MARKET REPORT

COMMENTS

Asia-US sea freight rates are projected to decline further through 2025, driven by excess shipping capacity outpacing demand. This is compounded by ongoing tariff negotiations between the U.S. and China that have somewhat moderated market volatility, despite geopolitical tensions causing some vessel rerouting. Disruptions in the Red Sea region still impact shipping, especially on the Asia-Europe corridor, where carriers avoid risk areas by rerouting around the Cape of Good Hope. This continues to elevate costs on certain lanes, though overall rates have softened since mid-2025 due to increased fleet capacity and carriers' responses such as blank sailings and service trims.

The Baltic Dry Index (BDI) showed volatility, dropping early in the week before recovering to settle at 2,051 points on August 8, 2025. The Capesize and Panamax sectors faced pressure, leading to a low of 1,921 points on August 5. The Capesize market remains steady, particularly on the Brazil-China iron ore route, with rates around $25.00 per ton. The Pacific market also holds firm, benefiting from active iron ore trading. Panamax rates increased, fueled by strong Atlantic sentiment and a steady Pacificmarket, with South American demand playing a crucial role. The Supramax market is robust, particularly in North America, driven by high demand and tight vessel availability, while the Pacific shows stability. Handysize vessels had varied results, with a firm Pacific market and stable Atlantic performance, averaging mid $10,400s per day. In the tanker market, significant instability arose from U.S. policies affecting Indian oil imports. The VLCC sector improved, with notable rate increases to China. Suezmax rates surged due to tightening vessel availability, while Aframax rates in the Mediterranean dipped. In the clean segment, LR markets showed positive trends, but MR segment remains subdued in the Far East amid seasonal factors. The container shipping sector faces bearish sentiment, complicated by economic uncertainties and mixed manufacturing data from China.

DRY BULKS:

The Baltic Dry Index (BDI) experienced a volatile week, opening with a softer tone and seeing losses extend into Tuesday's session before regaining ground by the end of the week. The main sea freight index settled at 2,051 points on Friday, August 8, 2025, marking an improvement from the previous week's close of 2,018. The early week decline was primarily driven by downward pressure in the Capesize and Panamax vessel segments. On Tuesday, August 5, the BDI fell 49 points, or 2.49%, to 1,921, its lowest level in nearly three weeks. This dip was largely attributed to a fall in rates for the larger vessel classes.

Capesize: In the Atlantic, a premium is being sustained on the crucial C3 Brazil to China route for iron ore, supported by a healthy inflow of cargo for early September loading dates. Recent fixtures on this route have climbed to around $25.00 per ton. The market has been characterized by steady activity from South Brazil and West Africa to China, which has provided consistent support. Overall, the sentiment in the Atlantic remains firm, with transatlantic rates seeing upward momentum. The Pacific market, meanwhile, is also in a strong position, with round-voyage rates holding steady in the mid-US$20,000s per day. This stability is largely attributed to active iron ore trading.

Panamax/Kamsarmax: The Panamax market concluded the week on a positive trajectory, with freight rates experiencing an uptick across all sectors. Buoyed by strong sentiment in the Atlantic and a stable Pacific market, the outlook for Panamax vessels remains optimistic. the Panamax sector has demonstrated resilience, with varied cargo flows in different regions contributing to a generally positive market performance. Looking ahead, the interplay between South American coal and grain demand, and the dynamics of the Pacific coal trade will be crucial in shaping the market's direction.

Supramax/Ultramax: The Supramax market is experiencing a period of robust activity, with the Atlantic basin, particularly North America, leading the charge. A surge in demand and tightening vessel availability in the US Gulf has sent freight rates climbing. While the South Atlantic market shows signs of steady demand, the Pacific basin maintains a more stable, albeit softer, tone, finding support from the strong pull of the transatlantic trade. Looking ahead, the outlook for the Supramax market appears cautiously optimistic, particularly in the Atlantic, where strong fundamentals are expected to continue supporting rates. The interplay between the strengthening Atlantic market and the more stable Pacific basin will likely remain a key feature of the global Supramax landscape in the near term.

andysize: Recent activity in the Handysize vessel market has shown a varied performance across different regions. The Pacific basin has demonstrated a firm tone, while the Atlantic market has remained largely stable, with some pockets of increased activity. Pacific and round-voyages saw an uptick, with rates closing around mid US$10,400's a day

Baltic Exchange Dry Bulk Indices

INDICES	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE	Y-O-Y CHANGE
BDI	2,051	2,003	1,670	+2.40%	+20.24%
BCI	3,342	3,239	2,437	+3.18%	+37.14%
BPI	1,635	1,659	1,599	-1.45%	+3.13%
BSI	1,320	1,268	1,301	+4.10%	+1.23%
BHSI	683	678	755	+0.74%	-9.93%

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
HERUN ZHEJIANG	CAPE	181,056	2017	CHINA	48.0	UNDISCLOSED
CEDRIC OLDENDORFF	POST PMAX	95,608	2011	JAPAN	16.0	CHINESE BUYERS
PEDHOULAS LEADER	KMAX	82,050	2007	JAPAN	12.5	CHINESE BUYERS
BELINDA / BELATLANTIC / BELSOUTH / BELMONT	UMAX	63,339	2016/ 2015	CHINA	84.0 EN BLOC	SINGAPOREAN BUYERS
CHEVAL BLANC	SMAX	56,732	2009	CHINA	10.5	UNDISCLOSED
STAR GOAL	SMAX	55,989	2010	JAPAN	15.8	UNDISCLOSED
IVY BLUE	SMAX	55,885	2011	JAPAN	15.6	VIETNAMESE BUYERS
BC CALLISTO	HANDY	32,280	2010	JAPAN	12.5	CHINESE BUYERS
LUCKY TRADER	HANDY	25,028	2011	JAPAN	11.6	NOVA MARINE CARRIERS S. A

TANKERS:

The global tanker market is experiencing a week of significant turbulence as a series of assertive moves by the United States threatens to upend established oil trade routes. A recent executive order targeting India's procurement of Russian crude, coupled with stern warnings to China and the looming threat of sanctions against Russia's "shadow fleet," has injected a potent dose of instability into an already volatile market, leaving vessel owners and operators scrambling to assess the immediate and long-term consequences. The most direct and impactful development has been the issuance of an executive order by the White House, imposing an additional 25% tariff on Indian imports. This move, which brings the total tariff rate on Indian goods to 50%, is a direct response to India's continued and profitable trade in Russian crude oil.

VLCC: VLCC market has experienced a positive shift this week, with freight rates for major routes to China showing notable improvement. The benchmark Middle East Gulf to China (TD3C) route for a 270,000 metric ton cargo saw a significant climb of 12 points to reach WS56.65. Similarly, the Atlantic market witnessed a strengthening in rates, with the West Africa to China (TD15) route for a 260,000 metric ton shipment increasing by 6 points to WS56.31.This upward trend marks a turnaround for the VLCC sector

Suezmax: The West Africa (WAFR) freight market concluded the week on a decidedly strong note, with rates for Suezmax tankers experiencing a significant jump. The bullish sentiment is being fueled by a tightening of vessel availability in the region, a situation that appears to be influenced by heightened cargo activity in the Black Sea. The key route for a 130,000-metric-ton cargo from Nigeria to the UK Continent (UKC) saw rates climb to WS120 by the close of the week. This marks a substantial increase, with one report from Hellenic Shipping News on August 11, 2025, noting that the rate for this voyage, designated as TD20, "shot up 34 points to WS120.56."

Aframax: The Aframax tanker market experienced a varied summer, with some routes showing weakness while others remained firm. A notable development was the slight dip in freight rates in the Mediterranean, where the cost for an 80,000 metric ton cargo from Ceyhan, Turkey, to Lavera, France, settled at approximately WS148.83 in the week ending August 8, 2025.

Clean:

LR: The LR2 market continued its climb for the week, with freight rates concluding at WS153, for TC1 routes. A mix of steady cargo flows from the Middle East to Europe created a shortage of available vessels for early-to-mid August loading dates. Similar was seen in the LR1s with 55kt MEG/Japan closing higher at WS175.

MR: In the Far East, the MR segment remains subdued. The typical seasonal summer months continue to weigh on the market, keeping sentiment among owners muted. In the MEG, rates to E. Africa climb slightly to WS252, while in USG TC14 saw a 20-point jump to WS199.

Baltic Exchange Tanker Indices

INDICES	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE	Y-O-Y CHANGE
BDTI	1,007	921	922	+9.34%	+9.22%
BCTI	682	663	622	+2.87%	+9.65%

Tankers S&P Report

VESSEL NAME	TYPE	DWT	YEAR	BUILT	PRICE (MILLION) USD	COMMENTS / BUYERS
LAKSHMI	MR	50,192	2009	S. KOREA	17.5	INDIAN BUYERS
SEAWAYS MIA	MR	49,999	2008	S. KOREA	16.5	UNDISCLOSED
NORD OLYMPIA	MR	49,995	2018	JAPAN	37.0	UNDISCLOSED

CONTAINERS

A bearish outlook is solidifying in the container shipping sector, as troubling economic indicators, uncertain trade policies, and persistent oversupply weigh heavily on the market. Contrary to some reports of a prolonged downturn in Chinese manufacturing, the latest data reveals a more fluctuating picture, though the overall sentiment remains negative. The much-anticipated August General Rate Increases (GRIs) are facing significant headwinds and are unlikely to succeed in the current environment.

Recent data on China's manufacturing Purchasing Managers' Index (PMI) shows a mixed but concerning trend. While July 2025 saw a contraction to 49.5, and April and May also registered below the 50-point mark indicating contraction (49.0 and 48.3 respectively), June experienced a brief return to expansionary territory with a reading of 50.4.This contradicts the notion of a straight four-month decline but still points to a fragile and underperforming manufacturing sector, a key engine for global trade.

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
AS FELICIA / AS FOIRELLA / AS FLORETTA	FEEDER	1,296	2007	CHINA	33.0 EN BLOC	SINGAPOREAN BUYERS