



CAPE SIZE

Trading moved into the previous weekend with rates still under pressure in the North Atlantic and very little fresh business around. However new business from EC South America lifted rates slightly from the area. Despite that the pandemic was still causing huge problems in large parts of the world, the dry bulk rates were at a 10-year high. Fresh inquiry and demand for ballasters kept rates firming in the Pacific and positive paper values helped period interest.

A quiet start of the week with holidays in various countries. The sector was off to a slow day of trading, however on Monday freight paper markets jumped on news of Iran-US nuclear deal. Tuesday rates reversed direction, with key routes under pressure and off last done from both basins, as the small push appeared to have stopped. The weakening in the Pacific had an immediate effect in the Atlantic where cargoes and general activity remained dire.

In the Atlantic rates were off last done in very quiet trading and details of concluded business were hard to come by. Brazilian charterers were collecting rates for second half June loading windows with rumors of offers at sub index levels. Demand for tonnage slowed on Tuesday and ballasters were likely to have trouble fixing without another influx of inquiry. CSN was heard to have covered their 180,000mt 10% iron ore shipment from CSN to Qingdao on mid-June loading dates at an unknown level. Glencore was also rumored to have covered a Nouadhibou to China iron ore cargo but again further details did not come forth.

Pacific saw some cargoes from West and East Coast Australia, with little else emerging. FMG covered their Port Hedland/Qingdao 9-11 June loading at \$13.75. Rio Tinto also put away at \$13.55 one of their Dampier stems but loading

dates remained unclarified, and Kepco awarded their 5-11 June coal tender from Newcastle to Hadong at \$21.77. Tuesday FMG was heard to have covered at a lower \$13.20 their Port Hedland to Qingdao for 9-11 June dates, Pacbulk fixed their C5 8-10 June loading at an even weaker \$13.15, whilst Rio Tinto managed to cover their June 12-14 cargo from Dampier at only \$12.90. AngloAmerican fixed their forward coal cargo from Newcastle to Mailiao 1-10 August loading at \$17.85.

On the oil front, crude climbed as improved demand outlooks offset concerns of increased supply. Rising vaccination rates across the US underscored the bullish summer energy demand expectations.

Mid-week trading had very little to report, with the holiday in Singapore effectively dousing the market. Index routes were down across the board.

Backhaul trades in the Atlantic were limited at current rate levels, with owners refusing to fix. Ballasters began to weigh on the market there, bringing pessimism as to where rates will go over the next 7-10 days.

With the holiday in Singapore it was a similar story in the Pacific, with rumors of FMG fixing a newcastlemax at \$12.15, but further details were not reported.

The numerous holidays in Europe and Singapore brought a very quiet approach to the end of the week with a negative sentiment prevailing. Further softening of the market was underpinned by a lack of activity. Australia were a lonely affair while only being heard very close to index time.

In the Atlantic Vale was rumored to have fixed a smaller 110,000mt coal stem from Nacala to Krishnapatnam 15-25 June loading at \$16.50.

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In Asia Rio Tinto fixed tonnage at \$12.00 for their from Dampier to Qingdao on 12-14 June. Cara Shipping was also heard to have covered their C5 newcastlemax stem from Port Hedland for 12-17 June at low \$12's level. Out of east Australia Trafigura was heard to have fixed their coal cargo from Hay Point to Dhamra for 11-20 June loading but the rate was not reported. KEPCO awarded their 10-19 June coal

tender from Newcastle to Hadong at \$19.62 and their 15-24 June from Gladstone to Taean at \$16.98.

The Baltic Cape Index experienced heavy losses this week. BCI dipped 869 to 3089 and BCI 5TC average plunged \$7,211 standing this Friday at \$25,814 daily.

PANAMAX

Atlantic business saw a slow fade into the previous weekend, with little left to cover for nearby dates. More forward fronthaul business out from East and North Coast South America was seeing firmer numbers whilst Trans-Atlantic trading was easing. Pacific numbers remained strong thanks to the cargoes ex Indonesia and the demand for ballasters from the Atlantic. NoPac rounds made little headway over the course of the week and finished under pressure, whilst there had been interest in period fixing.

Panamaxes eased into the new week hampered by holidays in a number of countries, with European traders largely absent, making the market hard to call at the start of the week. Further corrections in rates were seen Tuesday. Pressure continued on the nearby positions in Asia. Early tonnage had to reduce offers in order to get fixed ahead of the Singapore holiday, highlighting a fragmented week with the various holidays. Further out, and particularly in the Atlantic we saw a stand-off, as the market was seeking a clearer direction. Looking forward the June 15th/onwards loaders appeared to have more support with still some period interest around.

A subdued but solid start in the Atlantic with holidays across much of Europe. North seemed to be the only region under any pressure, mainly for Trans-Atlantic, with some sharper numbers seen and a lengthening tonnage list. South remained steady and supported, especially for end June loaders, albeit with minimal bids/offers heard on Monday. A 2012-built 80,400 dwt kamsarmax open East Med May 25-30 was heard fixed for a frontahul via the Black Sea at \$37,500 daily. Cofco Agri

booked a 2008-built 83,610 dwt kamsarmax May 27-28 delivery Gibraltar for a trip via NC South America to Singapore-Japan at \$22,500 daily plus a \$1,000,000 ballast bonus, whilst Olam were linked for the same trip with a 2014-built 82,123 dwt vessel Port Talbot 30 May, however further details did not surface. Activity was limited Tuesday. The North remained the slowest of all areas with hardly any fixtures or trades reported. Consequently the tonnage supply kept increasing, with a few more ships running spot. It was worth noting that there were more exchanges for fronthaul than Trans-Atlantic business. EC South America volume was rather limited but levels remained steady. Bids in the region were predominantly for June loaders. Tuesday Cargill fixed & failed a 2012-built 81,339 dwt kamsarmax passing Gibraltar 28-29 May for a trip via PDM redelivery Far East at \$34,000 daily, whilst further south a 2018-built 82,641 dwt vessel was heard fixed retro Cai Lan 24 May for an EC South America fronthaul at \$26,500 daily. Earlier on the same route Trafigura had booked a 2006-built 74,381 dwt panamax Dhamra May 25 at \$26,250 daily.

The slow start in Asia was not a surprise given the significant number of holidays across Europe, but as for the Pacific itself, it was evident that more enquiries was required to maintain levels as tonnage increasingly built up. That being said, it was still early days and owners were in no hurry to lower their ideas. With the mid-week holiday in Singapore, the market was on Tuesday to give a clearer direction, with either side needing to make a call before the week faded away. But the market was generally flat with a hint of downward pressure, despite a reasonably

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healthy volume. The over-supply of tonnage on nearby dates nudged the balance of the market to charterers' favour, most notably from the NoPac. Bids had been for the most part well below last done so a handful of owners were willing to yield which was reflected in some of the softer numbers reported. Comparatively, rates for mineral inter-Pacific routes appeared to be just about holding, while Indian bound trade continued to pay healthy premiums. From Australia, Ta Ho was linked with a 2009-built 83,688 kamsarmax Qinzhou prompt for a trip via Dalrymple Bay to Taiwan at \$28,000 daily. Also a 2019-built 81,614 dwt vessel open Tianjin early June was fixed for a trip to India at \$32,000 daily, whilst Tongli booked a 2009-built 83,688 dwt vessel prompt delivery Qinzhou for a trip to Taiwan at \$27,750 daily and Ocean21 a 2015-built 77,105 dwt panamax prompt Changzhou redelivery Indonesia at \$27,000 daily. Elsewhere, Atlantic Coal & Bulk fixed a 2012-built 81,569 dwt kamsarmax delivery May 30-31 Higashi Harima for 2-3 laden legs redelivery Singapore-Japan at \$28,000 daily and Reachy was linked with a 2006-built 77,053 dwt panamax at \$26,500 daily prompt delivery Zhoushan for a NoPac round. Voyage business reported SAIL awarded its June 6-15 Hay Point/Visakhapatnam coal tender at \$31.75 fio.

Some period fixtures emerged from the back end of previous week. Cargill booked a 2018-built 82,025 dwt kamsarmax May 23-26 Yantai for 10-12 months trading at \$25,000 daily, whilst Tongli fixed in for 4-7 months a 2004-built 77,834 dwt panamax delivery Guangzhou 5-10 June at \$26,800 daily. Ausca were also heard taking a 2013-built 84,109 dwt kamsarmax Dalian 25-28 May for some period but further details did not come to light. Tuesday's period news included talk of a 2007-built 76,596 dwt panamax Qingdao 29-30 May being placed on subjects for a period upto minimum September 8 to maximum October 8 2021 touch below \$25,000 daily.

Mid-week trading was, as expected, very dull with further negative rate corrections. Fresh inquiry was limited from EC South America. Owners with early tonnage appeared willing to concede for cover, but still not much was reported done. Singapore's holiday curtailed trading in Asia with little emerging except for reports of fixing and failing.

A lackluster mid-week in the Atlantic with the combination of holidays in the Far East and continued FFAs downward pressure giving charterers little impetus to move. Fronthaul demand in the North remained reasonably healthy, however levels had eroded marginally. Seatrans fixed a 2013-built 75,038 dwt panamax May 29 Amsterdam for a trip via the US Gulf & Suez Canal redelivery Singapore/Japan at \$29,000 daily. Bunge placed on subjects a 2009-built 81,932 dwt kamsarmax May 17 delivery retro-sailing Singapore for an EC South America round at \$27,750 daily and Cofco Agri booked a 2007-built 75,764 dwt panamax June 4 delivery NC South America for a trip to Singapore-Japan at \$22,250 daily plus a ballast bonus of \$1.25 million. Trans-Atlantic action improved a bit, however EC South America bids were thin with levels drifting slightly off. Golden Ocean agreed \$26,000 daily with a 2019-built 82,425 dwt kamsarmax May 31-June 5 delivery NC South America for a trip redelivery Skaw-Gibraltar and Uniper was linked with a 2014-built 78,056 dwt panamax prompt in Point Lisas for a trip via Puerto Drummond redelivery Pecem at \$22,500 daily. Furthermore Nordic took a 2019-built 81,981 dwt kamsarmax delivery Ghent May 31 for a short trip via Murmansk redelivery UK/Continent at \$18,500 daily whilst a 2004-built 76,603 dwt panamax was reported fixed 31 May delivery Iskenderun for a trip via the Black Sea redelivery in the US Gulf at \$17,000 daily. Thursday a surge in the Trans-Atlantic rates caused by an active EC South America market and upwards pressure from the smaller sizes was evident, with some nice spec kamsarmaxes fixing \$23000-24000 for EC South America rounds basis delivery Gibraltar/West Africa. Fronthaul however has staying more steady with owners happy to conclude at last done levels but reluctant to discount with the Trans-Atlantic pushing. EC South America was focused on the earlier dates (2nd half June arrival) and the majority had prioritized the North Atlantic delivery which was comparatively cheaper to the ballasters. An active day of fixing, with certainly a more positive outlook that earlier in the week. Golden Ocean fixed a 2017-built 81,193 dwt scrubber-fitted vessel June 19-23 delivery NC South America for a trip to the Continent at \$32,000 daily, whilst Bunge fixed a 2019-built 81,600 dwt kamsarmax June 20-25 delivery NC South America for a trip to Skaw-Gibraltar at \$31,500

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daily. The charterer also took a 2011-built 83,482 dwt vessel June 1-5 delivery Gibraltar for a trip via NC South America redelivery Skaw-Gibraltar at \$21,000 daily. Cofco Agri booked a 2005-built 76,602 dwt panamax June 11 delivery EC South America for a trip redelivery Skaw-Gibraltar at \$22,500 daily plus a ballast bonus of \$450,000.

The market was quiet in the Pacific Wednesday, with the holidays across much of SE Asia. Once again it came under light downward pressure, with a build-up of nearby tonnage and rates drifting slightly. This was most obvious ex NoPac, where charterers were bidding well below last done hoping to catch owners unaware during the holiday, however for the most part their resistance held albeit with some reducing their offers a touch. Meanwhile, numbers done on inter-Pacific mineral trips continued to hold, with India redelivery still fixing at a premium. At least on Wednesday, the cargo count was enough to avoid any dramatic drop in rates, however further orders were required to cover the surplus of prompt tonnage. Very little was reported in terms of fixing but most of it was of deals failing on subjects. SAIL awarded their June 8-17 coal tender from Hay Point to Visakhapatnam at \$29.10, more than \$2.50 below last done on similar dates a couple of days before. Thursday was another day of red ink for the panamaxes, with ultimately a lack of demand and a growing tonnage profile, a similar pattern overall the week however the trans-Atlantic market having been in the doldrums in some time appeared to spark into life with a flurry of fixtures emerging at better to last done levels. Enquiry further South from EC South America was limited with rates easing back a tick. Rates in Asia continued to ease with little support on the NoPac and Australian mineral round trips, whilst rates pushed down too out of Indonesia with owners in the South discounting somewhat to lock in some quick cover to tie them over rather than to commit to ballast to a seemingly uncertain Atlantic market. A similar story in the basin Thursday, with owners having hoped for gains whilst charterers were happy to hold back. Deals concluded were still at healthy levels, albeit a tick lower, and the increase in volume showed what may be to come for June. However, with the exception of premium mineral business to India, momentum remained with the

charterers. Yet, if the nearby vessels can get covered, allied by a push from EC South America and paper, gains could return to the Pacific. Trading included word Phaethon fixing a 2021-built 82,299 kamsarmax June 2-3 delivery Yantai for a trip via EC Australia redelivery India at \$34,000 daily. The scrubber benefit will be to the charterer's account. On the same route TataNYK took a 2011-built 81,134 dwt vessel May 27 delivery Zhanjiang at \$32,000 daily. Elsewhere a 2017-built 82,010 dwt kamsarmax was fixed to unidentified charterers May 21 delivery retro-Singapore for a trip via the US Gulf redelivery Singapore-Japan at \$28,300 daily, whilst D'Amico booked a 2013-built 81,383 dwt vessel June 1-5 delivery passing Taichung for a trip via Indonesia redelivery in the Philippines at \$25,000 daily.

Approaching the weekend the market seemed to be recovering it's breath.

In the Atlantic Oldendorff was heard fixing a 2003-built 73,975 dwt panamax Passero 30 May for a round trip via the River Plate & Egypt at \$19,500 daily. Bunge took a 2012-built 82,306 dwt kamsarmax delivery NC South America 10-15 June for a trip to Skaw-Gibraltar at \$34,000 daily in addition to a 2011-built 83,482 dwt vessel that the charterer fixed delivery Gibraltar early June for a round trip via the NC South America at \$21,000 daily. Cargill fixed a 2015-built 81,863 dwt vessel Jorf Lasfar 27-29 May for an EC South America round at \$24,000 daily and a 2021-built 81,793 dwt kamsarmax Rotterdam 6-7 June for a fronthaul via PDM to Qingdao at \$36,000 daily.

In Asia, from Australia Refined Success fixed a 2011-built 93,099 dwt post panamax Zhoushan 31 May for a trip to Cigading at \$25,000 daily. Phaethon fixed a 2017-built 81,791 dwt scrubber-fitted vessel Yingkou 31 May for a trip to India at \$30,500 daily with the scrubber benefit to owners. Panocean took a 2013-built 81,588 dwt kamsarmax Lianyungang 29 May for trip to Soth Korea at 25,500 daily, whilst Raffles booked a 2006-built 75,375 dwt panamax Pyeongtaenk 4-6 June for a trip to SE Asia at \$24,500 daily and Norden a 2010-built 87,334 kamsarmax Taichung 30 May-2 June for a trip via Newcatle to Taiwan at \$25,000 daily. Nopac rounds heard a 2007-built 82,471 dwt kamsarmax Tianjin 5 June fixed to Oldendorff

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at \$27,500 daily, whilst Caravel took a 2007-built 82,100 dwt vessel Yosu 2 June at \$26,500 daily. Earlier Oceanways had taken a 2011-built 75,503 panamax Huanhhua 28-31 May at \$23,000 daily. Voyage business in the basin reported Trafigura covered their coal shipment for 11-20 June Abbot Pont to Kakinada at \$28.00 fio.

The week finished with a couple of healthy period deals heard. NYK took in for one year a 2015-built 81,661 dwt scrubber Qingdao 3-5 June at \$26,000 daily with the scrubber benefit to the charterer's account and Speed Logistics a 2009-built 82,281 dwt kamsarmax Manila 4-6 June for 5/7 months also at \$26,000 daily.

SUPRAMAX – HANDYMAX – HANDYSIZE

EAST COAST SOUTH AMERICA / WEST AFRICA

A steady week for supramax/ultramax and handy size vessels in the Atlantic basin, with rates remain almost unchanged.

The mv Socratis (58,609 2010) fixed at \$30,250 basis delivery South Brazil for a trip to Med whilst last week rates where around \$29.000 levels.

For Ultramax trips to India have been paying same rates as last week, around \$21,000 + \$1,1 million bb. Supramaxes in West Africa would get paid around \$27.000/\$28.000 on

dlosp basis for grains via Esca to China. For handy size vessels, the trips to Wcsa showed negative tendency, Louis Dreyfus fixed Mv Dodo (39,017 2013) at \$32,000 basis delivery Recalada for a trip to Wcsa with grains.

Trips to USG/Caribs range are paying around \$29.000/\$30.000, Weco Bulk fixed on subs the mv Interlink Sagacity (38,743 2015) for a trip basis delivery passing Santos for a trip to Caribbean at \$29,500.

MEDITERRANEAN/ CONTINENT / BLACK SEA

Sentiment remained positive across all routes and demand had strengthened from Black Sea/Med and Continent area.

In Med most routes rates had increased and stronger numbers being discussed. There were also better levels being discussed from the Mediterranean and Continent for USG.

For handysizes, fresh cargoes were being offered in the Eastern Mediterranean, helping keep the Atlantic positive. More cement and clinker cargoes were in the market, the demand for tonnage in the Western part of the Mediterranean has been rising, causing uptrend.

A 34,000-dwt open Taranto was fixed for a trip to Haiti with an intended cargo of bagged cement at \$20,000. Another 35,000-dwt in Otranto had been rumoured to have been placed on subjects for a trip basis dop delivery via the black sea to Spain with the usual grain

run at \$20,000. Moreover, a 31,000-dwt open Sea or Marmara was fixed for a trip to Israel at \$21,000. Finally a 35,000-dwt fixed basis Canakkale for a trip to the Western Mediterranean at \$ 23,500.

For period business in the Atlantic, open in Sea of Marmara ex drydock fixed for a minimum 6-to-8 months trading and redelivery in the Atlantic at \$21,500 daily.

On the supramax/ultramax sector, an ultramax was fixed with clinkers to West Africa at \$24,000 but no further details came to light. A mitsui 60,000-dwt open Syros was linked to covering a vessel for grains run via Black Sea redelivery West Africa at \$28,500. Supramaxes were seeing very twenties and above \$30,000 if ultramax for fronthaul to pacific.

Handysizes in Cont started the week quietly but with a positive tone nonetheless.

On the Continent a 36,000-dwt was fixed basis delivery Continent to the Eastern Mediterranean

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with an intended cargo of scrap at \$18,000 and a 30,000-dwt with delivery Antwerp fixed at \$19,500 for similar scrap cargo to Turkey.

On the supra/ultramax sector not many fixtures were reported. There were rumors that backhauls for Usg/Ecsa redelivery at mid 20's.

FAR EAST/ INDIA

(*Below info on the basis of an average 58k dwt vessel - basis our views/feeling/information on the market)

Week 21 got off to a quiet start in view of numerous countries observing long weekends in view of holidays; however despite the slow start the market's sentiment remained firm for yet another week on the supramax segment in the India/Fareast areas with the volume of activity remaining robust and rates still hovering around \$30k range for most routes. An eco 58 could still achieve in the region of 34/35k for delivery Philippines/Vietnam range for trip via Indonesia to India with coal, however many owners this week are still opting to avoid trips to India direction in view of the present Covid-19 situation with cases on the rise, for fear of facing delays and quarantine issues for their next employment. Trips to China with similar delivery as above could aim to gain around \$32k/\$33k for same. Pacific rounds are still hovering around \$30k basis delivery CJK on eco 58s, subject always to

It was reported that ta 58dwt was taken basis delivery Amsterdam for a scrap run to US east coast at \$26,500.

cargo/actual duration and redelivery. Out of the Persian Gulf, Eco 58s could aim to achieve in the region of \$37k/\$38k for trips to ECI/Bangladesh range with delivery Pakistan. There was very little activities/business heard to be concluded ex South Africa, however could still achieve in the neighborhood of \$19k/20k plus a ballast bonus of \$900k/\$1mil for cargoes destined to the Fareast, whilst trips destined to Pakistan/PG range could achieve around \$17,000+\$700K. Out of the East Coast of India, Eco 58s could aspire to earn around \$37,000 for trips to China with iron ore, whilst coastal trips to W.C.India could earn around \$35,000.

On the period front in the Fareast, Eco 58s could gain around \$29,000 for short period of around 4/6-5/7 months, and around \$23,000 for longer periods of about one year duration, whilst similar ships open in PG/WCI could earn slight premium for period employment, always subject to flexibility provided and spread etc.

FFA

The week started with sellers apparent and this continued to be the case. Tuesday was pretty much unchanged and the negative direction continued so.

Mid of the week was negative for Cape and volatile for Panamax. Thursday was volatile and Friday quiet.

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