN-B&W	Oct-20	4 X 31t CRANES	\$ 6.0m	undisclosed	
HANDY	ZEYNEP	33,476	2001	HAKODATE, Japan	Mitsubishi	Feb-22	4 X 30t CRANES	low \$4.0m	Chinese	

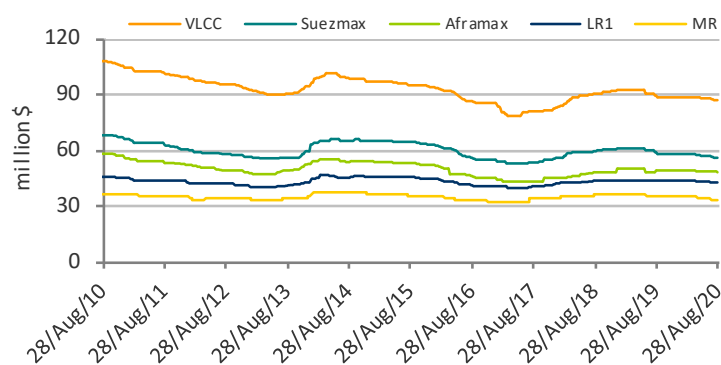
Indicative Newbuilding Prices (million\$)

	Vessel		Week 35	Week 34	±%	2019	2018	2017
Bulkers	Capesize	180k	48.0	48.0	0.0%	51	48	43
	Kamsarmax	82k	26.0	26.0	0.0%	29	28	25
	Ultramax	63k	23.0	24.0	-4.2%	28	26	23
	Handysize	38k	22.0	22.0	0.0%	23	23	20
Tankers	VLCC	300k	86.5	86.5	0.0%	90	88	80
	Suezmax	160k	56.0	56.0	0.0%	60	59	54
	Aframax	115k	48.0	48.5	-1.0%	49	47	44
	MR	50k	33.0	33.0	0.0%	35	36	33
Gas	LNG 174k cbm		186.0	186.0	0.0%	186	181	186
	LGC LPG 80k cbm		71.0	71.0	0.0%	73	71	71
	MGC LPG 55k cbm		62.0	62.0	0.0%	65	63	64
	SGC LPG 25k cbm		41.5	41.5	0.0%	44	43	42

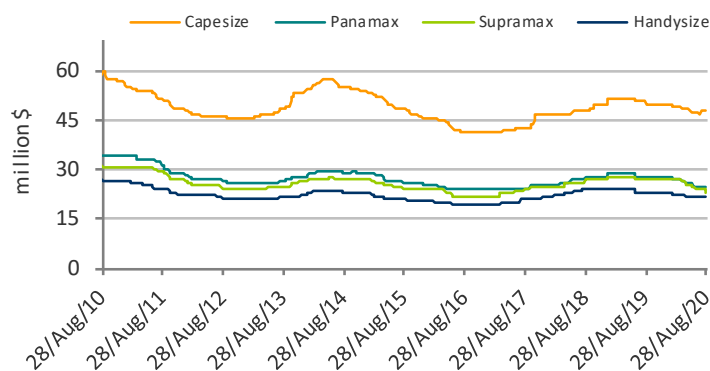
The number of newbuilding orders emerging last week revealed a spurt of sentiment, with contracting activity divided across all types of vessels. Tanker candidates had the lion's share of recent newbuilding contracts with MR product carrier orders being the most prominent. Indeed, a total of 14 newbuilding MR vessels were ordered during August with Hyundai HI group having the exclusive shipbuilding role for all of them. At the same time, interest for bulk candidates remained timid over the past weeks with Supramax/Ultramax sizes constituting the majority of orders. At the same time, the current shipbuilding atmosphere is reflected among shipyards which continue to offer discounts on newbuilding units.

In terms of recently reported deals, Vista Shipping, a joint venture between Hafnia and CSSC Shipping, placed an order for four firm LR2 vessels (115,000 dwt) at Guangzhou, in China for a price in the region of \$60.0m each and delivery set in 2022.

Tankers Newbuilding Prices (m\$)



Bulk Carriers Newbuilding Prices (m\$)



Newbuilding Orders

Units	Type	Size	Yard	Delivery	Buyer	Price	Comments
4	Tanker	115,000 dwt	Guangzhou, China	2022	Vista Shipping (J/V between Hafnia and CSSC)	around \$60.m	LR2, dual fuelled, 5-yrs T/C to Total
1	Tanker	52,000 dwt	Hyundai Mipo, S. Korea	2021	undisclosed	\$ 35.0m	
1	Tanker	52,000 dwt	Hyundai Vinashin, Vietnam	2021	undisclosed	\$ 35.0m	
1+1	Tanker	15,000 dwt	Jinling, China	2022	french (Rubis Group)	undisclosed	asphalt/bitumen carrier
2	Tanker	7,490 dwt	Jinling, China	2021	Chinese (Huizhou Huayi)	undisclosed	chemical tanker
2	Bulker	61,000 dwt	NACKS, China	2021	Singaporean based (Susesea Holdings)	undisclosed	Tier II
2+1	VLEC	98,000 cbm	Hyundai, S. Korea	2022	Chinese (Zhejiang Satellite)	\$ 110.0m	
2	VLEC	98,000 cbm	Samsung, S. Korea	2022	Chinese (Zhejiang Satellite)	\$ 110.0m	
6+6	Container	1,800 teu	Yangzijiang, China	2022	Hong Kong based (SITC International)	\$ 22.0m	
2	Container	668 teu	Yiyang Zhonghai SY, China	2021	Chinese (Hunan Huahang)	RMB 74m	

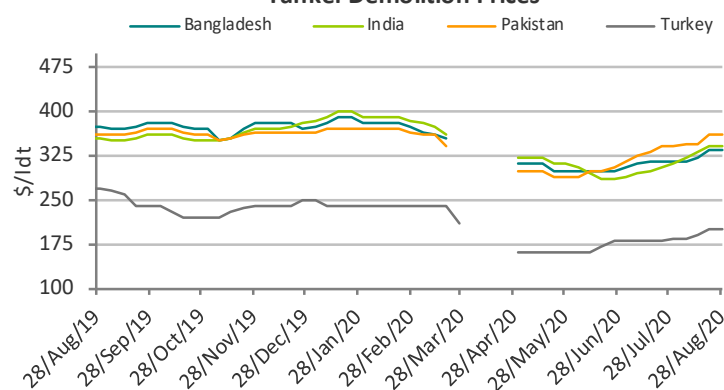
Indicative Demolition Prices (\$/Ldt)

	Markets	Week 35	Week 34	±%	2019	2018	2017
Tanker	Bangladesh	335	335	0.0%	410	442	376
	India	340	340	0.0%	400	438	374
	Pakistan	360	360	0.0%	395	437	379
	Turkey	200	200	0.0%	259	280	250
Dry Bulk	Bangladesh	320	320	0.0%	400	431	358
	India	325	325	0.0%	390	428	354
	Pakistan	340	340	0.0%	385	427	358
	Turkey	195	195	0.0%	249	270	240

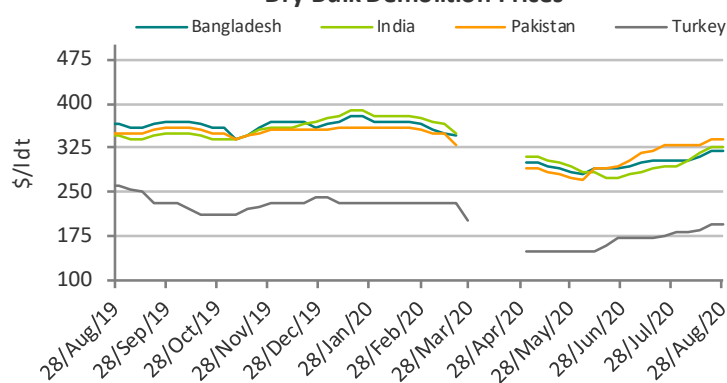
Following two months of rising scrap prices, breakers across the Indian sub-continent stabilized their bids this past week. A moderate cash buyers' approach was more or less anticipated with owners' appetite for disposing their units increasing amidst high fetching scrap prices. In addition, the increasing covid-19 cases are causing fears for potential lockdowns during the next quarter, especially in India where more than 970,000 cases have been recorded during the past 2 weeks. Pakistani breakers are still leading the race offering an average price of \$360 and \$340 per ldt for tanker and dry bulk units, respectively. It remains to be seen, whether their Indian and Bangladeshi cash buyer competitors, will surpass these levels. Such an event may materialize soon largely owing to the increasing steel plate prices in these regions. Average prices in the different markets this week for tankers ranged between \$200-360/ldt and those for dry bulk units between \$195-340/ldt.

The highest price amongst recently reported deals was paid by undisclosed breakers for the tanker vessel "SRIRACHA EAGLE" (96,168dwt-14,461ldt-blt '96), which received \$360/ldt.

Tanker Demolition Prices



Dry Bulk Demolition Prices

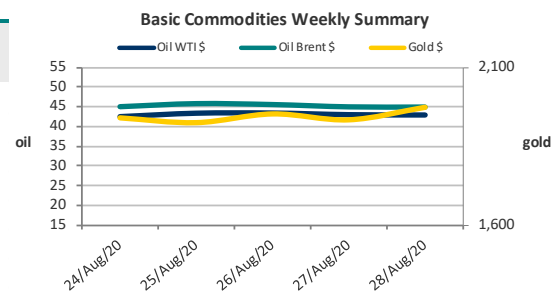


Demolition Sales

Name	Size	Ldt	Built	Yard	Type	\$/ldt	Breakers	Comments
JANICE N	264,340	28,200	1995	MITSUBISHI NAGASAKI, Japan	BULKER	\$ 340/Ldt	Indian	green recycling
SRIRACHA EAGLE	96,168	14,461	1996	SAMSUNG, S. Korea	TANKER	\$ 360/Ldt	undisclosed	as-is Singapore
NEUSA	17,732	5,746	1982	ISHIBRAS, Brazil	TANKER	\$ 206/Ldt	undisclosed	as-is Brazil
SEA HERO	22,256	5,017	1990	SAIKI HI, Japan	BULKER	\$ 350/Ldt	undisclosed	subcontinent option

Market Data

	28-Aug-20	27-Aug-20	26-Aug-20	25-Aug-20	24-Aug-20	W-O-W Change %
Stock Exchange Data	10year US Bond	0.729	0.746	0.687	0.682	0.646
	S&P 500	3,508.01	3,484.55	3,478.73	3,443.62	3,397.16
	Nasdaq	11,695.63	11,625.34	11,665.06	11,466.47	11,379.72
	Dow Jones	28,653.87	28,492.27	28,331.92	28,248.44	28,308.46
	FTSE 100	5,963.57	5,999.99	6,045.60	6,037.01	6,104.73
	FTSE All-Share UK	3,342.44	3,357.92	3,377.73	3,367.92	3,402.17
	CAC40	5,002.94	5,015.97	5,048.43	5,008.27	5,007.89
	Xetra Dax	13,033.20	13,096.36	13,190.15	13,061.62	13,066.54
	Nikkei	22,882.65	23,208.86	23,290.86	23,296.77	22,985.51
	Hang Seng	25,281.15	25,281.15	25,491.79	25,486.22	25,551.58
Currencies	DJ US Maritime	142.56	140.16	140.98	142.72	144.10
	€ / \$	1.19	1.18	1.18	1.18	1.18
	£ / \$	1.34	1.32	1.32	1.32	1.31
	\$ / ¥	105.37	106.64	105.87	106.38	105.99
	\$ / NoK	0.11	0.11	0.11	0.11	0.11
	Yuan / \$	6.87	6.89	6.89	6.91	6.92
	Won / \$	1,180.61	1,187.68	1,184.85	1,187.50	1,189.00
	\$ INDEX	92.37	93.00	93.01	93.02	93.30



Bunker Prices

		28-Aug-20	21-Aug-20	Change %
MGO	Rotterdam	362.5	369.0	-1.8%
	Houston	372.5	372.0	0.1%
	Singapore	378.0	395.5	-4.4%
380cst	Rotterdam	274.5	266.0	3.2%
	Houston	278.0	277.5	0.2%
	Singapore	292.0	291.0	0.3%
VLSFO	Rotterdam	318.5	318.5	0.0%
	Houston	321.0	316.5	1.4%
	Singapore	345.0	347.0	-0.6%

Maritime Stock Data

Company	Stock Exchange	Curr.	28-Aug-20	21-Aug-20	W-O-W Change %
CAPITAL PRODUCT PARTNERS LP	NASDAQ	USD	5.96	5.83	2.2%
COSTAMARE INC	NYSE	USD	5.22	4.89	6.7%
DANAOS CORPORATION	NYSE	USD	5.10	5.18	-1.5%
DIANA SHIPPING	NYSE	USD	1.43	1.42	0.7%
EAGLE BULK SHIPPING	NASDAQ	USD	2.68	2.47	8.5%
EUROSEAS LTD.	NASDAQ	USD	2.49	2.54	-2.0%
GLOBUS MARITIME LIMITED	NASDAQ	USD	0.14	0.13	7.7%
NAVIOS MARITIME ACQUISITIONS	NYSE	USD	5.38	5.09	5.7%
NAVIOS MARITIME HOLDINGS	NYSE	USD	1.98	1.92	3.1%
NAVIOS MARITIME PARTNERS LP	NYSE	USD	6.40	6.02	6.3%
SAFE BULKERS INC	NYSE	USD	1.13	1.15	-1.7%
SEANERGY MARITIME HOLDINGS CORP	NASDAQ	USD	0.48	0.52	-7.7%
STAR BULK CARRIERS CORP	NASDAQ	USD	7.17	6.78	5.8%
STEALTHGAS INC	NASDAQ	USD	2.89	2.84	1.8%
TSAKOS ENERGY NAVIGATION	NYSE	USD	8.97	8.67	3.5%
TOP SHIPS INC	NASDAQ	USD	1.33	1.42	-6.3%

Market News

“Hamburg Commercial Bank suffers steep drop in shipping earnings.

Germany's Hamburg Commercial Bank (HCOB) saw earnings from ship finance drop by 36% in the first half of the year.

Shipping generated net income of €66m (\$79m) for the six months to the end of June. That is down from €100m in the same period of 2019.

The bank's shipping loan portfolio dropped slightly to €4.5bn at the end of June.

That amounts to less than half the value of assets in HCOB's corporate finance and real estate divisions

Shipping has gone from accounting for the largest slice of the lending portfolio of the privately owned German bank to one of the smallest divisions.

The former state-controlled HSH Nordbank was bought in November 2018 for \$1.2bn by a consortium led by Cerberus Capital Management and JC Flowers.

Slimmed-down

Prior to its privatisation, the bank had been one of the world's largest ship financiers.

But its new owners have drastically slimmed down its shipping operation in order to turn around losses of €182m in 2018....”(TradeWinds)