

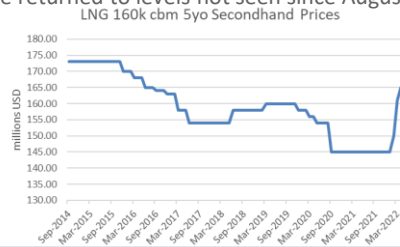
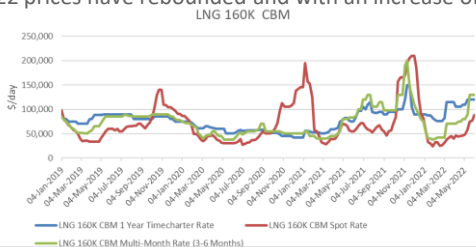
Market Commentary:

All the shipping industry's eyes are on Greece this week as the international shipping exhibition "Posidonia 2022" returns and will take place from today until next Friday at the Athens Metropolitan Expo. But eyes are also on OPEC+ as the decision to increase output by 648,000 barrels per day in July and August, instead of the previously agreed 432,000 bpd, was seen as hardly enough to compensate for the lost supply from Russia. At the same time the European Union finally overcame Hungarian objections to approve the bloc's sixth sanctions package against Russia, including a partial ban on crude imports.

The Russian invasion of Ukraine has created energy chaos pushing major energy commodities too high. WTI and Brent oil futures are constantly steady above USD 115 per barrel, the highest point since March 8th 2022. Natural Gas futures eased around USD 8.2 per million British thermal units but the price remains elevated and close to a 14-year high of USD 9.45.

But high prices don't apply to everyone. While Western Economies are announcing more & more sanctions towards Russia, Asian ones are gaining an advantage in negotiating bigger discounts for spot Russian cargoes. There are already signs that Russia is becoming more reliant on Asia. In particular, China and India try to seal some long-term contracts for Russian crude oil with almost a 35% price discount, as the EU moves to distance itself from Russian oil. Before the latest COVID lockdowns dampened demand, China was the largest buyer of Russian crude. There is tremendous activity at China's independent refineries in Shandong this month to secure deals for Russian Urals. At least 8 more cargoes are expected later this month after the first cargo since November 2021 arrives. But India has also entered the "game" as 836,000 b/d of Urals crude were imported in April compared to just 274,000 b/d and zero in March and February respectively. In Japan, Singapore, China, South Korea and Thailand, refinery feedstock managers and traders reported that Russian producers and various other equity holders of Urals Blend crude as well as Far East Russian ESPO, Sokol, and Sakhalin Blend crude are continuing to approach refiners and trading companies to inquire about their interest in purchasing medium sour and light sweet grades at discounted prices. Tanker freight rates have not yet showed any significant reaction to these major oil flow swifts but it remains to be seen whether this will positively affect the rates & boost them higher.

Maybe the energy surge and the high commodities prices have not significantly affected tankers freight rates yet, but it can not be said the same for the LNG market. The market boom started after the EU announced the reduction of its dependence on Russian gas by two-thirds by the end of the year and its intention to import an extra 50bn cubic meters of LNG. Since then an unusually early annual rush is underway for the likes of the UK's Shell, France's TotalEnergies and China's Unipac to secure enough shipping capacity to transport the superchilled fuel during the peak winter demand season. Almost all the world's largest gas traders are scrambling to secure liquefied natural gas tankers ahead of winter after sanctions on Russia following its invasion of Ukraine triggered a reshaping of global energy flows. As market sources say, its very hard to find any ships in the market. Rates to charter an LNG tanker of 160K CBM for a year (USD 120k per day) are trading near their highest level of USD 150,000/day in a decade (19 Nov 2021), while the spot rate is at USD 85k and has already taken the "north" road. Second-hand prices have not stayed unaffected. Watching the graph below, it is noteworthy that since February 2022 prices have rebounded and with an increase of 15% have returned to levels not seen since August 2016.



| BALTIC DRY INDICES | | | | | | |
|--------------------|---------|---------|-------|-----------------|-------|-------|
| BALTIC INDICES | Week 22 | Week 21 | ±% | Average Indices | | |
| | | | | 2022 | 2021 | 2020 |
| BDI | 2,633 | 2,681 | -1.8% | 2,268 | 2,943 | 1,064 |
| BCI | 2,927 | 2,818 | 3.9% | 2,134 | 4,015 | 1,752 |
| BPI | 2,851 | 3,048 | -6.5% | 2,778 | 2,988 | 1,101 |
| BSI | 2,703 | 2,796 | -3.3% | 2,454 | 2,434 | 743 |
| BHSI | 1,595 | 1,647 | -3.2% | 1,445 | 1,428 | 444 |

| BALTIC TANKER INDICES | | | | | | |
|-----------------------|---------|---------|-------|-----------------|------|------|
| BALTIC INDICES | Week 22 | Week 21 | ±% | Average Indices | | |
| | | | | 2022 | 2021 | 2020 |
| BDTI | 1,104 | 1,128 | -2.1% | 1,084 | 644 | 722 |
| BCTI | 1,407 | 1,459 | -3.6% | 956 | 532 | 586 |

| DRY NEWBUILDING PRICES (in USD mills) | | | | | | |
|---------------------------------------|--------|--------|-----|----------------|------|------|
| Size Segment | Jun/22 | Jun/21 | ±% | Average Prices | | |
| | | | | 2022 | 2021 | 2020 |
| Capesize | 62.7 | 55.1 | 14% | 61.5 | 56.0 | 47.6 |
| Kamsarmax | 37.0 | 30.2 | 22% | 36.6 | 31.7 | 29.7 |
| Ultramax | 34.8 | 28.2 | 23% | 33.2 | 29.1 | 24.6 |
| Handysize | 30.5 | 25.7 | 19% | 30.0 | 26.8 | 23.1 |

| WET NEWBUILDING PRICES (in USD mills) | | | | | | |
|---------------------------------------|--------|--------|-----|----------------|------|------|
| Size Segment | Jun/22 | Jun/21 | ±% | Average Prices | | |
| | | | | 2022 | 2021 | 2020 |
| VLCC | 116.5 | 94.3 | 24% | 114.6 | 98.3 | 88.6 |
| Suezmax | 78.5 | 62.8 | 25% | 77.1 | 66.3 | 58.6 |
| Aframax | 61.2 | 50.5 | 21% | 60.1 | 53.3 | 47.8 |
| Panamax | 53.7 | 44.9 | 20% | 51.5 | 46.7 | 43.6 |
| MR2 | 42.4 | 35.9 | 18% | 41.1 | 37.4 | 34.6 |

| DEMOLITION PRICES (in USD/ldt) | | | | | | |
|--------------------------------|---------|---------|--------|---------|---------|--------|
| Demo Country | BULKERS | | | TANKERS | | |
| | Week 22 | Week 21 | Change | Week 22 | Week 21 | Change |
| INDIA | 585 | 585 | 0 | 590 | 590 | 0 |
| BANGLADESH | 620 | 630 | -10 | 620 | 630 | -10 |
| PAKISTAN | 610 | 620 | -10 | 615 | 625 | -10 |
| TURKEY | 330 | 340 | -10 | 340 | 350 | -10 |

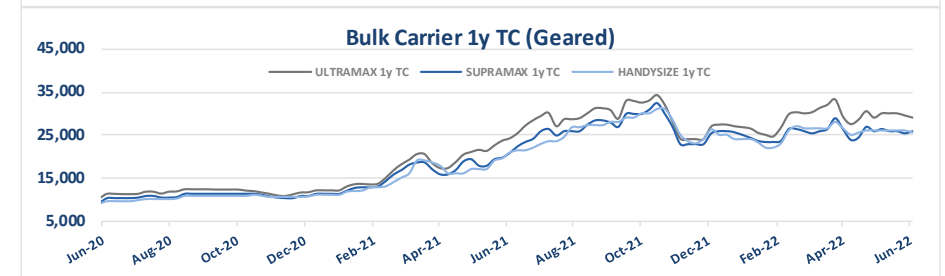
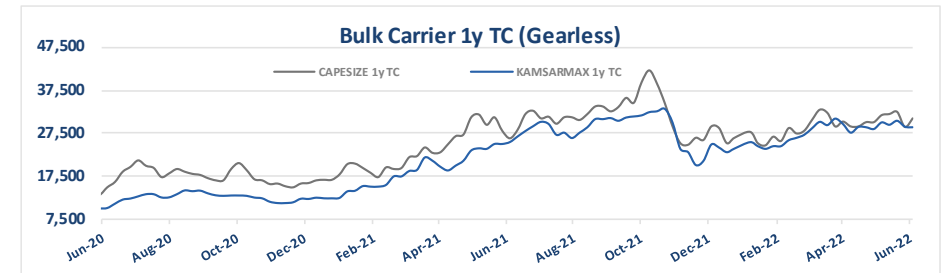
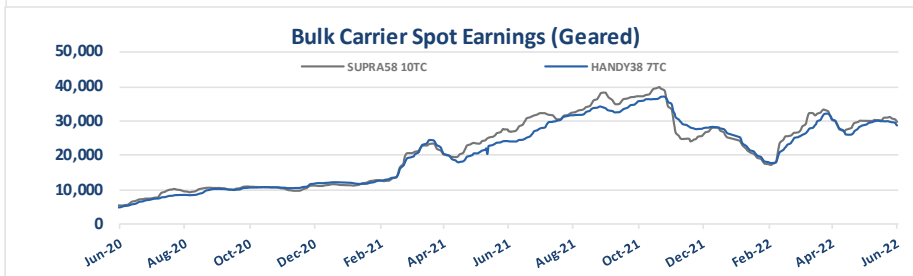
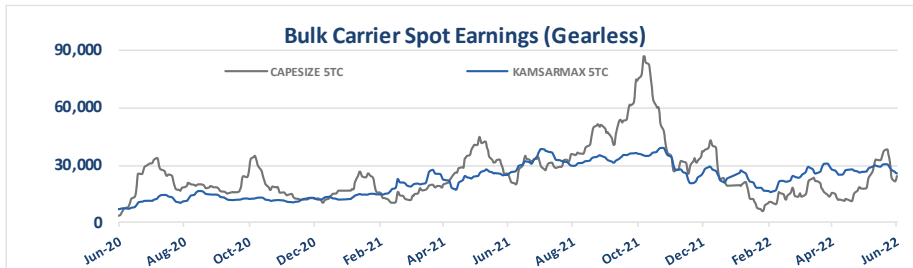
Capesize: The average of the 5 T/C Routes improved by USD 1k/day closing the week at USD 24,274/day. Trip from Cont. to F. East is USD 44,556/day, Translantic Return voyage is higher at USD 22,825/day, while Pacific Return voyage is increased by USD 5.3k/day at USD 24,591/day. Capesize 1y T/C rate is firm 29,750/day, while eco 180k Capesize is also firmer at USD 31,250/day.

Panamax: The BPI-82 5 T/C route average closed the week down by USD 2k/day at USD 25,663/day. Trip from Skaw-Gib to F.Eat is softer at 35,368/day, Pacific Return voyage is down by USD -2.5k/day at USD 23,955/day, while Atlantic Return voyage is reduced at USD 24,690/day. Kamsarmax 1y T/C rate is softer at USD 28,950/day, while Panamax 1y T/C is also down at USD 26,950/day.

Supramax: The BSI-58 10 T/C route average closed the week about USD 1k/day lower than its opening at USD 29,738/day. South China trip via Indonesia to EC India is down by USD 2k/day at USD 30,667/day, W. Africa trip iva ECSA to N. China is also softer at USD 29,687/day. Canakkale trip via Med/BI Sea to China/S.Korea is down at USD 25,392/day, Skaw-Passero trip to US Gulf pays USD 18,350/day, while Pacific round voyage is reduced by USD 1.3/day at USD 28,414/day. 1y T/C rate for Ultramax is softer at USD 29,200/day, while 1y T/C rate for Supramax is USD 26,500/day.

Handysize: The BHSI-38 average of the 7 T/C Routes closed the week down by USD 1k/day at USD 28,712/day. Brazil to Continent pays USD 2.8k less at USD 35,194/day, S.E. Asia trip to Spore/Japan is softer at USD 31,840/day, while U.S. Gulf to Continent is reduced by USD 1.4k/day at USD 28,679/day. 38K Handy 1y T/C rate is down this week at USD 26,700/day, while 32k Handy 1y T/C is softer at USD 23,350/day in Atlantic and USD 24,750/day in Pacific region.

| DRY SECONDHAND PRICES (in USD mills) | | | | | | | |
|--------------------------------------|--------|--------|------------|----------|----------------|------|------|
| Size | Jun/22 | May/21 | 12m ch (%) | 12m diff | Average Prices | | |
| | | | | | 2022 | 2021 | 2020 |
| Capesize 180k Resale | 62.3 | 53.3 | 17% | 9.1 | 60.4 | 54.0 | 49.4 |
| Capesize 180k 5y | 53.0 | 42.4 | 25% | 10.6 | 48.8 | 42.8 | 42.8 |
| Capesize 180k 10y | 36.8 | 28.8 | 28% | 8.0 | 33.3 | 29.0 | 20.3 |
| Capesize 180k 15y | 24.0 | 18.1 | 32% | 5.9 | 21.3 | 19.2 | 12.5 |
| Kamsarmax 82k Resale | 43.7 | 31.8 | 37% | 11.9 | 42.3 | 34.9 | 29.6 |
| Kamsarmax 82k 5y | 38.2 | 27.4 | 39% | 10.8 | 35.3 | 29.2 | 29.2 |
| Panamax 76k 10y | 29.4 | 20.1 | 46% | 9.3 | 26.2 | 21.1 | 13.2 |
| Panamax 76k 15y | 18.4 | 14.4 | 28% | 4.0 | 17.3 | 14.7 | 8.7 |
| Ultramax 64k Resale | 41.5 | 29.8 | 39% | 11.7 | 39.0 | 32.3 | 26.8 |
| Ultramax 61k 5y | 34.0 | 23.4 | 45% | 10.6 | 32.3 | 25.7 | 25.7 |
| Supramax 58k 5y | 28.5 | 20.0 | 43% | 8.6 | 26.7 | 22.0 | 15.8 |
| Supramax 56k 10y | 23.2 | 15.5 | 50% | 7.8 | 22.3 | 17.4 | 11.1 |
| Supramax 52k 15y | 18.4 | 10.7 | 73% | 7.8 | 17.1 | 12.3 | 7.2 |
| Handy 38k Resale | 32.7 | 26.1 | 25% | 6.6 | 31.8 | 26.1 | 21.3 |
| Handy 37k 5y | 28.6 | 20.1 | 42% | 8.5 | 27.8 | 21.0 | 21.0 |
| Handy 32k 10y | 19.2 | 12.8 | 50% | 6.4 | 18.4 | 13.7 | 8.5 |
| Handy 28k 15y | 12.8 | 7.0 | 82% | 5.7 | 11.8 | 8.1 | 5.2 |



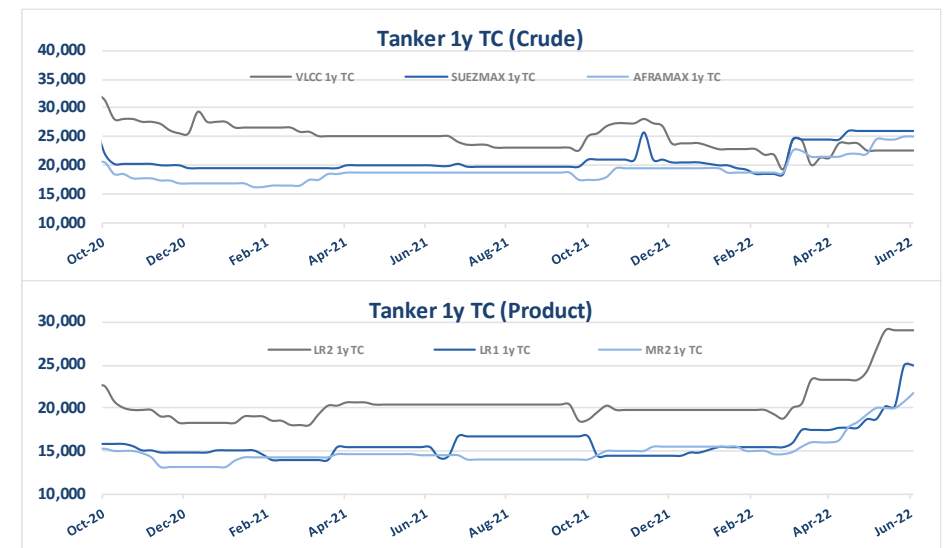
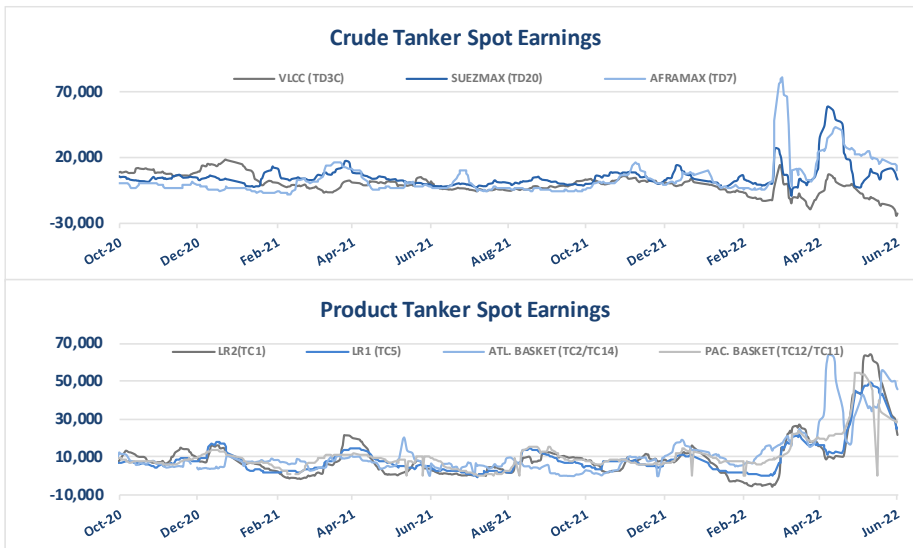
VLCC average T/CE ended the week down at USD -32,969/day. M.East Gulf to China trip is USD -22,756/day, US Gulf to China is USD -22,638/day, M.East Gulf to Singapore is USD -20,853/day, W.Africa to China is USD -20,066/day, M.East Gulf to US Gulf is USD -43,181/day. 310k dwt D/H Eco VLCC 1y T/C is unchanged at USD 22,750/day.

Suezmax average T/CE closed the week down at USD 8,510/day. Trip from W.Africa to Continent is reduced at USD 3,205/day, Bl.Sea to Med is softer by USD 4k/day at USD 13,814/day, Middle East Gulf to Med down by USD 3k/day at USD -13,701/day. 1y T/C rate for D/H Eco 150k dwt Suezmax is USD 26,250/day.

Aframax average T/CE closed the week down by USD 5k/day at USD 14,520/day. Trip from N.Sea to Continent is reduced by USD 5k/day at USD 10,540/day, trip from Kuwait to Spore is softer at USD 8,743/day, trip from Carribs to US Gulf is down by USD 8k/day at USD 20,701/day, and S.E.Asia to EC Australia is down at USD 11,986/day, while Baltic to UK Continent reduced by USD 5k/day at USD 30,419/day while Cross Med is also lower at USD 4,732/day. 1y T/C rate for D/H Eco Aframax is at USD 25,250/day.

Products: The **LR2** route (TC1) M.East Gulf to Japan is this week softer at USD 21,682/day. Trip from Middle East to F.East is at USD -1,557/day, while the **LR1** (TC5) route Mid.East Gulf to Japan is down at USD 25,902/day, and Amsterdam to Lome is reduced by USD 3k/day at USD 32,630/day. The **MR** Atlantic Basket earnings is down by USD 5k/day at USD 45,887/day, with MR route from Cont. to USAC at USD 25,307/day, US Gulf to Cont. at USD 22,349/day, US Gulf to Brazil down also at USD 40,788/day, ARA to W.Africa softer at USD 31,019/day. TC6 Intermed Route is USD 74,973/day. Eco LR2 1y T/C rate is at USD 29,250/day, and Eco MR2 1y T/C rate is at USD 22,000/day.

| WET SECONDHAND PRICES (in USD mills) | | | | | | | |
|--------------------------------------|--------|--------|------------|----------|----------------|------|------|
| Size | Jun/22 | May/21 | 12m ch (%) | 12m diff | Average Prices | | |
| | | | | | 2022 | 2021 | 2020 |
| VLCC 320k Resale | 101.0 | 94.8 | 7% | 6.3 | 97.9 | 94.8 | 95.5 |
| VLCC 320k 5y | 76.5 | 69.8 | 10% | 6.8 | 72.9 | 69.2 | 69.2 |
| VLCC 300k 10y | 52.4 | 47.5 | 10% | 4.9 | 50.0 | 47.1 | 47.9 |
| VLCC 300k 15y | 38.5 | 34.4 | 12% | 4.1 | 35.7 | 33.6 | 33.5 |
| Suezmax 160k Resale | 72.4 | 64.8 | 12% | 7.7 | 69.1 | 64.4 | 64.9 |
| Suezmax 160k 5y | 52.4 | 47.4 | 11% | 5.0 | 49.3 | 46.7 | 46.7 |
| Suezmax 150k 10y | 36.9 | 32.0 | 15% | 4.9 | 33.5 | 31.3 | 33.7 |
| Suezmax 150k 15y | 26.5 | 22.0 | 20% | 4.5 | 23.7 | 22.1 | 23.2 |
| Aframax 110k Resale | 62.0 | 53.6 | 16% | 8.4 | 59.0 | 52.2 | 51.0 |
| Aframax 110k 5y | 49.3 | 40.0 | 23% | 9.3 | 45.6 | 38.3 | 38.3 |
| Aframax 105k 10y | 32.7 | 26.0 | 26% | 6.7 | 29.3 | 24.8 | 26.0 |
| Aframax 105k 15y | 22.2 | 16.0 | 39% | 6.2 | 18.7 | 15.5 | 15.9 |
| MR2 52k Resale | 41.5 | 37.0 | 12% | 4.5 | 39.7 | 37.2 | 37.5 |
| MR2 51k 5y | 33.2 | 27.5 | 21% | 5.7 | 30.8 | 27.7 | 27.7 |
| MR2 47k 10y | 25.5 | 18.5 | 38% | 7.0 | 20.6 | 18.5 | 18.2 |
| MR2 45k 15y | 15.5 | 12.0 | 29% | 3.5 | 12.5 | 11.8 | 11.6 |



Sale and Purchase:

On the Capesize sector, the “Rosebank” - 177K/2010 New Times committed on subjects for USD 27.5mills. 2 x Kamsarmaxes changed hands for high USD 37 mills each, the “Nord Lyra”- 82K/2020 Yamic which was sold to clients of NCC basis delivery mid- December & her sister “Nord Luna” which was sold to Greek buyers basis delivery within August. The BWTS fitted Panamax “Orient Prima”- 77K/2005 Imabari found new owners for high USD 16 mills. On the handysize sector, clients of Tufton Oceanic are rumoured to have acquired the “Interlink Dignity”-38K/2015 Huatai Heavy for USD 26.3 mills. Finally, Turkish buyers acquired the BWTS fitted Handysize “Super Kate” - 32K/2008 Hakodate for USD 16.8 mills.

The activity on the wet market was slightly increased compared to the previous week. On the VLCC sector, the BWTS fitted “Duqm”- 310K/2008 Imabari was sold for region USD 39mills. Greek buyers acquired the Suezmax “Marvin Star”- 158K/2009 Hyundai Samho via auction for USD 26.4mills. Finally, 8x BWTS fitted HMD built MRs, the “Maersk Caelum”- 46K/2016, the “Maersk Navigator” - 46K/2016, the “Maersk Seafarer” - 46K/2016 the “Maersk Cirrus” - 40K/2017, the “Maersk Altus” - 40K/2017, the “Maersk Stratus”- 40K/2017, the “Maersk Cumulus”- 40K/2016 & the “Maersk Nimbus” - 40K/2016 committed on subjects for USD 230 mills to clients of Kmarin.

| BULK CARRIER SALES | | | | | | | |
|----------------------|---------|------|---------|---------------|----------------|-------------------|---|
| NAME | DWT | YEAR | COUNTRY | YARD | BUYERS | PRICE (usd mills) | NOTES/ COMMENTS |
| ROSEBANK | 177,029 | 2010 | CHINA | NEW TIMES | UNDISCLOSED | 27.5 | SS: 08/2025 - DD: 09/2023 |
| NORD LYRA | 82,318 | 2020 | CHINA | YAMIC | NCC | high 37 | SS: 12/2025 - DD: 12/2023, DELY MID-DEC |
| NORD LUNA | 82,308 | 2020 | CHINA | YAMIC | GREEK | high 37 | SS: 12/2025 - DD: 12/2023, DELY AUG |
| ORIENT PRIMA | 76,596 | 2005 | JAPAN | IMABARI | UNDISCLOSED | high 16 | SS: 10/2025 - DD: 09/2023, BWTS FITTED |
| ELIM JOYCE | 77,834 | 2004 | TAIWAN | CSBC | UNDISCLOSED | 15 | SS: 02/2024 -DD: 02/2024, BWTS FITTED |
| VAN FORTUNE | 56,847 | 2009 | CHINA | TAIZHOU SANFU | UNDISCLOSED | 16.5 | SS: 07/2024 - DD: 07/2022, BWTS FITTED |
| ZHONG LIANG HUA DONG | 46,513 | 2001 | JAPAN | OSHIMA | UNDISCLOSED | 11.9 | SS: 01/2026 - DD: 01/2024 |
| INTERLINK DIGNITY | 38,668 | 2015 | CHINA | HUATAI HEAVY | TUFTON OCEANIC | 26.3 | SS: 08/2025 - DD: 06/2023 |
| AFRICAN ROOK | 37,686 | 2015 | JAPAN | NAIKAI ZOSEN | UNDISCLOSED | 27 | SS: 02/2025 - DD: 04/2023, OPEN HATCH |
| AMIRA SOPHIE | 28,202 | 2011 | JAPAN | IMABARI | UNDISCLOSED | 17.8 | SS: 03/2026 - DD: 04/2024 |
| SUPER KATE | 32,162 | 2008 | JAPAN | HAKODATE | TURKISH | 16.8 | SS: 10/2025 - DD: 11/2023, BWTS FITTED |

| TANKER SALES | | | | | | | |
|------------------|---------|------|----------|----------------|-------------|-------------------|---|
| NAME | DWT | YEAR | COUNTRY | YARD | BUYERS | PRICE (usd mills) | NOTES/ COMMENTS |
| DUQM | 310,084 | 2008 | JAPAN | IMABARI | UNDISCLOSED | 39 | SS: 11/2023 - DD: 11/2023, BWTS FITTED |
| MARVIN STAR | 157,985 | 2009 | S. KOREA | HYUNDAI SAMHO | GREEK | 26.4 | SS: 10/2024 - DD: 10/2022, AUCTION |
| RIDGEBURY ASTARI | 149,991 | 2002 | JAPAN | NIPPON KOHAN | UNDISCLOSED | 15.5 | SS: 07/2022 - DD: 07/2022, BWTS & SURVEYS DUE |
| BARONESS | 105,335 | 2011 | JAPAN | SUMITOMO | UNDISCLOSED | 33.5 | SS: 01/2026 - DD: 10/2023 |
| GODAM | 113,553 | 2006 | S. KOREA | SAMSUNG | UNDISCLOSED | 22 | SS: 05/2026 - DD: 04/2025 |
| SEA BEECH | 106,138 | 2003 | JAPAN | TSUNEISHI | UNDISCLOSED | 15-16 | SS: 11/2023 - DD: 05/2025 |
| MAERSK CAELUM | 45,999 | 2016 | S. KOREA | HMD | KMARIN | region 230 ENBLOC | SS: 03/2026 - DD: 03/2024, BWTS FITTED |
| MAERSK NAVIGATOR | 45,999 | 2016 | S. KOREA | HMD | | | SS: 04/2026 - DD: 05/2024, BWTS FITTED |
| MAERSK SEAFARER | 45,999 | 2016 | S. KOREA | HMD | | | SS: 09/2026 - DD: 10/2024, BWTS FITTED |
| MAERSK CIRRUS | 39,999 | 2017 | S. KOREA | HMD | | | SS: 08/2022 - DD: 08/2022, BWTS FITTED |
| MAERSK ALTUS | 39,999 | 2017 | S. KOREA | HMD | | | SS: 04/2027 - DD: 04/2025, BWTS FITTED |
| MAERSK STRATUS | 39,999 | 2017 | S. KOREA | HMD | | | SS: 01/2027 - DD: 12/2024, BWTS FITTED |
| MAERSK CUMULUS | 39,999 | 2016 | S. KOREA | HMD | | | SS: 10/2026 - DD: 10/2024, BWTS FITTED |
| MAERSK NIMBUS | 39,999 | 2016 | S. KOREA | HMD | | | SS: 12/2026 - DD: 11/2024, BWTS FITTED |
| ANGEL NO.6 | 45,663 | 2005 | JAPAN | SHIN KURUSHIMA | UNDISCLOSED | 9.4 | SS: 06/2025 - DD: 10/2023, BWTS FITTED |
| SABREWING | 49,323 | 2004 | JAPAN | NAIKAI ZOSEN | UNDISCLOSED | 9.5 | SS: 01/ 2024 - DD: 01/2024, BWTS FITTED |
| MISS CLAUDIA | 40,158 | 2006 | S. KOREA | SHINA | UNDISCLOSED | 12 | SS: 05/2026 - DD: 05/2024, BWTS FITTED |
| HANS SCHOLL | 40,250 | 2004 | S. KOREA | SHINA | UNDISCLOSED | 8.1 | SS: 07/2024 - DD: 07/2022 |
| BIANCA AMORETTI | 29,524 | 2003 | CHINA | CHENGXI | UNDISCLOSED | 6 | SS: 08/2023 - DD: 08/2023 |

| GAS SALES | | | | | | | |
|-----------|---------|------|----------------|------------|-------------|-------------------|--------------------------------|
| NAME | CBM | YEAR | COUNTRY | YARD | BUYERS | PRICE (usd mills) | NOTES/ COMMENTS |
| ABADI | 132,564 | 2002 | JAPAN | MITSUBISHI | UNDISCLOSED | UNDISCLOSED | SS:07/2022 - DD: 06/2022, LNG |
| BETAGAS | 5,699 | 1997 | UNITED KINGDOM | APPLEDORE | UNDISCLOSED | 3.1 | SS: 08/2022 - DD: 08/2022, LPG |

| COMMODITIES AND CURRENCIES | | | | | | |
|----------------------------|---------|--------|--------|---------------------|--------------------|-----------------|
| Energy | Price | +/_ | Day | Weekly | Monthly | YoY |
| Crude Oil | 115.07 | 0.98 | 0.86% | 4.34% | 11.21% | 74.08% |
| Brent | 119.43 | 2.03 | 1.73% | 6.11% | 11.35% | 73.79% |
| Natural gas | 8.722 | 0.173 | -1.94% | 7.91% | 26.63% | 192.10% |
| Gasoline | 4.0029 | 0.1255 | 3.24% | 4.32% | 15.16% | 87.32% |
| Heating oil | 4.0029 | 0.0349 | 0.88% | 7.06% | -0.14% | 96.38% |
| Ethanol | 2.7575 | 0.0075 | 0.27% | 0.27% | 4.55% | 8.56% |
| Naphtha | 888.79 | 0.34 | -0.04% | -1.08% | -1.75% | 49.89% |
| Propane | 1.23 | 0 | -0.23% | 0.15% | -5.70% | 49.61% |
| Uranium | 47.85 | 0.2 | 0.42% | 0.10% | -9.80% | 52.39% |
| Methanol | 2783 | 37 | 1.35% | 2.96% | 4.74% | 2.85% |
| TTF Gas | 87.2 | 1.23 | 1.43% | -0.80% | -12.92% | 249.77% |
| UK Gas | 158 | 13.55 | 9.38% | 6.79% | 22.80% | 160.38% |
| Metals | | | | | | |
| Gold | 1,853.0 | 2.95 | 0.16% | 0.40% | -2.18% | -2.61% |
| Silver | 22.06 | 0.07 | 0.32% | 1.43% | -4.64% | -20.88% |
| Platinum | 953.5 | 3.59 | 0.38% | -0.21% | 3.71% | -19.02% |
| Industrial | | | | | | |
| Copper | 4.304 | 0.0445 | 1.04% | 0.70% | -2.75% | -7.98% |
| Coal | 406.7 | 3.65 | 0.91% | -1.32% | 24.72% | 285.45% |
| Steel | 4,741 | 99 | 2.13% | -1.58% | -6.14% | -0.29% |
| Iron Ore | 133.5 | 3.5 | 2.69% | 5.95% | -3.26% | -31.01% |
| Aluminum | 2,871.5 | 6.5 | 0.23% | -2.53% | -5.28% | 14.56% |
| Iron Ore Fe62% | 133.17 | 0.19 | 0.14% | -0.37% | -11.92% | -35.27% |
| Currencies | | | | | | |
| EUR/USD | 1.07286 | 0.0004 | -0.04% | 1.60% | 2.18% | -12.00% |
| GBP/USD | 1.26255 | 0.0009 | 0.07% | 1.08% | 1.32% | -11.00% |
| USD/JPY | 127.054 | 0.013 | 0.01% | -0.70% | -2.87% | 15.69% |
| USD/CNY | 6.71974 | 0.0476 | -0.70% | 0.37% | 0.85% | 5.65% |
| USD/CHF | 0.9571 | 0.0022 | -0.23% | -1.79% | -1.52% | 6.40% |
| USD/SGD | 1.36823 | 0.0047 | -0.34% | -0.71% | -1.33% | 3.47% |
| USD/KRW | 1248.95 | 7.82 | -0.62% | -1.71% | -1.82% | 12.21% |
| USD/INR | 77.5956 | 0.018 | -0.02% | -0.33% | 1.22% | 7.18% |
| Bunker Prices (in USD) | | | | | | |
| | VLSFO | IFO380 | MGO | Spread VLSFO-IFO380 | Diff Spread w-on-w | % Spread w-on-w |
| Singapore | 1061.0 | 670.00 | 1159.5 | 391.00 | 112.0 | 40.1% |
| Rotterdam | 858.00 | 678.50 | 1206.0 | 179.50 | -15.0 | -7.7% |
| Fujairah | 1006.5 | 705.50 | 1426.5 | 301.00 | 47.0 | 18.5% |
| Houston | 930.50 | 722.50 | 1211.0 | 208.00 | 43.0 | 26.1% |

WTI Crude Oil



Coal



Natural Gas



Steel



- In the U.S., the Dow Jones Industrial average increased by 0.8% at 32,900 points, S&P 500 went down by 1.2% at 4,109 points and NASDAQ fell by 0.98% at 12,013 points. The main European indices closed at lower level, with the Euro Stoxx50 closing down by only 0.66% at 3,784 points and Stoxx600 down by 0.87% at 440 points mark. In Asia, the Nikkei closed the week at 27,762, gaining 3.66% on a weekly basis, while Hang Seng went up by 2.05% at 21,082 points mark and the CSI 300 index closed the week at 4,090 points, 2.21% higher than previous week.
- WTI crude futures rallied to above the USD 119-per-barrel mark on Friday while recording their sixth weekly advance after a keenly anticipated OPEC+ meeting delivered only a modest increase in output. The cartel group decided to increase production by 648,000 barrels per day in July and August instead of the previously agreed 432,000 bpd, which was seen as insufficient to compensate for Russia's lost supply.
- US natural gas futures eased to around USD 8.2 per million British thermal units in early June, after fresh data showed gas held in storage facilities in the U.S. increased more than expected in the last week of May. Still, gas prices remain elevated and close to a 14-year high of USD 9.45, amid strong demand, both domestic and abroad.
- Newcastle coal futures consolidated above the USD 400-per-tonne mark and just 20 dollars shy of its record peak, supported by continued robust demand against a tightening market backdrop. Along with increasing demand for power generation with a resumption in economic activity after the coronavirus-induced slump, soaring natural gas prices in Europe and Asia in late 2021 boosted coal consumption.
- Steel decreased to a 19-week low of 4465 CNY/T, amid persistent concerns about weak demand in top consumer China. Investors have grown concerned that the world's second-largest economy could shrink in the second quarter as consumption and industrial production declined sharply in April due to widening COVID-19 lockdowns.
- The euro fell towards USD 1.07 moving further away from a 5-week high of USD 1.0786 hit on Monday, as investors continue to digest hotter than expected inflation reports across the Eurozone and worry about how it will impact rates and growth. The annual inflation rate in the Euro Area surged to a fresh record high of 8.1% in May, up from 7.4% and above market expectations of 7.7%.

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