

Week 24

15th June 2026

All data as of end of reporting week

## Beyond Posidonia: Tracking the Pulse of Greek Tanker Transactions:

Following our previous analysis of dry bulk Sale & Purchase and newbuilding activity during the first five months of 2026, with particular emphasis on the role of Greek interests, we now turn our attention to the tanker market. The tanker S&P market has displayed remarkable momentum since the beginning of the year. Between January and May, a total of 318 tankers changed hands, almost double the volume recorded during the corresponding period of 2025. Activity was broadly spread across vessel classes, with VLCCs leading the market with 76 transactions, representing 24% of all sales. MR2 tankers followed closely with 74 deals (23%), while Suezmax vessels accounted for 39 transactions, or 12% of total activity.

Greek owners have maintained a dominant presence in the S&P arena, particularly on the selling side. Greek-controlled interests topped the list of sellers with 61 vessel disposals, representing approximately 19% of all tanker transactions concluded during the period. In value terms, these sales are estimated at USD 2.8 billion out of a total market value of roughly USD 13.7 billion, corresponding to a 20% share. Such figures suggest a deliberate strategy of asset monetization, taking advantage of firm secondhand values across several tanker segments. Greek sales were concentrated primarily in the VLCC sector with 18 vessels, followed by 13 Suezmaxes and 9 MR2 tankers. Nearly half of all vessels sold were between 16 and 20 years old, highlighting a preference for divesting older tonnage, improving fleet age profiles and unlocking capital for future investments. On the acquisition side, Greek buyers remained active, albeit more selective. A total of 40 tankers were purchased for an estimated consideration of around USD 2 billion, placing Greece second only to South Korea, whose owners acquired 55 vessels. The MR2 segment attracted the strongest Greek interest with 16 purchases, followed by 12 Suezmax acquisitions. Unlike their sales activity, Greek purchases focused mainly on vessels aged 11–15 years, while a meaningful number of acquisitions also involved modern tonnage in the 0–5-year category, reflecting a balanced approach between asset value and remaining earnings potential.

Turning to the newbuilding market, contracting activity remained exceptionally strong throughout the first five months of 2026. A total of 280 tanker orders were placed worldwide, representing an estimated investment of about USD 24.5 billion. Greek owners emerged as the dominant force, accounting for 111 vessels, equivalent to nearly 40% of all tanker contracts signed during the period. In value terms, Greek investment reached approximately USD 10.2 billion, representing more than 41% of global tanker newbuilding expenditure. Ordering activity was heavily concentrated in crude tanker segments. Of the 111 vessels ordered by Greek interests, 44 were VLCCs and 36 were Suezmaxes, together accounting for more than 72% of their total contracting activity. Greek owners also ordered 13 Aframax/LR2 vessels and 17 MR2 tankers, maintaining meaningful exposure to the product tanker market while clearly prioritizing crude transportation assets.

Overall, the data reinforces the continued leadership of Greek shipping interests across the global tanker market. The combination of extensive fleet renewal, selective secondhand acquisitions and well-timed disposals demonstrates a disciplined and forward-looking investment strategy. With a significant portion of the global tanker fleet expected to face aging-related replacement requirements over the coming years, Greek owners appear well positioned to remain among the most influential participants in both the S&P and newbuilding markets, helping shape fleet development trends across the major tanker segments.

### IN A NUTSHELL:

- Tanker sales nearly doubled year-on-year, with VLCCs and MR2s dominating activity. (Page 1)
- Greek owners led tanker disposals, monetizing older assets amid strong values. (Page 1)
- Greek buyers remained selective, targeting mid-age vessels and modern tonnage. (Page 1)
- Greeks dominated tanker newbuildings, focusing heavily on VLCC and Suezmax orders. (Page 1)
- WTI crude futures plunged more than 5%. (Page 8)

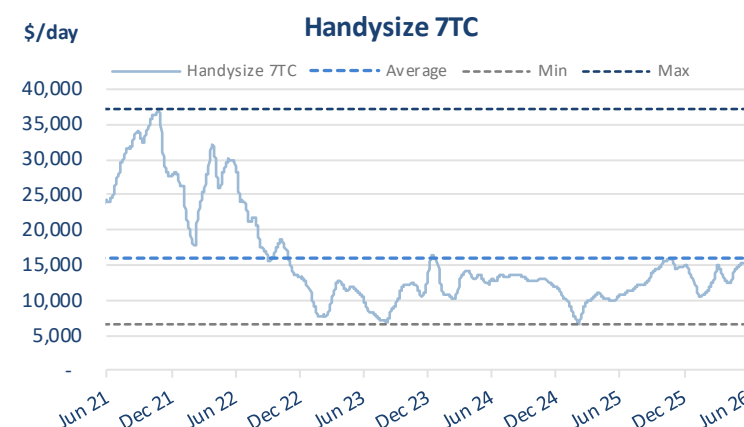
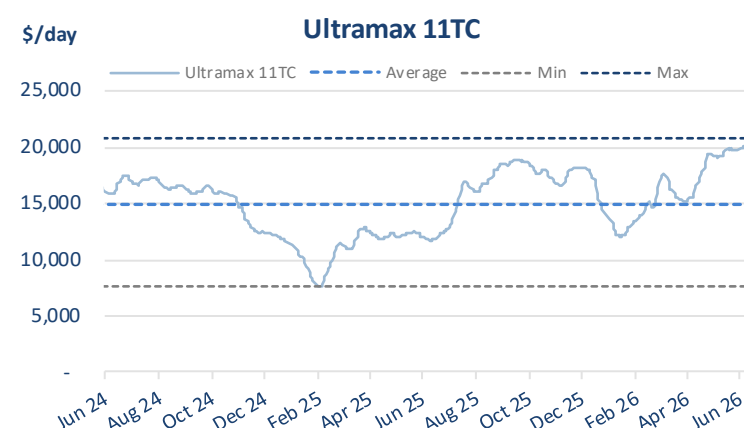
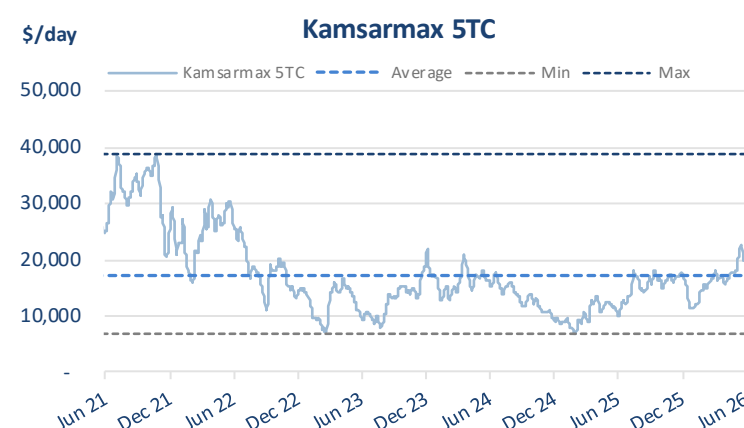
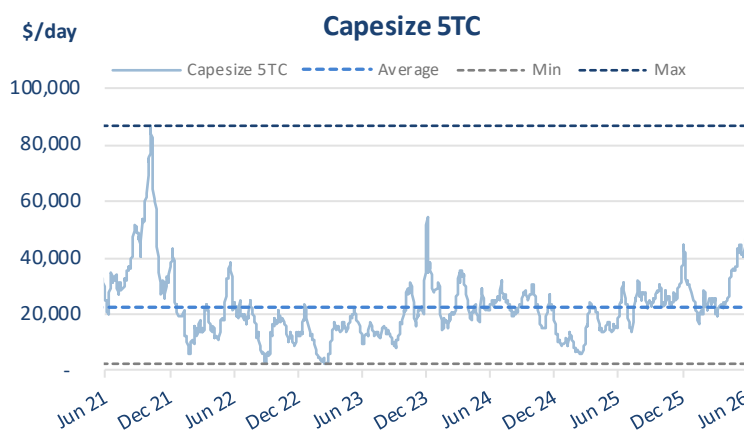
|     |      | Week 24 | Week 23 | ±%     | Average Indices |       |       |
|-----|------|---------|---------|--------|-----------------|-------|-------|
|     |      |         |         |        | 2026            | 2025  | 2024  |
| DRY | BDI  | 2,729   | 2,981   | -8.5%  | 2,322           | 1,676 | 1,756 |
|     | BCI  | 4,107   | 4,893   | -16.1% | 3,623           | 2,557 | 2,724 |
|     | BPI  | 2,283   | 2,236   | 2.1%   | 1,899           | 1,483 | 1,570 |
|     | BSI  | 1,642   | 1,588   | 3.4%   | 1,306           | 1,128 | 1,243 |
|     | BHSI | 900     | 864     | 4.2%   | 742             | 661   | 704   |
| WET | BDTI | 1,950   | 2,110   | -7.6%  | 2,367           | 1,068 | 1,094 |
|     | BCTI | 1,363   | 1,376   | -0.9%  | 1,441           | 667   | 821   |

**Capesize:** C5TC average declined by USD 7.1k/day closing the week at USD 33,748/day. Trip from Continent to F. East is down by 1.9k/day at USD 72,889/day, Transatlantic R/V is lower by 8.2k/day at USD 45,250/day, and Bolivar to Rotterdam is lower by 8.4k/day at USD 49,513/day, while Transpacific R/V is reduced by 14.6k/day at USD 26,004/day. Trip from Tubarao to Rotterdam is reduced by 5.1k/day at USD 41,024/day, China-Brazil R/V is lower by 0.7k/day at USD 40,564/day, and & trip from Saldanha Bay to Qinqdao is reduced by 5.1k/day at USD 41,024/day.

**Kamsarmax/Panamax:** P5TC Timecharter average started the week at USD 20,121/day closing with an increase at USD 20,545/day. Trip from Skaw-Gib to F.East is improved by 2k/day at USD 29,016/day, Pacific R/V is down by 1.6k/day at USD 20,104/day, while Transatlantic R/V is increased by 1.9k/day at USD 19,020/day, and Singapore R/V via Atlantic is increased by 0.8k/day at USD 21,270/day.

**Ultramax/Supramax:** The Ultramax S11TC average closed the week about USD 0.7k/day higher than its opening at USD 20,756/day. The Supramax S10TC average closed the week about 0.7k/day higher than its opening at USD 18,722/day. The Baltic Supramax Asia S3TC average closed the week about 0.4k/day higher than previous week at USD 20,056/day. N. China one Australian or Pacific R/V is improved by 0.7k/day at USD 19,538/day, USG to Skaw Passero is firmer by 1.8k/day at USD 30,504/day. S. China trip via Indonesia to EC India is up by 0.3k/day at USD 24,486/day, trip from S. China via Indonesia to S. China pays USD 16,375/day, while Med/B.Sea to China/S.Korea is increased by 0.5k/day at USD 19,992/day.

**Handysize:** HS7TC average closed the week improved by .6k/day at USD 16,195/day. Skaw-Passero trip to Boston-Galveston pays 0.3k/day more at USD 9,321/day, Brazil to Cont. pays 1.1k/day more at USD 21,656/day, S.E. Asia trip to Spore/Japan is firmer 0.8k/day, at USD 18,150/day, China/S.Korea/Japan round trip is increased by 0.5k/day at USD 17,856/day, and trip from U.S. Gulf to Cont. is increased by 1.1k/day at USD 19,429/day, while N.China-S.Korea-Japan trip to S.E. Asia is increased by 0.6k/day at USD 18,069/day.

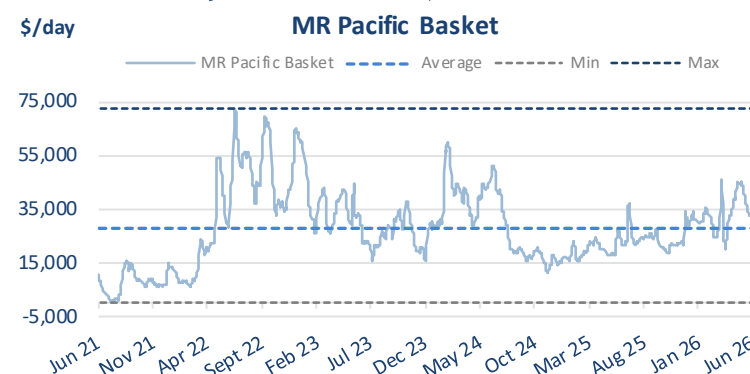
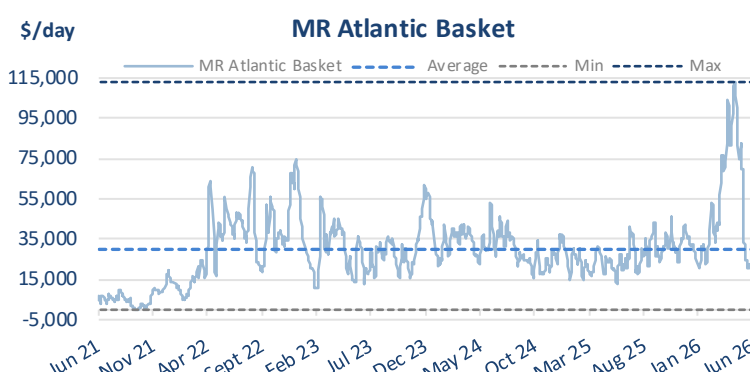
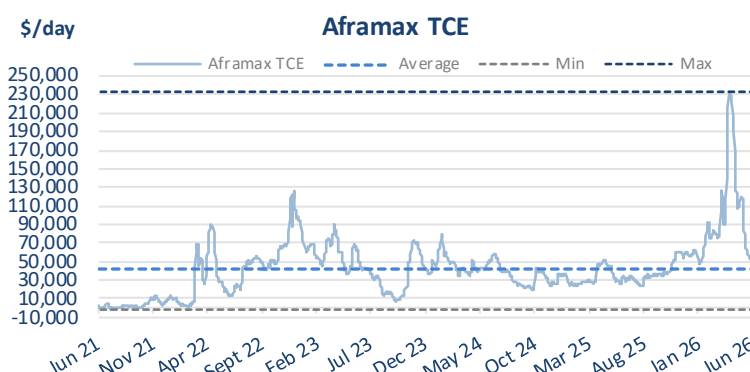
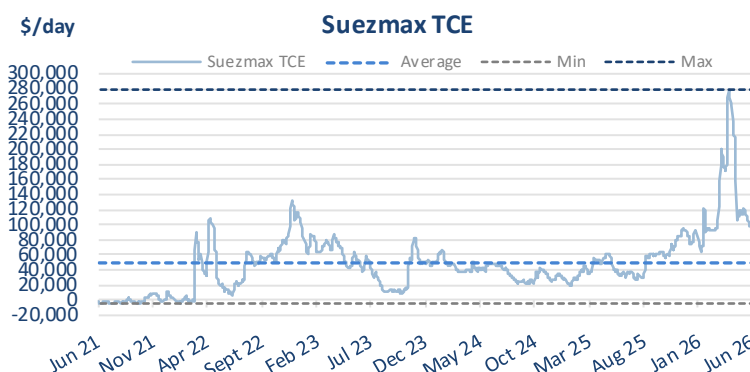
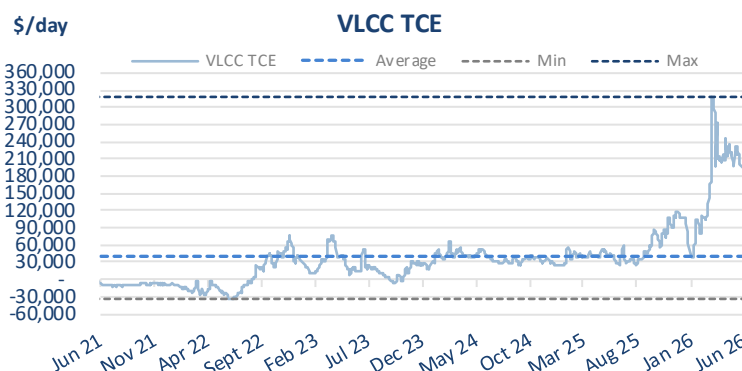


**VLCC:** average T/CE ended the week up by 7.7k/day at USD 201,532/day. Middle East Gulf to China trip is up by 4.7k/day at USD 405,767/day. West Africa to China trip is up by 8.3k/day at USD 93,210/day and US Gulf to China trip is up by 10.k/day at USD 105,619/day.

**Suezmax:** average T/CE closed the week firmer by 3.6k/day at USD 92,183/day. West Africa to Continent trip is up by 7.2k/day at USD 63,200/day, Black Sea to Mediterranean is down at USD 121,165/day, and Middle East Gulf to Med trip is reduced by 1.6k/day at USD 391,537/day, while trip from Guyana to ARA is improved by 9.9k/day at USD 63,138/day.

**Aframax:** average T/CE closed the week lower by 14.8k/day at USD 43,772/day. North Sea to Continent trip is down by 3.5k/day at USD 44,170/day, Kuwait to Singapore is down by 7.4k/day at USD 71,512/day, while route from Caribbean to US Gulf trip is down by 26.4k/day at USD 37,891/day. Trip from South East Asia to East Coast Australia is down by 2.1k/day at USD 22,547/day & Cross Mediterranean trips down by 13.6k/day at USD 53,619/day. US Gulf to UK-Continent is reduced by 29.2k/day at USD 34,509/day and the East Coast Mexico to US Gulf trip is down by USD 32.8k/day at USD 36,276/day.

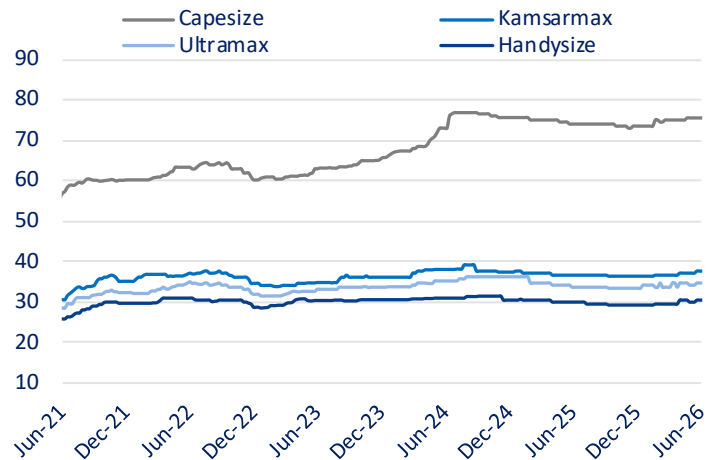
**Products:** The **LR2** route (TC1) Middle East Japan is this week lower by 3.3k/day at USD 134,860/day. Trip from (TC15) Med to Far East has decreased by 0.4k/day at USD 18,266/day and (TC20) AG to UK Continent is up by 5.1k/day at USD 136,212/day. The **LR1** route (TC5) from Middle East Gulf to Japan is down by 4k/day at USD 99,154/day, while the (TC8) Middle East Gulf to UK-Continent is up by 5.1k/day at USD 136,212/day. The **MR** Atlantic Basket is decreased by 7.2k/day at USD 33,914/day & the **MR** Pacific Basket earnings are lower by 3.2k/day at USD 24,143/day. The **MR** route from Rotterdam to New York (TC2) is softer by 3.3k/day at USD 134,860/day, (TC6) Intermed (Algeria to Euro Med) earnings are softer by 4k/day at USD 99,154/day, (TC14) US Gulf to Continent is down by 3.1k/day at USD 16,052/day, (TC18) US Gulf to Brazil earnings are higher by 0.5k/day at USD 91,689/day, (TC23) Amsterdam to Le Havre is lower by 2.5k/day at USD 24,702/day while Yeosu to Botany Bay (TC22) is softer by 0.2k/day at USD 21,940/day and ARA to West Africa (TC19) is down by 6.5k/day at USD 37,026/day.



## Dry Newbuilding Prices (\$ mills)

| Size      | Jun 2026 | Jun 2025 | ±% | Average Prices |      |      |
|-----------|----------|----------|----|----------------|------|------|
|           | 2026     | 2025     | ±% | 2026           | 2025 | 2024 |
| Capesize  | 75.5     | 74.0     | 2% | 74.9           | 74.2 | 73.2 |
| Kamsarmax | 37.5     | 36.5     | 3% | 36.8           | 36.6 | 37.5 |
| Ultramax  | 34.5     | 33.5     | 3% | 34.1           | 33.9 | 35.1 |
| Handysize | 30.5     | 30.0     | 2% | 29.9           | 29.8 | 31.0 |

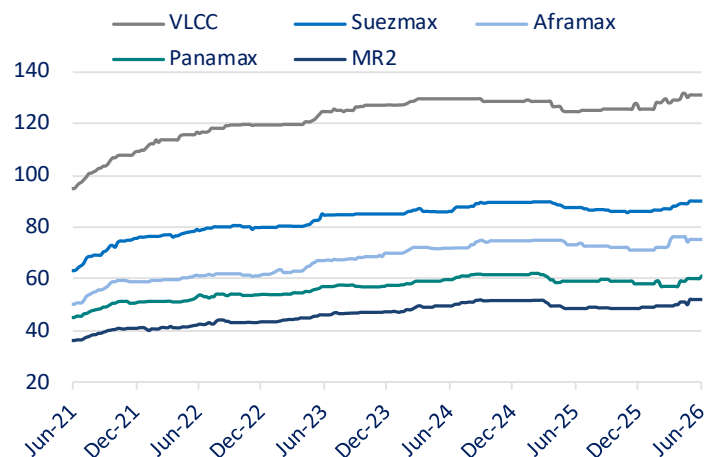
Above prices/trends refer to Chinese shipbuilding



## Tanker Newbuilding Prices (\$ mills)

| Size    | Jun 2026 | Jun 2025 | ±% | Average Prices |       |       |
|---------|----------|----------|----|----------------|-------|-------|
|         | 2026     | 2025     | ±% | 2026           | 2025  | 2024  |
| VLCC    | 131.5    | 125.3    | 5% | 129.7          | 126.6 | 129.4 |
| Suezmax | 90.0     | 87.4     | 3% | 88.2           | 87.5  | 87.6  |
| Aframax | 75.0     | 73.1     | 3% | 74.0           | 73.0  | 72.7  |
| Panamax | 61.0     | 59.0     | 3% | 58.6           | 59.5  | 60.2  |
| MR2     | 52.0     | 48.5     | 7% | 50.4           | 49.3  | 50.2  |

Above prices/trends refer to S. Korean shipbuilding



## Newbuilding Activity:

### NEWBUILDING ORDERS

| TYPE      | UNITS | SIZE        | YARD                  | BUYER                    | PRICE (\$ mills) | DELIVERY  | COMMENTS   |
|-----------|-------|-------------|-----------------------|--------------------------|------------------|-----------|------------|
| BC        | 4     | 82,000 DWT  | HENGLI                | CAPITAL MARITIME         | 37               | 2028      |            |
| BC        | 2     | 64,000 DWT  | JNS                   | JINHUI SHIPPING          | 34.5             | 2030-2031 |            |
| BC        | 4     | 64,500 DWT  | ZHEJIANG YANGFAN      | ZHEJIANG YONGHANG        | N/A              | 2028      |            |
| TANKER    | 2     | 157,000 DWT | DH SHIPBUILDING       | SWISS MARITIME CAPITAL   | 94 EACH          | 2029      |            |
| TANKER    | 2     | 114,000 DWT | TAIZHOU JIANXING      | PINGTAN MINGHUI SHIPPING | N/A              | 2028-2029 |            |
| GAS       | 1     | 174,000 CBM | SAMSUNG               | PURUS MARINE             | 252              | 2029      | OPTION DE- |
| GAS       | 2     | 93,000 CBM  | HD HYUNDAI            | BGN INTERNATIONAL        | 118 EACH         | 2029      | LPG DF     |
| CONTAINER | 8     | 6,000 TEU   | HENGLI HEAVY          | CMA-CGM                  | 80 EACH          | 2029-2030 |            |
| CONTAINER | 2+2   | 1,900 TEU   | CSSC HUANGPU WENCHONG | ERASMUS SHIPINVEST       | 32 EACH          | 2028-2029 |            |

| DRY SECONDHAND PRICES (\$ mills) |         |          |          |     |                |      |      |
|----------------------------------|---------|----------|----------|-----|----------------|------|------|
|                                  |         | Jun 2026 | Jun 2025 | ±%  | Average Prices |      |      |
|                                  |         |          |          |     | 2026           | 2025 | 2024 |
| Capesize                         | Resale  | 81.5     | 75.8     | 8%  | 80.4           | 75.7 | 75.7 |
|                                  | 5 Year  | 72.0     | 62.8     | 15% | 69.5           | 62.6 | 62.6 |
|                                  | 10 Year | 56.5     | 45.4     | 25% | 53.8           | 45.6 | 43.1 |
|                                  | 15 Year | 36.5     | 26.1     | 40% | 35.3           | 27.4 | 27.9 |
| Kamsarmax                        | Resale  | 46.0     | 37.9     | 21% | 42.4           | 38.7 | 41.8 |
|                                  | 5 Year  | 38.0     | 30.5     | 25% | 36.2           | 32.3 | 32.3 |
|                                  | 10 Year | 29.5     | 23.8     | 24% | 27.3           | 24.8 | 27.3 |
|                                  | 15 Year | 20.8     | 14.9     | 39% | 19.1           | 15.6 | 18.1 |
| Ultramax                         | Resale  | 43.0     | 38.0     | 13% | 41.5           | 37.8 | 40.6 |
|                                  | 5 Year  | 38.0     | 30.5     | 25% | 35.7           | 31.1 | 31.1 |
|                                  | 10 Year | 28.0     | 22.4     | 25% | 27.2           | 22.9 | 26.0 |
| Supramax                         | 15 Year | 18.1     | 14.5     | 25% | 16.8           | 15.0 | 15.9 |
| Handysize                        | Resale  | 36.0     | 32.5     | 11% | 35.2           | 33.0 | 34.0 |
|                                  | 5 Year  | 29.5     | 25.0     | 18% | 28.6           | 25.9 | 25.9 |
|                                  | 10 Year | 23.0     | 18.3     | 26% | 21.7           | 19.0 | 19.8 |
|                                  | 15 Year | 13.0     | 11.7     | 11% | 12.6           | 11.7 | 12.3 |

\*Resale prices refer to prompt delivery ex yard

#### Dry S&P Activity:

Activity in the dry bulk market this week was spread across all size segments, with a balanced mix of vintage and modern tonnage changing hands. On the Capesize sector, the **"KERKIS"** - 177K/2007 Namura was sold to Chinese buyers for USD 25.5 mills. Moving down to the Kamsarmax segment, Greek buyers acquired the **"VULCANIA"** - 82K/2015 Jiangsu Newyangzi for low USD 26 mills, basis TC attached to Oldendorff at 105% BPI for 11–14 months. In the Panamax sector, the **"PROTEAS"** - 76K/2005 Tsuneishi was sold for USD 11.75 mills. On the Supramax sector, the **"AFRICAN TERN"** - 58K/2013 DACKS achieved high USD 19 mills, with SS/DD due in June 2028. Finally, the Handysize segment saw steady activity, with the **"SAFI FORTUNE"** - 28K/2009 Imabari sold to Turkish buyers for high USD 9 mills with SS/DD due in September 2029/January 2028.

| BULK CARRIER SALES |         |      |         |                   |             |                  |                                                              |
|--------------------|---------|------|---------|-------------------|-------------|------------------|--------------------------------------------------------------|
| NAME               | DWT     | YEAR | COUNTRY | YARD              | BUYERS      | PRICE (\$ mills) | COMMENTS                                                     |
| KERKIS             | 176,862 | 2007 | JAPAN   | NAMURA            | CHINESE     | 25.5             | SS/DD NOVEMBER 2026                                          |
| VULCANIA           | 82,036  | 2015 | CHINA   | JIANGSU NEWYANGZI | GREEK       | LOW 26           | BASIS TC ATTACHED TO OLDENDORFF AT 105% BPI FOR 11-14 MONTHS |
| PROTEAS            | 76,454  | 2005 | JAPAN   | TSUNEISHI         | UNDISCLOSED | 11.75            |                                                              |
| AFRICAN TERN       | 58,342  | 2013 | CHINA   | DACKS             | UNDISCLOSED | HIGH 19          |                                                              |
| SAFI FORTUNE       | 28,467  | 2009 | JAPAN   | IMABARI           | TURKISH     | HIGH 9           |                                                              |



| TANKER SECONDHAND PRICES (\$ mills) |         |          |          |     |                |       |       |
|-------------------------------------|---------|----------|----------|-----|----------------|-------|-------|
|                                     |         | Jun 2026 | Jun 2025 | ±%  | Average Prices |       |       |
|                                     |         |          |          |     | 2026           | 2025  | 2024  |
| VLCC                                | Resale  | 175.0    | 145.8    | 20% | 169.2          | 146.6 | 144.2 |
|                                     | 5 Year  | 145.0    | 115.1    | 26% | 137.0          | 115.4 | 115.4 |
|                                     | 10 Year | 115.0    | 85.1     | 35% | 108.8          | 85.3  | 84.1  |
|                                     | 15 Year | 82.0     | 56.4     | 45% | 80.0           | 56.2  | 57.1  |
| Suezmax                             | Resale  | 112.0    | 93.3     | 20% | 106.9          | 94.3  | 98.4  |
|                                     | 5 Year  | 93.0     | 76.1     | 22% | 90.0           | 76.5  | 76.5  |
|                                     | 10 Year | 78.0     | 61.3     | 27% | 73.6           | 61.0  | 66.3  |
|                                     | 15 Year | 62.5     | 40.0     | 56% | 54.4           | 40.8  | 47.4  |
| Aframax                             | Resale  | 92.0     | 74.1     | 24% | 87.0           | 75.6  | 84.3  |
|                                     | 5 Year  | 80.0     | 62.1     | 29% | 74.8           | 62.8  | 62.8  |
|                                     | 10 Year | 66.0     | 49.9     | 32% | 62.3           | 50.9  | 58.2  |
|                                     | 15 Year | 50.0     | 35.0     | 43% | 43.7           | 35.1  | 41.6  |
| MR2                                 | Resale  | 55.0     | 50.7     | 9%  | 53.7           | 51.3  | 54.3  |
|                                     | 5 Year  | 50.0     | 40.9     | 22% | 46.9           | 41.5  | 41.5  |
|                                     | 10 Year | 40.0     | 30.0     | 33% | 37.1           | 31.4  | 37.5  |
|                                     | 15 Year | 28.0     | 19.6     | 43% | 26.2           | 20.5  | 26.5  |

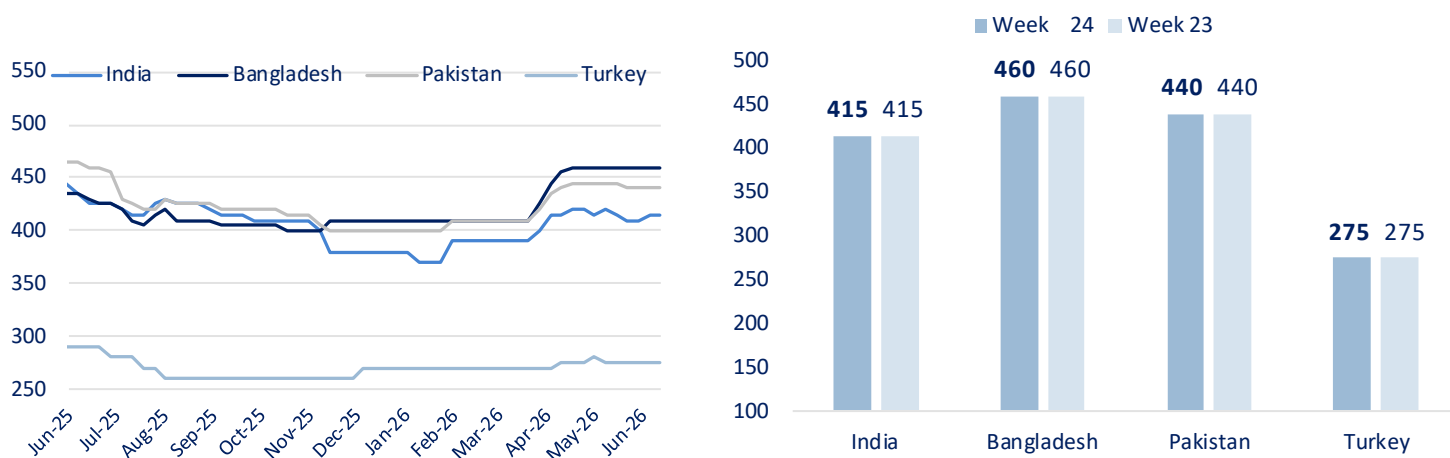
\*Resale prices refer to prompt delivery ex yard

#### Tanker S&P Activity:

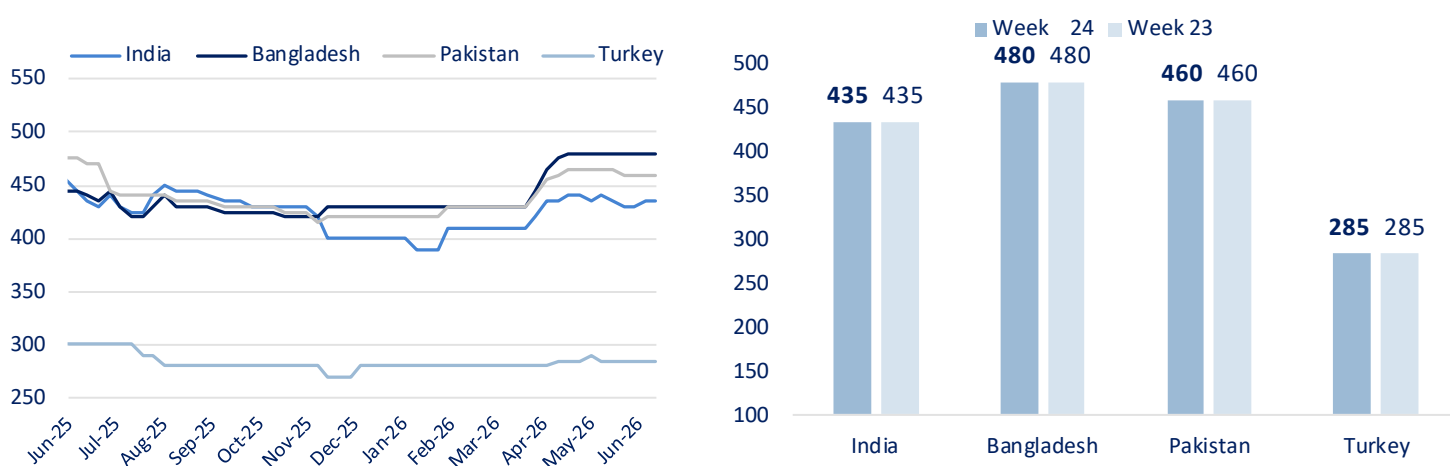
This week's tanker S&P activity was led by firm interest in the Aframax/LR2 segments, with a mix of modern and vintage tonnage changing hands, alongside some smaller units. On the LR2/Aframax sector, the modern LR2 Scrubber fitted **"SHANHAIGUAN P110K-70"** - 115K/2026 Shanhaiguan was sold to Ditas for USD 90 mills. In the same segment, the **"SEAMUSIC"** - 113K/2009 New Times was reported sold for USD 53.5 mills, while the **"SAMOS"** - 105K/2010 Sumitomo changed hands at USD 44.5 mills basis October cancelling. Further down, Panamax/LR2 activity included the enbloc sale of the sister vessels **"CAPE TEMPEST"** - 74K/2008 New Times and **"CAPE TAURA"** - 74K/2007 New Times, concluded at USD 43.5 mills enbloc. Additionally, the **"NAVE ARIADNE"** - 75K/2007 STX was sold for USD 22.5 mills. On the MR segment, the **"SANDPIPER PACIFIC"** - 52K/2013 Sungdong was sold for region USD 32 mills. Finally, in the small tanker space, the **"GB VENTURE"** - 14K/2010 Yangzhou Kejin was acquired by Vietnamese buyers for USD 10.5 mills.

| TANKER SALES         |         |      |          |                |             |                  |                              |
|----------------------|---------|------|----------|----------------|-------------|------------------|------------------------------|
| NAME                 | DWT     | YEAR | COUNTRY  | YARD           | BUYERS      | PRICE (\$ mills) | COMMENTS                     |
| SHANHAIGUAN P110K-70 | 114,800 | 2026 | CHINA    | SHANHAIGUAN    | DITAS       | 90               | SCRUBBER FITTED, COATED      |
| SAMOS                | 104,649 | 2010 | JAPAN    | SUMITOMO       | UNDISCLOSED | 44.5             | COATED, BASIS OCT CANCELLING |
| SEAMUSIC             | 112,922 | 2009 | CHINA    | NEW TIMES      | UNDISCLOSED | 53.5             | COATED                       |
| CAPE TEMPEST         | 73,721  | 2008 | CHINA    | NEW TIMES      | UNDISCLOSED | 43.5 ENBLOC      |                              |
| CAPE TAURA           | 73,634  | 2007 | CHINA    | NEW TIMES      | UNDISCLOSED |                  |                              |
| NAVE ARIADNE         | 74,875  | 2007 | S. KOREA | STX            | UNDISCLOSED | 22.5             |                              |
| SANDPIPER PACIFIC    | 51,833  | 2013 | S. KOREA | SUNG Dong      | UNDISCLOSED | REGION 32        | ELECTRONIC M/E               |
| GB VENTURE           | 14,445  | 2010 | CHINA    | YANGZHOU KEJIN | VIETNAMESE  | 10.5             | CAP 1                        |

## Dry Demolition Prices (\$/LDT)



## Tanker Demolition Prices (\$/LDT)



## DEMO SALES

| NAME             | TYPE   | YEAR | DWT     | LDT    | COUNTRY  | PRICE (\$/LDT) | BUYERS     | COMMENTS |
|------------------|--------|------|---------|--------|----------|----------------|------------|----------|
| OCTANS           | TANKER | 2001 | 309,371 | 41,478 | S. KOREA | N/A            | INDIA      |          |
| STOLT INNOVATION | TANKER | 1996 | 36,786  | 12,940 | DENMARK  | N/A            | INDIA      |          |
| RON              | BULKER | 1982 | 89,846  | 21,502 | JAPAN    | N/A            | PAKISTAN   |          |
| SANWA FONTAINE   | REEFER | 1982 | 3,917   | N/A    | JAPAN    | 450            | BANGLADESH |          |

| COMMODITIES AND CURRENCIES |           |         |         | Bunker Prices | VLSFO  | IFO380 | MGO    | Spread VLSFO- | Diff Spread | % Spread |
|----------------------------|-----------|---------|---------|---------------|--------|--------|--------|---------------|-------------|----------|
| Energy                     | Price     | Weekly  | YoY     |               |        |        |        |               |             |          |
| Crude Oil                  | 80.44     | -11.92% | 40.05%  | Singapore     | 723.50 | 568.50 | 1048.5 | 155.00        | -4.0        | -2.5%    |
| Brent                      | 83.11     | -11.85% | 36.53%  | Rotterdam     | 638.50 | 543.50 | 984.50 | 95.00         | -10.5       | -10.0%   |
| Natural gas                | 3.05      | -3.01%  | -17.19% | Fujairah      | 1275.0 | 645.00 | 1518.0 | 630.00        | 16.5        | 2.7%     |
| Gasoline                   | 2.95      | -3.92%  | 72.44%  | Houston       | 715.00 | 617.50 | 1025.0 | 97.50         | 1.0         | 1.0%     |
| Heating oil                | 3.31      | -8.15%  | 55.86%  |               |        |        |        |               |             |          |
| Ethanol                    | 1.89      | -2.71%  | 18.90%  |               |        |        |        |               |             |          |
| Naphtha                    | 706.23    | -1.41%  | 44.61%  |               |        |        |        |               |             |          |
| Propane                    | 85.35     | -0.41%  | 4.53%   |               |        |        |        |               |             |          |
| Uranium                    | 0.77      | -3.72%  | 20.22%  |               |        |        |        |               |             |          |
| Methanol                   | 2985.00   | -4.94%  | 36.30%  |               |        |        |        |               |             |          |
| TTF Gas                    | 43.92     | -11.86% | 55.95%  |               |        |        |        |               |             |          |
| UK Gas                     | 104.66    | -13.17% | 41.80%  |               |        |        |        |               |             |          |
| Metals                     |           |         |         |               |        |        |        |               |             |          |
| Gold                       | 4,337.1   | 0.57%   | 0.50%   |               |        |        |        |               |             |          |
| Silver                     | 70.7      | 3.97%   | -0.58%  |               |        |        |        |               |             |          |
| Platinum                   | 1,800.4   | 2.61%   | -12.99% |               |        |        |        |               |             |          |
| Industrial                 |           |         |         |               |        |        |        |               |             |          |
| Copper                     | 6.49      | 2.55%   | 14.23%  |               |        |        |        |               |             |          |
| Coal                       | 148.90    | 0.10%   | 38.51%  |               |        |        |        |               |             |          |
| Steel                      | 3141.00   | 0.16%   | 1.45%   |               |        |        |        |               |             |          |
| Iron Ore                   | 101.62    | -0.37%  | -5.14%  |               |        |        |        |               |             |          |
| Aluminum                   | 3420.85   | -4.86%  | 14.14%  |               |        |        |        |               |             |          |
| LithiumCNY/T               | 170500.00 | 4.12%   | 43.88%  |               |        |        |        |               |             |          |
| Currencies                 |           |         |         |               |        |        |        |               |             |          |
| EUR/USD                    | 1.161     | 0.69%   | -1.13%  |               |        |        |        |               |             |          |
| GBP/USD                    | 1.342     | 0.67%   | -0.28%  |               |        |        |        |               |             |          |
| USD/JPY                    | 160.190   | 0.00%   | 2.19%   |               |        |        |        |               |             |          |
| USD/CNY                    | 6.759     | -0.39%  | -3.12%  |               |        |        |        |               |             |          |
| USD/CHF                    | 0.793     | -0.62%  | 0.05%   |               |        |        |        |               |             |          |
| USD/SGD                    | 1.282     | -0.51%  | -0.31%  |               |        |        |        |               |             |          |
| USD/KRW                    | 1513.640  | -0.86%  | 5.08%   |               |        |        |        |               |             |          |
| USD/INR                    | 94.489    | -1.22%  | 5.14%   |               |        |        |        |               |             |          |

- In the U.S., the Dow Jones Industrial average increased by 0.7% at 51,202 points, S&P 500 went up by 0.64% at 7,431 points and NASDAQ rise by 0.7% at 25,889 points. The main European indices closed higher than previous week, with the Euro Stoxx50 closing up by 2.07% at 6,188 points and Stoxx600 up by 1.69% at 633 points mark. In Asia, the Nikkei closed the week at 66,020, losing 0.85% on a weekly basis, while Hang Seng went down by 0.98% at 24,718 points mark and the CSI 300 index closed the week at 4,777 points, 0.82% lower than previous week.
- Crude oil plunged more than 5% to around USD 80 per barrel on Monday, touching a two-month low after the US and Iran reached a peace agreement aimed at ending the Middle East conflict and reopening the Strait of Hormuz by the end of the week. President Donald Trump announced that oil shipments from the Persian Gulf could soon resume, including the lifting of a US blockade on Iranian ports.
- European natural gas prices dropped more than 5% to around €44 on Monday, the lowest level in five weeks, after the US and Iran agreed on a preliminary framework to end their conflict. Pakistan's Prime Minister announced the breakthrough, confirming both sides have declared the immediate and permanent termination of military operations on all fronts, including in Lebanon.

WTI Crude Oil



EU Natural Gas





## XCLUSIV SHIPBROKERS INC.

Kifissias 342 Avenue,  
15451 Psychico, Athens, Hellas.

T: +30 210 6710222

E: [snp@xclusiv.gr](mailto:snp@xclusiv.gr)

### Apostolos Archontakis

Assets / SnP & NB  
[apa@xclusiv.gr](mailto:apa@xclusiv.gr)

### Nikos Berdelis

Assets / SnP & Projects  
[nsb@xclusiv.gr](mailto:nsb@xclusiv.gr)

### Constantin Megevand

Assets / SnP & NB  
[cjm@xclusiv.gr](mailto:cjm@xclusiv.gr)

### George Papoutsis

Assets / SnP & Projects  
[gdp@xclusiv.gr](mailto:gdp@xclusiv.gr)

### Eirini Diamantara

Research Analyst  
[research@xclusiv.gr](mailto:research@xclusiv.gr)

### Andreas Arfariotis

Assets / SnP & NB  
[ana@xclusiv.gr](mailto:ana@xclusiv.gr)

### John N. Cotzias

Assets / SnP & Projects  
[jnc@xclusiv.gr](mailto:jnc@xclusiv.gr)

### Pantelis Nomikos

SnP  
[ppn@xclusiv.gr](mailto:ppn@xclusiv.gr)

### Panagiotis Tsilingiris

Assets & Finance  
[pt@xclusiv.gr](mailto:pt@xclusiv.gr)

### Afroditi Argouslidou

Office Admin & Accounts  
[info@xclusiv.gr](mailto:info@xclusiv.gr)

### Vasiliki Baka

Assets / SnP & NB  
[vb@xclusiv.gr](mailto:vb@xclusiv.gr)

### Alexandros Koutalianos

Assets / SnP & NB  
[aik@xclusiv.gr](mailto:aik@xclusiv.gr)

### Yannis Olziersky

Assets / SnP & NB  
[yo@xclusiv.gr](mailto:yo@xclusiv.gr)

### Dimitris Roumeliotis

Research Analyst  
[research@xclusiv.gr](mailto:research@xclusiv.gr)

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