



Freight Report Week 8

Glogos LLC
 +7 812 309 89 76
 +7 812 309 81 20
 chartering@glogos.net
 www.glogos.net

Week 8 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	18	23	23	17	17
	Marmara	USD	21	20	25	25	19	19
	Izmir	USD	24	23	28	28	22	22
	Mersin	USD	32	31	36	36	30	30
	EC Greece	USD	25	24	-	-	-	-
	Adriatic	USD	32	31	-	-	-	-
	Egypt	USD	33	32	-	-	-	-
Yeisk	Lebanon	USD	32	31	-	-	-	-
	TBS	USD	18	17	22	22	17	17
	Marmara	USD	20	19	24	24	19	19
	Izmir	USD	23	22	27	27	22	22
Temryuk	Mersin	USD	31	30	36	35	30	29
	TBS	USD	18	17	-	-	16	16
	Marmara	USD	20	19	-	-	18	18
	Izmir	USD	22	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	26	26	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 8 Coaster market Baltic / ARAG								
Baltic States	ARAG	EUR	23 pmt of wheat bss 5000 mt					
Fin Gulf	Low Baltic	EUR	16 pmt of scrap bss 3500 mt					
Baltic States	ECUK	EUR	24 pcbm of sawn timber bss 2500 cm					
Low Baltic	French Bay	EUR	25 pmt of coal bss 4000 mt					
Week 8 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 8

Region: Russian River, Azov / Black Sea, Caspian
Trade: Coaster shipments

During the previous week ice conditions in Azov's area have seen notable improvement as follows:

1. Vessels, calling Russian ports of Azov Sea, still employ ice-breakers' assistance, but only within Taganrogskiy Bay. Further reduction of ice coverage is expected soon, while gossips go as far as to tell of ice campaign cancelling day – 15-th of March.
2. Authorities of Kherson port have cancelled ice campaign from 1-st of March
3. Port Nikolayev may cancel ice campaign on 6-th of March

In the light of the abovementioned, freight rates look uncertain of their fate. Market participant are reluctant to provide definite expectations, due to volatile currency rates and weak Traders' activity. One thing is certain – there is no lack in grain cargo volumes.

Russian Exporters, who prefer to ship from River ports, are actively coming out to the market with indicative request for upcoming navigation.

Ship Owners of fleet, currently employed in Caspian region, are trying to find potential cargo destined to Black Sea and even undergo preliminary negotiation, only to guarantee escape of their vessels escape from currently dull Caspian market.

Region: Baltic / ARAG
Trade: Coaster shipments, Handy-size

Baltic freight market has kept its tendency of slow growth during previous week. Not the actual amount of cargoes is growing, but rather absence of tonnage feels more acutely. As usual, Fin gulf and Upper Baltic regions are most affected. Overall rates have grown on about +1 euro pmt. Increase could be much higher, should most Charterers not embraced careful approach and halted their shipments.

Freight trade ex Continent goes well enough, compensating Baltic counter-part of the region, with no outstanding freight level fluctuations. One of the reasons is most parcels are fixed on private & confidential basis, which is possible due to strong fleet supply in the area.

Charterers, who deal with scrap shipments, have recently increased their activity, especially regarding coaster parcels, while Handy-size orders are mostly indicative at the moment

+ + + + + + + +

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.