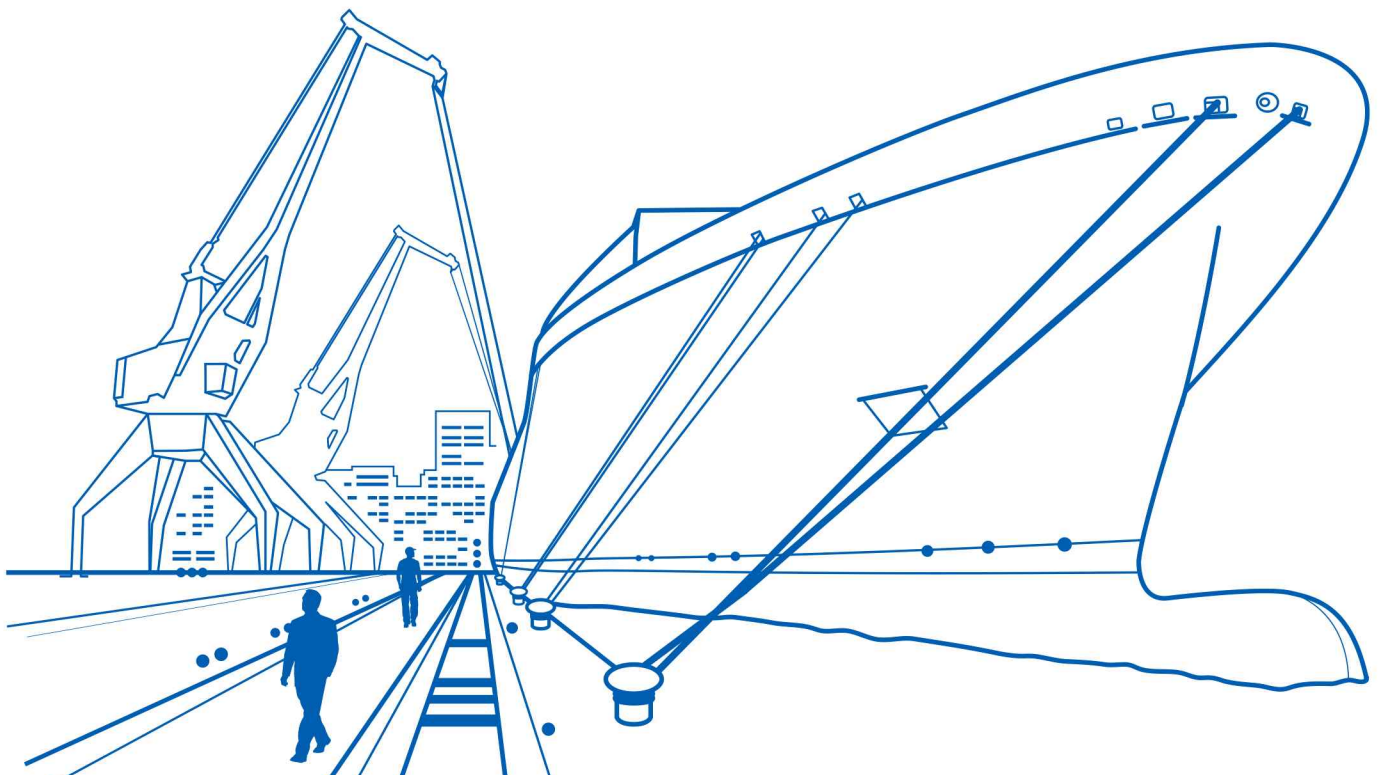


August 17th 2018

KOBC DRYBULK WEEKLY REPORT



Contents

Volume 310

| | | | |
|----------------------------|----|-------------------------------------|----|
| ▶ Weekly Highlight | 2 | ▶ SnP Market | 12 |
| ▶ Freight Market | 3 | ▶ Demolition Market | 13 |
| ▶ Fixture | 5 | ▶ Bunker Market & Weekly News | 14 |
| ▶ FFA Market | 8 | ▶ Port Congestion | 15 |
| ▶ Commodity Market | 9 | ▶ KOBC Panelist | 16 |
| ▶ Newbuilding Market | 11 | | |

Weekly Highlight

Freight Market : Mixed

Commodity Market : Mixed

Supply Market : Up

Freight Market

- ▶ 케이프선은 성약 체결이 다소 부진한 모습을 보인 대서양 수역에서 운임시장 하락 주도
- ▶ 파나마선은 양대 수역에서 활발한 신규 수요 유입을 보이며 주중 하락 구간없이 운임시장 상승 지속
- ▶ 수프라맥스선/핸디선은 수역별로 등락이 엇갈린 가운데 대서양 수역 중심으로 운임시장 상승하며 수프라맥스선 상승, 핸디선 소폭 하락 마감

<운임 지표>

| 구분 | 2017.Avg | 2018.July | 10-Aug | 17-Aug | +/- |
|----------|----------|-----------|--------|--------|---------|
| Capesize | 17,669 | 27,594 | 29,535 | 28,757 | ▼ 778 |
| Panamax | 10,548 | 12,061 | 11,067 | 12,124 | ▲ 1,057 |
| Supramax | 9,753 | 11,237 | 11,415 | 11,766 | ▲ 351 |
| Handy | 8,060 | 9,625 | 9,279 | 9,217 | ▼ 62 |
| Average | 11,508 | 15,129 | 15,324 | 15,466 | ▲ 142 |

(단위 : USD/day)

Commodity Market

- ▶ 금주 철광석 가격은 중국 제강사들의 유지보수 시즌에 따른 수요 부진으로 소폭 하락
- ▶ 금주 석탄 가격은 타이트한 수급이 이어지며 연료탄 강보합, 원료탄 상승 마감
- ▶ 금주 곡물 가격은 터키의 금융위기를 시작으로 신흥국 위기 확산 우려 속에 하락

<원자재 가격 동향>

단위: USD/Ton

| 구분 | 2018.July | 2 nd Week Aug | 3 rd Week Aug | +/- |
|----------------------------|-----------|--------------------------|--------------------------|---------|
| Iron Ore N.China 62% | 64.35 | 68.83 | 67.79 | ▼ 1.04 |
| Steam Coal Newcastle | 120.74 | 118.92 | 119.18 | ▲ 0.26 |
| Coking Coal Australia(FOB) | 185.65 | 180.56 | 184.90 | ▲ 4.34 |
| Soybean | 825.06 | 871.50 | 862.00 | ▼ 9.50 |
| Wheat | 496.44 | 559.50 | 537.25 | ▼ 22.25 |
| Corn | 318.44 | 339.25 | 335.25 | ▼ 4.00 |

* 철광석, 석탄 가격은 주간 평균 가격임

* 곡물은 09-Aug, 16-Aug 기준 가격이며 단위는 US ¢/bu임

Supply Market

- ▶ 신조선 시장은 옵션 포함 9척이 신조 발주되었으며 선가는 모든 선형에서 상승세 지속
- ▶ 중고선 시장은 3척이 거래되었으며 중고선가는 5Y기준 선형별로 등락이 엇갈림
- ▶ 해체선 시장은 매각 보고 없이 조용한 모습 속에 해체선가는 모든 지역에서 보합

<선가 동향>

| 구분 | 2017.Avg | 09-Aug | 16-Aug | +/- |
|------|-----------------|--------|--------|--------------|
| NB | Capesize (180K) | 42.45 | 47.15 | 47.25 ▲ 0.10 |
| | Panamax (77K) | 23.95 | 26.23 | 26.33 ▲ 0.10 |
| | Supramax (58K) | 22.15 | 24.11 | 24.23 ▲ 0.12 |
| | Handy (33K) | 20.23 | 22.65 | 22.76 ▲ 0.11 |
| 2nd | Capesize 5Y | 30.04 | 35.74 | 35.70 ▼ 0.04 |
| | Panamax 5Y | 17.90 | 21.02 | 21.07 ▲ 0.05 |
| Hand | Supramax 5Y | 15.30 | 16.94 | 17.30 ▲ 0.36 |
| | Handy 5Y | 12.79 | 14.77 | 14.73 ▼ 0.04 |

(단위: Mil USD)

Freight Rate by Types

(USD/Day)



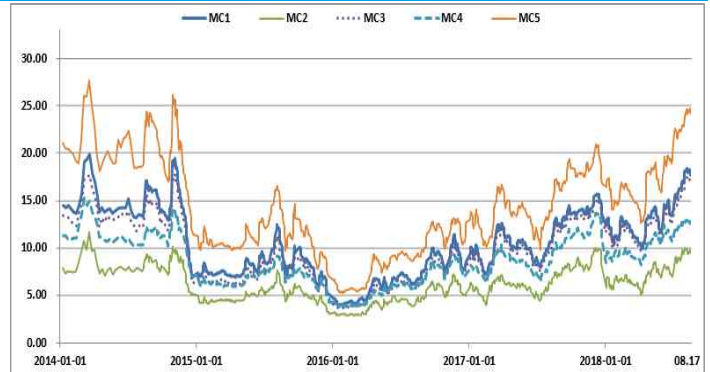
Freight Market

Capesize Market

- ▶ 태평양 수역은 상승세로 출발하였으나 태풍 영향으로 중국 항만의 일정 불확실성과 그에 따른 메이저 철광석 화주들의 관망 자세로 강보합 마감
- ▶ 대서양 수역은 전주 대비 Vale사의 조용한 시장 움직임에 성약 체결 활동이 다소 부진한 모습을 보이며 운임시장 하락
- ▶ 다음 주 케이프선 운임시장은 금주 후반 FFA 시장 조정 영향으로 전반적인 약세 흐름 예상

Cape VC Rate Trend

(USD/Ton)

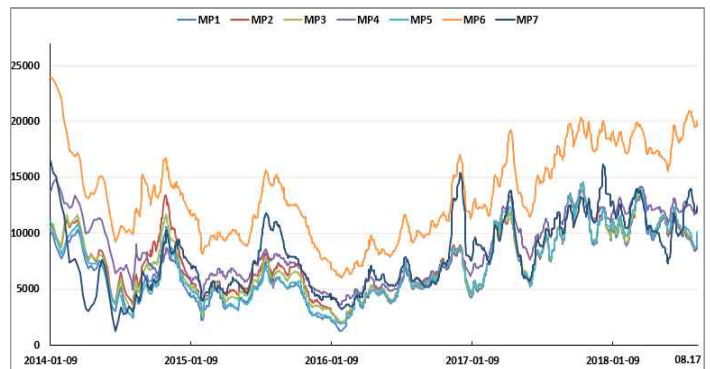


Panamax Market

- ▶ 태평양 수역은 호주/인도네시아 석탄 수요 유입과 Period 성약 체결 증가로 대부분의 항로에서 비교적 큰 폭으로 상승
- ▶ 대서양 수역은 약보합세로 출발하였으나 가용 선박 감소와 곡물 등 신규 수요 유입으로 전주 하락에서 상승 전환
- ▶ 다음 주 파나마선 운임시장은 양대 수역에서 Prompt 선복량 감소에 따른 수급 개선으로 상승세 지속 전망

Panamax TC Rate Trend

(USD/Day)

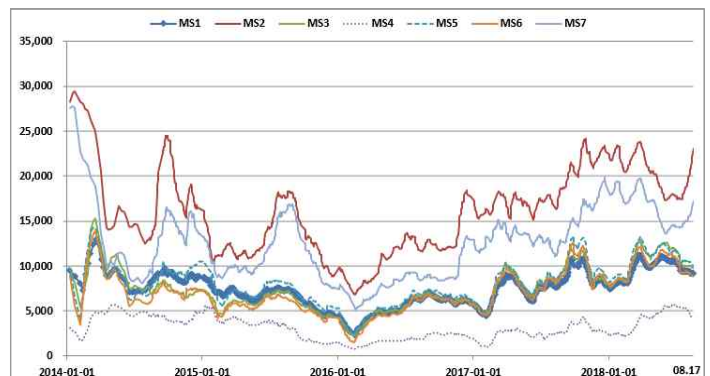


Supramax Market

- ▶ 태평양 수역은 일부 신규 수요 유입에도 불구하고 공급량 우위로 용선주가 운임시장을 주도하며 하락세 지속
- ▶ 대서양 수역은 US Gulf 와 흑해를 중심으로 곡물 신규 수요 유입이 지속되며 상승세 지속
- ▶ 다음 주 수프라막스선 운임시장은 태평양 수역은 파나마선 상승 영향으로 선주들의 호가 인상 시도가 예상되고 대서양 수역은 신규 수요 유입에 따라 추가 상승 기대

Supramax TC Rate Trend

(USD/Day)

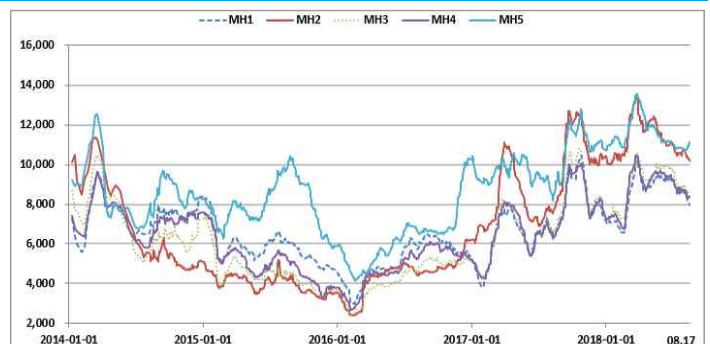


Handy Market

- ▶ 태평양 수역은 마이너화물 유입 부진으로 수급 불균형이 개선되지 못하고 주 중 하락세 지속
- ▶ 대서양 수역은 타 선형의 긍정적인 움직임과 일부 신규 수요 유입으로 선주들이 호가 인상에 나서며 상승
- ▶ 다음 주 핸디선 운임시장은 태평양 수역 하락, 대서양 수역 상승의 차별적 움직임 지속 예상

Handy TC Rate Trend

(USD/Day)



Freight Market

Capesize VC & TC Rate

(USD/Ton for MC1-5, USD/Day for MC6-9)

| Code | Route Description | 2016.AVG | 2017.AVG | 2018 YTD | 2018.July | 2017.08.17(A) | 2018.08.10(B) | 2018.08.17(C) | +/- (C-B) | +/- (C-A) |
|------------------------|---------------------------------|----------|----------|----------|-----------|---------------|---------------|---------------|-----------|-----------|
| MC1 | 160,000MT Saldanha Bay-Qingdao | 6.77 | 11.30 | 13.28 | 16.02 | 12.61 | 17.99 | 17.65 | ▼ 0.34 | ▲ 5.04 |
| MC2 | 160,000MT W.Australia-Qingdao | 4.44 | 6.66 | 7.30 | 8.88 | 7.36 | 9.39 | 9.45 | ▲ 0.06 | ▲ 2.09 |
| MC3 | 150,000MT R.Bay-Qingdao | 6.18 | 10.70 | 12.61 | 15.23 | 11.98 | 17.14 | 16.80 | ▼ 0.34 | ▲ 4.82 |
| MC4 | 130,000MT Newcastle-Zhoushan | 6.00 | 9.37 | 10.43 | 12.13 | 9.90 | 12.61 | 12.56 | ▼ 0.05 | ▲ 2.66 |
| MC5 | 160,000MT Tubarao-Qingdao | 8.95 | 14.98 | 17.81 | 22.35 | 16.75 | 24.33 | 24.08 | ▼ 0.25 | ▲ 7.33 |
| MC6 | PRC/Japan-Brazil-PRC/Japan | 7,156 | 14,321 | 15,503 | 21,118 | 18,625 | 23,800 | 23,938 | ▲ 138 | ▲ 5,313 |
| MC7 | PRC/Japan-E.Australia-PRC/Japan | 7,018 | 14,802 | 15,257 | 20,125 | 18,438 | 22,888 | 22,975 | ▲ 87 | ▲ 4,537 |
| MC8 | A.R.A/Gib-Bolivar-A.R.A/Gib | 7,689 | 15,705 | 16,660 | 27,325 | 18,263 | 28,188 | 25,788 | ▼ 2,400 | ▲ 7,525 |
| MC9 | A.R.A/Gib-USEC/Canada-PRC/Japan | 13,933 | 25,849 | 29,850 | 41,809 | 34,375 | 43,263 | 42,325 | ▼ 938 | ▲ 7,950 |
| TC Average(180,000DWT) | | 8,949 | 17,669 | 19,318 | 27,594 | 22,425 | 29,535 | 28,757 | ▼ 778 | ▲ 6,332 |

Panamax TC Rate

(USD/Day)

| Code | Route Description | 2016.AVG | 2017.AVG | 2018 YTD | 2018.July | 2017.08.17(A) | 2018.08.10(B) | 2018.08.17(C) | +/- (C-B) | +/- (C-A) |
|-----------------------|------------------------------|----------|----------|----------|-----------|---------------|---------------|---------------|-----------|-----------|
| MP1 | S.PRC-Indonesia-S.PRC | 4,964 | 9,163 | 10,473 | 9,764 | 9,983 | 8,400 | 9,683 | ▲ 1,283 | ▼ 300 |
| MP2 | F.EAST-Australia-E.C India | 5,307 | 9,298 | 10,701 | 9,946 | 10,000 | 8,530 | 9,970 | ▲ 1,440 | ▼ 30 |
| MP3 | PRC-NOPAC or Australia-PRC | 5,259 | 9,311 | 10,807 | 10,137 | 10,250 | 8,692 | 10,067 | ▲ 1,375 | ▼ 183 |
| MP4 | S'pore-ECSA-F.EAST | 5,787 | 10,586 | 12,405 | 12,396 | 11,500 | 11,700 | 12,480 | ▲ 780 | ▲ 980 |
| MP5 | Busan-CIS-N.PRC | 5,151 | 9,424 | 10,983 | 10,310 | 9,990 | 8,630 | 10,180 | ▲ 1,550 | ▲ 190 |
| MP6 | Passing Gib-USG-F.EAST | 9,702 | 15,785 | 18,436 | 19,783 | 17,410 | 19,510 | 20,120 | ▲ 610 | ▲ 2,710 |
| MP7 | Passing Gib-USG-Skaw/Passero | 6,466 | 10,272 | 11,359 | 12,089 | 11,550 | 12,010 | 12,370 | ▲ 360 | ▲ 820 |
| TC Average(74,000DWT) | | 6,091 | 10,548 | 12,166 | 12,061 | 11,526 | 11,067 | 12,124 | ▲ 1,057 | ▲ 598 |

Supramax TC Rate

(USD/Day)

| Code | Route Description | 2016.AVG | 2017.AVG | 2018 YTD | 2018.July | 2017.08.17(A) | 2018.08.10(B) | 2018.08.17(C) | +/- (C-B) | +/- (C-A) |
|-----------------------|---|----------|----------|----------|-----------|---------------|---------------|---------------|-----------|-----------|
| MS1 | PRC-NOPAC or Australia-PRC | 5,265 | 7,816 | 9,656 | 9,709 | 7,769 | 9,209 | 9,179 | ▼ 30 | ▲ 1,410 |
| MS2 | USG-S'pore/Japan | 11,488 | 18,401 | 20,441 | 17,911 | 17,320 | 21,100 | 23,050 | ▲ 1,950 | ▲ 5,730 |
| MS3 | CJK via Indonesia/Phil - PRC (Nickel Ore) | 5,287 | 8,443 | 10,623 | 10,594 | 8,692 | 9,892 | 9,758 | ▼ 134 | ▲ 1,066 |
| MS4 | S'pore/Japan-USG | 1,819 | 2,563 | 4,126 | 5,407 | 2,480 | 4,420 | 4,340 | ▼ 80 | ▲ 1,860 |
| MS5 | S.PRC-Indonesia-EC.India | 5,700 | 8,776 | 10,870 | 10,777 | 8,673 | 10,347 | 10,010 | ▼ 337 | ▲ 1,337 |
| MS6 | S.PRC-Indoneisa-PRC | 4,961 | 8,226 | 10,024 | 9,703 | 8,206 | 9,015 | 8,802 | ▼ 213 | ▲ 596 |
| MS7 | USG-Skaw/Passero | 8,310 | 14,048 | 16,651 | 14,557 | 11,960 | 15,920 | 17,220 | ▲ 1,300 | ▲ 5,260 |
| TC Average(58,000DWT) | | 6,119 | 9,753 | 11,770 | 11,237 | 9,300 | 11,415 | 11,766 | ▲ 351 | ▲ 2,466 |

Handy TC Rate

(USD/Day)

| Code | Route Description | 2016.AVG | 2017.AVG | 2018 YTD | 2018.July | 2017.08.17(A) | 2018.08.10(B) | 2018.08.17(C) | +/- (C-B) | +/- (C-A) |
|-----------------------|-------------------------------|----------|----------|----------|-----------|---------------|---------------|---------------|-----------|-----------|
| MH1 | F.EAST-SE Asia | 5,185 | 6,994 | 8,489 | 8,744 | 6,592 | 8,149 | 7,963 | ▼ 186 | ▲ 1,371 |
| MH2 | PG/WC India-F.EAST | 4,410 | 8,954 | 11,254 | 10,643 | 8,020 | 10,330 | 10,150 | ▼ 180 | ▲ 2,130 |
| MH3 | S.PRC/SE Asia-F.EAST | 4,265 | 7,223 | 8,965 | 9,078 | 6,785 | 8,623 | 8,478 | ▼ 145 | ▲ 1,693 |
| MH4 | Busan-CIS-F.EAST | 4,827 | 7,063 | 8,745 | 8,814 | 6,530 | 8,370 | 8,370 | - | ▲ 1,840 |
| MH5 | Skaw/Passero-USG-Skaw/Passero | 6,283 | 10,066 | 11,541 | 10,846 | 9,140 | 10,925 | 11,125 | ▲ 200 | ▲ 1,985 |
| TC Average(33,000DWT) | | 4,994 | 8,060 | 9,799 | 9,625 | 7,413 | 9,279 | 9,217 | ▼ 62 | ▲ 1,804 |

Freight Market – Fixture

Capesize Fixture - VC

| | VSL Name | Cargo Q'ty | L/Port | D/Port | LYCN | FRT(USD/Ton) | Terms | Charterer |
|----------|---------------------|------------|----------------|------------|--------------|--------------|---------------------------|------------------|
| Atlantic | Besiktas Kazakhstan | 130,000/10 | Saldanha Bay | Hamburg | 1/15 Sep | 11.40 | 90,000shinc/35,000shinc | Salzgitter |
| | NYK TBN | 160,000/10 | Puerto Bolivar | Rotterdam | 21/30 Aug | 12.50 | 50,000shinc/25,000shinc | Uniper |
| | Berge Weissborn | 160,000/10 | Colombia | Gijon | 1/10 Sep | 11.90 | 50,000shinc/30,000shinc | Jera |
| F/Haul | Golden Barnett | 170,000/10 | Tubarao | Qingdao | end Aug | 25.25 | 3 days shinc/30,000shinc | Trafigura |
| | HL Sines | 170,000/10 | Tubarao | Qingdao | 1/15 Sep | 24.65 | 3 days shinc/30,000shinc | Uming |
| | TBN | 170,000/10 | Tubarao | Qingdao | 7 Sep | 24.65 | 3 days shinc/30,000shinc | K-Line |
| | PSU Chile | 190,000/10 | Tubarao | Qingdao | 5 Sep | 24.50 | 3 days shinc/30,000shinc | CNR |
| | Pacific Bulk TBN | 170,000/10 | Tubarao | Qingdao | 01/10 Sep | 24.40 | 3 days shinc/30,000shinc | Hyundai Glovis |
| | Xin Fa Hai | 170,000/10 | Tubarao | Qingdao | 31 Aug | 24.24 | 3 days shinc/30,000shinc | Oldendorff |
| | TBN | 170,000/10 | Tubarao | Bahrain | 28 Aug/6 Sep | 21.25 | 3 days shinc/30,000shinc | Vale |
| | Glovis Ambition | 170,000/10 | PDM | Qingdao | 5/14 Sep | 26.00 | Scale/35,000shinc | NYK |
| | Pac bulk TBN | 170,000/10 | PDM | Qingdao | 01/10 Sep | 24.4 | Scale/60,000shinc | Hyundai Glovis |
| | Nicolemy | 180,000/10 | CSN | Qingdao | 1/10 Sep | 24.15 | 60,000shinc/30,000shinc | CSN |
| | Global Mercator | 180,000/10 | CSN | Qingdao | 1/10 Sep | 24.15 | 60,000shinc/30,000shinc | CSN |
| | Ehime Queen | 180,000/10 | CSN | Qingdao | 1/10 Sep | 24.15 | 60,000shinc/30,000shinc | CSN |
| | Frontier Sky | 170,000/10 | Seven Islands | Qingdao | 27 Aug/4 Sep | 27.00 | 40,000shinc/30,000shinc | Glencore |
| | Oldendorff TBN | 160,000/10 | Saldanha Bay | Qingdao | 4/8 Sep | 17.80 | 90,000shinc/30,000shinc | Ore+Metal |
| | Panocean TBN | 150,000/10 | Port Cartier | Cigading | 11/15 Sep | 26.82 | 60,000shinc/30,000shinc | POSCO Krakatau |
| Pacific | Everest TBN | 170,000/10 | W.Australia | Qingdao | 26/28 Aug | 9.80 | Scale/30,000shinc | Cargill |
| | Hosco TBN | 170,000/10 | W.Australia | Qingdao | 26/30 Aug | 9.65 | Scale/30,000shinc | Sinochart |
| | Heng Shan | 170,000/10 | Port Hedland | Qingdao | 23/25 Aug | 9.85 | 80,000shinc/30,000shinc | Classic Maritime |
| | Marmaras TBN | 170,000/10 | Port Hedland | Qingdao | 27/29 Aug | 9.75 | 80,000shinc/30,000shinc | BHP Billiton |
| | TBN | 160,000/10 | Port Hedland | Qingdao | 25/27 Aug | 9.70 | 80,000shinc/30,000shinc | FMG |
| | Mineral Ningbo | 170,000/10 | Port Hedland | Qingdao | 27/29 Aug | 9.70 | 80,000shinc/30,000shinc | BHP Billiton |
| | TBN | 170,000/10 | Port Hedland | Qingdao | 24/26 Aug | 9.60 | 80,000shinc/30,000shinc | Uniper |
| | AM Port Cartier | 160,000/10 | Port Hedland | Qingdao | 25/27 Aug | 9.50 | 80,000shinc/30,000shinc | FMG |
| | K-Line TBN | 190,000/10 | Port Hedland | Kwangyang | 31 Aug/9 Sep | 8.19 | Scale/50,000shinc | POSCO |
| | Alpha Gallant | 170,000/10 | Dampier | Qingdao | 23/25 Aug | 9.75 | 90,000shinc/30,000shinc | Rio Tinto |
| | TBN | 170,000/10 | Dampier | Qingdao | 29/31 Aug | 9.65 | 90,000shinc/30,000shinc | Rio Tinto |
| | Mount Faber | 170,000/10 | Dampier | Qingdao | 23/25 Aug | 9.50 | 90,000shinc/30,000shinc | CNR |
| | Eurydice | 170,000/10 | Dampier | Qingdao | 25/27 Aug | 9.50 | 90,000shinc/30,000shinc | CNR |
| | TBN | 170,000/10 | Dampier | Qingdao | 25/27 Aug | 9.45 | 90,000shinc/30,000shinc | Rio Tinto |
| | Panocean TBN | 150,000/10 | Gladstone | Youngheung | 1/10 Sep | 11.37 | 40,000 shinc/34,000 shinc | Kepeco |
| | Hebei No.1 | 170,000/10 | Teluk Rubiah | Qingdao | 20/21 Aug | 7.80 | 90,000shinc/30,000shinc | Vale |
| | Navios Azimuth | 150,000/10 | Roberts Bank | Hadong | 31 Aug/4 Sep | 14.42 | 50,000shinc/25,000shinc | KEPCO |
| | Classic TBN | 165,000/10 | Roberts Bank | Pohang | 27 Aug/5 Sep | 12.69 | Scale/45,000shinc | POSCO |

Capesize Fixture - TC

| | VSL Name | DWT | Built | DEL | REDEL | LYCN | Details | Hire(USD/day) | Charterer |
|---------|-----------------------|---------|-------|-------------|--------------|-------------|-----------------|---------------|------------|
| Pacific | Cape Stork | 175,611 | 2011 | Bayuquan | S'pore/Japan | 11/12 Aug | Trip via Aus | 21,000 | K-Line |
| | Cape Hawk | 176,000 | 2006 | Luojing | S'pore/Japan | 14/15 Aug | Trip via Aus | 26,000 | Uniper |
| | Antonis Angelicoussis | 177,000 | 2007 | Lianyungang | S'pore/Japan | retro 6 Aug | Trip via Brazil | 26,000 | Oldendorff |

Iron ore Route Fixtures

| | W.Australia-F.East | Brazil-F.East | Total |
|------------|--------------------|---------------|-------|
| 2018.July | 90 | 31 | 121 |
| 2018.08.09 | 17 | 11 | 28 |
| 2018.08.16 | 15 | 9 | 24 |
| +/- | ▼ 2 | ▼ 2 | ▼ 4 |

Major Shippers Fixtures

| | Rio Tinto | BHP Billiton | FMG | Vale | Total |
|------------|-----------|--------------|-----|------|-------|
| 2018.July | 28 | 25 | 0 | 17 | 70 |
| 2018.08.09 | 8 | 1 | 2 | 6 | 17 |
| 2018.08.16 | 3 | 2 | 2 | 2 | 9 |
| +/- | ▼ 5 | ▲ 1 | - | ▼ 4 | ▼ 8 |

Freight Market-Fixture

Panamax Fixture - VC

| | VSL Name | Cargo Q'ty | L/Port | D/Port | LYCN | FRT(USD/Ton) | Terms | Charterer |
|----------|-----------------|--------------|--------------|---------------|---------------|--------------|---------------------------|------------|
| Atlantic | TBN | 75,000/10 | New Orleans | Hamburg | 1/10 Sep | 16.50 | 25,000shinc/25,000shinc | Vattenfall |
| | CMB Van Mieghem | 75-80,000/10 | CMT | Rotterdam | 20/30 Aug | 15.00 | 60,000/25,000 shinc bends | Uniper |
| F/Haul | TBN | 75,000/10 | Newport News | EC India | 8/17 Sep | 33.65 | 40,000sshex/20,000sshex | SAIL |
| | TBN | 75,000/5 | Newport News | EC India | 15/24 Sep | 33.95 | 40,000sshex/20,000sshex | SAIL |
| Pacific | TBN | 75,000/10 | Hay Point | EC India | 1/10 Sep | 15.25 | 40,000sshex/20,000sshex | SAIL |
| | Ultrabulk TBN | 75,000/10 | Newcastle | Krishnapatnam | 1/10 Sep | 14.15 | Scale/25,000shinc | Avani |
| | TBN | 75,000/10 | Gladstone | EC India | 1/10 Sep | 15.60 | 35,000shinc/23,000shinc | SAIL |
| | Oldendorff TBN | 80,000/10 | Vostochny | Hazira | 1/10 Sep | 12.10 | 18,000/20,000 shinc bends | Avani |
| | Glovis TBN | 63,000/5 | CRDIP | Taichung | 15 Sep/31 Oct | 25.00 | 10,000/6,000 shex bends | CHS |

Panamax Fixture - TC

| | VSL Name | DWT | Built | DEL | REDEL | LYCN | Details | Hire(USD/day) | Charterer |
|----------|----------------------|--------|-------|-------------------|----------------|--------------|-----------------------------------|--|----------------|
| Atlantic | Thalassic | 81,426 | 2009 | Gibraltar | Brazil | 5 Aug | Trip via USEC int coal | 9,500 | Norvic |
| | Jin Tai Feng | 93,758 | 2012 | Immingham | Port Said | 14/16 Aug | Trip via US Gulf&R.Sea int grain | 13,500 | Element |
| | Sakizaya Queen | 82,000 | 2018 | Klaipeda | Passero | 25 Aug/5 Sep | Trip via Saudi Red Sea | 17,000 | Cargill |
| | Platanos | 81,123 | 2011 | Fazendinha | Med | 14 Aug | Trip via Santarem&Egypt int grain | 12,500+200,000(BB) | Cargill |
| | Puma Max | 81,339 | 2012 | Bremen | Skaw-Gibraltar | 21/27 Aug | Trip via Murmansk int coal | 15,000 | Norden |
| | Chrysanthi S | 80,268 | 2012 | US Gulf | Passero | 1/9 Sep | Trip via Med int grain | 13,500+350,000(BB) | CNR |
| | Jaguar Max | 81,309 | 2012 | Eemshaven | Skaw-Passero | 25/30 Aug | Trip via Baltic int coal | 15,000 | Oldendorff |
| | Copernicus N | 93,062 | 2010 | Rotterdam | Gibraltar | 10 Aug | Trip via Baltic & Israel | 14,000 | Oldendorff |
| | Golden Endurer | 79,457 | 2011 | Brindisi | Port Said | 16 Aug | Trip via B.Sea&R.Sea int grain | 11,750 | CNR |
| | Cape Race | 81,438 | 2012 | ECSA | Skaw-Gibraltar | 27 Aug | 2/3 laden legs | 13,500+350,000(BB) | Cargill |
| F/HAUL | Clipper Victory | 77,119 | 2015 | Port Talbot | India | 21 Aug | Trip via Ust Luga&Suez int coal | 22,750 | ACB |
| | Epictetus | 83,987 | 2013 | Gijon | Pakistan | retro 10 Aug | Trip via US Gulf&COGH int grain | 20,300 | Medmar |
| | Seaduty | 82,449 | 2008 | ECSA | S'pore/Japan | 25/26 Aug | Trip intrn grain | 15,600+560,000(BB) | Norden |
| | Navios Harmony | 82,790 | 2006 | Cape of Good Hope | S'pore/Japan | mid Sep | Trip via ECSA | 13,950+395,000(BB) | Oldendorff |
| Pacific | Key Evolution | 83,416 | 2010 | Busan | S.China | 20 Aug | Trpi via NoPac int coal | 11,500 | Cobelfret |
| | Prabhu Das | 76,015 | 2005 | Chiba | Japan | 14/16 Aug | Trip via Stockton int coal | 10,000 | Jera |
| | Nefeli | 76,759 | 2004 | Kushiro | S'pore/Japan | 16 Aug | Trip via NoPac | 10,500 | Glencore |
| | Ultra Cougar | 81,922 | 2015 | Hitachinaka | Japan | 15/16 Aug | Trip via Longbeach int coal | 11,750 | Jera |
| | Nan May | 85,005 | 2016 | Kohsichang | S'pore/Japan | 10/12 Aug | Trip via W.Aus intrn I.Ore | 12,350 | Panocean |
| | Atlas Strength | 83,001 | 2006 | Kashima | India | 13 Aug | Trip via E.Aust | 9,750 | CNR |
| | Hebei Zhangjiakou | 93,647 | 2011 | Weihai | S'pore/Japan | 14/15 Aug | Trip via E.Aus int coal | 12,000 | CNR |
| | Stella Eva | 81,323 | 2016 | Onahama | Taiwan | 20/21 Aug | Trip via E.Aus int coal | 12,300 | CNR |
| | Great Glen | 93,252 | 2010 | Boryeong | S'pore/Japan | 18 Aug | Trip via E.Aus int coal | 11,450 | Oldendorff |
| | Best Trader | 73,018 | 1998 | Taiwan | S.China | 14/16 Aug | Trip via Indonesia int coal | 8,250 | Hegnda |
| | Rosco Sandalwood | 76,801 | 2004 | Hong Kong | S.China | 13 Aug | Trip via Indonesia int coal | 8,250 | Hegnda |
| | Adam I | 80,000 | 2010 | CIK | India | 13/16 Aug | Trip via Indonesia int coal | 8,150 | Hyundai Glovis |
| | Maria Cristina Rizzo | 87,334 | 2010 | Taiwan | S.China | 13 Aug | Trip via Indonesia int coal | 8,500 | Klaveness |
| | Navios Hyperion | 75,707 | 2004 | Taichung | India | 14 Aug | Trip via Indonesia int coal | 10,450 | Bunge |
| | Centurion | 76,838 | 2005 | Cigading | India | 22/25 Aug | Trip via Indonesia int coal | 13,000 | K-Line |
| | Real Happiness | 76,602 | 2005 | Indonesia | India | 19 Aug | Trip int coal | 9,500+115,000(BB) | Oldendorff |
| | La Donna I | 79,107 | 2014 | Paradip | Krishnapatnam | 12/16 Aug | Coastal trip | 13,000 | Jaldhi |
| PERIOD | Ocean Rosemary | 82,000 | 2013 | Guangzhou | WW | 25 Aug | 8/10 months trading | 12,600 | CNR |
| | Medi Newport | 81,756 | 2017 | Hong Kong | WW | 19/24 Aug | 5/8 months trading | 14,000 | Cobelfret |
| | Real Happiness | 76,596 | 2005 | CIK | WW | Spot | 4/7 months trading | 8,500 for 35days, 12,000 thereafter | United |
| | W-Ace | 92,803 | 2011 | Gibraltar | WW | retro 11 Aug | 4/7 months trading | 14,000 | Uniper |
| | Protefs | 73,630 | 2004 | Shanghai | WW | 22/30 Aug | 12/15 months trading | 11,000 | Hudson |
| | Nirefs | 75,311 | 2001 | Ningbo | WW | 10/16 Aug | 11/14 months trading | 10,700 | Hudson |

Panamax Fixtures by Major Routes

| | Indonesia R.V | E.Australia R.V | ECSA-F.EAST | Total |
|------------|---------------|-----------------|-------------|-------|
| 2018.July | 24 | 20 | 43 | 87 |
| 2018.08.09 | 6 | 2 | 8 | 16 |
| 2018.08.16 | 5 | 5 | 4 | 14 |
| +/- | ▼ 1 | ▲ 3 | ▼ 4 | ▼ 2 |

Period Fixtures

| | 4-7M | 11-14M | Other | Total |
|------------|------|--------|-------|-------|
| 2018.July | 9 | 0 | 9 | 18 |
| 2018.08.09 | 2 | 0 | 0 | 2 |
| 2018.08.16 | 3 | 2 | 1 | 6 |
| +/- | ▲ 1 | ▲ 2 | ▲ 1 | ▲ 4 |

Freight Market-Fixture

Supramax/Handy Fixture - VC

※ 금주 해당 사항 없음

Supramax/Handy Fixture - TC

| | VSL Name | DWT | Built | DEL | REDEL | LYCN | Details | Hire(USD/day) | Charterer |
|----------|------------------|--------|-------|--------------|--------------|-----------|-------------------------------------|---|------------------|
| Atlantic | Belle Plaine | 35,485 | 2014 | Up River | WCSA | Ppt | Trip | 13,750 | Norden |
| | Genco Languedoc | 58,050 | 2010 | Med | West Med | Ppt | Trip | 13,750 | Cargill |
| | Virtuous Striker | 56,822 | 2011 | N.Brazil | USEC | 21/26 Aug | Trip int steel | 11,400 | CNR |
| | Hedvig Bulker | 31,872 | 2011 | Orinoco | Cont-Med | 15/19 Aug | Trip | 10,250 | Gregale Shipping |
| | DACC Atlantico | 60,550 | 2015 | USEC | Turkey | Ppt | Trip int coal | 22,000 | ED&F |
| | Genco Predator | 55,407 | 2005 | Plate | Lebanon | 23/27 Aug | Trip | 15,250 | Oldendorff |
| F/HAUL | Great Fortune | 63,497 | 2015 | Marmara | SE Asia | 18/19 Aug | Trip int grain | 23,000 | Fayette |
| | Victoria | 61,600 | 2016 | SW Pass | S'pore/Japan | 20 Aug | Trip | 26,250 | Refined Success |
| | Ellenita | 57,501 | 2015 | Recalada | SE Asia | Ppt | Trip | 13,750+375,000(BB) | Louis Dreyfus |
| | JPS Afrodite | 57,523 | 2016 | US Gulf | Japan | Ppt | Trip | 24,500 | K-Line |
| Pacific | Patagonia | 35,964 | 2012 | Ras Al Khair | WW | 7 Aug | 2/3 laden legs | 10,000 | Jaldhi |
| | Bao Flourish | 56,591 | 2011 | Singapore | China | 12 Aug | Trip via SEAsia intn nickel ore | 11,250 | CNR |
| | Trenta | 56,838 | 2010 | Beilun | WC India/PG | 11/12 Aug | Trip | 8,250 first 42days, 9,250 thereafter | Noble Miracle |
| | Universe Bangkok | 56,729 | 2012 | Hong Kong | China | 11/13 Aug | Trip via Indonesia | 8,250 | CNR |
| | Kmarin Oslo | 63,098 | 2015 | Iloilo | WC India | 16 Aug | Trip via Indonesia | 12,500 | Bainbridge |
| | DL Pansy | 57,835 | 2013 | Singapore | China | 13/14 Aug | Trip via Indonesia | 9,500 | CNR |
| | Fareast Honesty | 56,841 | 2012 | Manila | Philippines | 13/15 Aug | Trip via Indonesia | 10,200 | CNR |
| | Great Link | 63,464 | 2016 | Hong Kong | WC India | Ppt | Trip via Indonesia | 9,250 | Norvic |
| | Shandong Hai Da | 56,734 | 2013 | Ho Chi Minh | N.China | 17 Aug | Trip int bauxite | 11,200 | Huaya |
| | Copacabana | 37,202 | 2011 | Fuzhou | SE Asia | Ppt | Trip | 9,000 | CNR |
| | Pacific Advance | 63,507 | 2015 | Yangjiang | S.China | 17/21 Aug | Trip via Philippines int nickel ore | 12,250 | CNR |
| | SITC Taishan | 58,107 | 2010 | Cambodia | Chittagong | 22/27 Aug | Trip int clinker | 12,000 | CNR |
| | Serene Juniper | 57,185 | 2011 | Campha | Chittagong | 15 Aug | Trip int clinker | 12,250 | CNR |
| | Dalarna | 35,958 | 2014 | Kaohsiung | Thailand | Ppt | Trip via Japan int steel | 9,200 | CNR |
| | Atlantic Oasis | 33,457 | 2011 | Map Ta Phut | S.Korea | 25/31 Aug | Trip int gypsum | 7,000 | CNR |
| PERIOD | Emil Selmer | 32,626 | 2010 | Singapore | China | Ppt | Trip via Aus int salt | 8,250 | Swire |
| | Heilan Brother | 56,759 | 2012 | Lianyungang | WW | 11/16 Aug | 7/9 months trading | 11,000 | CNR |
| | Xin Hai Tong 9 | 48,897 | 2017 | Qingdao | WW | Ppt | 4/6 months trading | 10,500 | Ausca |

Supramax/Handy Fixtures by Region

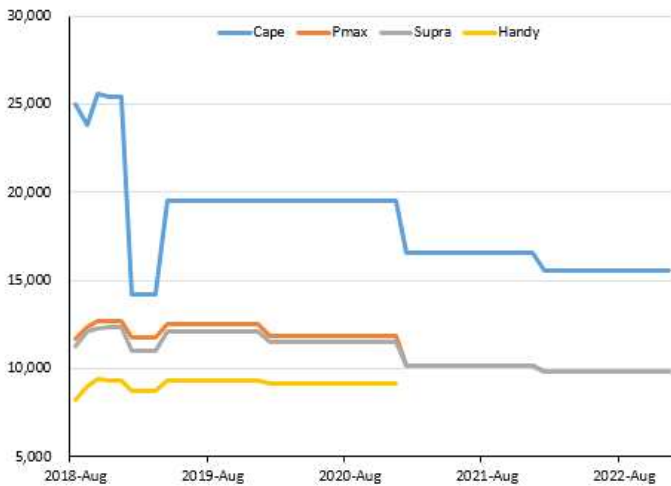
| | Pacific R.V | Atlantic R.V | F/HAUL | Total |
|------------|-------------|--------------|--------|-------|
| 2018.July | 95 | 27 | 13 | 135 |
| 2018.08.09 | 23 | 3 | 0 | 26 |
| 2018.08.16 | 16 | 6 | 4 | 26 |
| +/- | ▼ 7 | ▲ 3 | ▲ 4 | - |

Ultramax VS Supramax Fixtures

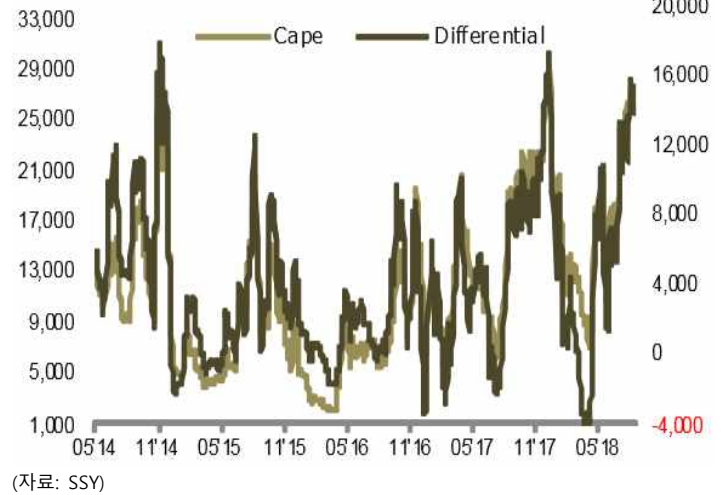
| | 60~63K | 55~58K | Total |
|------------|--------|--------|-------|
| 2018.July | 35 | 55 | 90 |
| 2018.08.09 | 8 | 11 | 19 |
| 2018.08.16 | 6 | 14 | 20 |
| +/- | ▼ 2 | ▲ 3 | ▲ 1 |

FFA Market

Freight Forward Curve (in USD)



Cape 5TC and Cape/Pmx Differential (USD/Day)



Capesize 180K 5TC (in USD)

| Period | Bid | | | Offer | | |
|--------|--------|--------|-------|--------|--------|-------|
| | 09-Aug | 16-Aug | +/- | 09-Aug | 16-Aug | +/- |
| AUG18 | 24,150 | 24,850 | ▲ 700 | 24,400 | 25,100 | ▲ 700 |
| SEP18 | 24,500 | 23,700 | ▼ 800 | 24,750 | 23,900 | ▼ 850 |
| OCT18 | 25,350 | 25,500 | ▲ 150 | 25,800 | 25,750 | ▼ 50 |
| Q4 18 | 25,100 | 25,300 | ▲ 200 | 25,400 | 25,500 | ▲ 100 |
| Q1 19 | 14,200 | 14,100 | ▼ 100 | 14,450 | 14,350 | ▼ 100 |
| Cal 19 | 19,450 | 19,400 | ▼ 50 | 19,650 | 19,600 | ▼ 50 |
| Cal 20 | 19,450 | 19,400 | ▼ 50 | 19,650 | 19,600 | ▼ 50 |
| Cal 21 | 16,400 | 16,450 | - | 16,600 | 16,650 | - |

Panamax 4TC (in USD)

| Period | Bid | | | Offer | | |
|--------|--------|--------|-------|--------|--------|-------|
| | 09-Aug | 16-Aug | +/- | 09-Aug | 16-Aug | +/- |
| AUG18 | 11,450 | 11,650 | ▲ 200 | 11,550 | 11,700 | ▲ 150 |
| SEP18 | 11,950 | 12,300 | ▲ 350 | 12,050 | 12,400 | ▲ 350 |
| OCT18 | 12,450 | 12,600 | ▲ 150 | 12,550 | 12,750 | ▲ 200 |
| Q4 18 | 12,500 | 12,600 | ▲ 100 | 12,600 | 12,700 | ▲ 100 |
| Q1 19 | 11,700 | 11,700 | - | 11,850 | 11,850 | - |
| Cal 19 | 12,550 | 12,450 | ▼ 100 | 12,625 | 12,600 | ▼ 25 |
| Cal 20 | 11,800 | 11,750 | ▼ 50 | 11,950 | 11,900 | ▼ 50 |
| Cal 21 | 10,100 | 10,100 | - | 10,200 | 10,200 | - |

Supramax 6TC (in USD)

| Period | Bid | | | Offer | | |
|--------|--------|--------|-------|--------|--------|-------|
| | 09-Aug | 16-Aug | +/- | 09-Aug | 16-Aug | +/- |
| AUG18 | 11,200 | 11,150 | ▼ 50 | 11,350 | 11,350 | - |
| SEP18 | 11,800 | 12,100 | ▲ 300 | 12,000 | 12,150 | ▲ 150 |
| OCT18 | 12,150 | 12,200 | ▲ 50 | 12,350 | 12,400 | ▲ 50 |
| Q4 18 | 12,250 | 12,300 | ▲ 50 | 12,350 | 12,400 | ▲ 50 |
| Q1 19 | 10,800 | 10,950 | ▲ 150 | 11,000 | 11,100 | ▲ 100 |
| Cal 19 | 12,150 | 12,000 | ▼ 150 | 12,250 | 12,200 | ▼ 50 |
| Cal 20 | 11,400 | 11,400 | - | 11,600 | 11,550 | ▼ 50 |
| Cal 21 | 10,100 | 10,100 | - | 10,250 | 10,200 | - |

Handy 6TC (in USD)

| Period | Bid | | | Offer | | |
|--------|--------|--------|-------|--------|--------|-------|
| | 09-Aug | 16-Aug | +/- | 09-Aug | 16-Aug | +/- |
| AUG18 | 8,500 | 8,150 | ▼ 350 | 8,750 | 8,300 | ▼ 450 |
| SEP18 | 9,000 | 8,850 | ▼ 150 | 9,250 | 9,100 | ▼ 150 |
| OCT18 | 9,350 | 9,250 | ▼ 100 | 9,650 | 9,500 | ▼ 150 |
| Q4 18 | 9,300 | 9,250 | ▼ 50 | 9,500 | 9,450 | ▼ 50 |
| Q1 19 | 8,700 | 8,650 | ▼ 50 | 8,900 | 8,850 | ▼ 50 |
| Q2 19 | 9,300 | 9,250 | ▼ 50 | 9,600 | 9,500 | ▼ 100 |
| Cal 19 | 9,250 | 9,200 | ▼ 50 | 9,500 | 9,450 | ▼ 50 |
| Cal 20 | 9,100 | 9,000 | ▼ 100 | 9,300 | 9,250 | ▼ 50 |

Capesize C5 Route(서호주-극동, in USD)

| Period | Bid | | | Offer | | |
|--------|--------|--------|--------|--------|--------|--------|
| | 09-Aug | 16-Aug | +/- | 09-Aug | 16-Aug | +/- |
| AUG18 | 9.50 | 9.50 | - | 9.90 | 9.75 | ▼ 0.15 |
| SEP18 | 9.50 | 9.35 | ▼ 0.15 | 10.00 | 9.60 | ▼ 0.40 |
| OCT18 | 10.00 | 9.75 | ▼ 0.25 | 10.40 | 10.15 | ▼ 0.25 |
| Q4 18 | 9.75 | 9.65 | ▼ 0.10 | 10.10 | 9.95 | ▼ 0.15 |
| Q1 19 | 7.70 | 7.65 | ▼ 0.05 | 8.00 | 8.00 | - |

Panamax 3A Route(T/P R.V, in USD)

| Period | Bid | | | Offer | | |
|--------|--------|--------|-----|--------|--------|-----|
| | 09-Aug | 16-Aug | +/- | 09-Aug | 16-Aug | +/- |
| AUG18 | 9,750 | 9,750 | - | 10,200 | 10,200 | - |
| SEP18 | 10,850 | 10,850 | - | 11,350 | 11,350 | - |
| OCT18 | 11,400 | 11,400 | - | 11,900 | 11,900 | - |
| Q4 18 | 11,450 | 11,450 | - | 11,900 | 11,900 | - |
| Q1 19 | 10,450 | 10,450 | - | 10,850 | 10,850 | - |

Commodity – Spot Price

Iron Ore Price

Unit: USD/Ton

| Date/Type | N.China 62% | N.China 65% | N.China 58% |
|--------------------------|-------------|-------------|-------------|
| | CFR | CFR | CFR |
| 2017 | 71.32 | 87.41 | 42.40 |
| June | 64.80 | 88.86 | 37.17 |
| July | 64.35 | 91.83 | 36.56 |
| M-o-M | ▼ 0.44 | ▲ 2.97 | ▼ 0.61 |
| 2 nd Week Aug | 68.83 | 95.83 | 39.34 |
| 3 rd Week Aug | 67.79 | 94.77 | 38.71 |
| +/- | ▼ 1.04 | ▼ 1.05 | ▼ 0.63 |

Steam Coal Price

Unit: USD/Ton

| Date/Type | A.R.A | Richards Bay | Newcastle | Kalimantan | WC India |
|--------------------------|--------|--------------|-----------|------------|----------|
| | CIF | FOB | FOB | FOB | CFR |
| June | 96.54 | 87.83 | 117.22 | 83.46 | 101.08 |
| July | 100.27 | 87.83 | 120.74 | 82.96 | 101.49 |
| M-o-M | ▲ 3.73 | - | ▲ 3.52 | ▼ 0.50 | ▲ 0.41 |
| 2 nd Week Aug | 96.27 | 82.64 | 118.92 | 79.06 | 97.25 |
| 3 rd Week Aug | 99.21 | 78.69 | 119.18 | 78.50 | 92.85 |
| +/- | ▲ 2.94 | ▼ 3.95 | ▲ 0.26 | ▼ 0.56 | ▼ 4.40 |

Coking Coal Price

Unit: USD/Ton

| Date/Type | Australia | China | India |
|--------------------------|-----------|---------|---------|
| | FOB | CFR | CFR |
| 2017 | 188.58 | 189.15 | 200.46 |
| June | 199.48 | 205.85 | 213.67 |
| July | 185.65 | 193.47 | 199.50 |
| M-o-M | ▼ 13.83 | ▼ 12.38 | ▼ 14.16 |
| 2 nd Week Aug | 180.56 | 186.69 | 194.03 |
| 3 rd Week Aug | 184.90 | 189.45 | 198.63 |
| +/- | ▲ 4.34 | ▲ 2.76 | ▲ 4.61 |

Grain Price

Unit: US ¢/bu, 1,000 tons

| Grain Spot Price (Chicago Mercantile Exchange, US ¢/bu) | | | | The U.S Grain Export Volume (,000 tons) | | | | |
|---|----------|---------|--------|---|----------|----------|----------|----------|
| Date | Soybeans | Wheat | Corn | Type | Soybeans | Wheat | Corn | Total |
| 09-Aug | 871.50 | 559.50 | 339.25 | July | 2,817.23 | 1,516.31 | 5,596.18 | 9,929.73 |
| 16-Aug | 862.00 | 537.25 | 335.25 | 19-Jul | 680.26 | 409.15 | 1,281.91 | 2,371.32 |
| +/- | ▼ 9.50 | ▼ 22.25 | ▼ 4.00 | 26-Jul | 856.44 | 386.64 | 1,624.57 | 2,867.65 |
| | | | | 02-Aug | 1,014.62 | 344.90 | 1,428.78 | 2,788.30 |
| | | | | 09-Aug | 586.56 | 461.60 | 1,220.00 | 2,268.16 |
| | | | | +/- | ▼ 428.06 | ▲ 116.71 | ▼ 208.78 | ▼ 520.14 |

Commodity - Futures

Iron Ore Futures

| Type | 09-Aug | | | 16-Aug | | | (A-B) |
|--------|--------|-------|---------|--------|-------|---------|--------|
| | Bid | Offer | Mid (A) | Bid | Offer | Mid (A) | +/- |
| Aug-18 | 69.30 | 69.50 | 69.40 | 67.20 | 67.40 | 67.30 | ▼ 2.10 |
| Sep-18 | 69.60 | 69.80 | 69.70 | 66.55 | 66.75 | 66.65 | ▼ 3.05 |
| Oct-18 | 69.50 | 69.70 | 69.60 | 66.55 | 66.75 | 66.65 | ▼ 2.95 |
| Nov-18 | - | - | - | 66.45 | 66.65 | 66.55 | - |
| Dec-18 | - | - | - | 66.35 | 66.55 | 66.45 | - |
| Q4 18 | 69.35 | 69.55 | 69.45 | 66.45 | 66.65 | 66.55 | ▼ 2.90 |
| Q1 19 | 68.70 | 68.90 | 68.80 | 66.05 | 66.25 | 66.15 | ▼ 2.65 |
| Q2 19 | 67.95 | 68.15 | 68.05 | 65.55 | 65.75 | 65.65 | ▼ 2.40 |
| Cal 19 | 67.65 | 67.85 | 67.75 | 65.30 | 65.50 | 65.40 | ▼ 2.35 |

Steam Coal Futures

Unit: USD/Ton

| Type | Newcastle | | | Richards Bay | | | Rotterdam | | |
|--------|-----------|--------|--------|--------------|--------|--------|-----------|--------|--------|
| | 09-Aug | 16-Aug | +/- | 09-Aug | 16-Aug | +/- | 09-Aug | 16-Aug | +/- |
| Aug-18 | 116.30 | 118.10 | ▲ 1.80 | 102.00 | 99.00 | ▼ 3.00 | 96.45 | 97.85 | ▲ 1.40 |
| Sep-18 | 111.70 | 113.70 | ▲ 2.00 | 100.20 | 96.15 | ▼ 4.05 | 95.75 | 98.05 | ▲ 2.30 |
| Oct-18 | 108.70 | 110.55 | ▲ 1.85 | 99.75 | 96.95 | ▼ 2.80 | 94.95 | 97.10 | ▲ 2.15 |
| Nov-18 | 106.00 | 107.60 | ▲ 1.60 | 98.80 | 96.65 | ▼ 2.15 | 93.60 | 95.60 | ▲ 2.00 |
| Dec-18 | 103.35 | 104.80 | ▲ 1.45 | 97.90 | 95.75 | ▼ 2.15 | 92.25 | 93.65 | ▲ 1.40 |
| Jan-19 | 102.80 | 103.85 | ▲ 1.05 | 96.70 | 95.50 | ▼ 1.20 | 90.90 | 92.35 | ▲ 1.45 |
| Feb-19 | 102.20 | 103.10 | ▲ 0.90 | 95.90 | 95.20 | ▼ 0.70 | 90.05 | 91.50 | ▲ 1.45 |
| Mar-19 | 100.55 | 101.45 | ▲ 0.90 | 94.80 | 94.30 | ▼ 0.50 | 88.70 | 90.20 | ▲ 1.50 |
| Apr-19 | 98.70 | 99.80 | ▲ 1.10 | 93.95 | 93.65 | ▼ 0.30 | 87.30 | 88.85 | ▲ 1.55 |

Grain FFA Price-CBOT, \$ ¢/bu

| | Del Date | 2018.11 | 2019.01 | 2019.03 | 2019.05 | 2019.07 |
|---------|----------|---------|---------|---------|---------|---------|
| Soybean | 9-Aug | 904.00 | 915.50 | 925.00 | 935.25 | 943.25 |
| | 16-Aug | 897.00 | 909.25 | 919.75 | 930.50 | 939.75 |
| | +/- | ▼ 7.00 | ▼ 6.25 | ▼ 5.25 | ▼ 4.75 | ▼ 3.50 |
| | Del Date | 2018.12 | 2019.03 | 2019.05 | 2019.07 | 2019.09 |
| Wheat | 9-Aug | 586.50 | 607.00 | 614.75 | 604.25 | - |
| | 16-Aug | 562.00 | 584.75 | 596.00 | 588.50 | 595.50 |
| | +/- | ▼ 24.50 | ▼ 22.25 | ▼ 18.75 | ▼ 15.75 | - |
| | Del Date | 2018.12 | 2019.03 | 2019.05 | 2019.07 | 2019.09 |
| Corn | 9-Aug | 382.75 | 394.00 | 400.75 | 406.25 | 406.75 |
| | 16-Aug | 379.75 | 391.50 | 398.50 | 404.25 | 403.25 |
| | +/- | ▼ 3.00 | ▼ 2.50 | ▼ 2.25 | ▼ 2.00 | ▼ 3.50 |

Newbuilding Market

Newbuilding Price (Mil USD)

| | TYPE | 2015 | 2016 | 2017 | 2018-08-09 | 2018-08-16 | +/- | High 2018 | Low 2018 |
|------|------|-------|-------|-------|------------|------------|--------|-----------|----------|
| CAPE | 180K | 50.03 | 43.18 | 42.45 | 47.15 | 47.25 | ▲ 0.10 | 47.25 | 43.51 |
| | 82K | 27.62 | 24.42 | 24.69 | 27.07 | 27.1 | ▲ 0.03 | 27.10 | 25.37 |
| PMA | 77K | 26.72 | 23.80 | 23.95 | 26.23 | 26.33 | ▲ 0.10 | 26.33 | 24.67 |
| | 64K | 25.41 | 22.77 | 23.06 | 25.17 | 25.26 | ▲ 0.09 | 25.26 | 23.86 |
| SMA | 58K | 24.77 | 22.04 | 22.15 | 24.11 | 24.23 | ▲ 0.12 | 24.23 | 22.82 |
| | 33K | 21.24 | 19.42 | 20.23 | 22.65 | 22.76 | ▲ 0.11 | 22.76 | 20.93 |

Newbuilding Contract

| DWT | Delivery | Shipbuilder | Buyer | No. | Price(Mil. USD)/Ship |
|--------|-----------|------------------------------|------------------------------|-------|----------------------|
| 82,000 | 2019-2020 | Tianjin Xingang Shipbuilding | China Fortune Ocean Shipping | China | 4+2 - |
| 63,500 | 2020 | New Times Shipbuilding | China Pan Ocean | Korea | 2+1 26.50 |

Order Book

| Year | Handy | | Supra | | Pmax | | Cape | | Total | |
|-------|-------|----------|-------|----------|------|----------|------|----------|-------|----------|
| | No. | DWT(Mil) | No. | DWT(Mil) | No. | DWT(Mil) | No. | DWT(Mil) | No. | DWT(Mil) |
| 2018 | 42 | 1.49 | 48 | 2.91 | 32 | 2.68 | 29 | 8.22 | 151 | 15.29 |
| 2019 | 61 | 2.05 | 78 | 4.75 | 107 | 8.82 | 72 | 17.63 | 318 | 33.25 |
| 2020+ | 26 | 0.82 | 65 | 4.01 | 78 | 6.38 | 84 | 20.94 | 253 | 32.15 |
| Total | 129 | 4.36 | 191 | 11.67 | 217 | 17.88 | 185 | 46.79 | 722 | 80.70 |

Fleet Changes

| | 2016 | | 2017 | | 2018.Aug | |
|-------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | No. | DWT(Mil) | No. | DWT(Mil) | No. | DWT(Mil) |
| Delivery (A) | 563 | 47.03 | 456 | 38.31 | 193 | 18.15 |
| Cape | 104 | 19.96 | 75 | 15.32 | 34 | 8.80 |
| Pmax | 114 | 9.42 | 109 | 8.84 | 45 | 3.73 |
| Supra | 217 | 13.18 | 178 | 10.76 | 62 | 3.81 |
| Handy | 128 | 4.47 | 94 | 3.39 | 52 | 1.80 |
| Demolition (B) | 397 | 28.41 | 221 | 14.77 | 42 | 2.77 |
| Cape | 76 | 12.99 | 33 | 6.38 | 10 | 1.66 |
| Pmax | 111 | 7.98 | 50 | 3.60 | 3 | 0.21 |
| Supra | 95 | 4.26 | 68 | 3.13 | 11 | 0.50 |
| Handy | 115 | 3.18 | 70 | 1.66 | 18 | 0.40 |
| Net Change (A-B) | 166 | 18.63 | 235 | 23.54 | 151 | 15.37 |
| End Year | 10,882 | 796.16 | 11,117 | 819.70 | 11,268 | 835.07 |
| Cape | 1,660 | 316.38 | 1,702 | 325.32 | 1,726 | 332.46 |
| Pmax | 2,468 | 197.72 | 2,527 | 202.96 | 2,569 | 206.47 |
| Supra | 3,444 | 188.26 | 3,554 | 195.89 | 3,605 | 199.21 |
| Handy | 3,310 | 93.81 | 3,334 | 95.53 | 3,368 | 96.93 |
| Changes (DWT, %) | | 2.4% | | 3.0% | | 1.88% |

Sale & Purchase Market

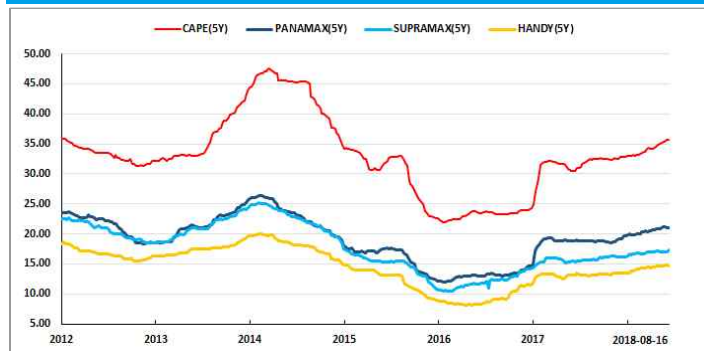
Secondhand Price

(Mil USD)

| TYPE | | 2015 | 2016 | 2017 | 2018-08-09 | 2018-08-16 | +/- | High 2018 | Low 2018 |
|-------------|--------|-------|-------|-------|------------|------------|--------|-----------|----------|
| CAPE (180K) | Resale | 45.91 | 35.20 | 41.13 | 49.81 | 49.59 | ▼ 0.22 | 49.81 | 44.92 |
| | 5Y | 32.58 | 23.14 | 30.04 | 35.74 | 35.70 | ▼ 0.04 | 35.74 | 32.30 |
| | 10Y | 20.75 | 13.03 | 19.54 | 24.93 | 25.05 | ▲ 0.12 | 25.05 | 19.87 |
| PMAX (77K) | Resale | 26.27 | 21.84 | 25.02 | 26.70 | 26.85 | ▲ 0.15 | 26.85 | 25.36 |
| | 5Y | 17.34 | 12.89 | 17.90 | 21.02 | 21.07 | ▲ 0.05 | 21.23 | 18.58 |
| | 10Y | 12.06 | 7.49 | 12.04 | 15.05 | 14.91 | ▼ 0.14 | 15.44 | 13.22 |
| SMAX (58K) | Resale | 25.42 | 19.37 | 23.46 | 25.27 | 25.43 | ▲ 0.16 | 25.53 | 24.35 |
| | 5Y | 16.23 | 11.71 | 15.30 | 16.94 | 17.30 | ▲ 0.36 | 17.30 | 16.10 |
| | 10Y | 10.95 | 7.16 | 10.83 | 13.18 | 13.24 | ▲ 0.06 | 13.37 | 11.86 |
| HANDY (33K) | Resale | 20.77 | 16.15 | 19.11 | 22.52 | 22.57 | ▲ 0.05 | 22.68 | 20.73 |
| | 5Y | 13.57 | 8.86 | 12.79 | 14.77 | 14.73 | ▼ 0.04 | 14.77 | 13.16 |
| | 10Y | 9.47 | 5.99 | 7.78 | 10.69 | 10.67 | ▼ 0.02 | 10.70 | 8.76 |

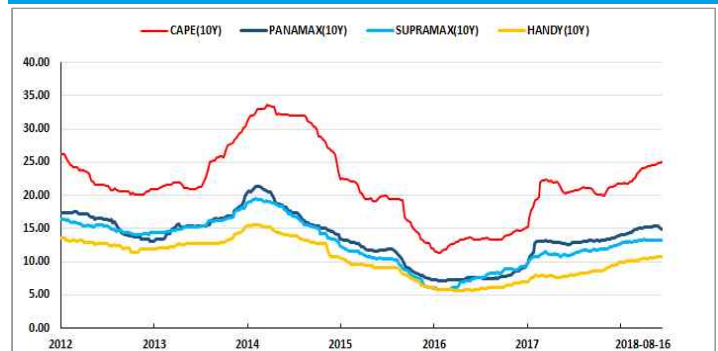
5Y Old Price

(Mil. USD)



10Y Old Price

(Mil USD)

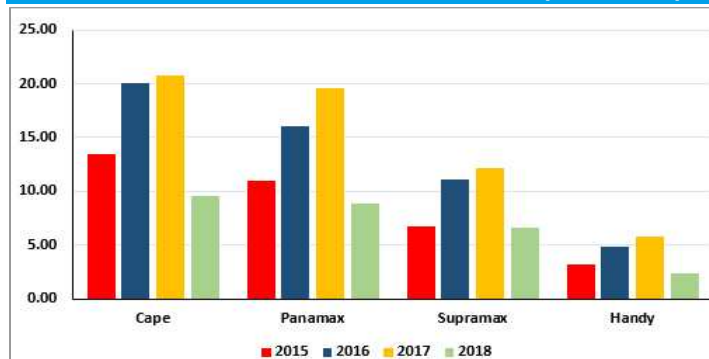


Secondhand Record

| Name | DWT | Built | Shipbuilder | Buyer | Price(Mil USD)/Ship |
|-------------------|---------|-------|--------------------|-------|---------------------|
| Five Stars Fujian | 181,383 | 2009 | Sasebo | Japan | - - 24.90 |
| Ten Jin Maru | 98,681 | 2011 | Tsuneishi Zhoushan | China | - - 21.00 |
| Clipper Valour | 34,800 | 2003 | Tianjin Xingang | China | - - 6.20 |

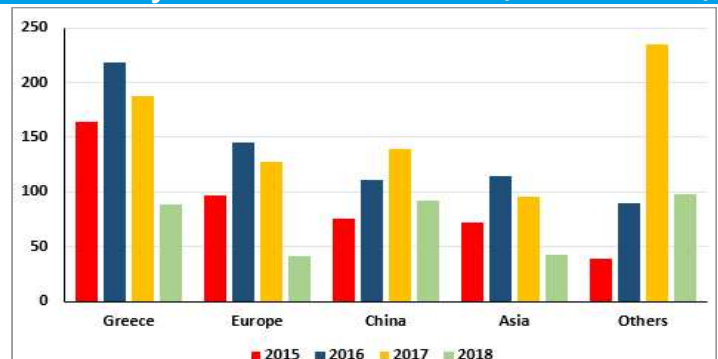
SnP Deal Volume

(Mil. DWT)



SnP Buyer

(No. of Record)



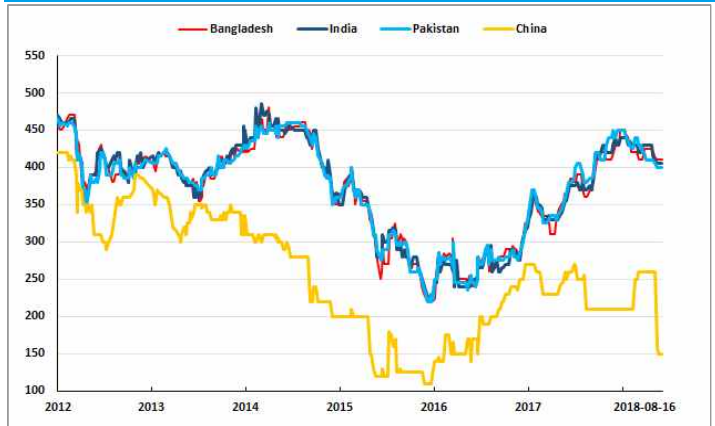
*Others에는 unknown 포함임

Demolition

Demolition Record

| Scrap Price | (USD/LDT) |
|-------------|-----------|
|-------------|-----------|

| Demolition by Size | | (Mil DWT) |
|--------------------|--|-----------|
|--------------------|--|-----------|



Bunker Market and Weekly News

IFO Price Trend

| USD/Ton | IFO380 | | | | | | | IFO180 | | | | | | |
|---------|--------|-----------|-----------|---------|--------|----------|-----------|--------|-----------|-----------|---------|--------|----------|-----------|
| | BUSAN | ROTTERDAM | SINGAPORE | HOUSTON | FUJAIH | HONGKONG | GIBRALTAR | BUSAN | ROTTERDAM | SINGAPORE | HOUSTON | FUJAIH | HONGKONG | GIBRALTAR |
| 2016 | 253 | 213 | 232 | 209 | 233 | 241 | 227 | 270 | 236 | 238 | 319 | 242 | 248 | 249 |
| 2017 | 350 | 304 | 326 | 298 | 325 | 335 | 323 | 368 | 322 | 349 | 395 | 379 | 345 | 341 |
| 09-Aug | 480 | 432 | 464 | 419 | 458 | 467 | 452 | 500 | 451 | 500 | 493 | 525 | 475 | 486 |
| 16-Aug | 477 | 418 | 454 | 410 | 446 | 462 | 452 | 497 | 437 | 491 | 479 | 513 | 470 | 484 |
| +/- | ▼ 3 | ▼ 14 | ▼ 10 | ▼ 9 | ▼ 12 | ▼ 5 | - | ▼ 3 | ▼ 14 | ▼ 9 | ▼ 14 | ▼ 12 | ▼ 5 | ▼ 2 |

MGO Price Trend

| USD/Ton | MGO | | | | | | |
|---------|-------|-----------|-----------|---------|--------|----------|-----------|
| | BUSAN | ROTTERDAM | SINGAPORE | HOUSTON | FUJAIH | HONGKONG | GIBRALTAR |
| 2016 | 407 | 383 | 395 | 430 | 486 | 406 | 427 |
| 2017 | 528 | 472 | 495 | 507 | 568 | 509 | 519 |
| 09-Aug | 687 | 632 | 652 | 660 | 728 | 677 | 683 |
| 16-Aug | 697 | 626 | 650 | 660 | 718 | 670 | 680 |
| +/- | ▲ 10 | ▼ 6 | ▼ 2 | - | ▼ 10 | ▼ 7 | ▼ 3 |

Crude FFA Market

| USD/BBL | WTI | | BRENT | | DUBAI |
|------------|---------|---------|---------|---------|-------|
| | 2018.09 | 2018.10 | 2018.10 | 2018.11 | Spot |
| 09-Aug | 66.81 | 66.14 | 72.07 | 72.39 | - |
| 10-Aug | 67.63 | 66.94 | 72.81 | 73.11 | 70.55 |
| 13-Aug | 67.20 | 66.57 | 72.61 | 72.92 | 71.25 |
| 14-Aug | 67.04 | 66.33 | 72.46 | 72.78 | 71.79 |
| 15-Aug | 65.01 | 64.46 | 70.76 | 71.10 | 70.66 |
| 16-Aug | 65.46 | 64.88 | 71.43 | 71.75 | 69.60 |
| +/- (전주대비) | ▼1.35 | ▼1.26 | ▼0.64 | ▼0.64 | ▼0.95 |

IFO380 vs IFO180 vs MGO (USD/Ton)



IFO380 vs WTI (USD/Ton)



Weekly News

<팬오션, 신조 벌크선 발주>

- ▶ 팬오션이 중국 New Times조선에 63K급 신조 벌크선을 옵션 1척 포함 총 3척을 발주
- ▶ 해당 선박은 IMO Tier-III 사양이 적용되며, 선가는 척당 2,650만불, 인도는 2020년 예정. 한편 동사는 New Times조선에 Vale사 장기운송계약 이행을 위해 VLOC 6척을 발주한 상태임

<중국, 대두 수입원 다원화>

- ▶ 세계 최대 대두 수입국인 중국은 전 세계 대두의 약 60%를 수입하고 있는 가운데, 최근 미중 무역 마찰 영향으로 중국의 대두 무역 구도가 변화
- ▶ 대두 수입처를 최대 대두 공급국인 브라질을 비롯한 아르헨티나, 캐나다, 러시아 등의 국가로 다원화

<한국, 7월 신조 수주량 1위>

- ▶ 7월 글로벌 선박 발주량 201만CGT(52척) 중 한국이 97만CGT(22척, 48%)를 수주하여 1위 기록
- ▶ 한편 올해 누계 신조 수주량 또한 한국이 645만 CGT(148척, 42%)로 수주실적 1위, 그 뒤로 중국(501만 CGT, 일본(159만CGT)이 뒤따름

<연료탄 벤치마크 가격, 톤당 110불>

- ▶ 일본의 발전소들과 호주 Glencore사는 2018/2019 일본 회계연도에 적용될 연료탄 장기계약가를 FOB Newcastle 톤당 110불로 책정
- ▶ 금년 가격은 전년 벤치마크 가격인 톤당 84.97불 대비 약 30% 상승, 타이트한 공급시장이 가격 상승의 주요 원인

Port Congestion Statistics

Port Congestion

| Average Delay Days | | | | | | | |
|--------------------|-----------|-------|-------|-----------|--------|----------|---------|
| Date/Country | Australia | China | India | Indonesia | Brazil | S.Africa | Average |
| July | 4.70 | 2.73 | 2.83 | 4.25 | 3.53 | 4.90 | 2.63 |
| 8-Aug | 4.4 | 2.8 | 4.0 | 3.1 | 3.6 | 5.5 | 2.80 |
| 15-Aug | 4.0 | 2.4 | 2.8 | 2.8 | 3.7 | 5.5 | 2.54 |
| +/- | ▼ 0.4 | ▼ 0.4 | ▼ 1.2 | ▼ 0.3 | ▲ 0.1 | - | ▼ 0.26 |

| Number of Vessels Waiting at Ports (C=Cape, P=Pmx) | | | | | | |
|--|-----------|------------|-----------|--------------|---------------|---------------|
| Date/Country | World (C) | Brazil (C) | China (C) | S.Africa (C) | Australia (C) | Australia (P) |
| July | 176 | 33 | 58 | 8 | 65 | 51 |
| 8-Aug | 168 | 35 | 40 | 8 | 77 | 64 |
| 15-Aug | 152 | 38 | 32 | 8 | 68 | 58 |
| +/- | ▼ 16 | ▲ 3 | ▼ 8 | - | ▼ 9 | ▼ 6 |

| Number of vessels due at Australian Ports within next 14 days | | | | |
|---|------|---------|----------|-------|
| Date/Type | Cape | Panamax | Supramax | Handy |
| July | 114 | 98 | 17 | 3 |
| 8-Aug | 99 | 97 | 20 | 1 |
| 15-Aug | 102 | 92 | 17 | 4 |
| +/- | ▲ 3 | ▼ 5 | ▼ 3 | ▲ 3 |

| Coal Congestion Days | | | | | | | | | |
|----------------------|---------------|-----------|-----------|---------------------|-------------|-----------|--------------|-----------|-----------|
| Loading Ports | | | | | | | | | |
| Country | Australia | | | | | Indonesia | | | |
| Date/Ports | Dalrymple Bay | Gladstone | Hay Point | Newcastle (Koorang) | Port Kembla | Taboneo | Muara Pantai | Samarinda | Adang Bay |
| July | 15.0 | 9.1 | 8.3 | 4.5 | 1.0 | 3.0 | 5.1 | 17.9 | 3.6 |
| 8-Aug | 24.5 | 4.5 | 6.5 | 3.5 | 3.0 | 3.0 | 3.0 | 17.0 | 3.0 |
| 15-Aug | 14.0 | 4.5 | 6.0 | 7.0 | 0.5 | 3.0 | 3.0 | 20.5 | 2.5 |
| +/- | ▼ 10.5 | - | ▼ 0.5 | ▲ 3.5 | ▼ 2.5 | - | - | ▲ 3.5 | ▼ 0.5 |

| Coal Congestion Days | | | | | | | | |
|----------------------|----------------|----------------|--------|-----------|--------|----------|-------------------|-----------|
| Discharge Ports | | | | | | | | |
| Country | China | | | | India | | | |
| Date/Ports | Xingang (Coke) | Xingang (Coal) | Rizhao | Zhanjiang | Ennore | Mormugoa | Paradip (Thermal) | Tuticorin |
| July | 4.3 | 0.0 | 0.8 | 1.9 | 0.5 | 8.25 | 12.6 | 1.3 |
| 8-Aug | 5.5 | 0.0 | 3.0 | 1.5 | 3.0 | 3.0 | 9.0 | 0.0 |
| 15-Aug | 1.0 | 0.0 | 3.0 | 1.5 | 5.0 | 6.5 | 7.5 | 0.0 |
| +/- | ▼ 4.5 | - | - | - | ▲ 2.0 | ▲ 3.5 | ▼ 1.5 | - |

| Iron Ore Congestion Days | | | | | | | | | | | |
|--------------------------|-----------|-----------|--------------|-------------|--------------|-------|---------------|-----------------|-----------------|---------------------|---------------------|
| Loading Ports | | | | | | | | | | | |
| Country | Australia | | | | | India | Brazil | | | | |
| Date/Ports | Dampier | Geraldton | Port Hedland | Port Kembla | Port Walcott | Vizag | Guaiba Island | PDM (Pier 3, N) | PDM (Pier 3, S) | Tubarao (N. Pier 1) | Tubarao (Pier 1, S) |
| July | 2.4 | 2.5 | 3.5 | 0.9 | 3.6 | 3.1 | 3.0 | 3.6 | 4.4 | 5.9 | 8.2 |
| 8-Aug | 5.0 | 6.5 | 6.0 | 3.0 | 2.5 | 5.5 | 3.0 | 4.0 | 5.0 | 5.5 | 6.5 |
| 15-Aug | 1.5 | 6.5 | 4.5 | 0.0 | 2.5 | 3.0 | 3.0 | 5.0 | 5.0 | 6.5 | 6.5 |
| +/- | ▼ 3.5 | - | ▼ 1.5 | ▼ 3.0 | - | ▼ 2.5 | - | - | - | ▲ 1.0 | - |

| Iron Ore Congestion Days | | | | | | | | | |
|--------------------------|----------------|---------|-----------|-------------------|--------|---------|-------------|----------|------------|
| Discharge Ports | | | | | | | | | |
| Country | China | | | | | | | | |
| Ports | Belun (Ningbo) | Qingdao | Caofeidan | Xingang (Tianjin) | Rizhao | Lanshan | Lianyungang | Bayuquan | Zhangjiang |
| July | 8.6 | 4.8 | 3.3 | 3.5 | 4.1 | 7.6 | 1.3 | 14.9 | 1.9 |
| 8-Aug | 2.0 | 8.5 | 2.0 | 5.0 | 5.0 | 8.0 | 2.0 | 15.5 | 1.5 |
| 15-Aug | 2.0 | 5.5 | 3.5 | 5.0 | 2.5 | 5.0 | 2.0 | 8.5 | 1.5 |
| +/- | - | ▼ 3.0 | ▲ 1.5 | - | ▼ 2.5 | ▼ 3.5 | - | ▼ 7.0 | - |

KOBC Freight Panelist



ILDO CHARTERING CORP.

Rm2230, gwanghwamun officia bldg, 92, Saemunan-ro, Jongno-gu, Seoul, Korea
E: ops@insshipping.com
TEL: 82-02-364-3644 AREA: P'mx



JANGSOO SHIPPING CO., LTD.

503, gwacheon officetel, 1-14 byeoryang-dong, gwacheon-city, Korea
E: shipping@jangintl.co.kr
TEL: 82-02-6245-4300 AREA: Cape, P'mx



DAESANG SHIPPING CO., LTD.

1307, doosan we've pavilion 81 sambong-ro, jongno-gu, seoul, Korea
E: dry@daesangship.com
TEL: 82-02-6237-1100 AREA: Cape



BASIM CHARTERING CORP.

Rm1004 samryung bldg, 50-2 seosomun-dong, jung-gu, seoul, Korea
E: cape@basimchart.com
TEL: 82-02-3789-7613 AREA: Cape



ACE CHARTERING CORP.

13F, donghwa bldg, 58-7, seosomun-dong, jung-gu, seoul, Korea
E: ace@acechartering.com
TEL: 82-02-755-2100 AREA: P'mx



ARA SHIPPING CO., LTD

13F, donghwa bldg, 58-7, seosomun-dong, jung-gu, seoul, Korea
E: chartering@araship.com
TEL: 82-02-739-7766 AREA: S'mx, HS



KAYA SHIPPING CO., LTD

Rm302, koreanre bldg, 80, soosong-dong, jongno-gu, seoul, Korea
E: handy@kayasel.co.kr
TEL: 82-2-738-9111 AREA: S'mx, HS



MARS CO., LTD.

Room 2227, gwanghwamun officia bldg., #163, sinmunno 1-Ga, jongno-gu, seoul 110-999, Korea
E: handy@mars7.co.kr
TEL: 82-2-736-4755 AREA: S'mx, HS



INTERLINK

Room 1827, kwanghwamun officia bldg, 163, shinmunno 1-ga, jongno-gu, seoul, Korea
E: interlink@interlinksea.co.kr
TEL: 82-2722-8220 AREA: P'mx



OCEAN ROBIN SHIPPING HOLDING CORP.

Rm718-719, mansion b, chao wai soho, no.6/yi, chao wai st, chao yang district, beijing, China
E: hdy@oceanrobin.cn
TEL: 86-10-5878-4588 AREA: Cape, P'mx, S'mx, HS



MARITIME SHIPBROKERS CO., LTD

43 thai cc tower, 35th fl., south sathorn road yannawa, sathorn bangkok 10120 Thailand
E: fix@mshipbrokers.com
TEL: 66-2-672-3826(27) AREA: S'mx, HS



GREATWALL INTERNATIONAL MARINE LTD.

Room 617, block a, chengjian plaza, no.18, beitaipingzhuang road, haidian district, beijing, China
E: broking@gwshipping.net
TEL: 86-10-8833-2720 AREA: S'mx



MERCHANT SHIP BROKERS

Room 809, kun tai international mansion bldg 1, yi no.12, chaowai street, chaoyang district, beijing 100020, China
E: chartering@merchantship.com.cn
TEL: 86-10-5879-0689 AREA: P'mx, S'mx



WONSILD

1-2 20F guangdong finance building, 88-91 connaught road west, Hong Kong
E: dry@wonsild.com
TEL: 852-2548-9899 AREA: P'mx, S'mx

KOBC Freight Panelist



FLASHIP PTE LTD

8 eu tong sen street, #15-87, the central,
Singapore 059818

E: cape@ildochtrg.co.kr

TEL: 65-6225-7302 AREA: Cape



M.I.T CHARTERING & AGENCE CO., LTD.

10F, no.100, section 3, minsheng east road,
taipei, Taiwan R.O.C.

E: handysupra@mittpe.com.tw

TEL: 886-2-2712-5363 AREA: P'mx, S'mx



MAX-BRIDGE CO., LTD.

10F-4, no. 65, sung teh road, taipei 110,
Taiwan

E: dry@max-bridge.com.tw

TEL: 886-2-23462077 AREA: P'mx, S'mx



GOOD TURN TRANSPORTATION LTD.

10th floor, no. 34, nanking E. road, section 1
taipei, Taiwan, R.O.C

E: ct@goodturn.com.tw

TEL: 886-2-2567-0701 AREA: S'mx



SATELLITE SHIPBROKERS

23rdF, athenee tower, 63 wireless road,
lumpini, pathumwan, bangkok, Thailand 10330

E: Fix@satelliteship.com

TEL: 66-2-126-8069 AREA: P'mx, S'mx, HS



HOWE ROBINSON PARTNERS, SHANGHAI

Room 1508-10, shanghai times square, 93
huai hai zhong road, shanghai 200021,
China

E: hrs.hdy@howerobinson.com

TEL: 86-2310-0188 AREA: HS

KOBC S&P Panelist



GYRO MARITIME CO., LTD

Rm1132, gwanghwamun officia bldg, #163, jongno-gu, seoul, Korea
E: snp@gyromaritime.co.kr
TEL: 82-2-723-2363 AREA: Newbuilding, SnP



JANGSOO S&P INC.

3F, mirae city bldg. 725, buldang-dong, cheonan-city, chungnam, Korea
E: shipping@jangintl.co.kr
TEL: 82-41-553-0489 AREA: Newbuilding, SnP



FIDES CORPORATION

Rm No. 1224, 92(official), saemunan-ro, jongno-gu, seoul 03186, Korea
E: project@fidescorp.kr
TEL: 82-02-723-6253 AREA: Newbuilding, SnP



HANBADA CORPORATION

Rm803, koreanre bldg, 80 soosong-dong, jongno-gu, seoul, Korea
E: rich@hanbada.kr
TEL: 82-2-720-8875 AREA: Newbuilding, SnP



HANWON MARITIME CO., LTD

8F, kcci bldg, 45, namdaemunno 4-ga, jung-gu, seoul, Korea
E: Project@iHanwon.com
TEL: 82-2-2176-1101 AREA: SnP



KIMS MARITIME CO., LTD

101-2403, brown stone seoul, 355, jungnim-dong, jung-gu, seoul, Korea
E: snp@kimsmaritime.co.kr
TEL: 82-2-732-3237 AREA: Newbuilding, SnP



STL GLOBAL

101-1401, lotte castle president, 109, mapo-daero, mapo-gu, seoul, Korea
E: snp@stlkorea.com
TEL: 82-70-7771-6411 AREA: Newbuilding, SnP



HAIDELY SHIPPING

Room 418 Qianjiang Tower, No.971 Dongfang Road, Shanghai 200122, P.R.China
E: ships@haidely.com
TEL: 86-21-5133-6298 AREA: Newbuilding, SnP



MAXMART SHIPPING & TRADING CO., LTD

16F-2, no.77, sec.2, dun hua s. rd., daan district, Taipei 10682, Taiwan
E: snp@maxmart.com.tw
TEL: 82-70-7771-6411 AREA: SnP



CLICK MARITIME LIMITED

20/F. world-wide house, no.19 des voeux road, central, Hong Kong
E: project@clickships.com
TEL: 852-2905-1888 AREA: Newbuilding, SnP



HIT MARINE COMPANY LTD.

Room 1102, park center, no.1088 fangdian road, shanghai, China
E: lisheng@hitco.com.cn
TEL: 86-21-5820-3737 AREA: Newbuilding, SnP



STAR ASIA SHIPBROKING PTE LTD.

10, anson road, #12-02, international plaza, Singapore 079903
E: snp@starasiagsg.com
TEL: 65-6227-7264 AREA: Demolition



WIRANA SHIPPING CORPORATION

20 collyer quay, #09-02 tung centre, Singapore 049319
E: wirana@wirana.com.sg
TEL: 65-6227-0115 AREA: Demolition



RESHAMWALA SHIPBROKERS

7-A pil court, 111 maharshi karve road, churchgate, mumbai - 400 036, India
E: chartering@reshamwalashipbrokers.com
TEL: 91-22-6131-7000 AREA: Newbuilding, SnP

KOBC S&P Panelist



ALLIANCE TANKER CHARTERING

11 Collyer Quay #07-05 The Arcade,
Singapore 049317

E: sandp@alliancetanker.com

TEL: 65-6224-0123 AREA: Newbuilding, SnP



PIONEER SHIPBROKERS (VIETNAM)

Pioneer House, No. 32 Ngan Long Villas,
Nguyen Huu Tho St. Phuoc Kien Ward, Nha
Be Dist, Ho Chi Minh, Vietnam

E: chartering@pioneershipbrokers.com.vn

TEL: 84-3-3781-7289 AREA: SnP



GMS- SOUTH KOREA

CEO Suite #37, 15th fl, Kyobo Building, 1
Jongro, Jongro-gu, Seoul, Korea

E: snp@gmsinc.net

TEL: 82-2-2010-8820 AREA: Demolition



HARVEST SHIPBROKERS PTE. LTD.

Room 2602, Merchants Tower, No. 161
Lujiazui East Road, Pudong, Shanghai,
200120, China

E: snp@harvest-ship.com

TEL: 86-21-6868-5152 AREA: Newbuilding, SnP



SSY SINGAPORE

50 Raffles Place #14-01/02 Singapore Land
Tower Singapore (048623)

E: ssysnp@ssysin.com.sg

TEL: 65-9295-9903 AREA: Newbuilding, SnP