CAPESIZE

A familiar situation persisted at the end of previous week, which began with all three majors present and finished with all of them active. However, the tonnage surplus continued to overshadow any bright prospects. Activity in the Atlantic remained subdued even though the tonnage list in the North was short. The bearish tone throughout the week led to a weaker sentiment.

This week had been shortened due to a public holiday in the UK Monday and an upcoming holiday in Singapore this Friday.

Monday being a non-index day, the paper market was devoid of activity with most players taking a welcome break. The C5 picked up marginally with two of the majors fixing at \$7.50-\$7.60 region (index \$7.39) although little else was reported. With the paper market 'closed', market discussion was negligible waiting for the traders' return to their desks to see some activity.

Trading volumes in the Pacific remained consistent. Rio Tinto covered their September 12-14 loading from Dampier to Qingdao at \$7.50, whilst BHP agreed \$7.60 and \$7.50 respectively with two vessels for their September 12-14 stems ex Port Hedland.

Tuesday in the Atlantic, the key C3 route seemed to have paused, with owner's and charterer's ideas still unbridged. On the contrary there was a good feel in the Pacific, with fresh inquiry and all three majors present in the market.

In the Atlantic Ore&Metal awarded their September 23-27 Saldanha Bay/Qingdao tender at \$13.85.

On C5 in the Pacific, FMG covered at \$7.75 their September 11-12 loading from Port Hedland to Qingdao.

Rio Tinto fixed a vessel for their September 14-16 ex Dampier at \$7.70 and another one for the same loading window at \$7.65. BHP Billiton also covered their September 14-16 ex Port Hedland at \$7.60. Elsewhere Welhunt was linked with a vessel for their September 20-25 coal stem from Abbott Point to Hon Mieu plus CamPha at \$11.80.

Mid-week rates from EC South America were under some pressure, with a C3 voyage fixed well below than last done. The plenitude of tonnage from the North Atlantic left owners conceding for cover in a slow market. In the Pacific despite plenty of fresh inquiry rates trended sideways rather than up due to additional tonnage available.

Atlantic heard Oldenorff secured a Newcastlemax for their Tubarao/Qingdao option West Africa September 15-25 loading at \$18.70 basis C3, whilst CSN covered their Itaguai/ Qingdao 1-15 October Newcastlemax stem around \$19.50.

In the Pacific, BHP Billiton fixed two vessels for September 14-16 from Port Hedland to Qingdao at \$7.55 and \$7.50 respectively and Rio Tinto covered at \$7.50 their September 16-18 loading ex Dampier.

Thursday as the holiday in Singapore approached, the feeling was that Pacific would be more active, however despite the presence of two majors, the market was not exceptionally busy and rates again trended sideways. In the Atlantic the North continued to suffer from early tonnage oversupply and limited enquiry, with owners now competing to find a home for their vessels before the weekend. In the South rates encountered further pressure as charterers were revising their bids downwards with the sentiment still pessimistic. Flame was reported to have fixed their Drummond/Yongheung 15-25 September loading at \$24.00, whilst Oldendorff fixed a vessel at \$18.35 basis Winning terms for their 16-19 September lifting. From Saldanha Bay NYK covered their Saldanha Bay/Qingdao 21-30

Carriers Chartering Corp. S.A.
Kaplanon 7 & Massalias Street, 106 80 Athens, Greece | Telephone: +30-210 3668700
Email Address: capespmx@carriers.gr, handy@carriers.gr, snp@carriers.gr
www.carrierschartering.gr

September loading at around $14.25 and Baosteel awarded their September 10-19 Newcastlemax tender at $13.50 fio.

In Asia a 2003-built 172,424 dwt vessel was reported fixed basis retro Singapore for a trip via the Baltic option Black Sea back to Far East at $19,000 daily, but further details were kept under wraps. On C5 Rio Tinto fixed their Dampier/Qingdao 17-19 September loading at $7.60 fio. BHP Billiton agreed the same rate for their 16-18 September lift ex Port Hedland, followed by an improved $7.70 for 13-15 September. Elsewhere Vale covered their Sohar/Ain Sokhna 1-10 September stem at $5.05.

On the period front it emerged that a scrubber fitted 2023-built 210,000 vessel CJK 29 August went for a minimum of 19 to maximum 22 months trading at $23,000 daily, but further details did not come to light.

Friday, there was a national holiday in Singapore which made market more quiet in Fareast with no fixtures c5 reported although seems market there is stable , but seems market is being more pressed downwards in Atlantic.

BCI was down 173 to 1032 and BCI 5TC average lost $1,436 standing this Friday at $8,561 daily.

PANAMAX

A muted end to previous week in a typical Friday's mode. Many players had stepped back and took stock of the last few days enhanced activity. Fundamentals remained unchanged, and the general feeling was the market remained well balanced heading into next week. The Atlantic finished quietly, with bids drifting further in the North as supply of tonnage had grown on the second half of the week. Limited exchanges in the South as the market sentiment tanked further. With charterers reducing bids, vessels had to continue to ballast in anticipation of a better market. A typical end of the week in the Pacific as well, with action slowing down across the region.

A muted start in the North Atlantic, with more tonnage entering the market vs a shortage in fresh business. The lack of market drive was evident across the basin without the Baltic Index & FFA's. Exchanges were also limited in the South with charterers in a collecting mood vs quite a few ballasters unwilling to name their price on a Monday. With UK & Singapore Bank holidays Monday & Friday respectively, it would be interesting to see how things would turn up in the week.

In the Pacific, the week began with FFAs showing no direction and the tonnage list getting longer. Limited exchanges took place with little activity to report, however an improvement in demand throughout the region compared to last week was obvious, and despite that ongoing typhoons continued affecting vessels prospects from South China all the way up to CJK. Otherwise a slow paced Monday with most players in an updating and collecting mode. NoPac remained active with plenty of grain and iron ore cargoes bound to China and Japan. Cargo flow from Australia & Indonesia was mainly destined to India, so there seemed to be some reposition opportunities for tonnage.

Tuesday trading appeared to have gotten a different memo than their larger sisters, with plenty of activity and rates firming on additional support from stronger paper values. Although details of concluded business from North and South America had been slow to emerge, market sentiment was very positive. Key routes in the Pacific were also seeing more interest and firmer numbers for NoPac rounds and from Australia.

The FFA trading positively boosted owner's confidence alas action did not improve as anticipated in the North Atlantic. In the South, as P6 printed at $14,472 (+$802), it triggered some more action with charterers having to pay over last dones in order to secure candidates and Vessels arriving in October were still keeping offers high. It was too early to judge the market's direction however the feeling implied potential positivity looking ahead. On the EC South America/Far East run Cargill was

Carriers Chartering Corp. S.A.
Kaplanon 7 & Massalias Street, 106 80 Athens, Greece | Telephone: +30-210 3668700
Email Address: capespmx@carriers.gr, handy@carriers.gr, snp@carriers.gr
www.carrierschartering.gr

linked to a 2013-built 81,631 dwt kamsarmax September 21 delivery EC South America at $17,000 daily plus a $700,000 ballast bonus, whilst an undisclosed charterer fixed a 2022-built 82,271 dwt vessel at $16,500 August 17 delivery retro- Singapore. Earlier Bunge had taken a 2017-built 81,361 dwt kamsarmax August 30 Visakhapatnam at $16,000 daily and an unnamed charterer a 2015-built 81,715 dwt vessel August 21 retro-Haldia at $15,250 daily.

An improved picture across the Pacific Tuesday both in terms of activity and sentiment, backed also from the FFA's. Some vivid exchanges took place especially in NoPac, while the demand also improved mainly due to the inflow of some fresh Australian stems. MOL fixed a 2021-built 82,212 dwt kamsarmax August 27-30 delivery Zhoushan on a trip via Australia redelivery in the Arabian Gulf-India range at $11,000 daily and Tongli Yantai reportedly fixed a 2019- built 81,981 dwt scrubber-fitted vessel 31 August-02 September delivery Maoming for a trip via Dalrymple Bay to China at $10,750. On the smaller size a 2001-built 76,296 dwt panamax was fixed August 31-September 02 delivery Longkou on trip via CIS to Singapore/Japan at $8,000. Ex Indonesia Multimax was linked with a 2013-built 75,403 dwt vessel August 30-31 Zhuhai for a trip via Indonesia to South China at $7,200 daily and Seakudos with a 2000-built 74,301 dwt vessel Leizhou August 31-September 01 at $7,000. Voyage business heard that NMDC covered their September 16-25 coal stem from EC Australia to Gangavaram at $16.00 fio, whilst SAIL awarded their September 16-25 EC Australia/Visakhapatnam coal tender at a lower $15.25.

After Tuesday's fixing activity, Wednesday was expected to follow-on with more gains. Instead, the market appeared somewhat fragile, with talk of some fixing and failing ex South America, limited trans-Atlantic interest and a slow pace out of the Pacific, where fundamentals appeared well balanced.

A lack of action in the North Atlantic as the FFA's dropped and with the very few bids seen, it plunged further. In EC South America it was a few vessels failed for fronthaul trips, with sentiment weakening. The market was further strained post index as charterer's soft peddled, while owners also took a step back. In any case the EC South America fronthaul fixtures dominated Wednesday's' activity. Cargill was link with a 2013-built 81,631 dwt kamsarmax 21 September delivery EC South America on a trip to Singapore-Japan at $17,000 daily plus a ballast bonus of $700,000. It further emerged that Cofco Agri fixed a 2012-built 83,478 dwt vessel September 08-09 EC South America at $16,500 daily plus a $650,000 ballast bonus. Bunge booked a 2020-built 81,609 dwt vessel August 27 delivery retro-passing Muscat at $16,450 and a 2019-built 81,795 dwt kamsarmax August 30 Kohsichang for a trip via EC South America/NC South America or US Gulf at $15,750 daily, whilst an unnamed charterer fixed a 2013-built 82,165 dwt scrubber-fitted vessel August 19 retro-Tanjung Bin at $16,000. The fixtures list got longer with Crystal Sea taking a 2008-built 82,561 dwt kamsarmax August 08 delivery retro-Singapore at $14,000, and an unnamed charterer fixing a 2013-built 75,038 dwt panamax at $13,500 daily August 18 retro-Krishnapatnam.

A positive beginning Wednesday in the Pacific, with several exchanges taking place early in the morning. Although many cargoes had been covered earlier, some fresh stems hit the market from Indonesia which contributed to the market's activity. However, as the day progressed, it appeared as if charterers refrained from bidding further and inevitably the market slowed down. The bulk of the fixtures were coming from Indonesia. A 2012-built 82,787 dwt kamsarmax went to Klaveness August 31 Lumut for a trip via Indonesia to India at $9,500 daily. On the same route Bainbridge booked a 2008-built 82,687 dwt vessel 31 August delivery Hong Kong at $9,000 daily, whilst Jera secured a 2016-built 82,019 dwt kamsarmax August 22 retro-Hong Kong for a trip via Indonesia to Singapore-Japan at $5,500. Elsewhere a 2010-built 92,018 dwt scrubber-fitted post panamax went to Jera August 29 delivery Hong Kong on a trip via EC Australia to Japan at $6,750.

Period business heard a 2012-built 81,541 dwt kamsarmax gone to an unnamed charterer September 01-04 delivery Hong Kong for 6-8 months trading at $11,000 daily.

Thursday the market confidence continued to wane, particularly in the Atlantic with the North lacking any fresh demand. Tonnage count continued to grow with charterers having the upper hand. Bids were scarce and those that existed were discounted. Asia appeared a little more settled with some better demand ex

Carriers Chartering Corp. S.A.
Kaplanon 7 & Massalias Street, 106 80 Athens, Greece | Telephone: +30-210 3668700
Email Address: capespmx@carriers.gr, handy@carriers.gr, snp@carriers.gr
www.carrierschartering.gr

NoPac and Australia still supporting the market, but with a Singapore holiday Friday activity had tailed off somewhat.

A further strain in the North Atlantic market as tonnage count increased, while bids on the few remainder cargoes dipped further. On the trans-Atlantic front, the bid/offer gap widened, whilst on fronthauls, as P6 corrected at $14,586 (-$158) owners were reluctant to engage in trading and charterers also stepped off the bid. LDC fixed a 2013-built 81,466 dwt kamsarmax Recalada 15 September for a trip to Gibraltar-Poland at $21,500. The charterer also booked a scrubber-fitted 2012-built 82,113 vessel Montoir 1 September for a trip via US Gulf to Singapore-Japan at $22,500 daily with the scrubber benefit heading to owners.

A noiseless Thursday in Asia with activity having almost the same pattern. With many cargoes from Indonesia covered during the previous days and a relatively stable demand from the NoPac, a good volume of exchanges took place early in the morning in Australia, which subdued as the day progressed. Despite a healthier demand in the Pacific, the market was expected to end quietly as vessels with some time ahead were waiting what next week will bring. In the North came reports of a 217-built 81,855 dwt kamsarmax Bayuquan 4-5 September gone to Panocean or a trip via Longbeach back to Singapore/Japan at $12,000 daily, whilst Klaneness fixed a 2011- built 75,617 dwt panamax CJK 5-7 September for a trip via NoPac redelivery Philippines at $8,000. IMC fixed a 2012-built 80,410 dwt vessel September 15-22 delivery Vancouver on a trip to Singapore- Japan at $12,500 daily plus a $400,000 ballast bonus. A 2019-built 81,480 dwt kamasarmax Reihoku 30 August was taken for a trip via EC Australia to South China at $12,000 and Panocean fixed a 2008-built 76,428 dwt panamax Tianjin 31 August for a trip via WC Australia to South Korea at $9,750 daily. In addition unnamed charterers fixed a 2014-built 75,491 dwt vessel Tianjin August 31 for an Australian round back to South China at $8,500. On voyage SAIL awarded their September 21-30 Dalrymple Bay/ Visakhapatnam coal tender at $16.15 fio. At the end of the week activity slowed further in the Atlantic.

The limited trans-Atlantic spreads in the North were too wide to give owners an incentive to cover and with a lack of demand for prompt dates and a lengthy tonnage list fronthaul levels were a tick off. Further South, levels also softened as both owners and charterers continued to adopt a watch and wait approach. With the FFA market giving up most of the week's gains, the outlook for now is soft. A 2016-built 81,111 dwt scrubber-fitted unit Amsterdam prompt was fixed for a trip via US East coast to China at $22,000 daily, while Propel booked a 2010-built 82,168 well described kamsarmax Antwerp 6-8 September fo a trio via US East coast to India at $25,000. On voyage Vitol covered their Norfolk/Rotterdam 15-24 September coal loading at $14.25 fio.

There were some positional improvements in the Pacific, mainly in the South, where the impact of the typhoon was playing out. Owners remained focused on the EC South America arena, forcing some prompt Indonesian requirements to pay up to secure tonnage. The North was a completely different story with tonnage for early September starting to build again. The early requirements have been covered, leaving the remaining charterers with the luxury of time. Rates have generally shown an improvement but the earlier dramatics from FFA have failed to truly filter through to the physical. In the South, from Indonesia it emerged that Bainbrige fixed a 2208-built 82,687 dwt scrubber- fitted vessel prompt Hong Kong for to India at $9,000, whilst a 20123-built 75,051 dwt panamax Zhangzhou 7-8 September went to an unnamed charterer for a trip to South China at $11,000. In the North, Australia business linked K-Line to a 2018-built 85,003 dwt vessel Kinuura 5 September for a round trip back to Japan at $13,500 daily and WBC to a 2015-built 81,118 dwt kamsarmax Panjin 1-2 September for a trip via Port Kembla to Vietnam at $10,750. Finally on voyage Welhunt covered their 15-19 September Newcastle/Xinsha coal stem in the high $15.00s

We remain cautiously optimistic for next week, provided we will see injection of new business to shorten the tonnage list and push the market upwards.

Carriers Chartering Corp. S.A.
Kaplanon 7 & Massalias Street, 106 80 Athens, Greece | Telephone: +30-210 3668700
Email Address: capespmx@carriers.gr, handy@carriers.gr, snp@carriers.gr
www.carrierschartering.gr

SUPRAMAX – HANDYMAX - HANDYSIZE

EAST COAST SOUTH AMERICA / WEST AFRICA

Market remained stable this week, with a upward tendency though in Atlantic Basin fronthaul to far east were paying around $15,000 + $500,000 while trips to US Gulf were paying $16/17,000 on tess 58. TA's were paying mid/high 10ies for trips to West Med/Continent range and slightly more for trips to East Med. Supramaxes in West Africa were also getting payed around mid 10ies for trips to China and similar levels for trips to India.

MEDITERRANEAN/ CONTINENT / BLACK SEA

Wide spread positivity and improved gains for owners were the main characteristics of this week's market at both Mediterranean and Continent.
The supramax sector was tad quieter in Mediterranean in comparison to handies with limited information coming to light. An ultramax was reportedly fixed at $20,500 for a grain run via Black sea to Far East while a fertilizers' run to India have been trading at $17/18,000. Also, clinker runs to West Africa have been traded at $13/14,000. On the handy font, several fixtures came to light with charterers still being under pressure leading them to improve their ideas constantly. We heard inter-Mediterranean grain runs being fixed at $12,000 basis Canakkale and trips to Continent being discussed tad lower. A steel stem via east Mediterranean to North coast South America has been traded at around $10,000 while cement run to USEC has been fixed at 14k aps Mylaki. Furthermore, a 35,000 dwt was rumored fixed at $10,000 passing Canakkale for a trip with grains to Persian Gulf while another handy was trading at similar levels for petcoke run via West Mediterranean to Bahrain.
Continents' positive course was maintained this week with increased gains for the owners. We heard a 63,000 dwt vessel had been fixed for a trip to Red Sea with scrap at $17,000 while scrap run to East Mediterranean have been fixed tick below mid-teens levels. Transatlantic trip have been discussed at 10,000s levels while trips within continent/Baltic area have been discussed at $12/13,000.On the handy font, a Steel cargo ex ARAG to Us Gulf is currently paying $11/12,000 on a nice box-shaped handy while scrap runs to Mediterranean were discussed at very low-teens. Furthermore we heard a 37,000 dwt was fixed at $8,500 north France to West Mediterranean with grains.
On the period font, a nice supramax could achieve fixing at $12/13,000 for short period while a handy would worth close to $10,000 for a period of 3/5 months sub to cargo/trading flexibility.

FAR EAST / INDIA

(**Below info on the basis of an average 58k dwt vessel - basis our views/feeling/information on the market)
Market's overall shape improved this week and basically it's been Indian Ocean that offered the actual boost on rates and activity. Levels via South Africa got seriously upgraded and Persian Gulf/West Coast India also offered much better fixtures compared to last dones, while sentiment in Indonesia/Far East remained relatively neutral. A decent 58 could fix around $11,250/11,750 basis Philippines for a coal shipment to India while Australia rounds have still been paying around $9,750/10,250 basis CJK, subject to duration/cargo and actual destination of course. A limestone run via Mina Saqr to Bangladesh would now pay around $15,500/16,500 aps Mina Saqr and South Africa rates have gone as high as $17,500 plus $175,000 aps Durban for Far East direction or closer to $17,000 plus $170,000 aps Richards Bay in case of coal to India (Several 58s also fixed low/mid 10s levels basis East Coast India delivery for South Africa runs). On the period

front, a decent 58 could now achieve around $11,250/11,750 for 4/6 months period, or closer to $12,500/13,000 if basis Pakistan delivery, always depending on actual design and flexibility offered of course.

Carriers Chartering Corp. S.A.
Kaplanon 7 & Massalias Street, 106 80 Athens, Greece | Telephone: +30-210 3668700
Email Address: capespmx@carriers.gr, handy@carriers.gr, snp@carriers.gr
www.carrierschartering.gr