

Market Insight

By Nikos Tagoulis, Research Analyst

Shedding some light this week to the LNG market performance and dynamics, the commodity spot market demonstrated an upward trend in November. At the beginning of the month NE Asia LNG spot price remained at \$13.8/mmBtu, matching the end of October. However, a gradual increase occurred during the second half of the month, with the price rising to \$14.60/mmBtu by mid-November, and gaining another \$0.50 by month's end, reaching \$15.10/mmBtu and still standing at the levels of \$15/mmBtu.

Similarly, the benchmark front-month contract for the virtual Dutch hub TTF also experienced a rise, from €38.90/MWh at the start of November to €47.50/MWh by the end of the month, marking a 13-month high, to slightly decrease at €45.7/MWh currently. This firming of the market is mainly attributed to expected colder conditions in Asia, with revised weather forecasts predicting below average winter temperatures for major importing countries such as Japan, China and South Korea. Moreover, the decline of European LNG reserves by 10% from the beginning of November, falling to 85% of full capacity, has added to the demand.

In response to the above market conditions, US LNG exports to Europe rose, amid concerns regarding the expiration of the Russian gas transit contract through Ukraine on January 1, 2025, creating uncertainty. If no new agreement is reached, a potential cessation of this transit could significantly alter trade patterns impacting Central Europe, as the gas transit via Ukraine constitutes a significant share of the pipeline Russian gas exports to Europe.

Moreover, market participants await the new US President administration to commence in January and his course of action in relation to the LNG market. Based on Trump's campaign, there will be an end of the

pause imposed by Joe Biden to LNG export permits, allowing the acceleration of US LNG infrastructure expansion, increasing US and global LNG supply. This is likely to reshape market dynamics and LNG flows in the next year, considering Europe seeking alternatives for Russian gas and the impact of tariffs on US-China LNG trade.

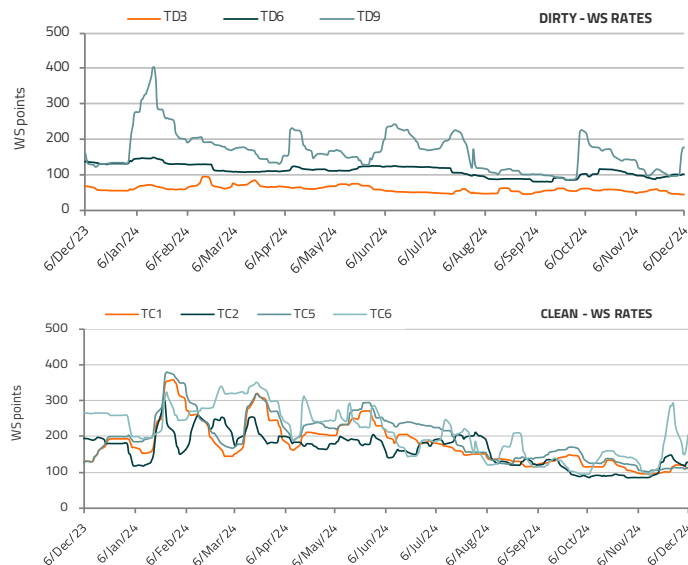
Concerning the LNG carrier sector, increasing trends of the tonnage supply and subdued growth of LNG trade have pushed the rates close to record low levels. In November, the 1-year time charter rate stood on average at \$40,600/day, demonstrating a downward trajectory during the month, from \$48,000/day falling to \$35,000/day at the end of November/beginning of December, significantly below the 2024 Jan-Nov average figure of \$72,229. Similarly, November's average spot rate read \$26,600 per day, with the month ending with a spot rate of \$23,250/day and falling further to \$23,000/day in the first week of December. Hopes for a possible uptick are supported by an increased demand for spot tonnage in the West, seasonality and cold weather forecasts expected to uplift heating needs in East Asia, combined with declining European inventories. Moreover, the current Red Sea disruptions may provide some further back up in terms of tonne miles.

Looking ahead, the global LNG market is set to experience a significant influx of new liquefaction projects, which are expected to begin operations in late 2024 and early 2025. These projects are projected to increase global LNG capacity by approximately 40% over the next five years. While this growth will expand the market, there are risks of oversupply if demand fails to absorb the additional capacity, which could lead to periods of low prices.

Indicative Period Charters

	Vessel	Routes	06/12/24		29/11/24		\$ /day ±%	2023 \$/day	2022 \$/day
			WS points	\$/day	WS points	\$/day			
VLCC	265k	MEG-SPORE	44	23,550	46	26,353	-10.6%	39,466	20,330
	260k	WAF-CHINA	49	28,802	52	32,197	-10.5%	38,773	19,980
	130k	MED-MED	95	45,674	90	40,267	13.4%	62,964	51,634
Suezmax	130k	WAF-UKC	92	34,843	86	31,077	12.1%	25,082	11,031
	140k	BSEA-MED	100	34,865	100	34,401	1.3%	62,964	51,634
Aframax	80k	MEG-EAST	140	30,477	137	29,741	2.5%	44,757	27,224
	80k	MED-MED	144	38,396	146	38,835	-1.1%	49,909	46,679
	70k	CARIBS-USG	176	42,081	95	9,968	322.2%	46,364	43,030
Clean	75k	MEG-JAPAN	110	20,084	120	23,535	-14.7%	32,625	35,326
	55k	MEG-JAPAN	112	12,161	112	12,281	-1.0%	27,593	32,504
	37k	UKC-USAC	127	10,974	129	10,984	-0.1%	21,183	22,919
Dirty	30k	MED-MED	204	28,006	216	30,827	-9.2%	32,775	45,941
	55k	UKC-USG	115	10,589	120	11,790	-10.2%	27,274	19,982
	55k	MED-USG	115	10,502	120	11,600	-9.5%	27,060	21,231
	50k	ARA-UKC	150	13,108	179	19,789	-33.8%	46,194	40,364

7 mos	PALIKI	2010	105,304 dwt
DELY WEST DEC/24	\$33,500/day		Exxon-Mobil
12 mos	PROTEUS INGRID	2023	109,999 dwt
DELY WEST NOV/24	\$35,000/day		AET



TC Rates

		\$/day	06/12/24	29/11/24	±%	Diff	2023	2022
VLCC	300k 1yr TC		44,000	45,000	-2.2%	-1000	48,601	34,683
	300k 3yr TC		44,000	44,000	0.0%	0	42,291	33,719
	150k 1yr TC		37,000	37,000	0.0%	0	46,154	26,933
Suezmax	150k 3yr TC		36,000	36,000	0.0%	0	35,469	23,758
	110k 1yr TC		37,250	36,500	2.1%	750	47,226	26,135
Aframax	110k 3yr TC		34,500	34,500	0.0%	0	37,455	22,878
	75k 1yr TC		24,250	24,250	0.0%	0	37,769	25,163
Panamax	75k 3yr TC		23,000	23,000	0.0%	0	29,748	20,806
	52k 1yr TC		23,250	23,250	0.0%	0	30,452	21,313
MR	52k 3yr TC		22,000	22,000	0.0%	0	25,152	16,426
	36k 1yr TC		21,000	21,000	0.0%	0	25,760	18,601
Handy	36k 3yr TC		19,500	19,500	0.0%	0	18,200	14,585

Indicative Market Values (\$ Million) - Tankers

Vessel	5yrs old		Dec-24	Nov-24	±%	2023	2022	2021
			avg	avg				
VLCC	300KT	DH	115.0	115.0	0.0%	99.5	80.2	69.7
Suezmax	150KT	DH	78.0	78.0	0.0%	71.5	55.1	46.7
Aframax	110KT	DH	68.0	69.4	-2.0%	64.4	50.5	38.7
LR1	75KT	DH	55.0	56.6	-2.8%	49.2	38.6	31.2
MR	52KT	DH	44.0	46.4	-5.2%	41.4	34.8	27.6

Chartering

Markets were up during last week with both dirty and clean freight rates on the rise.

Rates for VLCCs declined in most regions, with only the US Gulf market declining marginally. The TD3C (MEG/China) stood at WS 43.10 or -4.12% on the week, while the TD15 (Waf/China) was at WS 49.17, losing -6.04% on the week. The TD22 (USG/China) settled at \$7.16m lumpsum, -1.51% down. The weakening trend was driven by limited cargo availability, continued OPEC+ production cuts, and increased ballasting of vessels from the Middle East Gulf to the Atlantic in search of better returns. The VLCC TCE closed the week at \$ 27,993/day or -7.09% down.

Suezmax rates strengthened, particularly on West Africa routes. This improvement was supported by tighter tonnage lists, disruptions caused by strikes and adverse weather in key loading areas. The TD6 (BSea/Med) fell slightly by -0.15% at WS 99.55, while the TD20 (Waf/UKC) surged by 6.86% to WS 91.78. The Suezmax TCE

was at \$34,854/day or +5.85%.

Aframax rates surged in the US Gulf and Middle East Gulf, while softening in the Mediterranean. The spike in the US Gulf was fueled by tight vessel supply and strong demand, while longer vessel lists and reduced cargo flow in the Mediterranean contributed to lower rates. The TD19 (CrossMed) was at WS 143.56 or -1.18% lower on the week, while the TD25 (USG/ARA) increased by 59.07% to WS 191.33. The Aframax TCE surged by 38.5% at \$36,674/day.

Rates for LR1s and LR2s in the Middle East Gulf experienced mixed performance, with LR1s holding steady while LR2s weakened. The decline in LR2 rates was caused by a long tonnage list, while LR1s benefited from increased long-haul demand toward the week's end. The TC1 (MEG/Japan) for LR2 was at WS 110.33 or -7.84% while for LR1, TC5 (MEG/Japan) was at WS 111.88 or -0.55%.

Baltic Indices

	06/12/24		29/11/24		Point	\$/day	2023	2022
	Index	\$/day	Index	\$/day	Diff	±%	Index	Index
BDI	1,167		1,354		-187		1,395	1,931
BCI	1,535	\$12,727	2,133	\$17,686	-598	-28.0%	2,007	1,955
BPI	1,067	\$9,606	1,018	\$9,161	49	4.9%	1,442	2,298
BSI	974	\$10,275	980	\$10,350	-6	-0.7%	1,031	2,006
BHSI	644	\$11,588	659	\$11,865	-15	-2.3%	586	1,181

TC Rates

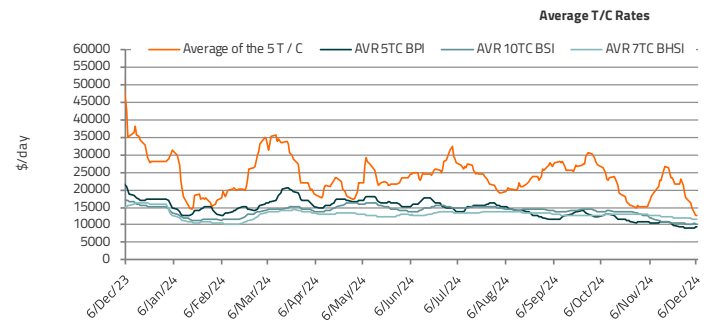
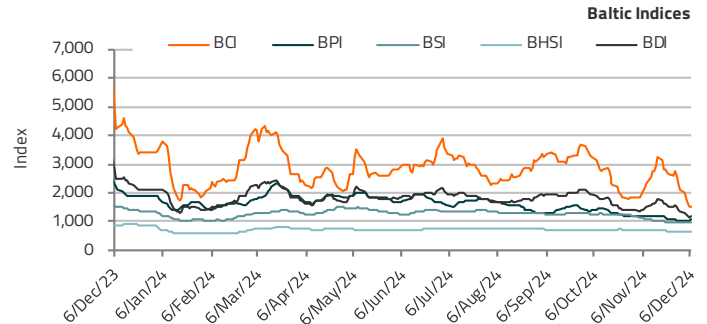
	\$/day	06/12/24	29/11/24	±%	Diff	2023	2022
Capesize	180K 1yr TC	20,500	23,000	-10.9%	-2,500	17,957	21,394
	180K 3yr TC	19,500	21,500	-9.3%	-2,000	16,697	18,894
Panamax	76K 1yr TC	11,500	11,500	0.0%	0	13,563	20,207
	76K 3yr TC	11,000	11,000	0.0%	0	11,827	14,885
Supramax	58K 1yr TC	14,500	14,500	0.0%	0	13,457	20,053
	58K 3yr TC	13,000	13,000	0.0%	0	11,981	15,005
Handysize	32K 1yr TC	10,500	10,500	0.0%	0	10,644	17,827
	32K 3yr TC	1,000	10,000	-90.0%	-9,000	9,510	12,322

Chartering

The dry bulk market is set to conclude 2024 on a notably negative note. The Capesize segment has experienced subdued trading activity across both basins, with the C5TC index declining by an additional 28% over the past week, reaching its lowest point since mid-September 2023. The Cape 5TC averaged \$17,015 per day, reflecting a week-on-week decrease of 17.30%. Transatlantic earnings dropped by \$3,028 per day, while transpacific earnings fell by \$6,600 per day, resulting in a transpacific premium over transatlantic earnings of \$3,538 per day. In the Panamax sector, despite stronger demand from ECSA, earnings remained lackluster, with Pacific tonnage demand continuing to be subdued. The geared segments also saw limited momentum, as available tonnage was sufficient to meet any rise in requirements. Consequently, average earnings for both Supramax and Handysize vessels ended the week with modest week-on-week declines.

Indicative Period Charters

10/12 months	MAIA	2009	82,193 dwt
dely Hazira 10/15 Dec redel worldwide	\$11,600/day		Paralos



Indicative Market Values (\$ Million) - Bulk Carriers

Vessel 5 yrs old	Dec-24 avg	Nov-24 avg	±%	2023	2022	2021
Capesize Eco 180k	62.0	63.0	-1.6%	48.8	48.3	43.1
Kamsarmax 82K	34.5	34.9	-1.1%	32.0	34.1	29.8
Ultramax 63k	33.0	34.1	-3.2%	29.5	31.5	26.4
Handysize 37K	27.0	27.0	0.0%	25.1	27.2	21.4

Cape 5TC averaged \$ 17,015/day, down -17.30% w-o-w. The transatlantic earnings decreased by \$ 3,028/day while transpacific declined by \$6,600/ day, bringing transpacific earnings premium over transatlantic to \$3,538/day.

Panamax 5TC averaged \$ 9,243/day, down -1.5% w-o-w. The transatlantic earnings rose by \$ 355/day while transpacific earnings decreased by \$616/day. As a result, the transpacific earnings premium to the transatlantic narrowed down to \$42/day.

Supramax 10TC averaged \$ 10,334/day down -0.81% w-o-w, while the Handysize 7TC averaged \$ 11,716/day, down -1.79% w-o-w.

Tankers

Size	Name	Dwt	Built	Yard	M/E	SS due	Hull	Price	Buyers	Comments
VLCC	DHT SCANDINAVIA	317,826	2006	HYUNDAI SAMHO, S. Korea	MAN-B&W	Nov-26	DH	\$ 43.3m	Chinese	Scrubber fitted

Bulk Carriers

Size	Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
POST PMAX	CENTURY WAVE	91,686	2013	OSHIRA, Japan	MAN-B&W	Jul-28		high \$ 21.0m	Chinese	
PMAX	NAVIOS SAGITTARIUS	75,756	2006	SANOYAS, Japan	MAN-B&W	Nov-26		\$ 10.5m	undisclosed	
PMAX	STRATTON	74,403	2004	HUDONG-ZHONGHUA, China	MAN-B&W	Jan-25		\$ 7.3m	Chinese	
HANDY	TEAM SAMBA	31,700	2005	SAIKI, Japan	Mitsubishi	Mar-25	4 X 30t CRANES	\$ 9.4m	Chinese	OHBS
HANDY	AKDENIZ-M	32,178	2002	HAKODATE, Japan	Mitsubishi	Nov-27	4 X 30t CRANES	\$ 6.3m	Far Eastern	

This week's activity in the newbuilding market was muted with only 3 orders, representing 8 vessels, all concentrated on the bigger sizes.

In the tanker segment, Greek owner Dynacom placed an order for 4x 163k dwt tankers at Qingdao Beihai in China, with deliveries scheduled between 2027 and 2028. These vessels, priced at around \$82 million each, are currently at the LOI stage.

The bulk carrier market saw notable activity as well. Japanese owner Mitsui OSK Lines secured 2x 210k dwt ammonia dual-

fuel bulkers again at Qingdao Beihai. These eco-friendly vessels are priced at \$93 million each and are set for delivery between 2027 and 2028. Additionally, Chinese owner Fujian Guohang Group exercised options for 2x 89k dwt methanol-ready bulkers at Wuhu Shipyard in China, with delivery slated for 2027.

Indicative Newbuilding Prices (\$ Million)

	Vessel		6-Dec-24	29-Nov-24	±%	YTD		5-year		Average		
						High	Low	High	Low	2023	2022	2021
Bulkers	Newcastlemax	205k	80.0	80.0	0.0%	80.0	70.0	80.0	49.5	66	66	59
	Capesize	180k	76.0	76.0	0.0%	76.5	67.5	76.5	48.5	63	63	56
	Kamsarmax	82k	37.25	37.3	0.0%	37.5	35.5	37.5	27.5	35	36	33
	Ultramax	63k	34.5	34.5	0.0%	35.0	33.0	35.5	25.5	33	34	30
	Handysize	38k	30.5	30.5	0.0%	30.5	30.0	31.0	23.5	30	30	27
Tankers	VLCC	300k	129.0	129.5	-0.4%	129.0	128.0	130.5	84.5	124	118	98
	Suezmax	160k	90.0	90.0	0.0%	90.0	85.0	90.0	55.0	82	79	66
	Aframax	115k	77.5	77.5	0.0%	77.5	73.0	77.5	46.0	69	62	53
	MR	50k	51.5	51.5	0.0%	51.5	48.0	51.5	34.0	46	43	38
Gas	LNG 174k cbm		260.0	260.0	0.0%	263.0	260.0	265.0	180.0	259	232	195
	MGC LPG 55k cbm		94.0	94.0	0.0%	94.0	91.5	94.0	62.0	85	74	67
	SGC LPG 25k cbm		62.0	62.0	0.0%	62.0	58.0	62.0	40.0	56	51	45

Newbuilding Orders

Units	Type	Size		Yard	Delivery	Buyer	Price	Comments
4	Tanker	163,000	dwt	Qindao Beihai, China	2027-2028	Greek (Dynacom)	\$ 82.0m	LOI Stage
2	Bulker	210,000	dwt	Qindao Beihai, China	2027-2028	Japanese (Mitsui OSK Lines)	\$ 93.0m	ammonia dual-fuel
2	Bulker	89,000	dwt	Wuhu Shipyard, China	2027	Chinese (Fujian Guohang Group)	undisclosed	methanol ready, options exercised

The market experienced another week of subdued activity, with some hopes for a slight recovery as we approach the end of the year.

In Bangladesh, market conditions remain consistent with those of last week. While there has been an improvement in demand for vessel recycling, a shortage of available tonnage persists. Local buyers are closely monitoring sector trends and outlook for the upcoming year. Moreover, the government has provided an extension until the end of January to the shipyards to make the necessary improvements and comply with the HKC recycling standards. As a result of these developments, the prices offered for recycling have experienced a modest increase. In other news, as part of the government’s efforts to stabilise the banking system, despite concerns about rising inflation, the Central Bank has injected newly printed currency into six banks facing liquidity distress.

In India, GDP growth continues to slow in 2024, from 7.8% in Q1 to 5.4% in Q3 2024, falling below expectations. Inflation is expected to ease in November, mainly due to a moderation in food prices. The steel industry faces competition by Chinese steel exports either directly, or indirectly through trade agreements with third countries. In a bid to shield the sustainability of the local market, the Indian Ministry of Steel has suggested the im-

plementation of a 25% tariff on certain steel imports. The depreciation of the Indian Rupee against the US Dollar has placed Alang recyclers in a weakened negotiating position. The market remains subdued, with hopes for an uptick in activity by year-end. Recycling prices have held steady compared to the previous week.

In Pakistan, the economy faces challenges, amid the country’s weak financial position and the efforts of the government to deal with the \$26 billion debt servicing obligation in the current fiscal year. The renewal of the \$3 billion Saudi Arabian deposits has provided some liquidity. The recycling market continues to be in a dormant state, without any activity or progress. Both the economy and the recycling sector recovery prospects are linked to the expected finalisation of the IMF bailout package within Q1 2025.

In Turkey, inflation rate improved in November, marking the sixth consecutive month of gradual disinflation. Turkish Lira continued to retreat against the US Dollar, falling to 34.79 USD/TRY at the end of last week. The recycling sector faces downwards pressures, with weak fundamentals. Vessel recycling prices decreased since last week, in the range of \$10/ldt.

Indicative Demolition Prices (\$/ldt)

	Markets	06/12/24	29/11/24	±%	YTD		2023	2022	2021
					High	Low			
Tanker	Bangladesh	465	465	0.0%	530	460	550	601	542
	India	470	470	0.0%	540	465	540	593	519
	Pakistan	460	460	0.0%	525	455	525	596	536
	Turkey	340	340	0.0%	350	320	325	314	207
Dry Bulk	Bangladesh	450	450	0.0%	520	450	535	590	532
	India	455	455	0.0%	520	455	522	583	508
	Pakistan	440	440	0.0%	510	435	515	587	526
	Turkey	330	330	0.0%	350	310	315	304	276

Currencies

Markets	6-Dec-24	29-Nov-24	±%	YTD High
USD/BDT	116.44	117.45	-0.9%	117.51
USD/INR	83.80	83.74	0.1%	83.80
USD/PKR	275.99	278.21	-0.8%	282.38
USD/TRY	33.10	32.95	0.5%	33.12

Demolition Sales (\$ /ldt)

Name	Size	Ldt	Built	Yard	Type	\$/ldt	Breakers	Comments
MEDELIN MASTER	13,940	3,852	1992	SHIN KURUSHIMA, Japan	TANKER	\$ 655.0m	Indian	incl 273 Ts solid SUS 316L on board

Market Data

		6-Dec-24	5-Dec-24	4-Dec-24	3-Dec-24	2-Dec-24	W-O-W Change %
Stock Exchange Data	10year US Bond	4.153	4.182	4.182	4.221	4.194	-1.0%
	S&P 500	6,090.27	6,075.11	6,086.49	6,049.88	6,047.15	1.0%
	Nasdaq	21,622.25	21,425.22	21,492.36	21,229.32	21,164.60	3.3%
	Dow Jones	44,642.52	44,765.71	45,014.04	44,705.53	44,782.00	-0.6%
	FTSE 100	8,308.61	8,349.38	8,335.81	8,359.41	8,312.89	0.3%
	FTSE All-Share UK	4,543.98	4,561.21	4,554.94	4,562.54	4,536.91	0.4%
	CAC40	7,426.88	7,330.54	7,303.28	7,255.42	7,236.89	2.7%
	Xetra Dax	20,384.61	20,358.80	20,232.14	20,016.75	19,933.62	3.9%
	Nikkei	39,091.17	39,395.60	39,276.39	39,248.86	38,513.02	2.3%
	Hang Seng	19,865.85	19,560.44	19,742.46	19,746.32	19,550.29	2.3%
Currencies	DJ US Maritime	390.65	394.30	397.25	405.00	409.96	-5.9%
	€ / \$	1.06	1.06	1.05	1.05	1.05	-0.1%
	£ / \$	1.27	1.28	1.27	1.27	1.27	0.0%
	\$ / ¥	150.03	150.08	150.60	149.59	149.59	0.2%
	\$ / NoK	11.15	11.03	11.05	11.05	11.09	1.2%
	Yuan / \$	7.27	7.26	7.26	7.29	7.27	0.4%
	Won / \$	1,424.14	1,413.28	1,411.13	1,414.47	1,403.96	2.1%
	\$ INDEX	106.06	105.71	106.32	106.37	106.45	0.3%

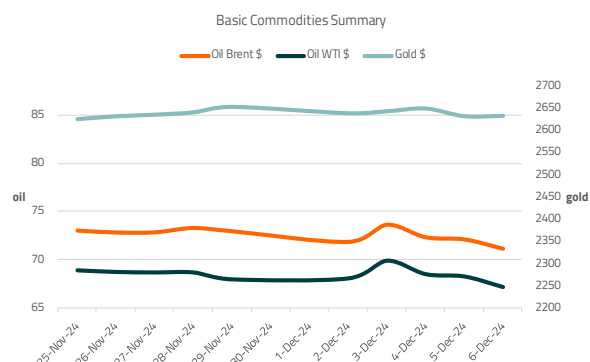
Bunker Prices

		6-Dec-24	29-Nov-24	Change %
MGO	Rotterdam	627.0	648.0	-3.2%
	Houston	633.0	673.0	-5.9%
	Singapore	646.0	659.0	-2.0%
380cst	Rotterdam	434.0	460.0	-5.7%
	Houston	442.0	453.0	-2.4%
	Singapore	448.0	469.0	-4.5%
VLSFO	Rotterdam	496.0	501.0	-1.0%
	Houston	529.0	541.0	-2.2%
	Singapore	540.0	545.0	-0.9%
OIL	Brent	71.1	72.9	-2.5%
	WTI	67.2	68.0	-1.2%

Maritime Stock Data

Company	Stock Exchange	Curr	06-Dec-24	29-Nov-24	W-O-W Change %
CAPITAL PRODUCT PARTNERS LP	NASDAQ	USD	18.18	18.30	-0.7%
COSTAMARE INC	NYSE	USD	13.21	13.20	0.1%
DANAOS CORPORATION	NYSE	USD	81.37	79.38	2.5%
DIANA SHIPPING	NYSE	USD	1.86	1.78	4.5%
EUROSEAS LTD.	NASDAQ	USD	39.11	38.10	2.7%
GLOBUS MARITIME LIMITED	NASDAQ	USD	1.35	1.60	-15.6%
SAFE BULKERS INC	NYSE	USD	3.84	3.87	-0.8%
SEANERGY MARITIME HOLDINGS	NASDAQ	USD	7.38	8.08	-8.7%
STAR BULK CARRIERS CORP	NASDAQ	USD	15.98	17.32	-7.7%
STEALTHGAS INC	NASDAQ	USD	5.14	5.43	-5.3%
TSAKOS ENERGY NAVIGATION	NYSE	USD	18.24	18.17	0.4%

Basic Commodities Weekly Summary



Macro-economic headlines

- In China, November's CPI declined for the second consecutive month by 0.6%, worse than the expected 0.4% shortfall and 0.3% contraction in October. This marks the largest reduction since 2020. Moreover, PPI re-treated by 2.5% in November, slightly better than the market forecast of a 2.8% decrease. November's PPI performance is improved compared to September and October (down by 2.8% and 2.9% respectively).
- In US, Manufacturing PMI was revised upward for November from 48.8 to 49.7, surpassing market expectations. This marks the highest figure since June, reflecting stronger sector confidence and optimism for economic growth in the coming year. Furthermore, October's Trade Balance data revealed a narrowing of the trade gap, from the previous month's \$84.4 billion to \$73.8 billion, exceeding the market forecast of a \$75.7 billion shortfall. Notably, exports of transport equipment, telecommunications, computers, and IT goods increased, while imports of computers, semiconductors, automobiles, crude oil, and engines decreased.

