MARKET REPORT

COMMENTS

A recent executive order signed by President Donald Trump has introduced a new layer of instability into global trade, creating uncertainty for the maritime sector and its supported supply chains. The order, signed on July 31, 2025, modifies existing trade policy by imposing a web of "reciprocal" tariffs on dozens of countries, with rates ranging from a baseline of 10% to as high as 41%. This shift away from a predictable, rules-based system toward a more volatile and selective approach is prompting a worldwide reassessment of shipping routes and logistics.

The Baltic Dry Index (BDI) saw its largest monthly gain since February, driven by a strong Capesize segment, increasing over 34% to close at 2,003 points in July. The Capesize Index (BCI) ended a three-day decline on July 31st, closing at 3,239 points and continuing to rise into August. In the Pacific, iron ore shipments from Australia are boosting the shipping market, while the Atlantic market remains pressured by weak rates despite increased cargo demand, with Pacific round voyage rates at US$26,150. The Panamax sector continues to experience weak sentiment due to an oversupply of vessels compared to cargo demand, causing transatlantic rates to fall to about US$15,900. Conversely, the Supramax market sees stability in the U.S. Gulf, while the Pacific is mixed with active Indonesian coal trade but a lack of new cargo from North Pacific regions, with rates at US$12,750. The Handysize sector is strengthening as rates rise, particularly in the Pacific. In tankers, crude pricing fluctuated amidst geopolitical factors, with VLCC rates declining in the Middle East due to surplus vessels. Suezmax in West Africa weakened with dip in demand, while Aframax rates improved in the Black Sea. Container freight rates declined persistently, with the SCFI dropping to 1,550.74 points.

DRY BULKS:

Baltic Dry Index (BDI) record its most significant monthly gain since February. Propelled by a surging Capesize sector, the overall index climbed over 34% in July, culminating in a strong finish at 2,003 points on the final day of the month. The Capesize segment was the undisputed leader of this upward trend. The Capesize Index (BCI) halted a three-day losing streak on July 31st, jumping 1.7% to close at 3,239 points. This momentum continued into the beginning of August, with the BCI gaining a further 57 points to reach 3,296

Capesize: Pacific Shipping Market Buoyed by Australian Iron Ore, While Atlantic Faces Headwinds. A surge in iron ore shipments from Australia is fueling a dynamic and robust shipping market in the Pacific, with round voyage rates on the rise. In contrast, the Atlantic market is experiencing continued downward pressure on rates, despite a slight increase in cargo demand. The "Pacific r/v" rate ending the week at US$26,150.

Panamax/Kamsarmax: A soft sentiment continues to pervade the Panamax sector across both the Atlantic and Pacific basins, with a fundamental imbalance between vessel availability and cargo demand weighing heavily on freight rates. In the Atlantic, a recent uptick in the Forward Freight Agreement (FFA) market prompted a brief flurry of chartering activity as some charterers moved to secure tonnage. However, this spell of fixing was short-lived. A persistent lack of fresh cargo enquiries has since reasserted its influence, causing rates for transatlantic (T/A) routes to resume their downward trend. By the end of the week, rates for T/A routes were reportedly in the region of US$15,900. Market reports from early August confirm the weak conditions in the Atlantic, with limited fixing activity and growing pressure on owners as charterers hold back.

Supramax/Ultramax: The Atlantic shipping market is currently experiencing a period of stability and strength, particularly in the U.S. Gulf (USG) region. A steady balance between the volume of cargo and the number of available ships has created a positive market environment for shipping operators. In contrast, the Pacific market presents a more mixed and uncertain picture. While there is active trading on Indonesian coal and other routes, a shortage of new cargo from the North Pacific (NOPAC) is causing uncertainty for the region's overall performance. At the end of the week, the rate for a Pacific round voyage (r/v) was US$12,750.

Handysize: The Handy segment of the dry bulk shipping market experienced a positive conclusion to the week, with freight rates showing an uptick across key maritime routes. Industry analysis and market sentiment from the end of July 2025 indicate a strengthening in the Handysize sector, particularly in the Pacific basin. While specific daily earnings can fluctuate based on vessel size, route, and cargo, reports from the end of July pointed to a firming market. For the week ending July 28th, the Asian market for Handysize vessels continued an upward trend, bolstered by tightening tonnage that led to modest rate gains in some areas. One fixture reported a 34,000-dwt vessel booked for a trip from North China to Malaysia at a rate of $13,250 per day.

Baltic Exchange Dry Bulk Indices

INDICES	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE	Y-O-Y CHANGE
BDI	2,003	2,257	1,675	-11.25%	+19.58%
BCI	3,239	3,829	2,327	-15.41%	+39.19%
BPI	1,659	1,838	1,705	-9.74%	-2.70%
BSI	1,268	1,294	1,342	-2.01%	-5.51%
BHSI	678	682	759	-0.59%	-10.67%

Dry Bulk Values

TYPE	DWT	NB CONTRACT	NB PROMPT DELIVERY	5 YEARS	10 YEARS	15 YEARS
CAPE	180,000	74	76	61	43 (E)	29
KAMSARMAX	82,000	37	39	33	23 (E)	16
ULTRAMAX	64,000	34	38	31 (E)	23	15 (56K)
HANDY	38,000	30	33	25	17	14

Dry Bulk – S&P Report

VESSEL NAME	TYPE	DWT	YEAR	BUILT	PRICE (MILLION) USD	COMMENTS / BUYERS
MINERAL BRUSSEL	CAPE	175,219	2011	CHINA	24.5	UNDISCLOSED

SHANDONG FU REN	KMAX	81,783	2018	CHINA	25.62 (ONLINE)	UNDISCLOSED
SHANDONG FU ZE	KMAX	81,781	2017	CHINA	24.96 (ONLINE)	UNDISCLOSED
BEAUTY LOTUS	UMAX	63,685	2015	CHINA	20.5	CHINESE BUYERS
CP CHONGQING	UMAX	63,581	2016	CHINA	22.0	UNDISCLOSED
IVS ATSUGI	UMAX	62,661	2020	JAPAN	29.0	EASTMED CO. SA
DL PANSY	SMAX	57,835	2013	CHINA	14.0	GREEK BUYERS
STAR SANDPIPER	SMAX	57,809	2011	CHINA	13.0	UNDISCLOSED
JIN JI	SMAX	56,913	2009	CHINA	11.0	CHINESE BUYERS
JIN JUN	SMAX	56,887	2009	CHINA	11.0	UNDISCLOSED
APJ JAI	SMAX	56,594	2011	CHINA	11.25	CHINESE BUYERS

TANKERS:

Global oil markets experienced a week of volatile trading, with crude prices initially surging on positive news from major diplomatic negotiations before concerns over implementation and lingering trade disputes tempered the rally. A much-heralded trade agreement between the United States and the European Union, coupled with the continuation of trade talks between Washington and Beijing, fueled early-week optimism. However, the initial euphoria has given way to a more sober assessment of the complex geopolitical landscape. The U.S. and the EU unveiled a trade deal on July 27, 2025, a move that helped avert a potentially damaging tariff war. As part of the agreement, the EU announced its intention to purchase $750 billion worth of American energy products, including liquefied natural gas (LNG), oil, and nuclear fuel, between 2026 and 2028. This announcement was met with a positive reaction in the energy markets, contributing to a rise in oil prices.

VLCC: Very Large Crude Carrier (VLCC) rates in the Middle East Gulf (MEG) have experienced a consistent downturn since the beginning of the week, marking a significant week-on-week decline. The market is currently grappling with a seasonal lull, leading to a surplus of available vessels and pushing freight rates to their lowest levels of the year. The benchmark route for a 270,000-metric-ton (mt) cargo from the MEG to China has seen rates fall to WS43.30. This figure represents a drop of two Worldscale points and corresponds to a time charter equivalent (TCE) of approximately $22,048 per day. This decline highlights the intensified competition for cargo in a market characterized by stagnant demand.

Suezmax: The West African Suezmax market has experienced a downturn, breaking from the robust chartering activity previously seen in the Black Sea. Industry analysts point to a slight dip in demand at the start of the week, with rates for the 130,000-metric-ton Nigeria to UK-Continent route hovering around the Worldscale 78 mark. This slowdown is characteristic of the summer season, which typically brings a period of subdued demand for tankers.

Aframax: The global Aframax tanker market is currently a tale of two regions, with freight rates in the Middle East taking a dive due to a summer slowdown, while demand west of the Suez Canal is on the upswing, leading to significant gains in the Black Sea and Mediterranean. The Ceyhan/Lavera route improved to WS140.

Clean: LR: In the MEG, LR2 concluded the week on a firm note. A consistent cargo flow for Africa has steadily absorbed available tonnage, lending strong support to rates. TC1 ended the week 18 points higher at WS147. Similar was also noted in LR1with TC5 closing at WS156.

MR: The typical summer slowdown returns, as the number of available vessels uptick. TC17 from MEG/E.Africa fell at the start of week 20 points only to regain back at closing at WS245. Similar was also noted in the UKC region as TC2 ended the week at WS120.

Baltic Exchange Tanker Indices

INDICES	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE	Y-O-Y CHANGE
BDTI	921	882	952	+4.42%	-3.26%
BCTI	663	644	755	+2.95%	-12.19%

Tankers S&P Report

VESSEL NAME	TYPE	DWT	YEAR	BUILT	PRICE (MILLION) USD	COMMENTS / BUYERS
NORDIC THUNDER	SUEZ	157,374	2017	S. KOREA	65.0	UNDISCLOSED
ADVANTAGE AWARD	AFRA	115,984	2011	S. KOREA	36.5	TURKISH BUYERS
HAFNIA ANDROMEDA / HAFNIA TAURUS	MR	49,999	2011	CHINA	36.5 ENBLOC	UNDISCLOSED
SEAWAYS TITAN	MR	49,999	2008	S. KOREA	16.5	UNDISCLOSED
ALIAKMON	MR	46,792	2006	S. KOREA	14.3	UNDISCLOSED
GRAND ACE 1	MR	45,990	2006	S. KOREA	11.0	UNDISCLOSED
FAVOLA	MR	37,320	2002	S. KOREA	7.0	NIGERIAN BUYERS

CONTAINERS

Spot freight rates are maintaining their steady decline as market imbalances persist. The Shanghai Containerized Freight Index (SCFI) slipped to 1,550.74 points on August 1, 2025, a decrease of approximately 2.63% from the previous week's 1,592.59 points. This marks the eighth consecutive week of falling rates for the index, which reflects spot shipping rates from major Chinese ports. On the Transpacific route, rates to the U.S. East Coast have also seen a significant drop. As of July 31, 2025, the average spot rate from the Far East to the U.S. East Coast stood at $3,775 per forty-foot equivalent unit (FEU). This represents a 46% decrease since mid-June. Other indices show similar declines, with the Shanghai-New York route losing 2% in the last week of July to settle at $4,135 per 40ft container, and another index reporting a 7% week-on-week drop to 3,021.

Containers Values

CONTAINERS (BY TEU)	GEARED / GEARLESS	NB CONTRACT	NB PROMPT DELIVERY	5 YEARS	10 YEARS	15 YEARS
900 ~ 1,200	Geared	24	26	20	16	10
1,600 ~ 1,850	Gearless	31	35	29 (E)	23 (E)	18

2,700 ~ 2,900	Gearless	44	46	39	35	26
5,100 ~ 5,300	Gearless	59	82	66	–	41

S&P Containers Report

VESSEL NAME	TYPE	TEU	YEAR	BUILT	PRICE (MILLION) USD	COMMENTS / BUYERS
HANSA BITBURG	FEEDER	1,740	2008	CHINA	20.2	UAE BASED BUYER
ATLANTIC WEST	FEEDER	1,345	2008	CHINA	17.0	UNDISCLOSED