



Freight Report Week 4-5

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Week 4-5 Coaster market Azov, Black Sea, Caspian								
FROM	TO	CUR	WHEAT		SCRAP		COAL	
			3000	5000	3000	5000	3000	5000
Astrakhan	North Iran	USD	15	-	-	-	-	-
Rostov / Azov	TBS	USD	19	19	23	23	17	17
	Marmara	USD	21	21	25	25	19	19
	Izmir	USD	24	24	28	28	22	22
	Mersin	USD	32	31	36	36	30	30
	EC Greece	USD	25	25	-	-	-	-
	Adriatic	USD	31	29	-	-	-	-
	Egypt	USD	34	32	-	-	-	-
Yeisk	Lebanon	USD	33	31	-	-	-	-
	TBS	USD	18	18	22	22	17	17
	Marmara	USD	20	20	24	24	19	19
	Izmir	USD	23	23	27	27	22	22
Temryuk	Mersin	USD	32	31	36	35	30	29
	TBS	USD	17	17	-	-	16	16
	Marmara	USD	19	19	-	-	18	18
	Izmir	USD	21	21	-	-	20	20
Varna, Constanta, Burgas, Danube River ports	Mersin	USD	29	28	-	-	28	28
	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	18	18	20	20	16	16
	East Med	USD	27	27	29	29	25	25
	West Med	USD	31	30	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
Week 4-5 Coaster market Baltic / ARAG								
Baltic States	ARAG	EUR	25 pmt of urea bss 3000 mt					
Fin Gulf	Low Baltic	EUR	14 pmt of scrap bss 3500 mt					
Baltic States	ECUK	EUR	20 pcbm of sawn timber bss 2500 cm					
Low Baltic	French Bay	EUR	23 pmt of coal bss 4000 mt					
Week 4-5 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	-	20	-	23	-	-
	West Med	USD	-	17	-	-	-	-
Baltic	North Spain	USD	-	-	26	-	18	15
	Central Med	USD	-	20	-	-	-	-
	East Med	USD	-	21	-	27	-	-
	West Med	USD	-	19	31	24	-	-

Market Analysis Week 4-5

Region: Russian River, Azov / Black Sea, Caspian

Trade: Coaster shipments

Ongoing severe ice conditions in both Azov's and Black Seas are currently forcing the Ship Owners to rethink their short-term plans regarding employment of their vessels. At closer look situation comes as follows:

1. Ice edge on Azov's Sea starts even at the Kerch strait, causing vessels to spend roughly twice as much time to steam from Kerch to Rostov / Azov ports.
2. Port Temryuk (formerly the last ice-free port in Azov area) has suffered official declaration of ice campaign.
3. Ukrainian Black Sea ports, notwithstanding the absence of official ice restrictions, are essentially exposed to severe ice conditions, causing better part of non-ice-classed tonnage to abstain from calling these ports.
4. Danube River (up to Braila) is officially open for navigation, but only within caravans, supported by ice-breakers.

Despite the abovementioned, freight rates in the area are going down, owing to notable decline of Traders' activity.

Caspian freight market has slowed down to find what it seems to be the bottom. According to current workable rates, it is equally "profitable" to undergo the voyage or to idle the vessel.

Region: Baltic / ARAG

Trade: Coaster shipments, Handy-size

Highly anticipated parcels of scrap ex Fin Gulf have turned out to be false-positive. Those few orders actually shipped were played out of market, while major part of Charterers was satisfied with indications only.

Grains and wood pulp cargo flows are still keeping usual quiet activity we've seen for previous several weeks. The only cargo that looks promising is inert materials, which tend to emerge only during the market's bottom condition.

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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.