



Freight Report Week 19

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Week 19 Coaster market Azov, Black Sea, Caspian								
FROM	TO	CUR	WHEAT		SCRAP		COAL	
			3000	5000	3000	5000	3000	5000
Samara	Marmara	USD	40	-	45	-	-	-
Saratov		USD	38	-	-	-	-	-
Kamyshin		USD	36	-	-	-	-	-
Samara	NIP	USD	39	-	-	-	-	-
Saratov		USD	34	-	-	-	-	-
Kamyshin		USD	31	-	-	-	-	-
Volgograd		USD	28	-	-	-	-	-
Astrakhan		USD	18	-	-	-	-	-
Rostov / Azov	TBS	USD	17	17	20	20	15	15
	Marmara	USD	19	19	22	22	17	17
	Izmir	USD	22	22	25	25	20	20
	Mersin	USD	29	29	32	32	27	27
	EC Greece	USD	23	23	-	-	-	-
	Adriatic	USD	29	28	-	-	-	-
	Egypt	USD	31	30	-	-	-	-
Yeisk / Taganrog	Lebanon	USD	30	29	-	-	-	-
	TBS	USD	16	16	19	19	14	14
	Marmara	USD	18	18	21	21	16	16
	Izmir	USD	21	21	24	24	19	19
Temryuk	Mersin	USD	28	27	32	31	27	26
	TBS	USD	15	15	-	-	14	14
	Marmara	USD	17	17	-	-	16	16
	Izmir	USD	20	20	-	-	18	18
Varna, Constanta, Burgas	Mersin	USD	27	27	-	-	25	25
	Marmara	USD	13	13	15	15	13	13
	East Med	USD	22	21	24	23	22	21
Odessa, Nikolaev, Kherson, Yuzhnyi, Illichevsk	West Med	USD	25	24	27	26	25	24
	Marmara	USD	16	16	20	20	16	16
	East Med	USD	23	23	29	29	25	25
Poti, Batumi	West Med	USD	28	27	33	32	29	28
	Marmara	USD	14	14	16	16	14	14
	East Med	USD	23	22	25	24	23	22
Marmara	West Med	USD	26	25	28	27	26	25
	Caspian	USD	115 000 Imps bss 3k vessel					
Caspian	Marmara	USD	35 pmt bss 3000 mt					
Week 19 Coaster market Baltic / ARAG								
Baltic States	ARAG	EUR	20 pmt of wheat bss 5000 mt					
ARAG	North Spain	EUR	12 pmt of coal bss 4000 mt					
Fin Gulf	Low Baltic	EUR	15 pmt of scrap bss 3500 mt					
Baltic States	ECUK	EUR	21 pcbm of sawn timber bss 2500 cm					
Low Baltic	French Bay	EUR	20 pmt of coal bss 4000 mt					
Week 19 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 19

Region: Russian River, Azov / Black Sea, Caspian

Trade: Coaster shipments

Import duties for Russian grain were canceled at least in official channels. Meanwhile situation with corn is still uncertain. This fact turned out after Russia could not get into the list of potential corn importers during tender for purchasing of 180000 mts of corn which was affected by Turkish Grain Committee. Almost all usual suppliers got into the above mentioned list except Russia.

Still taking place intensified control of technical condition of fleet (PSC) in Azov region. Most of Shipowners have opinion that these sanctions are affected by sinking of MV "Geroi Arsenal" which had passed PSC just before her death. Special attention is focused on overage tonnage with foreign register. Already known few vessels for which passing Russian ports was restricted for 3 months period after such control. Owners of this fleet have to look for alternative loading ports in Bulgaria, Romania and Ukraine.

As a result PSC actions lead to increasing of freight level due to Owners trying to include their risks into freight value. It's a paradox, but freight rates are increasing in spite of the lack of cargoes and dead season in a region. Turkish Port Authorities in connection with complaints from Turkish Shipowners are looking for the possibility to take counter-measures for Russian register fleet.

Freight market in Caspian region get balanced as low level of demand corresponds to lack of tonnage. It's well known that freight traffic between Iran and Russia is not so strong as it is between Turkey and Russia. Russia has nothing to set against embargo and protective duties for barley imposed by Iran. Corn stays main export commodity for Iran. Due to most popular point of view traders faced to a problem of looking for additional supplier channels as a result of increasing of volumes of wheat harvesting. Partly it's connected with difficulties and high logistical value of shipment for the recipients dislocated in Middle Asia and Far East regions.

Region: Baltic / ARAG

Trade: Coaster shipments, Handy-size

Quantity of spot / prompt tonnage in Baltic and Continent regions continues to increase. Owners are not able to hold up the level of freight rates any more. It had decreased for 1-2 euro already and due to some info changes positive for Owners will come only in the beginning of June. Most of the spot vessels are accumulated in German Baltic and ECUK.

Meanwhile the situation in Fin Gulf is totally opposite. Due to unusual for last few years activity of wood traders there is a shortage of coaster size vessels and as a result freight level for cargoes going ex Fin Gulf has increased for 1-2 euro pcbm.

Most of the fixtures in a region are made on close and private bases. Only big market players are still showing some parcels of still products and fertilizers in the market.

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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.

