[xclusiv] shipbrokers

Week 27 | 06th July 2026

All data as of end of reporting week

IN A NUTSHELL:

- **Dry bulk orderbook expands faster than fleet, lifting future supply expectations significantly. (Page 1)**
- **Newbuilding contracting surges, reflecting renewed confidence in long-term market fundamentals. (Page 1)**
- **Ultramax and Kamsarmax segments continue attracting strongest investment and delivery activity globally. (Page 1)**
- **Greek owners aggressively expand orderbook, reinforcing leadership in dry bulk investments. (Page 1)**
- **Crude oil traded below USD 69 pbarrel on Monday. (Page 8)**

Dry Bulk Orderbook Accelerates as Greek Owners Lead Newbuilding Momentum:

The dry bulk orderbook has expanded meaningfully during the first half of 2026, pointing to a market that continues to invest in fleet renewal despite the uncertainty surrounding future fuels, shipyard pricing and long-term demand visibility. As of Jan-Jun 2026, the bulk carrier orderbook stands at 1,642 vessels against an active fleet of 14,908 units, translating into an orderbook-to-fleet ratio of 11.0%. This compares with 1,363 vessels on order against a fleet of 14,360 units during the same period of 2025, when the ratio stood at 9.5%. In other words, while the active fleet has grown by around 3.8% year-on-year, the orderbook has increased by more than 20%, highlighting a clear acceleration in contracting appetite.

The composition of the orderbook remains heavily concentrated in the geared and mid-sized segments. Ultramax vessels continue to dominate, with 505 units on order and an orderbook-to-fleet ratio of 27.9%, slightly higher than the 25.9% recorded in 2025. Kamsarmaxes follow with 349 vessels on order, although their ratio has eased from 22.8% in 2025 to 19.3% in 2026. Handysize units remain another important part of the forward supply picture, with 272 vessels on order and a stable ratio of around 9%. The most striking increase, however, is seen in the Newcastlemax sector, where the orderbook has almost doubled from 94 vessels in 2025 to 178 vessels in 2026, pushing the orderbook-to-fleet ratio from 18.8% to 34.2%.

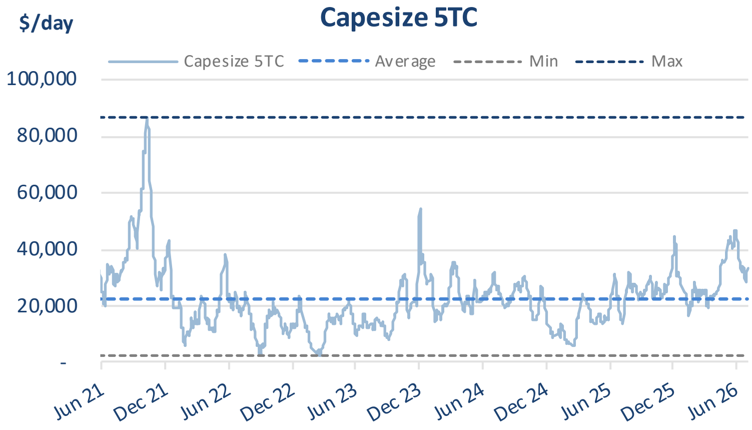
Deliveries also moved higher in 2026. From early January to late June 2026, a total of 310 bulk carrier newbuildings have been delivered, compared with 266 in 2025, representing a 16.5% increase. Ultramax deliveries remain unchanged at 98 units, but Kamsarmax deliveries more than doubled from 45 vessels in 2025 to 98 vessels in 2026. Handysize deliveries are also steady at 70 units, while Newcastlemax deliveries were 11 vessels from 14 vessels in 2025. This delivery profile suggests that fleet growth is increasingly concentrated finally around the Ultramax and Kamsarmax sectors, which remain the preferred workhorses for owners seeking trading flexibility and wider employment optionality.

Contracting activity presents an even stronger signal. Within 2026 till the end of June, 285 bulk carrier contracts have been placed, compared with 172 in 2025, an increase of almost 66%. Ultramaxes led the way with 109 contracts, followed by Kamsarmaxes with 52, Handysizes with 48, Newcastlemaxes with 37 and Capesizes with 26. This shows that owners are not only replacing older tonnage but also positioning themselves in segments where they expect stronger long-term utilisation and liquidity.

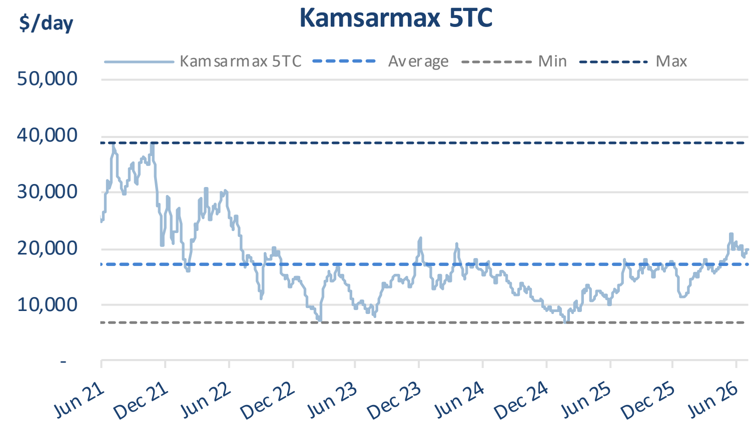
		Week 27	Week 26	±%	Average Indices 2026	2025	2024
DRY	BDI	**2,717**	2,524	7.6%	2,357	1,676	1,756
	BCI	**4,100**	3,640	12.6%	3,653	2,557	2,724
	BPI	**2,203**	2,110	4.4%	1,928	1,483	1,570
	BSI	**1,673**	1,670	0.2%	1,350	1,128	1,243
	BHSI	**942**	945	-0.3%	764	661	704
WET	BDTI	**1,856**	1,914	-3.0%	2,323	1,068	1,094
	BCTI	**1,023**	1,298	-21.2%	1,419	667	821

Greek owners have been particularly active. Greek deliveries increased from 20 vessels in 2025 to 76 in 2026, accounting for almost 25% of total bulk carrier deliveries this year. Their delivery schedule is heavily focused on Kamsarmaxes and Ultramaxes, with 47 and 18 units respectively. On the contracting side, Greek activity rose even more sharply, from just 12 contracts in the first six months of 2025 to 69 in the same period of 2026. This represents around 24% of all dry bulk contracts placed this year. Greek owners ordered 23 Kamsarmaxes, 22 Capesizes, 12 Ultramaxes and 12 Newcastlemaxes, showing a clear shift toward larger and more commercially liquid tonnage. Overall, the data suggests that Greek owners are not simply following the market; they are actively helping shape the next phase of dry bulk fleet renewal.

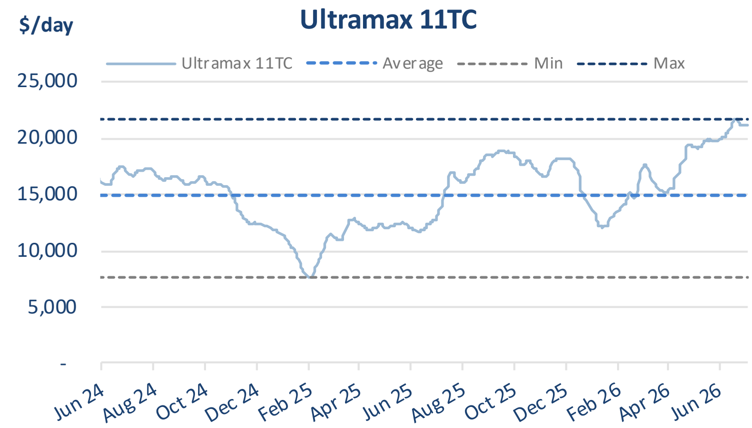
Capesize: C5TC average improved by USD 4.2k/day closing the week at USD 33,678/day. Trip from Continent to F. East is up by 0.1k/day at USD 72,117/day, Transatlantic R/V is lower by 0.7k/day at USD 40,738/day, and Bolivar to Rotterdam is lower by 0.6k/day at USD 46,782/day, while Transpacific R/V is increased by 8.8k/day at USD 34,678/day. Trip from Tubarao to Rotterdam is increased by 0.8k/day at USD 29,978/day, China-Brazil R/V is higher by 4.4k/day at USD 34,105/day, and trip from Saldanha Bay to Qinqdao is increased by 0.8k/day at USD 29,978/day.



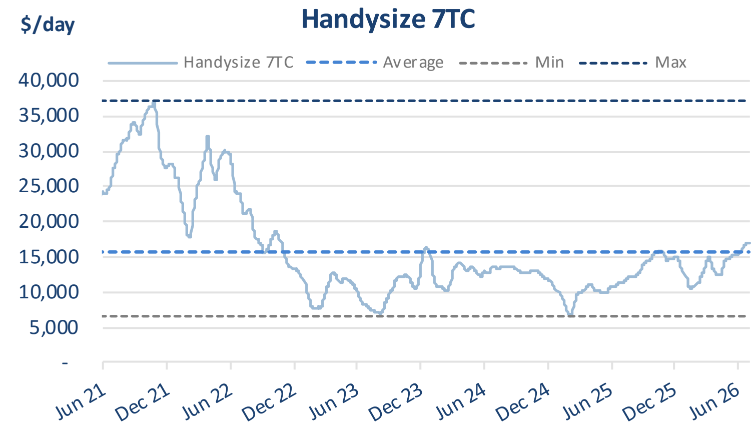
Kamsarmax/Panamax: P5TC Timecharter average started the week at USD 18,990/day closing with an increase at USD 19,825/day. Trip from Skaw-Gib to F.East is improved by 1.6k/day at USD 31,202/day, Pacific R/Vis up by 1.2k/day at USD 16,230/day, while Transatlantic R/V is increased by 1.6k/day at USD 22,475/day, and Singapore R/V via Atlantic is decreased by 0.2k/day at USD 19,677/day.



Ultramax/Supramax: The Ultramax S11TC average closed the week higher than its opening at USD 21,153/day. The Supramax S10TC average closed the week higher than its opening at USD 19,119/day. The Baltic Supramax Asia S3TC average closed the week about 0.8k/day lower than previous week at USD 17,875/day. N. China one Australian or Pacific R/V is declined by 0.3k/day at USD 17,994/day, USG to Skaw Passero is firmer by 1.1k/day at USD 32,550/day. S. China trip via Indonesia to EC India is down by 1.6k/day at USD 21,557/day, trip from S.China via Indonesia to S. China pays USD 14,019/day, while Med/B.Sea to China/S.Korea is increased at USD 24,042/day.



Handysize: HS7TC average closed the week reduced by 0.1k/day at USD 16,960/day. Skaw-Passero trip to Boston-Galveston pays 0.2k/day more at USD 10,100/day, Brazil to Cont. pays 0.1k/day more at USD 25,172/day, S.E. Asia trip to Spore/Japan 0.5k/day is softer at USD 17,806/day, China/S.Korea/Japan round trip is reduced by 0.4k/day at USD 17,438/day, and trip from U.S. Gulf to Cont. is increased by 0.9k/day at USD 22,236/day, while N.China-S.Korea-Japan trip to S.E. Asia is reduced by 0.5k/day at USD 17,350/day.

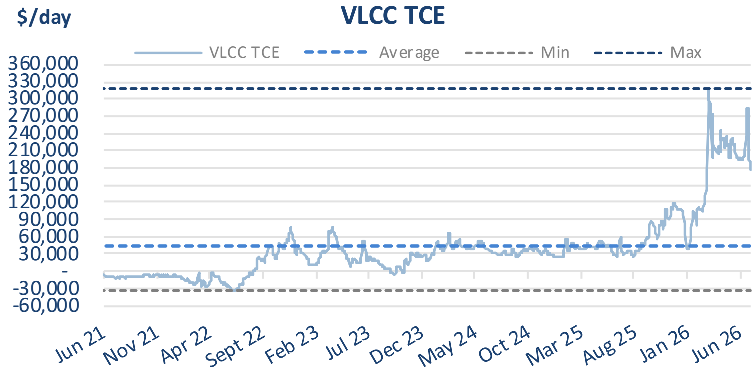


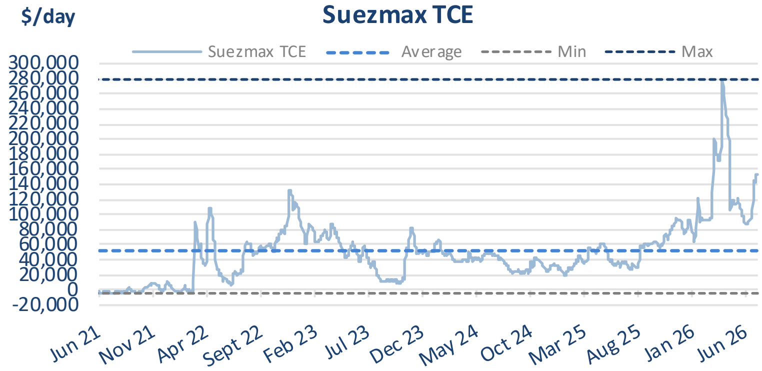
VLCC: average T/CE ended the week down by 16.1k/day at USD 177,775/day. Middle East Gulf to China trip is up by 3.7k/day at USD 290,853/ day. West Africa to China trip is down by 30.1k/ day at USD 125,291/day and US Gulf to China trip is down by 21.9k/day at USD 117,181/day.

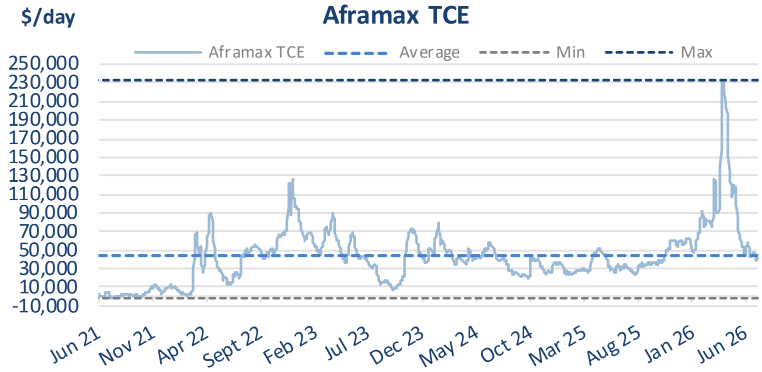
Suezmax: average T/CE closed the week firmer by 7.9k/day at USD 152,277/day. West Africa to Continent trip is up by 4.4k/day at USD 116,689/day, Black Sea to Mediterranean is up by 11.3k/day at USD 187,865/day, and Middle East Gulf to Med trip is reduced by 63.5k/day at USD 306,790/day, while trip from Guyana to ARA is improved by 1.5k/day at USD 119,305/day.

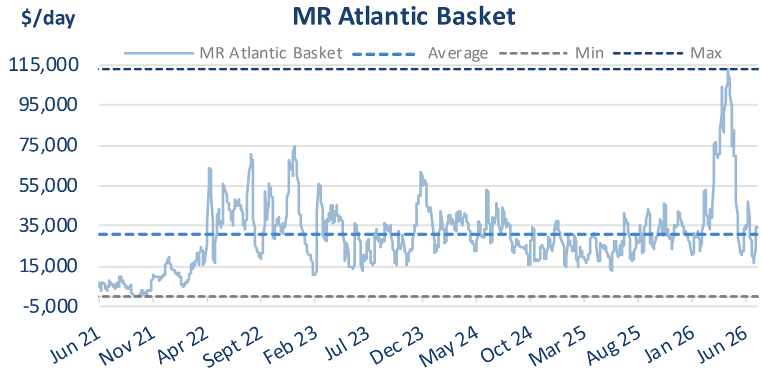
Aframax: average T/CE closed the week lower by 5.9k/day at USD 40,720/day. North Sea to Continent trip is down by 11.2k/day at USD 36,066/day, Kuwait to Singapore is down by 7.3k/day at USD 76,583/day, while route from Caribbean to US Gulf trip is down by 7.6k/day at USD 35,816/day. Trip from South East Asia to East Coast Australia is down by 0.5k/day at USD 29,495/day & Cross Mediterranean tripis up by 2k/day at USD 34,688/ day. US Gulf to UK-Continent is reduced by 10.5k/ day at USD 32,178/day and the East Coast Mexico to US Gulf trip is down by USD 8k/day at USD 35,309/day.

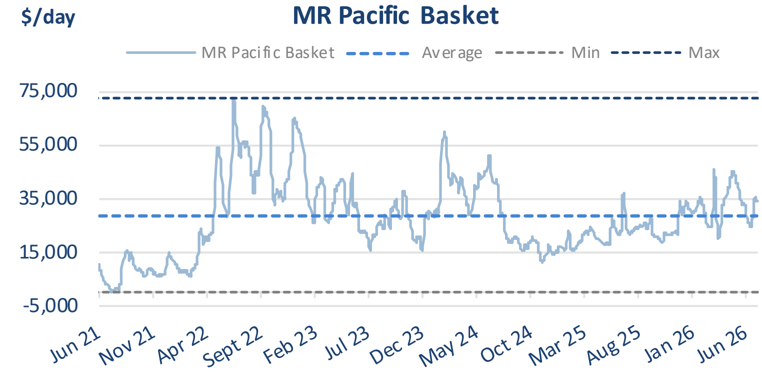
Products: The **LR2** route (TC1) Middle East Japan is this week lower by 45k/day at USD 93,451/day. Trip from (TC15) Med to Far East has increased by 0.2k/day at USD 21,015/day and (TC20) AG to UK Continent is down by 30k/day at USD 102,995/ day. The LR1 route (TC5) from Middle East Gulf to Japan is down by 40k/day at USD 61,171/day, while the (TC8) Middle East Gulf to UK-Continent is down by 30k/day at USD 102,995/day. The **MR** Atlantic Basket is increased by 16.4k/day at USD 34,496/day & the **MR** Pacific Basket earnings are lower by 0.7k/day at USD 33,981/day. The **MR** route from Rotterdam to New York (TC2) is softer by 45.k/day at USD 93,451/day, (TC6) Intermed (Algeria to Euro Med) earnings are softer by 40k/ day at USD 61,171/day, (TC14) US Gulf to Continent is down by 2.7k/day at USD 22,210/day, (TC18) US Gulf to Brazil earnings are lower by 3.3k/day at USD 61,084/day, (TC23) Amsterdam to Le Havre is higher by 2.4k/day at USD 31,910/day while Yeosu to Botany Bay (TC22) is softer by 1.7k/ day at USD 12,040/day and ARA to West Africa (TC19) is up by 20.8k/day at USD 40,417/day.







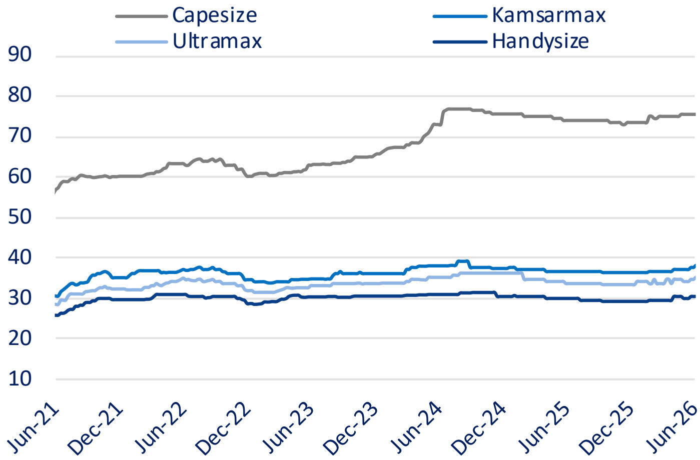




Dry Newbuilding Prices ($ mills)

Size	Jul 2026	Jul 2025	±%	Average Prices 2026	Average Prices 2025	Average Prices 2024
Capesize	**75.5**	74.0	2%	75.0	74.2	73.2
Kamsarmax	**38.0**	36.5	4%	37.0	36.6	37.5
Ultramax	**35.0**	33.5	4%	34.2	33.9	35.1
Handysize	**31.0**	29.6	5%	30.0	29.8	31.0

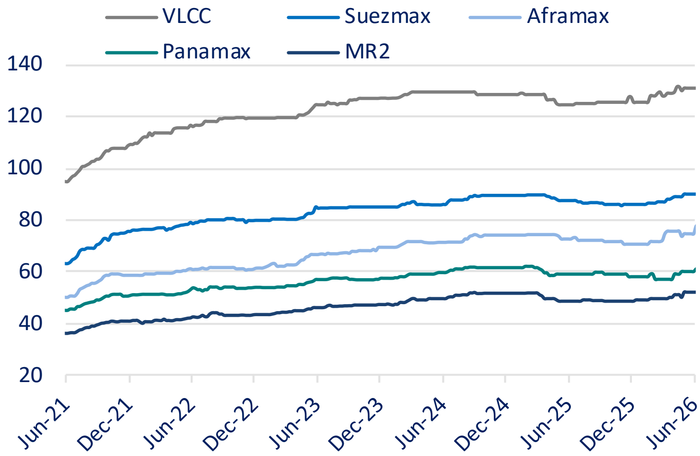
Above prices/trends refer to Chinese shipbuilding



Tanker Newbuilding Prices ($ mills)

Size	Jul 2026	Jul 2025	±%	Average Prices 2026	Average Prices 2025	Average Prices 2024
VLCC	**131.5**	125.5	5%	129.9	126.6	129.4
Suezmax	**90.0**	86.6	4%	88.4	87.5	87.6
Aframax	**78.0**	72.5	8%	74.6	73.0	72.7
Panamax	**61.0**	59.0	3%	58.9	59.5	60.2
MR2	**53.0**	48.9	8%	50.6	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	2	181,000 DWT	HENGLI	ENESEL	77 EACH	2028	OPTIONS DECLARED
BC	4	64,000 DWT	NANTONG XIANGYU	AKIJ RESOURCES	35 EACH	2029	
BC	2	64,000 DWT	NANTONG XIANGYU	GOLDENPORT	35 EACH	2029	
TANKER	2	300,000 DWT	CSSC QINGDAO BEIHAI	PAN OCEAN	122.25 EACH	2030	AMMONIA READY
TANKER	2	158,000 DWT	SAMSUNG	ADVANTAGE TANKERS	88 EACH	2029	AGAINST LONG TERM CHARTER
GAS	1	175,000 CBM	HD HYUNDAI	TSAKOS	254	2029	
GAS	2	90,000 CBM	HD HYUNDAI	HMM	118 EACH	2029	DF

DRY SECONDHAND PRICES ($ mills)								
		Jul 2026	Jul 2025	±%	Average Prices 2026	2025	2024
Capesize	Resale	**81.5**	76.0	7%	80.6	75.7	75.7
	5 Year	**74.0**	62.5	18%	69.9	62.6	62.6
	10 Year	**56.5**	46.0	23%	54.1	45.6	43.1
	15 Year	**36.5**	26.2	39%	35.4	27.4	27.9
Kamsarmax	Resale	**46.0**	38.5	19%	42.8	38.7	41.8
	5 Year	**38.3**	30.9	24%	36.4	32.3	32.3
	10 Year	**29.5**	24.0	23%	27.5	24.8	27.3
	15 Year	**20.8**	15.5	34%	19.3	15.6	18.1
Ultramax	Resale	**43.0**	38.0	13%	41.6	37.8	40.6
	5 Year	**38.0**	30.4	25%	35.9	31.1	31.1
	10 Year	**28.7**	22.0	30%	27.3	22.9	26.0
Supramax	15 Year	**17.5**	14.8	19%	16.8	15.0	15.9
Handysize	Resale	**36.0**	32.8	10%	35.3	33.0	34.0
	5 Year	**29.5**	25.8	14%	28.7	25.9	25.9
	10 Year	**24.0**	19.5	23%	22.0	19.0	19.8
	15 Year	**15.0**	11.6	30%	13.0	11.7	12.3

**Resale prices refer to prompt delivery ex yard, second-hand prices refer to Japan built vessels*

Dry S&P Activity:

Activity in the dry bulk market remained healthy this week across all segments, with strong interest seen in both modern tonnage and mid-aged units. On the Kamsarmax sector, the "***SCION MATHILDA***" - 82K/2024 Jiangsu New Hantong was sold for USD 41.9 mills to clients of Castor, already delivered. The "***POLYNESIA QUEEN***" - 82K/2012 Tsuneishi Zhoushan changed hands for USD 20.8 mills to undisclosed buyers, while the "***C. S. OLIVE***" - 82K/2009 Tsuneishi was sold at region USD 17 mills. The Scrubber fitted "***AC YOUTH***" - 82K/2007 Tsuneishi was sold for USD 14.5 mills. In the Ultramax segment, the "***WF ARTEMIS***" - 63K/2020 Iwagi found new owners for USD 36.5 mills, while the "***HAATO***" - 61K/2011 Shin Kasado was sold for USD 23.5 mills to clients of ADNOC. On the Supramax segment, the "***AEGIR SELMER***" - 55K/2011 IHI changed hands for USD 15.9 mills, while the "***ST PAUL***" - 58K/2010 Tsuneishi Cebu was sold for USD 16.8 mills. The "***BERMONDI***" - 56K/2009 Mitsui was sold for USD 15.3 mills. The "***SEA ABIGAIL***" - 53K/2003 Toyohashi achieved a price of high USD 8 mills, while the Scrubber fitted and Logs fitted "***AFRICAN PIPER***" - 34K/2015 Namura changed hands for region USD 20 mills. The "***TANIA***" - 37K/2014 Yangzhou Guoyu was sold for low USD 17 mills. Finally, in the Handysize sector, the "***LILA TOCHIGI***" - 28K/2014 Imabari was sold for mid USD 12 mills to Vietnamese buyers. The Semi-Boxed "***ASAHI OCEAN***" - 32K/2013 Hakodate changed hands for low USD 15 mills to Greek buyers. The "***MAPLE MARINA***" - 37K/2012 HMD was sold for low USD 14 mills also to Greek buyers, while the "***AVRA 1***" - 32K/2010 Jiangsu Zhenjiang was sold for USD 7.7 mills.

BULK CARRIER SALES

NAME	DWT	YEAR	COUNTRY	YARD	BUYERS	PRICE ($ mills)	COMMENTS
SCION MATHILDA	82,144	2024	CHINA	JIANGSU NEW HANTONG	CASTOR	41.9	ALREADY DELIVERED
POLYNESIA QUEEN	82,177	2012	CHINA	TSUNEISHI ZHOUSHAN	UNDISCLOSED	20.8	
C. S. OLIVE	82,175	2009	JAPAN	TSUNEISHI	UNDISCLOSED	REGION 17	
AC YOUTH	82,623	2007	JAPAN	TSUNEISHI	UNDISCLOSED	14.5	SCRUBBER FITTED
WF ARTEMIS	63,547	2020	JAPAN	IWAGI	UNDISCLOSED	36.5	
HAATO	61,472	2011	JAPAN	SHIN KASADO	ADNOC	23.5	
AEGIR SELMER	55,874	2011	JAPAN	IHI	CHINESE	15.9	
ST PAUL	57,982	2010	PHILIPPINES	TSUNEISHI CEBU	UNDISCLOSED	16.8	
BERMONDI	55,469	2009	JAPAN	MITSUI	UNDISCLOSED	15.3	
SEA ABIGAIL	53,343	2003	JAPAN	TOYOHASHI	UNDISCLOSED	HIGH 8	
AFRICAN PIPER	34,365	2015	JAPAN	NAMURA	UNDISCLOSED	REGION 20	SCRUBBER FITTED, LOGS FITTED
TANIA	37,188	2014	CHINA	YANGZHOU GUOYU	UNDISCLOSED	LOW 17	
LILA TOCHIGI	28,354	2014	JAPAN	IMABARI	VIETNAMESE	MID 12	
ASAHI OCEAN	32,085	2013	JAPAN	HAKODATE	GREEK	LOW 15	SEMI BOXED
MAPLE MARINA	37,194	2012	S. KOREA	HMD	GREEK	LOW 14	
AVRA 1	32,597	2010	CHINA	JIANGSU ZHENJIANG	UNDISCLOSED	7.7	

TANKER SECONDHAND PRICES ($ mills)							
		Jul 2026	Jul 2025	±%	Average Prices 2026	2025	2024
VLCC	Resale	**175.0**	146.9	19%	169.8	146.6	144.2
	5 Year	**145.0**	116.9	24%	137.9	115.4	115.4
	10 Year	**115.0**	86.8	33%	109.4	85.3	84.1
	15 Year	**82.0**	57.9	42%	80.3	56.2	57.1
Suezmax	Resale	**116.0**	93.5	24%	108.2	94.3	98.4
	5 Year	**102.5**	76.5	34%	92.1	76.5	76.5
	10 Year	**88.0**	61.5	43%	75.9	61.0	66.3
	15 Year	**66.0**	40.0	65%	56.0	40.8	47.4
Aframax	Resale	**92.5**	74.9	24%	87.7	75.6	84.3
	5 Year	**80.0**	62.4	28%	75.4	62.8	62.8
	10 Year	**73.0**	50.0	46%	64.0	50.9	58.2
	15 Year	**52.0**	35.0	49%	44.8	35.1	41.6
MR2	Resale	**55.0**	50.8	8%	53.8	51.3	54.3
	5 Year	**50.0**	40.8	23%	47.3	41.5	41.5
	10 Year	**40.0**	30.8	30%	37.4	31.4	37.5
	15 Year	**28.0**	19.0	47%	26.4	20.5	26.5

**Resale prices refer to prompt delivery ex yard, second-hand prices refer to Japan built vessels*

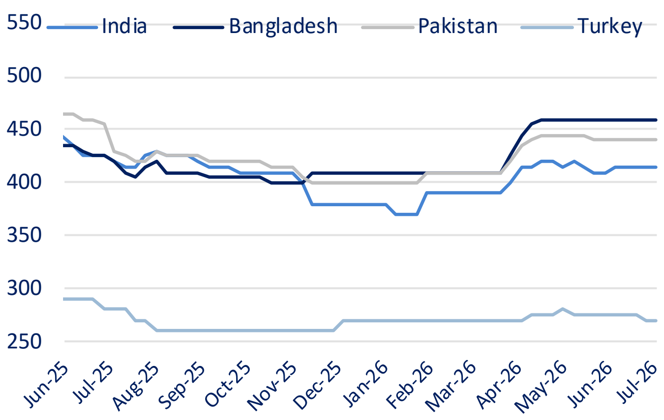
Tanker S&P Activity:

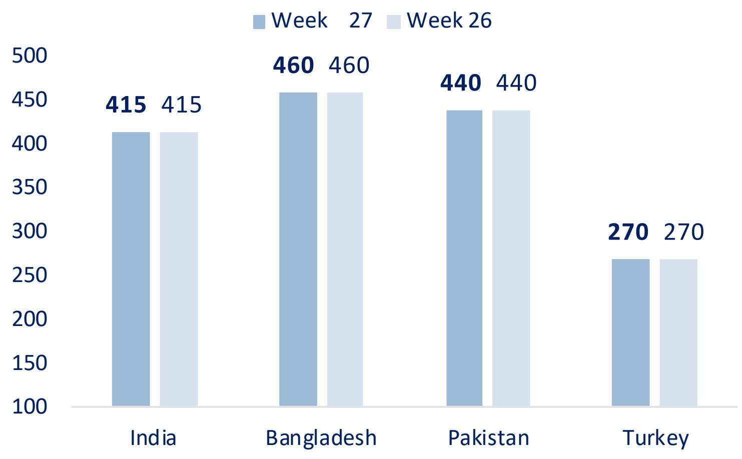
This week saw limited activity in the tanker sector with only 2 sales to report. On the VLCC segment, the "***ECLAT***" - 299K/2004 Universal was sold for around USD 50 mills to undisclosed buyers. On the Aframax/ LR2 size range, the scrubber fitted and coated "***JAG LOKESH***" - 105.6K/2009 HHI changed hands for USD 44.1 mills to clients of Y-KNOT.

TANKER SALES

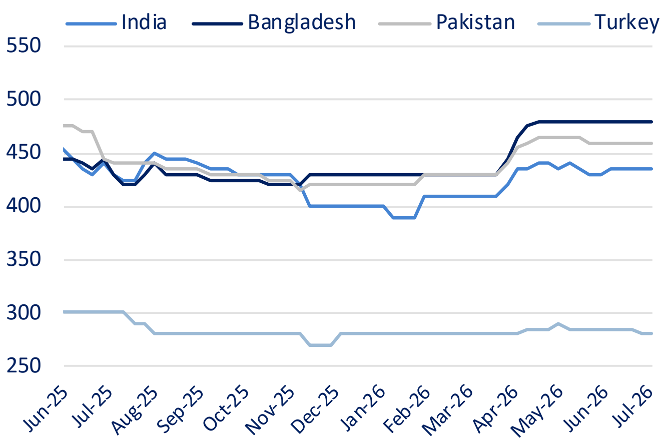
NAME	DWT	YEAR	COUNTRY	YARD	BUYERS	PRICE ($ mills)	COMMENTS
ECLAT	299,031	2004	JAPAN	UNIVERSAL	UNDISCLOSED	50	
JAG LOKESH	105,599	2009	S. KOREA	HHI	Y-KNOT	44.1	SCRUBBER FITTED, COATED

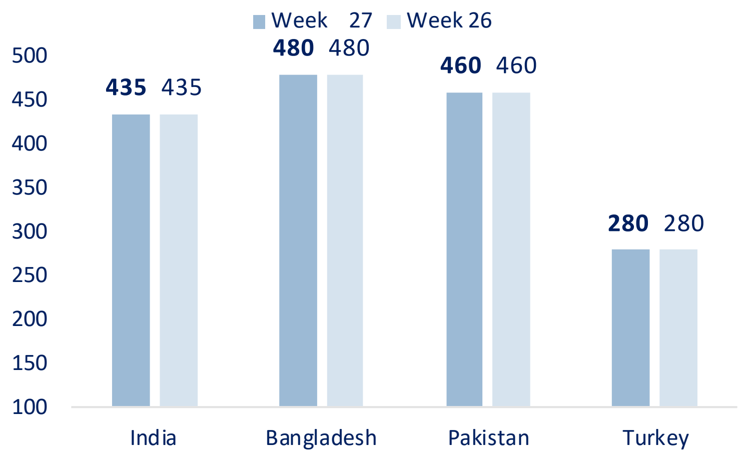
Dry Demolition Prices ($/LDT)





Tanker Demolition Prices ($/LDT)





DEMO SALES								
NAME	TYPE	YEAR	DWT	LDT	COUNTRY	PRICE ($/LDT)	BUYERS	COMMENTS
PINE ARROW	GC	1996	48,041	12,574	POLAND	438	INDIA	
FRIO ATLANTIC	REEFER	1995	9,357	5,685	POLAND	565	INDIA	incl 150T IFO and 37T MGO

COMMODITIES AND CURRENCIES			
Energy	**Price**	**Weekly**	**YoY**
Crude Oil	68.69	-2.95%	19.59%
Brent	72.09	-2.41%	18.54%
Natural gas	3.23	1.61%	-12.31%
Gasoline	2.97	2.32%	73.51%
Heating oil	3.25	2.06%	53.32%
Ethanol	1.90	1.34%	19.37%
Naphtha	609.81	-11.04%	24.87%
Propane	0.70	-2.61%	9.68%
Uranium	85.70	0.23%	4.96%
Methanol	2368.00	-5.62%	8.13%
TTF Gas	44.81	4.71%	59.21%
UK Gas	105.84	3.20%	43.40%
Metals			
Gold	4,154.1	3.47%	-3.80%
Silver	62.1	6.62%	-12.82%
Platinum	1,646.1	3.35%	-20.50%
Industrial			
Copper	6.16	1.03%	8.42%
Coal	128.80	2.22%	19.81%
Steel	3053.00	-0.10%	-1.39%
Iron Ore	98.25	-2.11%	-8.29%
Aluminum	3112.95	0.43%	3.91%
LithiumCNY/T	165250.00	8.90%	39.45%
Currencies			
EUR/USD	1.142	-0.06%	-2.77%
GBP/USD	1.335	0.67%	-0.84%
USD/JPY	162.332	0.24%	3.56%
USD/CNY	6.798	-0.04%	-2.56%
USD/CHF	0.806	-0.23%	1.64%
USD/SGD	1.293	0.05%	0.56%
USD/KRW	1531.200	-0.62%	6.28%
USD/INR	95.486	0.90%	6.25%

Bunker Prices	VLSFO	IFO380	MGO	Spread VLSFO-	Diff Spread	% Spread
Singapore	663.50	445.50	890.00	218.00	-35.5	-14.0%
Rotterdam	579.50	448.50	929.00	131.00	-8.0	-5.8%
Fujairah	677.00	474.50	1188.0	202.50	-211.5	-51.1%
Houston	565.00	422.50	908.00	142.50	34.5	31.9%

- In the U.S., the Dow Jones Industrial average increased by 2% at 52,900 points, S&P 500 went up by 1.76% at 7,483 points and NASDAQ rise by 2.12% at 25,833 points. The Euro Stoxx50 closed up by 3.07% at 6,413 points and Stoxx600 up by 2.66% at 653 points mark. In Asia, the Nikkei closed the week at 69,982, gaining 0.89% on a weekly basis, while Hang Seng went up by 2.99% at 23,350 points mark and the CSI 300 index closed the week at 4,842 points, 0.54% lower than previous week.
- Crude oil traded below USD 69 per barrel on Monday, remaining near four-month lows as shipping through the Strait of Hormuz continued to normalize and OPEC+ approved a 188,000 bpd production increase for next month. Saudi Arabia has restored exports to near pre-conflict levels, while the UAE has fully resumed shipping operations. Improving tanker traffic and rising supply expectations have eased concerns over potential disruptions to global oil markets.
- Thermal coal futures fell below USD 130 per ton, returning to pre-conflict levels as renewed US-Iran peace talks boosted expectations for the full reopening of the Strait of Hormuz. Lower oil and natural gas prices, alongside forecasts of a global energy surplus, reduced fuel-switching demand. Meanwhile, China reaffirmed its balanced energy strategy, continuing to expand both coal-fired power generation and renewable energy capacity despite leading global clean energy investment.

WTI Crude Oil

Wheat

XCLUSIV SHIPBROKERS INC.
Kifissias 342 Avenue,
15451 Psychico, Athens, Hellas.

T: +30 210 6710222
E: snp@xclusiv.gr

Apostolos Archontakis
Assets / SnP & NB
apa@xclusiv.gr

Andreas Arfariotis
Assets / SnP & NB
ana@xclusiv.gr

Vasiliki Baka
Assets / SnP & NB
vb@xclusiv.gr

Nikos Berdelis
Assets / SnP & Projects
nsb@xclusiv.gr

John N. Cotzias
Assets / SnP & Projects
jnc@xclusiv.gr

Alexandros Koutalianos
Assets / SnP & NB
aik@xclusiv.gr

Yannis Olziersky
Assets / SnP & NB
yo@xclusiv.gr

George Papoutsis
Assets / SnP & Projects
gdp@xclusiv.gr

Miltiadis Vaios Raptis
SnP
mvr@xclusiv.gr

Panagiotis Tsilingiris
Assets & Finance
pt@xclusiv.gr

Dimitris Roumeliotis
Research Analyst
research@xclusiv.gr

Eirini Diamantara
Research Analyst
research@xclusiv.gr

Afroditi Argouslidou
Office Admin & Accounts
info@xclusiv.gr

Members of:

Awards: