



Freight Report Week 22

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Week 21 Coaster market Azov, Black Sea, Caspian								
FROM	TO	CUR	WHEAT		SCRAP		COAL	
			3000	5000	3000	5000	3000	5000
Samara	Marmara	USD	43	-	45	-	-	-
Saratov		USD	41	-	-	-	-	-
Kamyshin		USD	39	-	-	-	-	-
Samara	NIP	USD	42	-	-	-	-	-
Saratov		USD	37	-	-	-	-	-
Kamyshin		USD	34	-	-	-	-	-
Volgograd		USD	31	-	-	-	-	-
Astrakhan		USD	18	-	-	-	-	-
Rostov / Azov	TBS	USD	16	16	19	19	14	14
	Marmara	USD	18	18	21	21	16	16
	Izmir	USD	21	21	24	24	19	19
	Mersin	USD	28	28	31	31	26	26
	EC Greece	USD	21	22	-	-	-	-
	Adriatic	USD	28	27	-	-	-	-
	Egypt	USD	30	29	-	-	-	-
Lebanon	USD	29	28	-	-	-	-	
Yeisk / Taganrog	TBS	USD	15	15	18	18	14	14
	Marmara	USD	17	17	20	20	16	16
	Izmir	USD	20	20	23	23	19	19
	Mersin	USD	27	26	31	30	27	26
Temryuk	TBS	USD	15	15	-	-	14	14
	Marmara	USD	17	17	-	-	16	16
	Izmir	USD	20	20	-	-	18	18
	Mersin	USD	27	27	-	-	25	25
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	15	15	20	20	16	16
	East Med	USD	22	22	29	29	25	25
	West Med	USD	27	26	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	115 000 Imps bss 3k vessel					
Caspian	Marmara	USD	35 pmt bss 3000 mt					
Week 21 Coaster market Baltic / ARAG								
Baltic States	ARAG	EUR	21 pmt of wheat bss 5000 mt					
ARAG	North Spain	EUR	14 pmt of coal bss 4000 mt					
Fin Gulf	Low Baltic	EUR	15 pmt of scrap bss 3500 mt					
Baltic States	ECUK	EUR	23 pcbm of sawn timber bss 2500 cm					
Low Baltic	French Bay	EUR	21 pmt of coal bss 4000 mt					
Week 21 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	-	-	-	25	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	-	-

Trade: Coaster shipments

Producers of barley in the Caspian-Volga region are trying to play with the price of the rest of the last-year harvest in order to sell them before the arrival of a new crop, which will be traded at approximately 15 usd cheaper. As a result, exporters became more active and the number of shipments to Iran increased, so freight rates went up for 1-2 dollars.

Despite a temporary surge in sales, exporters do not expect a significant increase in rates. Iran buys barley moderately, for fixed price. The main auction is held at the stage of buying barley from farmers.

During the last week, activity on the Russian grain market was generally low, as most of its participants left for Gelendzhik to take part in one of the most representative domestic grain conferences - the 17th International Grain Round. The main leitmotif of discussions at the round was the issue of updating the tax legislation in the sphere of grain exports, as well as bringing VAT payments to the common denominator.

In connection with unfavorable weather conditions in the Volga, Krasnodar and Stavropol regions, the collection of a new barley crop is postponed for 2 weeks. Because of the delay in the new harvest, and after long period of the decline in demand, the tonnage continues to stay unloaded in ports, what makes freight rates to decrease for 1-2 usd from the Azov-Rostov region to all directions.

After intensification of the requirements for the technical condition of dry cargo vessels, the port authorities decided to ban raid handling in the Kerch channel on the legislative level. Few months ago mv "Heroes of Arsenal" sank right there on opl transshipment. Realizing that competition in this direction will decrease, Shipowners of the cabotage fleet are preparing to raise rates for transshipment of cargo at the roadstead of the port "Caucasus" in high season. It will reduce about three quarters of the fleet.

Region: Baltic / ARAG

Trade: Coaster shipments, Handy-size

The situation with spot tonnage in the Baltic region hasn't changed a lot, but Shipowners are still talking about the revival in the market. Because of this optimism, they refuse to fix cargoes for 1-2 weeks ahead, expecting a rapid increase in rates.

The number of timber shipments from the regions of Fingulf and Baltic States remains stable. As we remember interest in Russian timber has grown comparing with last year level, when such shipments took place from time to time. In 2017 the shipment of wood goes on a regular basis.

Due to the fact that the flow of goods from the Baltic to the countries of the ARAG is gradually increasing, Shipowners are trying to find back cargoes, this.



