



CAPE SIZE

The market was quiet Monday with Singapore on holiday, while looking forward, weather delays were increasing in China with congestion building.

On C3 in the Atlantic, there talk of mid-November business seeing \$24.50, while CSN covered their November 22-24 Itaguai/Qingdao loading at \$25.35 fio.

In the Pacific, Australian miners were absent with some rumours of C5 done Friday at \$10.60.

Tuesday after the holiday, traders were hoping for a quick upturn, however Brazil remained quiet after last week's activity and vessel schedules in China were under scrutiny due to strong winds impacting ports.

In the Atlantic, ECSA runs failed to pick up and owners were looking to end-November business for rate support. Suez Steel fixed a vessel for their November 01-10 Ubu/Ain Sokhna shipment sub \$24.50, whilst Vale covered November 05-15 Ponta Da Madeira/Rotterdam loading at \$10.50.

In the Pacific, two majors were active for early November dates. Rio Tinto covered their November 04-06 Dampier loading at \$10.70 and FMG fixed a vessel on the same loading window from Port Hedland at \$10.60. In addition, Cargill covered their November 05-07 Port Hedland loading also at \$10.60 fio.

The market exhibited a mixed picture midweek with the Pacific showing stability while the Atlantic faced a decline.

Atlantic was softer on Wednesday with a more cautious sentiment, a longer tonnage list in the North and a weaker fronthaul fixture reported. It emerged that Glencore covered their November 04-10 loading from Seven Islands to Qingdao at \$28.00.

In the Pacific, activity remained healthy, supported by two miners in the market and good operator demand on C5, alongside a slight uptick in coal enquiry. The C5 rate gained 20 cents during the day. Rio Tinto covered at

\$10.70 their November 06-08 Dampier loading, BHP fixed a vessel ex Port Hedland for November 07-09 at the same rate, whilst on the same loading window Cargill fixed two vessels also from Port Hedland at \$10.90 and \$10.70.

Easier rates were reported done Thursday as fresh inquiry slowed.

In the Atlantic the key C3 Tubarao/Qingdao run was fixed at a lower rate, whilst very little was seen from the North where weaker rates were offered. It emerged that Oldendorff fixed a vessel for their November 13-20 Tubarao option West Africa/Qingdao loading at \$23.50.

For the Pacific, the key C5 W.Australia/Qingdao route opened in the mid-\$10.00 range before falling to around \$10.20 but little was heard offered or fixed.

The market experienced a further decrease on Friday, with the BCI 5TC dropping by \$271.

In the Atlantic SinoAfrica fixed a Newcastlemax for their Freetown/Qingdao November 16-20 loading at \$23.00. CSN also covered with another Newcastlemax their Itaguai/Qingdao November 27-29 in the very low \$24s and Usiminas their Sudeste/Qingdao November 26-30 at \$23.85 fio.

In the East, despite the presence of two majors demand on C5, which had previously supported freight values, saw a notable slowdown resulting to a 50 cents loss. Rio Tinto secured a vessel for their November 09-10 Dampier loading at \$9.70 and BHP covered their Port Hedland stem at the same rate.

A strange week for the big ships. Despite the promising Monday-Tuesday start, overall levels were down. The BCI lost 257 to close at 2,871 and the BCI 5TC average \$2,133 standing on Friday at \$23,811 daily.

Admittedly the tone for the market established as from mid-week, allows little sunshine forecast for the coming week, however, no one can ignore how volatile rates have been of late.

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PANAMAX

A typically slow Monday starts with little concluded business. Overall sentiment appeared steady/slightly improved in light trading.

In the Atlantic, the Diwali holidays limited activity. In the North, sentiment remained soft amid scarce cargo replenishment. However, as a portion of tonnage was covered late last week, mainly for transatlantic trips, both P1 and P2 recorded only a minor decline, reflecting a broadly flat tone. A similar picture emerged in the South, where market participants adopted a cautious stance, awaiting clearer direction. The index mirrored this steady environment, with the P6 printing slightly up and both owners and charterers were waiting for a clearer direction in the days ahead. Oldendorff was linked to a 2007-built 75,395 dwt panamax October 09 retro-Singapore for an EC South America round at \$14,500 daily and VSP awarded their November 30-December 09 Newport News/EC India coal tender \$36.40 fio.

A few grain cargo additions in the NoPac aided sentiment in the east, however the market did not gain any momentum as most owners in the region were waiting to see how the rest of the week would unfold. In the South, we also saw a few cargoes additions ex Indonesia, yet exchanges were limited as most owners held back from pricing hoping that the market would improve following the end of last week short gains. Australian mineral demand was also replenished but again bidding activity was limited, with a few prompt candidates considering ballasting towards ECSA for longer duration business. Sentiment remained flat, affected by the Diwali holidays and tranquil FFA trading. Comerge was linked to a 2017-built 82,076 dwt kamsarmax October 24-26 Yosu for a NoPac round at \$17,000 daily, whilst a 2012-built 81,310 dwt vessel went on the same run October 23-24 Mizushima at \$16,750 and SAIL awarded their Gladstone/EC India November 15-24 coal tender at \$17.55 fio.

Tuesday proved a day of increased activity in the Atlantic, whilst the Pacific saw rates moving up in a positional market.

The Atlantic market gained some momentum. In the North, supply started to tighten as more prompt candidates secured employment, leaving a cautiously optimistic tone for the days ahead. Both P1 and P2 posted gains. In the South, bids for early-November arrivals hovered around \$14,500 on a P6-equivalent basis. A surplus of October arrivals added pressure on early-November tonnage, as many owners opted to absorb waiting days and fix forward laydays, discounting slightly over the index to secure employment. Nevertheless, sentiment for second-half of November appeared cautiously optimistic as we moved into midweek, supported by a stronger FFA curve, with bids committed around \$15,000 on a P6-equivalent basis. Atlantic fixtures linked Bunge with a 2016-built 82,198 dwt kamsarmax October 19 retro-Immingham for a US Gulf round at \$20,500 daily and to a 2018-built 82,084 dwt vessel Ghent prompt on the same run at \$18,350, while Glencore fixed a 2014-built 76,833 dwt panamax October 23 Gibraltar for a trip via Colombia redelivery Mejillones at \$20,000 daily and Koch Trading was linked to a 2009-built 76,659 dwt vessel October 19 Karaikal on a trip via EC South America to Singapore/Japan at \$13,000. On voyage NMDC Steel covered their November 11-20 Nacala/Visakhapatnam coal loading at \$14.30 fio.

Cargo supply was moderately replenished in the North Pacific and only those bidding above last done were able to find coverage. The bid/offer gap remained wide and with prompt orders being already covered, spot vessels were left with limited options to look for longer duration trips. In the South, the volume of cargoes ex Indonesia improved further, yet most charterers were lacking appetite to place their bids, in their need to reassess market's direction. Australian mineral demand remained healthy, with some prompt orders adding stimulus, yet owners were unwilling to discount. With FFAs printing green and tonnage list shortening, sentiment in the basin remained cautiously optimistic. Reported fixtures linked unnamed charterers to a 2014-built 81,922 dwt kamsarmax October 20-21 Kaohsiung on an

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Australia round at \$19,000 daily and to a 2012-built 79,467 dwt unit October 26 Mariveles on a trip via Indonesia to South China at \$18,000. Further South, Oldendorff was linked to a 2010-built 93,038 dwt post panamax October 16 retro-Singapore on a trip via South Africa to China at \$14,500 daily and undisclosed charterers to a 2010-built 75,535 dwt panamax October 16-19 Navlakhi on a trip via Richards Bay to WC India or Arabian Gulf at the same rate. On voyage VSP awarded their November 21-30 Gladstone/EC India coal tender at \$18.70 fio.

Wednesday owners saw significant gains in both basins.

Atlantic continued to show strength. In the North, a steady flow of fresh cargo combined with decreased tonnage supply contributed to a positive market outlook which was reflected in the indices, with both P1 and P2 extending this upward trend. In the South, charterers continued to pay above last done to secure tonnage for their first-half November requirements, while fresh bids for second-half November laydays also emerged, adding to owners' optimism for further gains. Bids hovered around the \$15,500 on a P6-equivalent basis, while offers stood closer to \$16,500. Overall, moving into the latter part of the week sentiment remained positive. Oldendorff was linked to a 2019-built 81,575 dwt kamsarmax October 25-27 Gibraltar on a trip via the US East Coast to India at \$28,500, Cargill to a 2015-built 84,867 dwt scrubber-fitted vessel spot Gibraltar for a US Gulf round at \$21,250 with the scrubber benefit for the charterer, Bunge to a 2024-built 82,114 dwt unit November 16-19 aps US Gulf on a trip to Skaw-Gibraltar at \$18,250 plus \$550,000 ballast bonus, Anglo American with a 2025-built 81,167 dwt kamsarmax October 23-24 Cartagena on a trip via Colombia & Chile redelivery Recalada at \$15,250 and Invivo to a 2023-built 82,016 dwt vessel October 19 retro-Muscat on a trip via EC South America & Arabian Gulf redelivery passing Muscat at \$17,500 daily.

Across the Pacific, demand showed another uptick. In the North, we saw increased activity as more NoPac cargoes were injected into the market with bids for prompt orders strengthening along with the market. Similarly in the South after some candidates covered

overnight with cargoes from Indonesia, with the region experiencing a further replenishment. A 2015-built 81,846 dwt kamsarmax October 28-November 02 Hong Kong went on a trip to South China at \$17,500; on the same run Multimax DMCC agreed \$18,000 daily with a 2014-built 75,285 dwt panamax October 25-30 Huilai and on voyage Kepco awarded their November 01-10 Balikpapan/Boryeong coal tender at \$9.89 fio. As the early November window was approaching, charterers were actively seeking updates from owners regarding itineraries after the continuous adverse weather conditions which caused discharge delays. Cargoes ex Australia were replenished, hence charterers on prompt dates improved their bids in order to find cover. A 2020-built 81,492 dwt kamsarmax October 23-28 Chiba went for an Australia round at \$18,750 daily; on the same run a 2020-built 81,984 dwt scrubber-fitted unit was fixed October 21 Samcheonpo at \$17,500 with the scrubber benefit equally shared and Joint Vision was linked to a 2007-built 86,041 dwt unit October 23-28 on a trip to Vietnam at \$15,500.

Period news linked Reachy to a 2010-built 81,984 dwt vessel CJK October 21 for 11/13 months trading at \$14,150 daily. With FFA trades still printing in the green and physical activity continuingly, Wednesday closed in a positive tone.

Thursday sentiment was positive in the Atlantic, although most key routes trended sideways. In the Pacific fresh inquiry hit the market with some owners willing to stay in the basin rather than ballast away.

Sentiment remained firm in the Atlantic. In the North, fresh demand, primarily for transatlantic business, boosted confidence, prompting owners to revise their offers upward. As a result, both P1 and P2 indices recorded further gains. In the South, the market was relatively steady, with only a few charterers bidding at similar levels to Wednesday, around \$15,500 on a P6-equivalent basis for second-half November arrivals, while owners' offers held around \$16,500. With the FFA curve trading in the red, many charterers elected to remain on the sidelines, waiting for a clearer view of market fundamentals. Norden was linked to a 2010-built 77,833 dwt vessel November 10-11 EC South America for a trip to

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Durban at \$29,000 daily and Cargill to a 2019-built 81,678 dwt scrubber-fitted kamsarmax October 28-30 Gibraltar on a trip via Colombia to Plomin with grains at \$20,000 daily with a coal option redelivery Skaw-Gibraltar at \$20,500. The scrubber benefit will be for the owners. Also Refined Success fixed a 2008-built 83,684 dwt kamsarmax October 18-20 EC South America on a trip to China at \$16,350 plus \$635,000 ballast bonus.

The Pacific market cooled off following Wednesday's rush. Charterers across the basin sharpened their bids, on prompt candidates in order to find coverage for their stems. Despite a sound cargo volume in the North, the market continued to struggle, and the bid/offer gap remained wide. In the South, demand ex Indonesia appeared replenished, but with uncertain itineraries due to the harsh weather in Indonesia many charterers were unable to find coverage even though they improved their bids. Similarly, there was a healthy mineral demand ex Australia, with bids remaining unchanged. Ex NoPac Louis Dreyfus was linked to a 2013-built 82,937 dwt kamsarmax October 25 Mizushima on a trip redelivery Southeast Asia at \$17,250 daily, whilst a 2018-built 81,858 dwt vessel was fixed November 04 Shibushi for a NoPac round at \$18,500.

Ex EC Australia a 2023-built 82,219 dwt kamsarmax was fixed October 30-November 04 Taichung on a round trip at \$19,200 daily, a 2023-built 81,221 dwt vessel October 27 Nagoya went on the same run at \$18,500, LSS was linked to a 2010-built 82,194 dwt unit October 23 Huanghua on a trip to India at \$17,000 daily and Zhejiang Shipping to a 2015-built 77,872 dwt vessel October 27 Guangzhou on a trip to Bahodopi at \$16,000. On voyage SAIL awarded their November 19-28 EC Australia/EC India coal tender at \$18.40 fio. On the Indonesia/South China run a 2014-built 81,728 dwt vessel was fixed October 28 delivery Toledo at \$22,000 daily, a 2017-built 81,966 dwt kamsarmax October 29-30 Machong went at \$19,000, a 2013-built 82,039 dwt unit October 28-30 Hong Kong at \$17,500, whilst Seapol was linked to a 2010-built 80,717 dwt kamsarmax October 23-24 Vizag on a trip via Indonesia back to India at \$12,500 daily. Further South Oldendorff fixed a 2011-built 87,447 dwt vessel October 28-29 Gangavaram for a trip via South Africa to India at \$16,250.

On the period front a 2025-built 82,000 dwt kamsarmax prompt Dalian went to an

unnamed charterer for 1-years trading at 113% of the BPI 5TC with a 50/50 split on the scrubber benefit.

The market showed positive momentum on the approach of the weekend, but some believe the North Atlantic may have reached a plateau. Demand in the South continued, though at a somewhat decreasing pace, resulting in stable rates. Aquatrade was linked to a 2024-built 85,000 dwt kamsarmax EC South America November 04 on a trip to Skaw/Gibraltar at \$28,500 daily, Western Bulk to a 2016-built 85,020 dwt vessel retro-sailing Muscat October 09 for a trip via EC South America back to the Persian Gulf at \$17,000, ADMI to a 2007-built 82,562 dwt kamsarmax Dahej October 28 for a trip via EC South America to Singapore/Japan at \$15,750; on the same run Cargill fixed a 2015-built 82,043 dwt unit retro-Singapore October 17 at \$16,000. The week is closing on a toppish sentiment in the Pacific, after a strong rally throughout the last two weeks which has seen a lot of vessels being fixed. Volumes in the Pacific remain very healthy, with mineral round trips being the market driver. Fewer bids Friday as the week comes to a close, with only some charterers with early November laycans still actively chasing. Bids were around \$17,000 BKI-CJK both for grains from NoPac and minerals from Australia. Some Owners revised down their offers slightly to \$18,000 BKI-CJK for rounds while European owners are still offering closer to the \$19,000 mark. Bids for India direction are flat to Pacific rounds. The South has softened quickly despite good demand both from Indonesia and Australia. Most stems from Indonesia are now for November 01/onwards giving charterers a bit of time before starting to actively bid again, allowing for the South to take a bit of a breather as charterers are not there to repeat last done levels. NoPac fixtures linked Norden to a 2025-built 81,928 dwt unit CJK October 28 for a round trip at \$18,500 daily, whilst on the same run Klaveness fixed a 2025-built 82,066 dwt kamsarmax Busan October 30-31 slightly below \$19,000 and a 2018-built 81,858 dwt vessel Shibushi November 04 went at \$18,250. Ex Australia, Oldendorff was linked to a 2017-built 81,36 dwt kamsarmax LYG October 25-26 on a trip to South Korea at \$18,500, Wooyang to a 2014-built 80,546 dwt vessel Dangjin October 25 also to South Korea at \$19,000 and Multimax to a 2013-built 82,226 dwt unit Qinzhou November 05-10 on a trip to

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Singapore/Japan at \$17,750. In addition, a 2020-built 81,487 dwt kamsarmax Yantai October 27 went on the same run at \$17,750 and a 2024-built 82,200 dwt vessel Hong Kong November 01-02 at \$20,000. On voyage VSP awarded their Abbot Point/Gangavaram November 21-30 coal tender at \$18.15 fio.

Finally on the period front a 2011-built 81,147 dwt scrubber -fitted vessel Hong Kong October 23-24 went for 9/11 months trading at \$13,500 with the scrubber benefit for the charterer.

SUPRAMAX – HANDYMAX – HANDYSIZE

EAST COAST SOUTH AMERICA / WEST AFRICA

In East Coast South America basin market remained positive and steady throughout the week. Transatlantic trips from South Brazil to the Mediterranean were being discussed at mid 20ies with same rates reported from North Brazil. Fronthaul runs to Singapore/Japan range from the South were being concluded at mid/high 10ies with the relevant ballast bonus. Meanwhile, trips to West Africa were being fixed

also at close to mid/ high 20ies levels. In the handysize segment, the market remained positive, with north and south balancing in both activity and levels. Trips to Continent/Mediterranean via south Brazil and coastal runs were discussed in the low 20ies. West Africa trips were concluded in the low/mid 20ies, while runs to the West Coast South America were at very high 20ies.

MEDITERRANEAN/ CONTINENT / BLACK SEA

The Continent market held relatively steady over the course of the week, with sentiment still firm but showing the first signs of caution as the tonnage list began to build and fresh enquiry remained limited. Owners maintained their ground overall, though a more measured tone emerged heading into next week. Scrap runs into the Mediterranean were discussed in the range of \$27,000–\$28,000 per day, broadly unchanged from last week's levels. Transatlantic voyages to the US Gulf were fixing around \$18,000–\$19,000 daily, while trips to the East Coast of South America achieved slightly firmer numbers closer to \$20,000. Fronthaul employment to the Far East via Singapore and Japan was concluded at approximately \$24,000–\$25,000 per day. The Handysize sector in the Continent remained steady, supported by consistent cargo flows and a relatively thin tonnage list, partly a result of ballasters positioning toward the US East Coast. Scrap runs to the Mediterranean were reported concluded in the low \$20,000s, while grain runs were fixed at around \$20,000–\$21,000 or, in some cases, in the high-teens. Trips to the US Gulf achieved levels in the \$17,000–\$18,000 region. Grain shipments to

West Africa were discussed in the low \$20,000s, in line with coastal employment. A 40,000 dwt was rumoured fixed in the high-teens to the US East Coast with timber cargo, while another unit of similar size was rumored at the mid-\$20,000s for scrap, representing the higher end of the current market.

In the Mediterranean, conditions have come under increasing pressure amid limited enquiry, a rising tonnage count, and softening sentiment, which together suggest the potential for further easing should these trends persist. The Black Sea, however, has remained comparatively resilient, supported by ongoing HRA-related activity. Inter-Mediterranean trips were being discussed in the mid-teens, while voyages from the West Med to the East Coast of South America were achieving around \$13,000–\$14,000 daily. Similar runs from the East Med were fixing at \$11,000–\$12,000, and transatlantic trips to the US Gulf were reported in the \$12,000–\$13,000 range. Fronthaul business via the Cape of Good Hope to Singapore or Japan was concluded at approximately \$23,000–\$24,000 per day.

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The Handysize market across the Mediterranean held a cautiously positive tone, with the West Med continuing to benefit from the firmer momentum seen in the Continent. Many fixtures were reported on a passing Gibraltar basis for transatlantic employment to the US East Coast, while demand from the East Med remained more subdued. Trips to the US Gulf were fixed around \$12,000-13,000 on the larger Handysize vessels, while inter-Mediterranean grain runs traded at similar levels, particularly on Canakkale delivery. Voyages to the Continent were reported in the \$13,000-14,000 range, and several positional fixtures emerged from the West Med. A 36,000 dwt was heard fixed at the mid-\$13,000s ex West Med for a fertilizer trip to the Baltic, while

another 38,000 dwt was reportedly fixed at \$17,000 dop Morocco for a fertilizer run to West Africa.

Overall, the Continent is maintaining a steady footing, though the recent increase in open tonnage and a slowdown in fresh business could temper owners' sentiment in the coming week. The Mediterranean is already showing signs of rate pressure, particularly in the East Med, while the Black Sea continues to offer relative stability due to ongoing regional demand. Handysize owners remain cautiously optimistic, drawing support from the firming northern markets, though the overall tone of the basin points to a balanced or slightly softer outlook in the near term.

FAR EAST / INDIA

**** (Below info based on standard 63k dwt vessel - basis our views/feeling/information on the market) ****

One more quiet week for the supramax segment is coming to an end, with India/Singapore off in the beginning of the week pushing activity almost to sleep mode. Midweek onwards flow of cargo was slightly better, but sentiment has been clearly negative/worse compared to previous weeks and rates either maintained or slightly retreated for most of the routes.

A coal shipment via Indonesia to Full India would pay around \$18,000-\$19,000 basis Philippines for an ultramax while Australia rounds would pay closer to \$14,000-\$15,000 basis CJK subject to the cargo/duration/destination. South Africa levels have been fluctuating around \$18,500 plus \$185,000 basis PE for trips to China or closer to \$20,000 plus \$200,000 in case of EC India redelivery. On the period front, a 63 could still achieve up to \$15,000-\$16,000 for 4/6 months period basis India or Feast, though interest has been limited and always subject to the actual position/design/flexibility.

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