

Market Insight

By Chara Georgousi, Research Analyst

During Q1 of 2024, the LNG shipping market experienced major disruptions and shifts that significantly altered global trade routes and market fundamentals. The year commenced with logistical challenges, particularly highlighted by persistently low water levels in the Panama Canal, which constrained LNG transits. Compounding these challenges, LNG carrier movements through the Suez Canal have been completely halted since mid-January, necessitating a strategic redirection of shipments along alternative routes.

The demand for LNG in Asia has remained robust, fueled by competitive pricing and strategic stock-building. This pronounced rise in demand within Asia stands in stark contrast to the more subdued scenario witnessed in Europe, where LNG imports have been significantly impacted by internal market dynamics and alternative energy sources. Specifically, NE Asia experienced a 4.02% increase in LNG imports during Q1 of 2024 compared to the same period in 2023, with China notably leading this uptick with a 23.44% rise. SE Asia also saw a significant boost, with imports surging by 29.53%—India led this growth with a 44.78% increase, followed by Thailand at 31.17% and Pakistan at 15.7%. Conversely, Europe's LNG imports in Q1 of 2024 were 14.84% lower than in Q1 of 2023, reflecting broader regional shifts in energy sourcing and consumption strategies.

Overall, during Q1 of 2024, a total of 29 vessels have been ordered, marking a noteworthy increase from the 19 vessels ordered during Q1 of 2023. Concurrently, the total deliveries for Q1 of 2024 stand at 12, reflecting a rise from the 9 vessel deliveries recorded in Q1 of 2023. The substantial rise in new vessel orders, coupled with a steady increase in vessel deliveries, suggests a market in anticipation of heightened demand for LNG.

Amidst robust LNG fleet growth of nearly 5% for Q1 of 2024, freight rates experienced downward pressure. Notably, the average spot rates for 174K cbm vessels have seen a reduction of 39.56% from Q1 of 2023 to Q1 of 2024, while spot rates for 160K cbm vessels have registered a

36.62% decrease. A similar trend was observed in T/C rates across different vessel sizes and contract durations within the same timeframe. For instance, the 1-Yr T/C rate for a 160K cbm vessel decreased by approximately 61.16%, while 174K cbm vessels experienced decreases in the range of 64.12%. Similarly, the 3-Yr T/C rates saw declines of about 44.30% for 160K cbm vessels and 48.39% for 174K cbm vessels.

The 2nd-hand market has been notably active, with 5 ships changing ownership in Q1 of 2024. A strategic preference was observed for larger, newer vessels that not only promise improved operational efficiency and increased cargo capacity but also offer extended operational lifespans and incorporate the latest technologies for enhanced performance and environmental compliance. These acquisitions demonstrate the industry's proactive stance in strengthening fleet capabilities in response to rising demand, underscoring the importance of economies of scale in maintaining a competitive edge in this dynamic market sector.

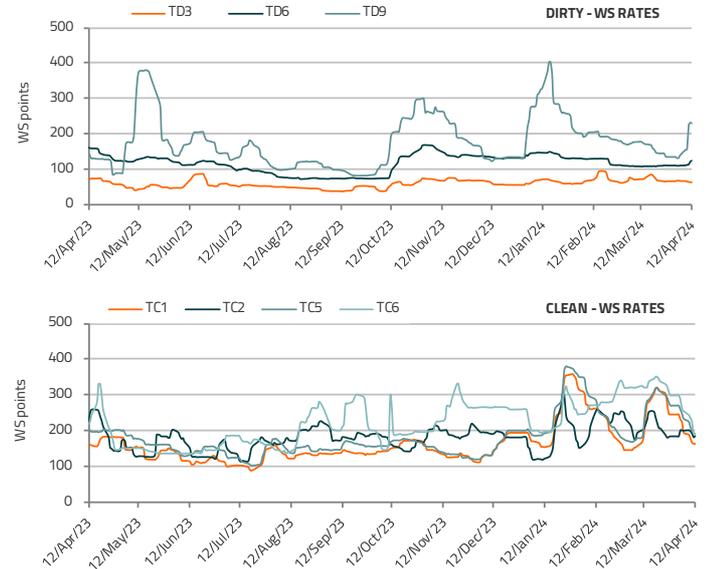
Remarkably, there have been no demolitions reported since July 2023, further indicating the fleet's youthful profile and the industry's focus on expanding and modernizing its capabilities rather than phasing out older vessels. Yet, if market conditions remain on a downward trajectory, we might see a rise in the demolition through the remaining year, particularly as older vessels complete their long-term charter commitments.

As Q2 of 2024 unfolds, recent escalations in the Middle East add a layer of uncertainty. One of the primary concerns is the risk associated with major trade routes, such as the Strait of Hormuz, which is a vital passage for global energy exports. If this strait were to be closed or deemed high risk, almost a third of the world's LNG, which transits through this passage, could be affected. This scenario can lead to supply chain disruptions and provide support to freight rates due to the rerouting of vessels and longer voyage times. Such shifts may also challenge Qatar's market position and strategic growth objectives, with broader implications for global LNG supply contracts and the security of energy supply.

Indicative Period Charters

12 mos	JAG AMISHA	2009	74,889 dwt
	\$39,250/day		Petronas (PETCO)
6 mos	RELIABILITY	2023	50,170 dwt
	\$36,000/day		CEPSA

Vessel	Routes	12/04/24		05/04/24		\$/day ±%	2023 \$/day	2022 \$/day
		WS points	\$/day	WS points	\$/day			
VLCC	265k MEG-SPORE	64	41,936	66	44,168	-5.1%	39,466	20,330
	260k WAF-CHINA	64	41,081	65	42,237	-2.7%	38,773	19,980
Suezmax	130k MED-MED	130	68,184	110	50,595	34.8%	62,964	51,634
	130k WAF-UKC	127	51,596	107	39,429	30.9%	25,082	11,031
	140k BSEA-MED	123	47,779	110	37,658	26.9%	62,964	51,634
Aframax	80k MEG-EAST	174	40,043	179	41,663	-3.9%	44,757	27,224
	80k MED-MED	203	64,431	169	46,963	37.2%	49,909	46,679
	70k CARIBS-USG	225	57,174	153	29,285	95.2%	46,364	43,030
Clean	75k MEG-JAPAN	166	36,479	188	43,872	-16.9%	32,625	35,326
	55k MEG-JAPAN	193	30,027	224	37,695	-20.3%	27,593	32,504
Dirty	37k UKC-USAC	184	19,547	200	22,694	-13.9%	21,183	22,919
	30k MED-MED	191	22,366	243	36,553	-38.8%	32,775	45,941
	55k UKC-USG	150	16,684	155	18,261	-8.6%	27,274	19,982
	55k MED-USG	150	16,705	155	18,170	-8.1%	27,060	21,231
	50k CARIBS-USG	230	30,597	217	26,815	14.1%	46,194	40,364



TC Rates

	\$/day	12/04/24	05/04/24	±%	Diff	2023	2022
VLCC	300k 1yr TC	52,000	52,000	0.0%	0	48,601	34,683
	300k 3yr TC	48,000	48,000	0.0%	0	42,291	33,719
Suezmax	150k 1yr TC	48,000	48,000	0.0%	0	46,154	26,933
	150k 3yr TC	38,000	39,000	-2.6%	-1000	35,469	23,758
Aframax	110k 1yr TC	47,250	47,250	0.0%	0	47,226	26,135
	110k 3yr TC	39,500	39,500	0.0%	0	37,455	22,878
Panamax	75k 1yr TC	42,000	42,000	0.0%	0	37,769	25,163
	75k 3yr TC	32,000	32,000	0.0%	0	29,748	20,806
MR	52k 1yr TC	32,500	32,000	1.6%	500	30,452	21,313
	52k 3yr TC	27,000	27,000	0.0%	0	25,152	16,426
Handy	36k 1yr TC	28,000	28,000	0.0%	0	25,760	18,601
	36k 3yr TC	18,000	18,000	0.0%	0	18,200	14,585

Indicative Market Values (\$ Million) - Tankers

Vessel	5yrs old	Apr-24		±%	2023	2022	2021
		avg	avg				
VLCC	300KT DH	112.0	112.0	0.0%	99.5	80.2	69.7
Suezmax	150KT DH	82.0	82.0	0.0%	71.5	55.1	46.7
Aframax	110KT DH	71.0	71.0	0.0%	64.4	50.5	38.7
LR1	75KT DH	52.0	52.0	0.0%	49.2	38.6	31.2
MR	52KT DH	44.5	44.5	0.0%	41.4	34.8	27.6

Chartering

Last week, the crude oil market exhibited a bearish sentiment overall, despite a slight increase on Friday due to geopolitical tensions in the Middle East. The market was primarily weighed down by a lowered forecast for global oil demand growth by the IEA and concerns over a slower pace of interest rate cuts in the U.S., which could dampen economic activity and oil demand. Brent crude and WTI futures both registered weekly declines, with Brent falling by 0.8% and WTI by more than 1%. The geopolitical uncertainty in the Middle East, particularly regarding potential retaliation by Iran against Israel, injected some volatility and upward price pressure, although it was insufficient to offset the broader market pessimism driven by demand concerns and economic indicators.

The crude freight market showcased significant regional variations. The BDTI closed at 1,202 points on Friday, April 12th, evidencing a weekly increase of 7.13%, while since the start of the month, the benchmark has witnessed an increase of 6.43%.

VLCC T/C earnings averaged \$39,579/day, marking a weekly decrease of \$580/day or 1.4% w-o-w, ultimately concluding the week at a rate of \$40,656/day. Rates in the MEG remained steady, with a slight softening despite numerous off-market deals. Meanwhile, in the WAF region, the

market started quietly but gained momentum with charterers actively securing vessels by mid-week.

Suezmax T/C earnings averaged \$45,344/day, marking an increase of \$11,144/day or 28.91% w-o-w to settle at \$49,688/day on Friday. Rates remained steady in the MEG region for eastbound routes, while the WAF market saw substantial rate increases due to a tighter tonnage list and strong U.S. exports. In the MED region, despite a steady market, the shortage of vessels kept rates firm.

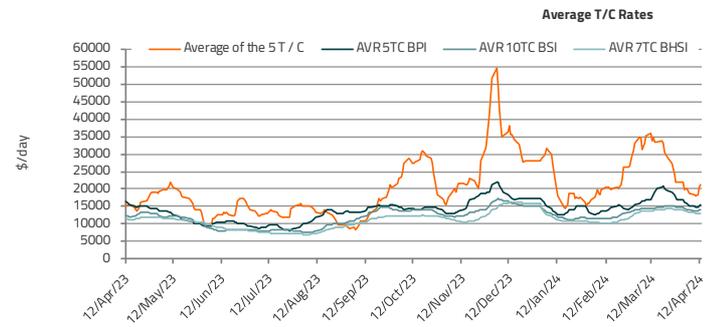
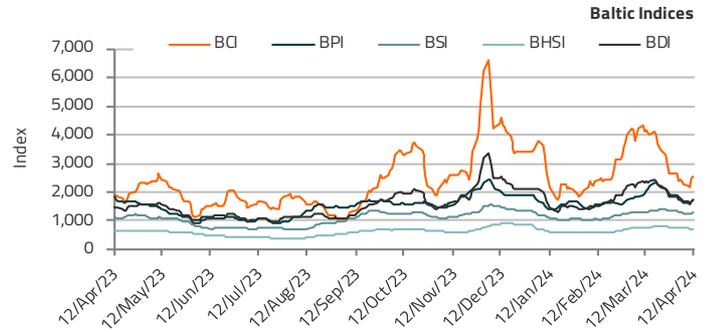
Aframax T/C earnings averaged \$46,617/day, marking a weekly surge of \$11,181/day or 28.82% w-o-w, and closed off the week at the \$49,970/day mark. In the MED region, rates were buoyed by increased enquiry and U.S. market dynamics, with very high numbers concluded for short undesirable voyages. However, rates eventually steadied due to Suezmax competition. In the NSea, the market experienced a slow but steady rise, concluding the week at WS 141.74, while in the USG, Aframaxes witnessed a quiet week, but rates remained steady, supported by surrounding activity.

Baltic Indices

	12/04/24		05/04/24		Point Diff	\$ / day ±%	2023 Index	2022 Index
	Index	\$/day	Index	\$/day				
BDI	1,729		1,628		101		1,395	1,931
BCI	2,552	\$21,164	2,274	\$18,857	278	12.2%	2,007	1,955
BPI	1,713	\$15,419	1,695	\$15,255	18	1.1%	1,442	2,298
BSI	1,272	\$13,990	1,261	\$13,866	11	0.9%	1,031	2,006
BHSI	722	\$12,992	735	\$13,239	-13	-1.9%	586	1,181

Indicative Period Charters

6/8 mos	ALPHA VISION	2012	81,254 dwt
dely Ulsan 6/8 Apr redel worldwide	\$17,250/day		Oldendorff
6/9 months	ZEPHYROS	2016	81,805 dwt
dely Lianyungang 10/15 Apr redel worldwide	\$18,000/day		NYK



TC Rates

	\$/day	12/04/24	05/04/24	±%	Diff	2023	2022
Capesize	180K 1yr TC	28,500	28,000	1.8%	500	17,957	21,394
	180K 3yr TC	23,000	22,500	2.2%	500	16,697	18,894
Panamax	76K 1yr TC	16,000	16,000	0.0%	0	13,563	20,207
	76K 3yr TC	13,250	13,250	0.0%	0	11,827	14,885
Supramax	58K 1yr TC	15,500	16,500	-6.1%	-1,000	13,457	20,053
	58K 3yr TC	12,500	12,500	0.0%	0	11,981	15,005
Handysize	32K 1yr TC	13,500	13,500	0.0%	0	10,644	17,827
	32K 3yr TC	9,500	9,500	0.0%	0	9,510	12,322

Indicative Market Values (\$ Million) - Bulk Carriers

Vessel	5 yrs old	Apr-24 avg	Mar-24 avg	±%	2023	2022	2021
Capesize Eco	180k	62.5	61.0	2.5%	48.8	48.3	43.1
Kamsarmax	82K	36.8	36.6	0.4%	32.0	34.1	29.8
Ultramax	63k	33.5	33.5	0.0%	29.5	31.5	26.4
Handysize	37K	27.0	27.0	0.0%	25.1	27.2	21.4

Chartering

The dry bulk market exhibited mixed activity across all segments yet with BDI improving w-o-w. In the Capesize sector, the C5TC index rebounded, surpassing the \$20,000 per day threshold, primarily driven by robust activity in the Pacific, while the Atlantic basin showed more restrained activity. Sentiment among Panamax owners was mixed. In the Atlantic, there was healthy demand for grain tonnage from the East Coast of South America, contrasting with low mineral exports from the North. In the Pacific, consistent activity was observed, with Australian coal exports demonstrating some resilience, offsetting an otherwise sluggish market. Performance in the geared vessel sizes remained stable. The US Gulf region experienced limited availability of tonnage while, in northern South America, demand for tonnage was restricted. Additionally, in the Pacific, activity levels were low, with Indonesian coal exports remaining at low levels.

Cape 5TC averaged \$ 19,206/day, down -19.67% w-o-w. The transatlantic earnings decreased by \$ 35/day while transpacific ones rose by \$7,064/ day, bringing transpacific earnings premium over transatlantic to \$ 8,794/day.

Panamax 5TC averaged \$ 14,978/day, down -16.62% w-o-w. The transatlantic earnings decreased by \$600/day while transpacific earnings fell by \$53/day. As a result, the transpacific earnings premium to the transatlantic widened to \$1,737/day.

Supramax 10TC averaged \$ 13,881/day down -7.29% w-o-w, while the Handysize 7TC averaged \$ 13,069/day, down -7.12% w-o-w.

Tankers

Size	Name	Dwt	Built	Yard	M/E	SS due	Hull	Price	Buyers	Comments
AFRA	MONVOS	115,392	2004	SAMSUNG, S. Korea	B&W	Jul-24	DH	\$ 28.5m	undisclosed	BWTS pending
LR1	TTC SHAKTI	73,981	2008	NEW TIMES, China	MAN-B&W	Aug-28	DH	\$ 27.0m	undisclosed	BWTS fitted

Bulk Carriers

Size	Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
PMAX	W-RAPTOR	76,499	2007	JIANGNAN, China	MAN-B&W	Apr-27		\$ 12.8m	Chinese	BWTS fitted
UMAX	AFRICAN LION	66,721	2013	mitsui TAMANO, Japan	MAN-B&W	Feb-27	4 X 30t CRANES	\$ 24.7m	Greek	BWTS & Scrubber fitted, Eco
UMAX	MARITIME PROSPERITY	61,453	2012	SHIN KASADO, Japan	MAN-B&W	Nov-27	4 X 30,5t CRANES	\$ 21.8m	Greek	BWTS fitted
SUPRA	CROWNED EAGLE	55,940	2008	IHI, Japan	Wartsila	Nov-28	4 X 30t CRANES	\$ 16.5m	undisclosed	BWTS & Scrubber fitted
HANDY	PERSEUS HARMONY	37,155	2020	SAIKI, Japan	MAN-B&W	Sep-25	4 X 30t CRANES	\$ 29.5m	South Korean (PanOcean)	BWTS fitted
HANDY	VOGE SOPHIE	38,705	2019	TAIZHOU KOUAN, China	MAN-B&W	Mar-24	4 X 30t CRANES	\$ 26.6m	Europeans	BWTS fitted, Eco, Ice Class 1C
HANDY	FW EXCURSIONIST	34,484	2019	HAKODATE, Japan	MAN-B&W	Aug-24	4 X 30t CRANES	\$ 27.0m	Turkish (Dadayilar Shipping)	BWTS fitted, Eco

Containers

Size	Name	Teu	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
NEO PMAX	CMA CGM VELA	11,262	2008	DAEWOO, S. Korea	MAN-B&W	Oct-28		\$ 54.0m	Belgian (CMA CGM)	BWTS fitted, Purchase Option
POST PMAX	CMA CGM BELLINI	5,782	2004	SAMSUNG, S. Korea	MAN-B&W	Mar-24		\$ 18.7m	undisclosed	
PMAX	ALS APOLLO	4,253	2009	SAMSUNG, S. Korea	MAN-B&W	Sep-24		\$ 27.0m	U.A.E (Global Feeders)	BWTS pending

The newbuilding market activity remained strong for another week, with interest apparent across all sectors. In the tanker sector, the UK-based company Union Maritime secured two deals for the construction of three LR2 units. Two of these will be built at the KSOE shipyard, and the remaining one at Dalian; all will be LNG-fueled. On the dry bulk front, two Norwegian owners, Seatankers and Gearbulk, respectively ordered four scrubber-fitted 210,000 dwt vessels and four ammonia

and methanol-ready 82,300 dwt vessels at Qingdao Yangfan and Hyundai Wenchong. In the gas sector, Maersk exercised an option for the construction of four 93,000 cbm VLACs at a price of \$116.9 million each. Lastly, the Turkish owner Arkas Group inked a deal with Huangpu Wenchong for the construction of six 4,300 TEU units, each at a price of \$60 million.

Indicative Newbuilding Prices (\$ Million)

	Vessel		12-Apr-24	5-Apr-24	±%	YTD		5-year		Average		
						High	Low	High	Low	2023	2022	2021
Bulkers	Newcastlemax	205k	73.0	72.5	0.7%	73.0	70.0	73.0	49.5	66	66	59
	Capesize	180k	69.5	69.0	0.7%	69.0	67.5	69.0	48.5	63	63	56
	Kamsarmax	82k	37.5	37.5	0.0%	37.5	35.5	37.5	27.5	35	36	33
	Ultramax	63k	34.0	34.0	0.0%	34.0	33.0	35.5	25.5	33	34	30
	Handysize	38k	30.0	30.0	0.0%	30.0	30.0	31.0	23.5	30	30	27
Tankers	VLCC	300k	130.0	130.0	0.0%	130.0	128.0	130.0	84.5	124	118	98
	Suezmax	160k	87.5	87.5	0.0%	87.5	85.0	87.5	55.0	82	79	66
	Aframax	115k	75.0	75.0	0.0%	75.0	73.0	75.0	46.0	69	62	53
	MR	50k	49.5	49.5	0.0%	49.5	48.0	49.5	34.0	46	43	38
Gas	LNG 174k cbm		264.0	264.0	0.0%	265.0	264.0	265.0	180.0	259	232	195
	MGC LPG 55k cbm		93.0	93.0	0.0%	93.0	91.5	93.0	62.0	85	74	67
	SGC LPG 25k cbm		60.0	60.0	0.0%	60.0	58.0	60.0	40.0	56	51	45

Newbuilding Orders

Units	Type	Size		Yard	Delivery	Buyer	Price	Comments
2	Tanker	115,000	dwt	KSOE, S.Korea	2027	UK based (Union Maritime)	\$ 70.7m	LNG dual-fuel
1	Tanker	115,000	dwt	Dalian Shipbuilding, China	2026	UK based (Union Maritime)	undisclosed	LNG dual-fuel
2	Tanker	50,000	dwt	Chengxi, China	2026	Greek (Prodigy Inc)	\$ 45.0m	old deal
2	Tanker	18,500	dwt	Fujian Southeast, China	2025-2026	Chinese (Seacon)	\$ 32.3m	IMO Tier II, EEDI Phase III
4	Bulker	210,000	dwt	Qingdao Yangfan, China	2027-2028	Norwegian (Seatankers)	\$ 68.0m	scrubber fitted
4	Bulker	82,300	dwt	Huangpu Wenchong, China	2027-2028	Norwegian (Gearbulk)	undisclosed	ammonia, methanol ready
4	VLAC	93,000	cbm	Hyundai Samho, S. Korea	2026-2027	Danish (Maersk Tankers)	\$ 116.9m	options exercised
6	MPP	12,000	dwt	Jiangxi New Jiangzhou, China	2025-2026	Gernam (Candler Schiffahrt)	undisclosed	IMO Tier III, EEDI Phase III
6	Container	4,300	teu	Huangpu Wenchong, China	2028	Turkish (Arkas Group)	\$ 60.0m	

The shipbreaking market has been relatively subdued recently, largely due to the Eid holiday period, which traditionally slows activity. As the sector emerges from this seasonal lull, there are signs of a slight upturn, particularly in the Indian sub-continent (ISC), influenced by geopolitical tensions and economic policies affecting global shipping and steel prices. India has seen a slight improvement in its demolition market, with local steel prices holding up better than expected despite global pressures. This has encouraged Indian recyclers to remain competitive and secure vessels at prices still lower than regional counterparts. Anticipation of post-election economic policies is also supporting a cautiously optimistic outlook among recyclers. In Pakistan, activity was limited due to the Eid holidays, with steel prices holding steady but demand expected to pick up once the festivities are over. Recyclers are poised for a post-holiday market recovery, anticipating potential increases in steel prices and recycling opportunities. Bangladesh showed strong interest in acquiring new tonnage despite a quiet market due to

Eid. The enthusiasm for securing new vessels suggests a willingness to increase activity as market conditions improve, with recyclers preparing to take advantage of any increase in steel prices and vessel availability. Turkey continued to experience low activity with no significant changes reported. The market continues to be influenced by regional economic policies and the global state of steel prices, which is keeping recycling activity at a minimum, supporting existing prices but doing little to stimulate new business. Overall, the ship recycling market is in a period of cautious optimism. This phase is characterized by sporadic activity and regional variations, reflecting the wider economic and geopolitical climate affecting the global shipping and recycling sectors. As the holiday effects fade, the market is poised for a gradual increase in activity, with each region adjusting strategies based on local economic signals and global market conditions.

Indicative Demolition Prices (\$/ldt)

	Markets	12/04/24	05/04/24	±%	YTD		2023	2022	2021
					High	Low			
Tanker	Bangladesh	530	520	1.9%	530	490	550	601	542
	India	520	500	4.0%	520	490	540	593	519
	Pakistan	525	520	1.0%	525	520	525	596	536
	Turkey	340	340	0.0%	350	340	325	314	207
Dry Bulk	Bangladesh	520	510	2.0%	520	475	535	590	532
	India	510	490	4.1%	510	480	522	583	508
	Pakistan	505	500	1.0%	510	500	515	587	526
	Turkey	330	330	0.0%	340	330	315	304	276

Currencies

Markets	12-Apr-24	5-Apr-24	±%	YTD High
USD/BDT	109.50	109.50	0.0%	109.75
USD/INR	83.54	83.29	0.3%	83.58
USD/PKR	277.60	277.70	0.0%	282.38
USD/TRY	32.35	32.04	1.0%	32.35

Demolition Sales (\$ /ldt)

Name	Size	Ldt	Built	Yard	Type	\$/ldt	Breakers	Comments
SINOKOR HONGKONG	17,468	5,300	1996	IMABARI, Japan	CONTAINER	\$ 598.0m	Bangladeshi	including ROB 380T

Market Data

	12-Apr-24	11-Apr-24	10-Apr-24	9-Apr-24	8-Apr-24	W-O-W Change %
Stock Exchange Data						
10year US Bond	4.499	4.576	4.560	4.366	4.424	2.8%
S&P 500	5,123.41	5,199.06	5,160.64	5,209.91	5,202.39	-1.6%
Nasdaq	18,003.49	18,307.98	18,011.66	18,169.91	18,100.19	-0.6%
Dow Jones	37,983.24	38,459.08	38,461.51	38,883.94	38,892.80	-2.4%
FTSE 100	7,995.58	7,923.80	7,961.21	7,934.79	7,943.47	1.1%
FTSE All-Share UK	4,353.66	4,322.37	4,339.84	4,326.48	4,333.28	0.9%
CAC40	8,010.83	8,023.74	8,045.38	8,049.17	8,119.30	-0.6%
Xetra Dax	17,930.32	17,954.48	18,097.30	18,076.69	18,318.97	-1.3%
Nikkei	39,523.55	39,442.63	39,581.81	39,773.13	39,347.04	1.4%
Hang Seng	16,721.69	17,095.03	37,703.32	16,828.07	16,732.85	0.0%
DJ US Maritime	321.39	325.13	325.76	328.25	326.78	-0.9%
Currencies						
€ / \$	1.06	1.07	1.07	1.09	1.09	-1.8%
£ / \$	1.25	1.26	1.25	1.27	1.27	-1.5%
\$ / ¥	153.28	153.27	153.17	151.77	151.79	1.1%
\$ / NoK	10.90	10.83	10.82	10.67	10.68	1.7%
Yuan / \$	7.24	7.24	7.23	7.23	7.23	0.1%
Won / \$	1,379.69	1,367.01	1,363.43	1,351.03	1,353.78	2.1%
\$ INDEX	106.04	105.28	105.25	104.15	104.14	1.7%

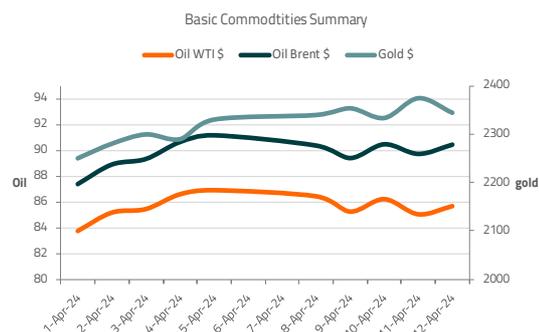
Bunker Prices

		12-Apr-24	5-Apr-24	Change %
MGO	Rotterdam	793.0	810.0	-2.1%
	Houston	490.0	500.0	-2.0%
	Singapore	809.0	810.0	-0.1%
380cst	Rotterdam	488.0	508.0	-3.9%
	Houston	490.0	500.0	-2.0%
	Singapore	510.0	510.0	0.0%
VLSFO	Rotterdam	616.0	620.0	-0.6%
	Houston	631.0	647.0	-2.5%
	Singapore	646.0	647.0	-0.2%
OIL	Brent	90.5	91.2	-0.8%
	WTI	85.7	86.9	-1.4%

Maritime Stock Data

Company	Stock Exchange	Curr	12-Apr-24	05-Apr-24	W-O-W Change %
CAPITAL PRODUCT PARTNERS LP	NASDAQ	USD	16.48	17.19	-4.1%
COSTAMARE INC	NYSE	USD	11.01	11.42	-3.6%
DANAOS CORPORATION	NYSE	USD	72.26	73.90	-2.2%
DIANA SHIPPING	NYSE	USD	2.91	2.95	-1.4%
EUROSEAS LTD.	NASDAQ	USD	35.24	37.05	-4.9%
GLOBUS MARITIME LIMITED	NASDAQ	USD	2.16	2.15	0.5%
SAFE BULKERS INC	NYSE	USD	4.71	4.90	-3.9%
SEANERGY MARITIME HOLDINGS	NASDAQ	USD	8.71	8.24	5.7%
STAR BULK CARRIERS CORP	NASDAQ	USD	23.09	23.88	-3.3%
STEALTHGAS INC	NASDAQ	USD	5.91	6.05	-2.3%
TSAKOS ENERGY NAVIGATION	NYSE	USD	25.35	26.38	-3.9%

Basic Commodities Weekly Summary



Macro-economic headlines

- In the euro area, the ECB left interest rate unchanged at 4.75% in the latest meeting. German Industrial Production was up in February by 2.1% on the month. On the CPI front, German CPI was up 2.2% on the year and 0.4% up on the month in March.
- In US, CPI rose by 3,5% yearly on March, while it gained 0.4% on a monthly basis. On the PPI front, the metric rose by 0.2% in March compared to the previous month .
- In UK, the March S&P Global/CIPS UK Composite PMI slightly decreased to 52.8, down from 53.0 in March.
- In China, CPI for March was up by 0.1% on an annual basis in March but fell by 1% on the month. As far as PPI is concerned, it fell by 2.8% on an annual basis in March.



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Shipbrokers Co
est. 1984

www.intermodal.gr

ATHENS
17th km Ethniki Odos Athens-Lamia
& 3 Agrampelis Street, 145 65
N. Kifisia Athens, Greece
Tel: +30 210 6293300
Fax: +30 210 6293333

SHANGHAI
D5, 16F, Jiangsu Mansion
526 Laoshan Road, Pu Dong Area
Shanghai 200122 China
Tel: (86-21) 6875 0818
Fax: (86-21) 6875 1618

Written by Intermodal
Research Department
research@intermodal.gr

Yiannis Parganas
y.parganas@intermodal.gr
Chara Georgousi
z.georgousi@intermodal.gr
Fotis Kanatas
f.kanatas@intermodal.gr