



# Freight Report Week 17

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Week 17 Coaster market Azov, Black Sea, Caspian								
FROM	TO	CUR	WHEAT		SCRAP		COAL	
			3000	5000	3000	5000	3000	5000
Samara	Marmara	USD	40	-	-	-	-	-
Saratov		USD	38	-	-	-	-	-
Kamyshin		USD	36	-	-	-	-	-
Samara	NIP	USD	38	-	-	-	-	-
Saratov		USD	33	-	-	-	-	-
Kamyshin		USD	30	-	-	-	-	-
Volgograd		USD	26	-	-	-	-	-
Astrakhan		USD	19	-	-	-	-	-
Rostov / Azov	TBS	USD	15	15	19	19	14	14
	Marmara	USD	17	17	21	21	16	16
	Izmir	USD	20	20	24	24	19	19
	Mersin	USD	28	28	32	32	27	26
	EC Greece	USD	21	21	-	-	-	-
	Adriatic	USD	28	28	-	-	-	-
	Egypt	USD	30	29	-	-	-	-
Yeisk / Taganrog	TBS	USD	15	15	19	19	14	14
	Marmara	USD	17	17	21	21	16	16
	Izmir	USD	20	20	24	24	19	19
	Mersin	USD	28	28	32	31	27	26
Temryuk	TBS	USD	14	14	-	-	13	13
	Marmara	USD	16	16	-	-	15	15
	Izmir	USD	18	18	-	-	17	17
	Mersin	USD	26	26	-	-	24	23
Varna, Constanta, Burgas	Marmara	USD	13	13	15	15	13	13
	East Med	USD	22	21	24	23	22	21
	West Med	USD	25	24	27	26	25	24
Odessa, Nikolaev, Kherson, Yuzhniy, Illichevsk	Marmara	USD	16	16	20	20	16	16
	East Med	USD	23	23	29	29	25	25
	West Med	USD	28	27	33	32	29	28
Poti, Batumi	Marmara	USD	14	14	16	16	14	14
	East Med	USD	23	22	25	24	23	22
	West Med	USD	26	25	28	27	26	25
Marmara	Caspian	USD	125 000 Imps bss 3k vessel					
Caspian	Marmara	USD	36 pmt bss 3000 mt					
Week 17 Coaster market Baltic / ARAG								
Baltic States	ARAG	EUR	22 pmt of wheat bss 5000 mt					
ARAG	North Spain	EUR	13 pmt of coal bss 4000 mt					
Fin Gulf	Low Baltic	EUR	12 pmt of scrap bss 3500 mt					
Baltic States	ECUK	EUR	23 pcbm of sawn timber bss 2500 cm					
Low Baltic	French Bay	EUR	22 pmt of coal bss 4000 mt					
Week 17 Handy market								
FROM	TO	CUR	WHEAT		SCRAP		COAL	
			15000	25000	15000	25000	15000	25000
Black Sea ports	Marmara	USD	17	10	-	-	-	-
	East Med	USD	-	14	-	-	-	16
	Central Med	USD	-	15	-	-	-	-
	Med Spain	USD	22	16	-	-	20	-
	North Spain	USD	26	-	-	-	24	20
	ARAG	USD	28	25	-	-	27	-
ARAG	East Med	USD	-	19	-	20	-	-
	West Med	USD	-	16	-	-	-	-
Baltic	North Spain	USD	-	-	25	-	16	13
	Central Med	USD	-	20	-	-	-	-
	East Med	USD	-	21	-	26	-	-
	West Med	USD	-	19	30	23	-	-



# Market Analysis Week 17

Region: Russian River, Azov / Black Sea, Caspian

Trade: Coaster shipments

An official meeting was held on 3-rd of May between first persons of Russia and Turkey, where situation with export-import of agriproducts was discussed. It is widely expected by most market participants, that improvement of situation will soon follow and Turkish duties on Russian grains shall be cancelled. For the moment Ship Owners, operating in Azov area, are upholding wait-and-see attitude, owing to abovementioned event and also to holidays.

Owners of Russian-flagged tonnage are complaining regarding lack of firm cargo orders ex river ports. Though total amount of parcels on the market remains pretty much the same, supported by solid volumes in port storages, overall political uncertainty along with the unfavorable usd-rur exchange ratio causes many contracts to be postponed or even cancelled, resulting in difficulties in firm negos and fixtures. Due to this, such vessels currently prefer transit voyages from Black Sea to Caspian and vice-versa, which considered being more reliable and profitable.

Black Sea market shows promising rise of grain shipments, both coaster parcels and Handy-size, which poured out into slight freight rates growth for Black Sea – Med coaster voyages and Black Sea – South-East Asia Handy voyages.

Region: Baltic / ARAG

Trade: Coaster shipments, Handy-size

Relative standstill on Baltic market continues through week 16, as amount of spot/prompt fleet openings hardly changes. Times of “easy fixtures” are gone as most Ship Owners are trying to uphold current freight level via tough negotiations if nothing else.

Among the Charterers, only ones, engaged in wood pulp ex Russian river, show increasing activity, which unfortunately is being counter-poisoned by lack of suitable sea-river tonnage.

Grain Traders, outsourcing Northern Europe regions, show concerns regarding possible quality of future crop due to outstandingly shifty weather conditions in the area.

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Be advised, that all and any information in this Report based solely on our fixtures and everyday contact with actual market participants, not on media or other sources.