



## CAPE SIZE

The market found a bottom previous week as rates descended throughout before bouncing a little as we approached the weekend. With the rates finding a floor there was mixed views on whether there was any drive to lift rates from the doldrums, but as Chinese New Year was about to begin many in the market would go quiet during so odds might be stacked against any revival.

As expected the market opened slowly this week, but later charterers with C5 cargoes appeared determined to cover before the Lunar holidays start.

As a result a number of fixtures were heard on the West Australia/China route at improved levels from last week amongst rumors of rates over \$8.00 agreed.

The Lunar New Year holidays officially started Tuesday and with holidays in Singapore, Korea, Hong Kong and China it was a largely flat and quiet. There were rumors of a C5 being fixed at sub-index levels amongst talk of \$8.25 being paid.

Atlantic trading was very dull, with Asia closed.

It emerged that last week an unnamed charterer covered a C3 cargo basis February 2 loading at \$21.00.

Tuesday Rio were rumored to have fixed a bauxite cargo from Port Kamsar to China on 16-25 February dates in the low \$20.00s however this remained unconfirmed. Likewise some reports of higher C3 fixtures lacked any sort of confirmation.

In the Pacific Rio Tinto were reported first covering a 16-18 February stem ex Dampier at \$7.60 basis 16-18 February and subsequently there were unconfirmed rumors of excess of \$8.00 being paid.

BHP fixed ex Port Hedland at \$7.80 from February 16/onwards.

Tuesday Rio Tinto was heard to have fixed at a low \$6.25 a Dampier/Qingdao on 12-14 February loading.

The charterer was also rumored on a similar cargo for similar dates at \$6.50.

Swissmarine was heard to have booked for period a 2016-built 181,259 dwt caper delivery China 18-25 February for one year trading index linked at 126% of the 5TC.

On the oil front US Atlantic Coast 1%S fuel oil climbed \$1.66 to \$91.64/b, highest since reaching \$92.76/b on August 31, 2014.

Despite the slightly easier tone set for the sector midweek, with only minimal Pacific cargoes quoted and although traders appeared prepared to wait until after the Lunar New Year holiday to put around their business, Atlantic activity picked up.

Olam covered its February 21-28 loading from Sudeste to Ijmuiden at \$9.20, whilst Pacific Bulk covered their Norfolk/Jingtang 26 February-4 March coal stem at \$32.80 fio. Refined Success fixed its Guinea/China February loading below \$20.00 C3 equivalent. On time charter Olam fixed a 2010-built 178,000 dwt vessel delivery passing Cape of Good Hope for a trip via Brazil to the Continent at \$11,000 daily, whilst Oldendorff was linked to a fronthaul ex US East Coast at \$35,000 daily with a ship delivery on the Continent but further details did not emerge.

With holidays in Asia Wednesday was a quiet day, with only FMG heard covering a Port Headland/Qingdao 16-18 February C5 loading at \$7.60.

Swissmarine continued its period activity fixing a 2015-built 181,000 dwt vessel open Gdansk early February for 1 year trading redelivery in the Atlantic at 120% of the 5TC.

Approaching the weekend more activity was reported as many countries in the east had come back from the Chinese New Year holidays. Both BCI and 5TC returned to positive territory with small gains. The C3 run found a bottom with rates holding around last done and the C5

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route generally saw steady numbers reported with anticipation of some gains next week.

In the Atlantic movement appeared to be sideways from Brazil. Aquavita was rumored to have taken a 2011-built 175,975 dwt caper from Passero in mid-February for a fronthaul trip via the Black Sea at \$35,000 daily, whilst Trafigura covered their Sudeste/Qingdao 20-28 February loading at \$19.75 fio basis C3.

In Asia Rio Tinto was linked to taking more than one vessel for their mid-February loading from Dampier to Qingdao at \$7.60. In addition FMG was rumored to have taken possibly as many as 3 vessels for mid-February from Port Hedland at the same level. Later Rio Tinto secured \$7.10 from a newcastlemax for a February 20-22 loading. Elsewhere Vale "put

away" two Teluk Rubiah/Qingdao 14-16 February ore cargoes at \$5.40 and \$5.35.

On period Koch took a 2012-built newcastlemax ex drydock Qingdao 30 January-3 February for a period up to minimum January/maximum March 2023 redelivery worldwide at \$26,250 daily.

Baltic indices mirrored market's uncertainty this week.

BCI gained 34 to end at 1,242 and BCI 5TC average \$287 standing on Friday at \$10,302 daily. Question is whether next week this "shy" improvement will continue in a larger scale to bring significant gains across the board.

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## PANAMAX

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Previous week was another week of further considerable losses for the market, retracting back to values witnessed in Q2 2021. With many ballaster and spot tonnage unfixed, owners' resistance was scarce as tonnage far outweighed demand, resulting in charterers driving down the bids especially in the Atlantic. Asia fared marginally better as Indonesian coal was back on stream along with a fair level of coal enquiry from Australia. With seemingly strong confidence for rest of 2022 solid period interest appeared as the one bright spark last week.

Panamaxes got off to a slow start Monday as traders left early for New Year celebrations. As a result activity was very limited.

With major holidays in the East, the slow start to the week in the Atlantic was not a surprise. After a decent clear-out last week, the North appeared flat but inactive with bids, particularly for the longer trans-Atlantic rounds around last done and March dates mostly on optimistic speculation compared to February, where the fundamentals were still with the charterers. Albeit with disruption from holidays, we could expect for a clearer market direction. Cargill failed a scrubber-fitted 2011-built 81,146 dwt kamsarmax Singapore 30-31 January for a trip via EC South America to Singapore-Japan at \$23,000 daily with the scrubber benefit to

Charterers. Bunge took a 2015-built 82,293 dwt vessel Amsterdam 28 January for a trip via North France to China at \$26,000 daily. Klaveness were rumored fixing a kamsarmax in ballast at \$18,500 daily plus \$850,000 ballast bonus for a trip via EC South America to the east mid-February dates, however the ship remained in market as the deal did not go through. On voyage, Trafigura covered their Santos/North China grain lift basis 12-19 February dates at \$49.00 fio.

Tuesday Atlantic business was slow to emerge, with ballasters adding to rate woes for committed tonnage.

There was a flurry of fixing in the North, however this was not translated into better fixtures. Whilst there was a fairly limited supply of spot tonnage open on the North Continent/West Mediterranean owners gave little resistance and hit the charterers' bids which were setting a new recent low. Quick Baltic rounds were fixing well into the single digits and the longer trans-Atlantic rounds were receding further towards \$11,000/12,000 region. Fronthaul was very quiet in comparison however rates here were likely to come under further pressure on the next round of fixing as trans-Atlantic had taken another sharp decline. Further South, the market was slow to start however the few available bids on the table for EC South America trans-Atlantic appeared flat

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at \$19,000/20,000 on kamsarmaxes for 2nd half February loading with still a quieter fronthaul fixing. The outlook remained nervous whilst Far-Eastern holidays were in full swing. Trading included word Cargill fixed recently a 2019-built 80,856 dwt kamsarmax February 20 delivery EC South America for a trip to Skaw-Gibraltar at \$20,000 daily. Undisclosed charterers booked a 2012-built 92,995 dwt post panamax at 19,000 daily plus a \$900,000 ballast bonus February 15-20 delivery EC South America for a trip to South East Asia.

Norvic took a 2012-built 79,516 dwt kamsarmax 8-12 February delivery Recalada for a trip to Mediterranean at \$19,000 daily. Louis Dreyfus was linked with a 2007-built 75,511 dwt panamax February 17-20 delivery US Gulf for a trip to Egypt at \$17,500 daily. On voyage Jera covered their prompt coal cargo ex-Ventspils to Amsterdam at \$6.50 fio.

The lethargic start to the week in Asia with Lunar New year holidays commencing across the majority of the basin was not a surprise. Rates remained largely flat, with little concluded, except a couple of charterers that elected to execute tight cargo dates quickly. Japanese demand from Australia led the way on fresh orders, which was encouraging. The market was in need of further stimulus, in order to avoid a significant increase of tonnage supply, especially with further holidays starting in Indonesia, which curtailed the shorter round voyage market.

Tuesday remained slow with Nopac/US Gulf relatively inactive with little fresh cargo. Also there was a lack of fresh cargoes in view of Indonesia holiday. Pacific was focusing still on period with mainly tonnage with South East Asia deliveries. Owners were still willing to consider shorter period instead of Australia. Japanese demand was still there but overall less tenders were expected in the week. For those owners willing to reposition, levels for the Australia/India business remained at \$14,000s-\$15,000s. Holidays and lengthy tonnage lists kept the pressure on rates.

There was very little to report with most charterers unable or unwilling to nominate with all the holidays. Rates were flat to last done with both sides looking for direction. Norden booked a 2007-built 75,395 dwt panamax Port Kelang 31 January an Indonesia/Philippines trip at \$15,500 daily.

Tuesday a 2015-built 81,502 dwt kamsarmax went to an unnamed charterer's spot delivery Xinsha on a trip via Australia to India at \$19,000 daily. On voyage SAIL awarded its February 19-20 Abbot Point/Visakhapatnam coal tender at \$20.90 fio.

Period business in the East included word of Klaveness taking in for 4-6 months a 2012-built 76,483 dwt panama February 10 delivery ex-drydock Keelung on 4-6 months at \$21,500 daily.

Trading saw a further slide in rates mid-week, as limited inquiry in Asia and an enormous tonnage count combined to pressure to an already weak market. Close to a month now of successive corrections seen in the Atlantic, with conceding further aground again as the fall out in the basin showed no signs of lessening, with talk of zero bids on a dop basis for the trans-Atlantic route, with many ballasters still yet to find homes. The Asian basin remained predominantly flat as trading was largely curtailed by holidays in most parts.

Thursday, with some Asian countries returning from holidays, along with some heightened activity in the Atlantic ex EC South America the BPI returned a positive figure for the first time in nigh on one month. In the Atlantic whilst there remained still some caution with so many early ships still unfixed, some felt there had been a healthy clear out and cause for some optimism. Allied to this some marginally better-looking rates paid for fronthaul as activity ex EC South America kicked into gear. In Asia, the return of a few players gave the market some energy but still the supply/demand balance appeared stable, rates overall remained largely flat with limited activity still.

The negative trend in the Atlantic continued. Tuesday's decent fixing volume had not unfolded into any more action Wednesday or any improved levels. With the lack of fresh minerals the prompt ships struggled to find a home. Owners appeared willing to discount further to previous levels just to fix their boats for the shortest possible business. EC South America February arrivals remained under pressure especially for fronthaul whereas trans-Atlantic seemed to be going sideways. March dates had been a bit of a premium but with almost no bids around it felt like also March might lose some ground. No change could be expected this week.

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Trading heard that Cargill recently took a 2014-built 77,116 dwt vessel February 15 delivery Fazendinha for a trip to Skaw-Gibraltar range at \$22,750 daily. Jera Trading fixed a 2011-built 87,340 dwt kamsarmax prompt delivery Wedel for a trip via Newport News to Jorf Lasfar at \$9,000 daily, a rate that explains a rare fixture seen on dop. Ultrabulk fixed & failed a 2019-built 82,425 dwt combination carrier delivery Southwest Pass 3 February at \$16,000 daily plus \$100,000 ballast bonus for a woodpellets run into Skaw-Gibraltar but the fixture failed due to a beam restriction.

A busier Thursday with some of the holidays coming to an end.

In the North Atlantic despite a lack of trans-Atlantic bids sentiment was a touch more positive following a clear out of earlier tonnage. Fronthaul levels were also slightly better as a result of EC South America pulling ships from the North.

The South also gained traction as charterers had to bid up to secure tonnage, especially for March dates. The EC South America trans-Atlantic levels were unchanged. Norden fixed a scrubber fitted 2006-built 82,186 dwt kamsarmax Port Sudan 8 February for a trip via Black Sea redelivery Singapore-Japan at \$22,250 daily with the scrubber benefit going to owners. A 2010-built 75,354 dwt panamax Rotterdam 3 February was alleged booked for a quick round trip at \$5,000 daily. Oldendorff took a 2012-built 87,376 dwt vessel Ghent 5 February for a trip via US east coast redelivery India at \$24,000 daily. From the South came rumors of Cargill fixing a 2013-built 82,119 dwt kamsarmax delivery EC South America 20-28 February for a trip redelivery on the Continent at a rate a shade over \$20,000 daily. The charterer was also linked with a 2009-built 75,639 dwt panamax delivery EC South America 5 March for a trip redelivery Singapore-Japan at \$20,000 daily plus \$850,000 ballast bonus but had yet to be corroborated.

Wednesday was simply another inactive day in Asia, with a meagre amount of fixtures reported. Japanese demand continued to trickle through, but the rest of the market remained largely dormant, with most charterers preferring to watch and wait.

Tonnage supply was growing, but owners hoped of resurgence in Pacific orders and period enquiry, with Singapore back to work Thursday. Swissmarine fixed a 2016-built 82,031 dwt

scrubber-fitted vessel January 31 delivery retro-sailing south Japan for a NoPac round at \$19,000 daily. The scrubber benefit was for charterer's account. An undisclosed charterer reportedly took a 2020-built 82,192 dwt kamsarmax February 2-4 delivery CJK for a trip via EC Australia redelivery Japan at \$19,000 daily.

Thursday the Pacific finally saw some life with the return of some Asian countries to the market, and with it, a flurry of Indonesian orders, which created some positivity in the South.

Further North was more subdued with Nopac and Australia demand not witnessing the same volume. However a few vessels were concluded at flat to last done and in some cases marginally better, and fixtures, whilst understandably quieter, still appeared to achieve strong above index results. NS United secured a 2009-built 93,251 dwt post panamax Taan 6 February for a trip via EC Australia redelivery Japan at \$17,000 daily, whilst Norden fixed a 2016-built 81,845 dwt kamsarmax Mariveles 5-7 February for a trip via Indonesia redelivery Philippines at \$20,000 daily, whilst SAIL awarded at \$23.00 fio their February 23-March 4 coal tender from Hay Point to Visakhapatnam.

Approaching the end of the week there was a noticeable uptick in activity. Atlantic saw better rates from EC South America though tonnage lists were still overwhelming. In the Pacific although there was more interest noted, the market could be described as still very "wobbly". Available tonnage has still not been matched by fresh inquiry with rates trending sideways.

In the Atlantic Copa fixed a 2019-built 82,447 dwt kamsarmax delivery EC South America 15 February for a trip via Arabian Gulf redelivery Muscat at \$17,000 daily plus \$700,000 ballast bonus.

Oldendorff booked a 2013-built 81,285 dwt vessel delivery EC South America 20-25 February to Singapore/Japan at \$19,000 daily plus \$925,000 ballast bonus. Louis Dreyfus booked a 2007-built 75,510 dwt panamax delivery US Gulf 17-20 February for a trip to Egypt at \$18,000 daily and Bunge took a 2001-built 74,750 dwt panama delivery Canakkale 1 February for a trip via Black sea redelivery Spain at \$14,750 daily. Cargill agreed \$20,250 daily with a 2013-built 82,199 dwt kamsarmax

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February 20-28 delivery EC South America for a trip to the Arabian Gulf. The charterer also fixed a 2012-built 82,158 dwt kamsarmax delivery EC South America 1-5 February for a trip to Singapore/Japan at \$18,000 daily plus \$800,000 ballast bonus. ADMI fixed a 2012-built 82,744 dwt kamsarmax delivery EC South America 15 February for a trip to Mediterranean at \$21,500 daily and Cefetra booked a 2019-built 81,572 dwt kamsarmax delivery Recalada 15 February for a similar trip at \$22,750 daily. Amaggi fixed a 2006-built 75,880 dwt panamax delivery Gibraltar 4 February for a trip via NC South America to the east at \$21,000 daily.

In Asia, Tongli fixed a 2020-built 82,192 dwt kamsarmax February 6 delivery Manila for a WC Australia round at \$19,000 daily. Chipolpek fixed a 2012-built 81,547 dwt kamsarmax February 2 delivery Kakogawa for trip via WC

Australia redelivery China at \$17,000 daily and Swissmarine fixed a 2016-built 82,032 dwt scrubber-fitted vessel delivery retro South Japan 31 January for a NoPac round at \$19,900 daily with the scrubber benefit to charterers. Elsewhere a 2019-built 82,044 dwt kamsarmax Kohsichang 6-9 February fixed a trip to India via Indonesia at \$18,250 daily and Tongli took a 2011-built 87,450 dwt vessel from Hazira 8-10 February for a trip via Richards Bay to Malaysia at \$19,000 daily.

The week ended with the market regaining some of its confidence and with expectations of further improvements in the coming week.

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## **SUPRAMAX – HANDYMAX - HANDYSIZE**

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### **EAST COAST SOUTH AMERICA / WEST AFRICA**

The week finished without any significant change on the market levels for Supramax/Ultramax and Handy sector. The tendency remained dull throughout the week with the index maintaining its downward

course. The same picture followed for reported fixtures on Ecsa and West Africa basin, which were almost non-existence throughout the week.

### **MEDITERRANEAN/ CONTINENT / BLACK SEA**

Another week in Continent and Mediterranean with downwards trend with pressure remaining as rates remained flat and activity seemed to be softened.

Although most are discussing that market activity was at the bottom, many believe that the end of this negative trend is near and things will be better shortly.

In the Black Sea/East Mediterranean area for the handysize rates remained mostly flat.

The short intermed grain trips via Black Sea were at very low teens basis Canakkale delivery whilst trips to Continent were in the same levels.

A tick more on hire for the trip to USG/ECSA region i.e. around mid-13's were the levels for such redelivery.

Moreover a 30,000-dwt handy was fixed basis passing Malta via the West Mediterranean to Bangladesh with an intended cargo of Fertilizer at \$18,800.

As far the supramaxes, a decent 58,000-dwt tonner could gain a tick below 15k for intermed trips and maybe even less if it's a cargo such as grains.

There was a rumor that a 63,000-dwt Ultramax fixed close to 30k for trip to Singapore/Japan but no further details were disclosed.

From west med, a 58,000-dwt has achieved around \$15,000 for trip to West Africa.

There was limited activity in the Continent as well. Market remained soft with most routes returning flat rates.

Very little fresh enquiry appearing and the ice

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condition kept the negative feeling as tonnage list was still building up.

For the handysizes seems not many fertilizers were thrown in the market and also scrap cargoes were limited.

The usual grain run ex La Pallice was paying around \$13,000 aps for west med redelivery whilst the scrap cargoes to emed were 500\$ more.

Finally a 35,000-dwt was fixed for a trip from the Continent/UK to the US East Coast at \$14,500.

## FAR EAST/ INDIA

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

Week began on a very slow tempo, to no ones' surprise of course, with China/South Korea and Singapore off the arena and festivities for Chinese New Year in full force. Despite CNY holidays, market's sentiment did not retreat as usually happens, to the contrary, some improvement and stronger interest has been noticed in Southeast Asia, where levels have been getting stronger day by day, especially mid-week onwards. Activity has been bit slower in Persian Gulf/India areas but sentiment has been seriously recovering in South Africa as we drew closer to the end of the week. A 58 could secure around \$19,000/20,000 basis Philippines for a coal shipment to West Coast India while

On Supramax sector rates have been flat with little heard being concluded. As ballasters from Gibraltar also brought more pressure in the rates, scrap cargoes from Arag were around \$15,000 for supramaxes and similar levels were paying trips to ecca region as well.

On the period front, a nice 58,000-dwt basis A-R-A-G delivery could gain a tick more than \$20,000 with redelivery only in Atlantic ranges sub always trade and cargo exclusions.

both NOPAC and Australia rounds have bene fluctuating at around \$18,000/19,000 basis South Korea or CJK delivery (respectively), subject to the cargo/duration and actual destination. Aggregates via PG to Bangladesh would pay around \$21,500/22,500 basis Pakistan and ballasters could secure around \$22,000/23,000 plus \$225,000/250,000 aps Richards Bay for coal to Pakistan or more like \$24,000 plus \$400,000/450,000 passing Durban for manganese ore to Far East.

On the period front, a 58 could be fixed at around \$24,000/25,000 basis Far East or West Coast India for 4/6 months (but higher if basis South East Asia), depending on flexibility offered and vessel's design of course.

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## FFA

The week started for Cape stronger but later in the day retraced and Panamax was overall slow. Tuesday was very quiet with the Chinese holidays around and levels gone south. Mid of the week was overall a volatile day for both

sizes. Thursday the day started for both Cape and Panamax positive with good volume but later the push lost steam. Week ended with good volume overall.

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