



CAPE SIZE

A slow start of the new week, however rates managed to hold onto recent gains. Atlantic trading was limited with traders waiting for a clearer direction. Despite that, the C3 made a nominal gain. In the Pacific, two majors were in the market for tonnage, with the C5 rate up in the mid-\$14.00 range.

In the Atlantic, NYK covered their April 03-15 stem from Tubara option West Africa to Qingdao at \$31.60 and Winning was linked with a vessel for their March 25-April 03 Kamsar to Yantai & Longkou loading at \$31.30 fio.

On C5 in the Pacific, BHP Billiton covered their March 27-29 Port Hedland loading at \$14.50 and Rio Tinto their March 26-28 ex Dampier at the same rate. Elsewhere Vale fixed a vessel for their March 19-21 Teluk Rubiah/Dung Quat stem at \$9.00 fio.

Tuesday in the Pacific market with only one miner present, resulting in a subdued atmosphere. As the afternoon progressed, another miner entered the scene. Despite this, the market experienced a downturn, with reported fixtures between \$13.40 and \$13.20, and later in the day \$13.00, marking a significant drop of \$1.50 compared to Monday's rates. The competition seemed to arise from older units displaying more aggressiveness compounded by a pessimistic FFA market that exerted pressure

from South Brazil and West Africa to the Far East, prompting Charterers to swiftly lower their bids. Meanwhile, sentiment in the North Atlantic for trans-Atlantic business seemed weaker, although the fronthaul market displayed resilience.

Atlantic heard that Posco covered an April 1-15 loading from Port Cartier to Gwangyang at \$42.50.

C5 in the East included word of Rio Tinto covering two March 28-30 loadings from Dampier at cheaper rates, \$13.40 and \$13.20. Moreover, BPH secured a vessel for March 27-29 loading ex Port Hedland \$13.00. Elsewhere

Libra covered their March 22-28 coal stem from South East Kalimantan to Mundra at \$10.90 fio.

Wednesday for all the talk of the tropical cyclone off the coast of West Australia, so far it had been a lot of hot air and noise with a lot of flapping around. Despite the activity of two majors the Pacific faced increased pressure. A growing tonnage list, coupled with a persistent shortage of coal cargoes from EC Australia, pushed the C5 rates down to \$12.70, a decrease of approximately 0.70 cents. However, there have at the same time been reports of operators paying a significant premium to the C5 index. Following Tuesday's downturn in the Paper market, there was a notable shift in the FFA market by the end of the day, resulting in heightened activity in the Atlantic. Stronger fixtures have been noted from South Brazil and West Africa to the Far East, with reports of \$31.75 concluded. The C3 index nudged back up to \$31.70. Additionally, the North Atlantic witnessed fresh trans-Atlantic cargo, contributing to a change in market sentiment.

In the Atlantic, Costamare covered their April 9-14 loading from Tubarao to Qingdao option West Africa at \$31.75.

In the Pacific, Simec fixed a vessel for April 9-15 loading from Whyalla to Qingdao at \$18.00. On the key C5 route Pan Ocean agreed \$13.65 for their April 6-13 loading and KSC covered their April 1-3 stem at \$13.60. The majors secured lower rates; BHP covered their March 28-30 loading at \$12.95 and Rio Tinto fixed two vessels at \$12.80 and \$12.70 for March 30- April 1.

Thursday was an interesting day on capes as Vale came into the market and seemingly hoovered several C3 ships. In the Pacific, there were two miners seeking tonnage for C5, but rates eased again around \$12.00.

Out of the Atlantic, Vale reportedly fixed 5 to 7 vessels for Tubarao to Qingdao 5-15 April at

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\$31.00s, but further details did not come to light. Treasure Boost also covered their March 30-April 03 loading ore from Freetown to Qingdao at \$29.85 fio.

Pacific C5 trading saw an undisclosed charterer covering an April 01- 05 stem at \$12.75 and Rio Tinto fixing two vessels; one for March 31-April 02 at \$12.30 and the other for April 01-03 at \$12.28.

As we approached the weekend, Capesize activity slowed.

In the Atlantic some Vale Thursday's fixtures emerged for 05-15, 08-10 and 11-15 April all at \$31.00 In addition CSN reportedly covered their

18 April/onwards Itaguai/Qingdao loading region \$31.25 fio.

A quiet Friday also in the east with only Oldendorff in the market fixing a vessel for their Port Hedland/Qingdao 03-05 April stem in the low \$12's.

Gains again for the Baltic Cape Index this week. BCI was up 295 to 4,314 while the BCI 5TC average jumped \$2,448 standing on Friday at \$33,332 daily.

The market returned a real contrast in fortunes this week. Atlantic values were firming on the approach of the weekend. On the contrary Pacific rates remained in the doldrums.

PANAMAX

Atlantic business was off to a dull start of the week, although rates continued to make small improvements on last Friday's numbers. Fronthaul trips fixed at slightly firmer levels helping to lift trans-Atlantic numbers too. Pacific trading was also off to a slow start with little concluded business surfacing, but the feeling was that the underlying market was largely unchanged from last week's close.

A dull Monday in the Atlantic with minimal cargo flow originating from the North, with most market participants opting to collect and assess. The limited supply of prompt tonnage could potentially drive bids higher, however demand was yet to be replenished. Sentiment remained positive in the South as a good volume of tonnage was cleared out last week. The focus remained on first half April laydays with owners maintaining their offers but with very few bids there. Olam reportedly fixed a 2012-built 81,305 dwt kamsarmax 07 March retro-sailing Singapore on a trip via EC South America to Singapore/Japan at \$22,500 daily. On the same run Bunge was linked to a 2020-built 81,577 dwt vessel March 10-20 Haldia at \$21,000. Otherwise Invivo booked a 2012-built 79,501 dwt kamsarmax prompt Gibraltar on a trip via Argentina and Red Sea redelivery Port Said at \$14,250 daily.

Offers were kept high across the Pacific as fresh demand boosted Monday's sentiment in the basin. Activity ex NoPac and Australia was minimal with business ex Indonesia being the most active. A further cargo injection might

play a crucial role in the next few days, but Monday, with FFA values dropping and with rates still untested, the market direction remained unclear. Pacific fixtures linked Sinmal to a 2023-built 82,304 dwt kamsarmax March 10 Jiangyin for a trip via EC Australia to Malaysia at \$17,600 daily. From Indonesia an unnamed charterer fixed a 2004-built 88,200 dwt vessel March 17-20 for a trip to Taiwan at \$17,150, whilst GLX booked a 2001-built 75,924 dwt panamax March 09-10 Yangpu for a trip to South China at \$17,000 daily. On the same run a 2001-built 74,470 dwt vessel was fixed March 10 Fangcheng also to China at \$17,000, whilst Seapol agreed \$16,500 with a 2015-built 77,119 dwt panamax prompt Phu My on a trip via Indonesia to India. Indian coal tenders dominated the voyage sector. RINL awarded their March 26-April 04 Gladstone to Gangavaram coal tender at \$22.95 fio and SAIL their April 01-10 Dalrymple Bay/Visakhapatnam at \$20.95 and their March 10-19 from Taboneo at \$13.75 fio.

Despite a sharp correction in FFAs, period interest was strong. A 2022-built 81,957 dwt kamsarmax went to Louis Dreyfus March 18-23 CJK on 1-years trading at \$19,700 daily, an unnamed charterer fixed a 2013-built 81,513 dwt vessel March 05-06 for a period upto minimum August 01 2024 -to- maximum October 01 2024 at \$19,000, while Cobelfret booked a 2012-built 93,266 dwt post panamax March 10-11 Singapore for 5-7 months at \$17,000 daily.

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Tuesday was a day of significant gains for the market.

An active day in the North Atlantic, with increased activity in the mineral fronthaul cargoes. Owners with prompt tonnage on the Continent secured good rates. The South mirrored the North Atlantic's activity, with a significant rise in transactions fueled by a growing demand for April dates. Charterers competed for these April slots, while owners of vessels with late-March availability were forced to adjust their rates in order to secure employment. Sentiment for the first half of this week remained positive. LDC was linked to a 2005-built 82,962 dwt kamsarmax March 8 Brake on a trip via the US East Coast to Singapore-Japan at \$25,500 daily and Viterra fixed a 2012-built 75,041 dwt panamax March 17-22 Amsterdam on a trip via NC South America option US Gulf to Singapore-Japan at \$23,500 daily. On the run from EC South America to Singapore-Japan grain run Olam fixed a 2012-built 81,305 dwt kamsarmax March 7 retro-Singapore at \$22,500 with the scrubber benefit going to the charterer. Bunge agreed \$20,500 daily with a 2017-built 81,277 dwt vessel March 14-15 Meizhou, an unnamed charterer fixed a 2008-built 77,061 dwt panamax spot Qinzhou at \$18,000 and Louis Dreyfus a 2014-built 81,805 dwt kamsarmax February 28 retro-Belawan at \$17,250 daily. Trans-Atlantic fixtures linked Summit to a 2012-built 76,483 dwt panamax March 23-April 5 aps Recalada on a trip to the Continent at \$21,500, whilst a 2010-built 79,607 dwt kamsarmax went to an unnamed charterer March 30-April 3 aps Itaguaí on a trip to Skaw-Gibraltar at \$20,000 daily.

Activity in the North Pacific remained limited with cargo flow still stable but with owners maintaining their offers in light of the market improving further. Fresh demand from both Indonesia and Australia led to more exchanges in the South with owners confidently increasing their offers, hence some charterers were forced to bid up. Sentiment in the basin remained optimistic, as FFAs moved in a positive direction and together with the injection of some fresh stems aided the market to pick up momentum. From Australia RTSA fixed a 2022-built 86,461 dwt kamsarmax March 17-20 Mizushima for a round trip at \$23,500 daily and Tongli booked a 2019-built 82,079 dwt scrubber-fitted vessel March 11 Zhuhai on a trip via EC Australia to

India at \$18,000. On the same run Norden fixed a 2012-built 81,874 dwt kamsarmax March 12-15 CJK also at \$18,000 daily and HMM a 2012-built 81,526 dwt vessel spot Fangcheng at a lower \$16,000. On voyage SAIL awarded their April 1-10 HPCT/Visakhapatnam coal tender at \$20.90 fio. Elsewhere a 2017-built 81,361 dwt kamsarmax went to undisclosed charterers March 16-17 CJK on a trip via Indonesia to Japan at \$20,000 daily.

An active Wednesday particularly in the Atlantic basin with rates yielding significant gains on all routes. Asia was a bit hesitant and largely Indonesia centric with tonnage open in the North starting to feel some pressure as a lack of demand played out.

North Atlantic still remained tight on tonnage, however the improved cargo volume from the North did not imply a significant increase in the region's activity, as owners were quick to increase offers across all routes vs some charterers unwilling to increase bids at such levels. The cargo flow for fronthaul trips ex US East Coast & US Gulf with the addition of fresh trans-Atlantic grain cargoes ex NC South America for early April dates, pushed both P1 and P2 routes upwards. In the South, the EC South America market was showing further improvements due to the growing demand seen for April fronthaul stems. Owners anticipated a further market growth and adopted a firm stance in maintaining their high offers. Market's sentiment in the Atlantic had been positive so far this week, bringing further optimism to market participants for the latter half of this week. Atlantic fixtures linked an undisclosed charterer to a 2023-built 82,411 dwt scrubber-fitted vessel prompt delivery Rotterdam on a trip via NC South America to the Continent at \$18,500 daily. The scrubber benefit was to the charterer's account. On the EC & NC South America/Far East run Crystal Sea fixed a 2019-built 81,121 dwt kamsarmax March 17-22 San Ciprian on a trip via NC South America at \$30,000 daily. The charterer also fixed a 2007-built 76,499 dwt panamax March 23-25 delivery Rio Grande at \$19,000 daily plus a ballast bonus of \$900,000. Comerge was linked to a 2018-built 87,091 dwt vessel February 25 retro- Singapore at \$22,000, Cargill agreed \$20,500 daily with a 2015-built 82,023 dwt kamsarmax February 21 retro-Krishnapatnam, Louis Dreyfus fixed a 2006-built 82,926 dwt

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vessel March 17-22 Krishnapatnam at \$19,500 and Oldendorff booked a 2009-built 75,639 dwt panamax March 18-22 Haldia at \$18,750.

In the Pacific, NYK fixed a 2010-built 82,154 dwt kamsarmax March 15-20 delivery CJK on a trip via Indonesia to Japan at \$19,250. On voyage SAIL awarded their April 3-12 coal tender from EC Australia to Visakhapatnam at \$21.55 fio and Kepco their April 1-10 Roberts Bank/Samcheonpo coal tender at \$18.79.

Plenty of period activity to note. Speed Logistics fixed a 2020-built 80,873 dwt kamsarmax March 26-31 Vietnam for 5-7 months trading at \$19,500 daily, MOL booked a 2012-built 81,276 dwt vessel March 15-20 for 6-8 months at 18,800 and Paralos took a 2012-built 75,003 dwt panama April 30-May 4 for a period upto minimum Aug 1-maximum of September 30, 2024 at \$18,450 and Trafigura fixed a 2012-built 75,891 dwt vessel March 26-31 delivery Chiba for 9-11 months at \$16,500 daily.

Thursday panamax trading saw firmer rates done from the Atlantic as activity increased on grain routes. Not much surfaced from the North Atlantic, but here rates firmed a touch on tighter tonnage availability. In the East, better rates were seen from Indonesia to India. In addition, Atlantic demand for ballasters provided further support, whilst period business continued to emerge.

Another day of gains in the North Atlantic with fronthaul demand still leading the way, mainly due to owners further resisting to fix below last done as cargo count was not further replenished. A consecutive active day in the South Atlantic, as the ongoing demand for April stems continued to push the market upwards. Owners maintained their offers high, while charterers were there to bid over last done, and consequently a notable increase in fixing activity was observed on Thursday as tonnage had been getting tighter. Atlantic fixtures included a 2017-built 82,084 dwt kamsarmax gone to Athena Shipping March 28-April 05 aps US East Coast for a trip via the Cape of Good Hope to India at \$27,500 daily plus a ballast bonus of \$700,000. On the lucrative ECSA/Singapore-Japan run a 2016-built 82,031 dwt scrubber-fitted vessel was fixed March 10 retro-Singapore at \$26,000 daily with the scrubber benefit for the charterers, a 2023-built 82,276 dwt scrubber-fitted March 19-21

Bahudopi at \$25,000 daily with the scrubber benefit also for the charterers, a 2013-built 76,250 dwt panamax March 03 delivery retro-Visakhapatnam at \$21,000. In addition Cargill fixed a 2013-built 82,908 dwt kamsarmax February 28 retro-Singapore at \$20,250, Norden booked a 2013-built 81,712 dwt scrubber-fitted vessel March 17-18 Kakinada at \$20,250 daily with the scrubber benefit going to the owners, whilst earlier Bunge fixed a 2011-built 79,642 dwt kamsarmax March 09 delivery retro-Ennore redelivery Singapore-Japan at \$19,500. On the same run but for the more promising redelivery in Southeast Asia, a 2020-built 82,192 dwt vessel was reported fixed March 16-19 delivery Tuticorin at \$25,750 daily and a 2011-built 79,642 dwt kamsarmax March 19-21 Hazira at \$20,000.

After a volume of vessels fixing in the North Pacific, demand was reduced further, however owners were reluctant to reduce their offers with some already looking to ballast South over the weekend. Indonesian and Australian demand injected some vitality into the region, however with most charterers lacking bidding appetite as offers were further increased, little was concluded. Pacific activity included Shanghai Misheng fixing a 2021-built 82,002 dwt scrubber-fitted vessel March 15-16 Qinzhou for an Australia round at \$22,000 daily. Ex NoPac, an undisclosed charterer fixed a 2010-built 82,131 dwt kamsarmax at \$19,000 daily March 15-17 delivery Oita for an Nopac round and Cofco Agri booked a 2009-built 75,206 dwt scrubber-fitted panamax March 14-15 Yokkaichi at \$16,000 with the scrubber benefit for the owner. Ex Indonesia, a 2015-built 82,293 dwt kamsarmax went to an unnamed charterer March 20 for a trip to India at \$21,750 daily. On the same run LSS agreed \$19,750 daily with a 2009-built 82,193 dwt vessel March 16-17 Qinzhou, Cargill booked a 2011-built 75,946 dwt panamax March 14-16 CJK at \$16,000, Seapol took a 1999-built 72,083 dwt vessel March 24-28 Gresik at \$15,000 and Aequor Shipping fixed a 2006-built 76,302 dwt panamax prompt Yeosu at \$12,500 daily. Otherwise D'Amico fixed a 2019-built 81,782 dwt kamsarmax March 17 Kaohsiung on a trip to the Philippines at \$20,000, Rich Navigation was linked to a 2002-built 76,679 dwt panamax March 13-14 on a trip via Indonesia to South China at \$15,000 daily and Jiayan to a 2001-built 73,931 dwt vessel March 13 Hong Kong

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also to South China at \$14, 500. On voyage Rio Tinto covered their March 31-April ore loading from Dampier to Qingdao at \$12.30 fio.

On the period front Sinoeast fixed a 2007-built 76,939 panamax March 22-25 delivery Busan on 3-5 months trading at \$16,750 daily.

Approaching the weekend, Atlantic trading paused for a breather but sentiment in the basin remained optimistic.

Friday the Pacific market appeared overall softer (yet not flat), but with period demand still in place and the EC South America market active sentiment remains positive. A 2011-built 92,928 dwt post panama Kaohsiung 15-16

March was fixed for a trip via Indonesia to South China at \$18,150, whilst on the same run Sunshine booked a 2014-built 75,285 panamax Xiamen 19 March at \$17,000 daily.

On the period front a 2023-built 82,281 dwt kamsarmax went to unnamed charterers Tianjin 25-26 March for 1 year trading at \$19,500 daily with scrubber to owners, and WBC fixed a 2024-built 82,326 kamsarmax CJK 19 March for 11/13 months at \$21,000.

We came the end of a mostly promising week, with solid indications for the coming days..

SUPRAMAX – HANDYMAX - HANDYSIZE

EAST COAST SOUTH AMERICA / WEST AFRICA

Market in Atlantic Basin maintained its dull tendency thought-out the week, unfortunately with negative sign. Ultramaxs in ECSA were getting payed low/mid 20ies for trips to Med/Continent range while rates for supramaxes were at high 10ies for trips to WCSA rates were at high 20ies. Fronthaul's via ECSA were paying around 15,000 plus 500 gbb

MEDITERRANEAN/ CONTINENT / BLACK SEA

The continued cargo flow at Continent supported the positive sentiment that has been building up in the region especially for the smaller units. On the supramax front, Scrap runs to East Mediterranean have been discussed at 16/17,000 while backhaul trips have been traded around 13/12,000s. Also, front haul runs via Baltic were paying low 20,000s to Far East.

On the handysize front , Trips via Rouen to Morocco with grains have been discussed at 13,000 while backhaul runs with fertilisers close to 11/12,000. Furthermore , trips to west Africa have been discussed at 16,000 with a big handy open at Continent fixed foe front haul run with petcoke via Cape of Good Hope.

Mediterraneans' market remained firm this

and slightly better for Ultramaxs. In West Africa supramaxes were getting paid very low 20ies for trips to Continent and mid 20ies for trips to India/China. Rates for handies in ECSA maintain the 5 digit numbers, with TA to Cont/Med paying high 10ies and similar levels for trips to USG, whilst trips to WCSA were paying mid/low 20ies.

week with the small tonnage list pushing rates upwards. We heard a 58k dwt last was fixed for a trip with cement to Us Gulf at 12,250 plus 170,000 ballast bonus. In addition, fertilizers' run via Morocco to India have been discussed at 21/22,000 via Cape of Good Hope and another 58k dwt was covered for a trip with Clinker via Barcelona to West Africa at 14,000. On the handysize front, inter-Mediterranean runs via Black Sea have been discussed at 13/14,000 while backhaul runs with steels cargo close to 13,000. Lastly, trips to Continent have been discussed around 11/10,000.

On the period front, a decent 58k dwt open in Mediterranean could gain 20,000 for 4/6 months period basis worldwide redelivery,

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whereas a handy could reach 13,500 for similar

period but basis Atlantic redelivery.

FAR EAST / INDIA

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

Market's sentiment kept on softening throughout the week, with rates retreating for almost all routes in both Indian and Pacific oceans and flow of fresh cargo being clearly slower. Period rates maintained their shape and it remains to be seen if we are, at last, to see some stability coming. A decent 58 could fix around \$16,000/16,500 basis Philippines for a coal shipment via Indonesia to India/Bangladesh range and Australia rounds have been paying around \$13,000/13,500 basis CJK, subject to the cargo/duration and actual

destination. South Africa levels retreated further and now a 58 could secure around \$20,000/21,000 plus \$200,000/210,000 passing Port Elizabeth for minerals to Far East or \$19,000/19,500 plus \$190,000/200,000 aps Richards Bay for coal to full India and levels have been fluctuating around \$19,000/20,000 aps Fujairah for Bangladesh direction. On the period front, a 58 could still aspire towards \$15,000/16,000 basis Far East delivery for 4/6 months period or more like \$16,500/17,500 if basis West Coast of India for same duration, depending on the vessel's actual design and flexibility offered.

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