

SHIPTRADE SERVICES S.A.

WEEKLY SHIPPING MARKET REPORT

WEEK 28

- 9th July – to 16th July 2013

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Global shipping contends with oversupply problems

The global shipping industry is oversupplied. Because supply far exceeds demand, shipping rates have plummeted, as have the prices of ships. Some shipping companies have sought to capitalize on this trend by purchasing newer, larger ships at lower prices so that they can remain price-competitive.

But unless demand rebounds by the time these ships become operational, the industry's oversupply problem will only worsen.

It is unclear whether the global shipping industry will normalize before these new ships enter the market. Demand could rise as the global economy recovers, or the supply of ships could somehow fall. But the economy's recovery could just as well be slower than anticipated. Several factors could prevent the industry from righting itself, not the least of which are inaccurate forecasts of future market behavior. In fact, the current state of global shipping was caused in part by incorrect predictions of continued growth prior to the 2008 financial crisis. In any case, continued poor performance and a sluggish global economy could eventually force the shipping industry to restructure. The most important factor to consider, in assessing the state of the shipping industry, is the state of the global economy. The international shipping industry accounts for approximately 90 percent of global trade by volume and is essential for connecting large sectors of the world's economy. Since 1734, the industry has seen more than 20 boom-bust cycles, which occur roughly once per decade. The most recent cycle began in 2004 and peaked in 2008 before declining rapidly at the onset of the global financial crisis. The downturn afflicted each of the industry's three main categories: tanker, dry bulk and container. While the volume of global trade has recovered somewhat—it grew 4 percent in 2011, marking a 16-percent growth in ton-kilometers—the shipping industry is still reeling from the financial crisis. The industry right now has far more ships than it needs. Most shipping companies tend to reduce the price of their services in an effort to underbid their competitors. Either they reduce the cost per ton or the cost per container. This means most companies try to accrue the biggest and most efficient ships possible. Between 2007 and 2012, the average container ship's capacity increased by 27 percent. From a shipping company's perspective, overstocking a fleet with large ships while prices are low is a sound business move.

Ships are long-term investments that can yield returns for 20 or 30 years, and trade will almost certainly pick up during the life span of any given ship. While purchasing new ships may seem counterintuitive in an oversupplied market, companies know that the capital cost of a ship plays a disproportionately large role in determining how profitable that ship will be, representing roughly half of all expenditures—including port fees, labor, fuel and other costs—over the course of the ship's lifetime. Buyers, therefore, take advantage of low prices whenever they can.

The more efficient these ships are, the lower the price their owners can offer to potential customers. Maersk shipping company recently christened the first ship in its Triple-E line, which is now the largest line of container ships in the world. These ships are a quarter of a mile long, and they can hold roughly 11 percent more cargo than their nearest competitors. Overcapacity is a problem in itself, but the issue is complicated by the inherent lag in acquiring inventory. On average, it takes two to four years after the placement of an order for a ship to be built and delivered. Thus, ships ordered in 2008, when the industry began to decline, were not delivered until well after the financial crash. While shipping companies had hoped the economic

downturn would end quickly as many had forecast, they could not afford to let their competitors build superior fleets—they were forced to continue buying just to stay competitive. Along with the economic downturn, the contest to outbid competitors helped keep shipping rates low. In turn, low rates have forced shipping companies to work for fees that often cover only the operating costs of the ships. In these instances, companies that are still paying off the capital investment of the ship are actually losing money. This is notable, considering the Drewry global freight rate index dropped more than 30 percent from July 2008 (\$2,727 per forty-foot container) to May 2013 (\$1,882 per forty-foot container).

The threat posed by untenably low rates could transform the shipping industry. The world's three largest container lines—Maersk, CMA CGM and Mediterranean—have formed an alliance of sorts in an effort to reduce operating costs. The fact that the three largest companies in the industry are acting in concert indicates just how hard it has become for them to survive the downturn (to say nothing of smaller, poorer companies). Their informal alliance could portend further consolidation. Past consolidation efforts to control shipping prices were unsuccessful, but several outstanding issues, such as China's slowed growth and the European crisis, may keep global demand low enough to force the industry to restructure itself. In previous boom-bust cycles, demand and shipping rates rebounded as new ships became operational. It is unclear whether this will hold true in the current cycle. If it does not, newly acquired ships will only aggravate the industry's problems. Republished with permission of Stratfor (**Business Mirror**)

New container technology to cut handling charges

The prototypes of a new type of ISO container have made their successful maiden voyage while being shipped from Hamburg to Montreal and return. The so-called Tworty Box (Tworty = twenty + forty) allows either for the usage as a standard 20ft box or coupled with another Tworty Box as a fully utilisable standard 40ft box. At the beginning of April the boxes were loaded in coupled condition on board OOCL's container vessel "OOCL Montreal". They were shipped as shippers owned boxes on account of the Belgium headquartered LCL division of global forwarder DHL. Operated as a 40ft unit the coupled boxes were stuffed with 20 tons of break bulk cargo (mainly car parts and granulate) for Canadian consignees.

The Tworty Box has been developed to significantly reduce the shipment of 'containerised air', i.e. to significantly reduce the costly empty positioning often just caused by the imbalanced supply and demand of containers of 20ft and 40ft size. Its outside appearance resembles any standard 20ft container. However the Tworty Box is unique in that it has doors at each end, the second door opens to the inside and can only be locked from the inside.

This door can be fixed to the container ceiling and with the use of its special bonding elements another Tworty Box can be joined up, thereby creating a 40ft unit of full value and standard doors at both ends. The Tworty Box prototypes have received full CSC certification for single as well as for coupled operation.

The internationally patented new type of container has been developed by Hamburg based engineering company TWORTY BOX GmbH & Co. KG, which has been founded to develop and market the innovative concept. The prototypes were constructed by converting two standard 20ft units at special container manufacturer DREHTAINER GmbH (close to Hamburg). (**Twort**)

Appetite for Supramaxes still there

Yet another week has passed with buying interest in the dry sector concentrating on modern Supramaxes, as well as Panamax, but to a lower extent. This week, we are reporting 3 sales of Supramax bulkers built early to mid 2000's. Of special interest is the sale of the 2006 blt Darya Brahma for the firm price of \$19.4 million, with both the absence of sales candidates as well as a big number of buyers inspecting, keeping prices at firm levels. In the wet sector, buying appetite is still there for modern MR tankers, however this week, we are only reporting one 2002 built suezmax sold to Greek interests including finance, as well as a late 90's built Aframax, again to Greeks. In general and despite the current relatively poor charter market, asset values remain at good levels, creating a paradox worth to be mentioned and taken into consideration by any prospective investors.

Shiptrades' enquiry index has suffered a decrease of about 50% compared to last week, with this fact most probably being a result of the summer holiday period and mood getting closer. In the dry sector, interest is still there for handysize vessels built 90ies up to modern ones, while log-fitted vessels are of special interest to Chinese and Far Eastern buyers. Handymaxes as well as supramaxes are still attracting buying interest, mostly the vessels that were built in the mid 90ies up to very modern. Panamax enquires have decreased by more than 50%, even though buyers are there for modern units., with a similar decrease being notice in the capsize sector as well. Enquiries for tankers were at the same levels with those of last week. Interest for MRs is still there, almost unchanged in numbers. Virtually same with last week is the number of enquiries for aframax tankers, while those for suezmaxes have almost doubled, but still remain at single-digit numbers.

NEWBUILDINGS

In the newbuilding market we have seen 14 vessels to have been contracted.

8 Bulk Carriers (Capesize, Kamsarmax, Handysize)

6 Tankers (Aframax)

DEMOLITION

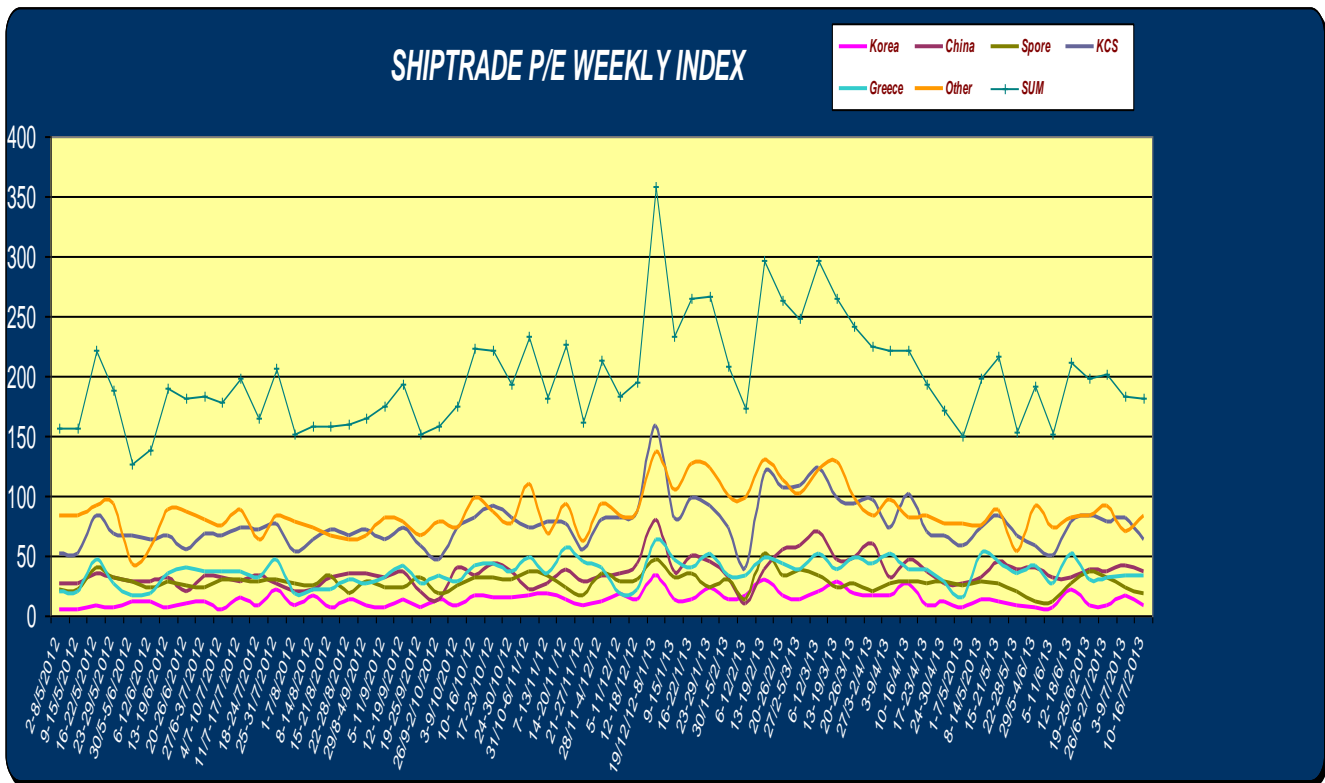
Quite a lot of negativity for another week in the demolition market, with factors like currency and steel prices largely affecting sentiment in India and, as a consequence, in Pakistan and Bangladesh. Thus, end buyers are reluctant to discuss about any price levels and seem to prefer to keep a wait-and-see attitude, rather than moving in the hope of the market stabilizing or improving and cash buyers could be described as being in a panic situation. What is worth mentioning though and could be seen as a sign of optimism is the fact that Chinese and Turkish scrap steel prices have gained about 10-15 dollars this week.

Sale & Purchase

Indicative Market Values – (5 yrs old / Mill \$)

Bulk Carriers			
	Week 28	Week 27	Change %
Capesize	30	30	0.00
Panamax	20.5	20.5	0.00
Supramax	19	19	0.00
Handysize	15	15	0.00
Tankers			
VLCC	52	52	0,00
Suezmax	39	39	0,00
Aframax	27	27	0,00
Panamax	25	25	0,00
MR	23	23	0,00

Weekly Purchase Enquiries



Reported Second-hand Sales

Bulk Carriers

Name	Dwt	DoB	Yard	SS	Engine	Gear	Price	Buyer
Pruva	74.137	1995	Hashihama, Jpn	02/2015	B&W	-	\$7.500.000	Chinese
Darya Brahma	56.056	2006	Mitsui, Jpn	05/2016	B&W	4 X 30 T	\$19.400.000	Undisclosed
Ocean Morning	52.404	2001	Tsuneishi, Jpn	10/2016	B&W	4 X 30 T	\$13.500.000	Bangladesh
Athos	52.248	2004	Tsuneishi Cebu, Phl	04/2014	B&W	4 X 30 T	\$15.500.000	Undisclosed
Clipper Harmony	31.887	2009	Hakodate, Jpn	03/2015	Mit	4 X 30 T	\$41.000.000 (en bloc)	Baltic Trading
Clipper Hope	31.883	2010	Hakodate, Jpn	07/2014	Mit	4 X 30 T		
Port Pegasus	32.773	2004	Kanda, Jpn	05/2014	Mit	4 X 30 T	\$12.900.000	Pacific Basin (Purchase options)
Sun Ruby	32.754	2004	Kanda, Jpn	03/2014	Mit	4 X 30 T	\$11.500.000	
Black Forest	32.751	2003	Kanda, Jpn	06/2013	Mit	4 X 30 T	\$11.200.000	
Cook Strait	31.894	2004	Hakodate, Jpn	08/2014	Mit	4 X 30 T	\$11.500.000	
Timaru Star	31.893	2004	Hakodate, Jpn	05/2014	Mit	4 X 30 T	\$12.900.000	
Mount Travers	28.484	2002	Imabari, Jpn	03/2017	B&W	4 X 30 T	\$10.600.000	
Ocean Exporter	28.461	2002	Imabari, Jpn	01/2017	B&W	4 X 30 T	\$12.300.000	
Cape Nelson	28.438	2001	Kanda, Jpn	03/2016	Mit	4 X 30 T	\$12.100.000	
Cape Flattery	28.433	2004	Imabari, Jpn	03/2014	B&W	4 X 30 T	\$11.500.000	
Albany Sound	28.379	2002	Imabari, Jpn	01/2017	B&W	4 X 30 T	\$12.300.000	
Darulkar	42.609	1986	Mitsui, Jpn	04/2016	B&W	4 X 25 T	\$3.500.000	Chinese
Ocean Star	18.367	2000	INP, Kr	07/2015	B&W	3 X 30 T, 1 X 24	\$4.800.000	Greek
Transeagle	16.612	2002	Fujian Mawei, Chn	09/2017	B&W	3 X 35 T	\$7.500.000	Undisclosed
Yuuki	10.304	2004	Higaki, Jpn	06/2014	B&W	1 X 60 T, 2 X 30 T	\$5.500.000	Taiwanese

Tankers

Name	Dwt	DoB	Yard	SS	Engine	Hull	Price	Buyer
Perseus Trader	299.992	2003	Universal, Jpn	-	Sulzer	DH	Undisclosed	Undisclosed
Prisco Alcor	166.546	2007	HHI, Kr	09/2017	B&W	DH	Undisclosed	Indonesian
Elisewin	149.991	2002	NKK, Jpn	07/2017	Sulzer	DH	\$23.000.000	Greek
Kornati	103.368	1998	Gdynia, Pol	01/2015	Sulzer	DH	\$9.800.000	Greek
Polar	72.807	2005	Hudong, Chn	06/2015	B&W	DH	Undisclosed (at auction)	Undisclosed

Newbuildings

Newbuilding Orders

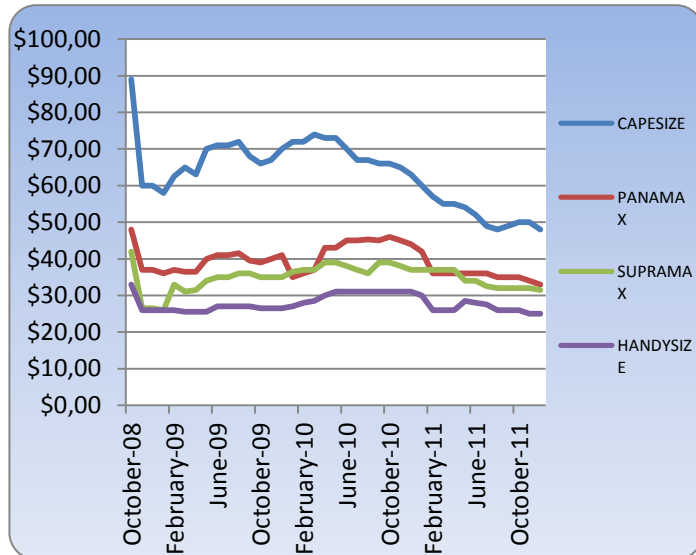
No	Type	Dwt / Unit	Yard	Delivery	Owner	Price
1	BC	207.000	HHI	2015	Oldendorff	-
2	BC	82.000	Jinling	2015	Oldendorff	-
3	BC	38.800	Jinling	2015	Oldendorff	23
2	BC	34.000	Namura	2015	Wisdom Marine	23
6	Tanker	110.000	Cosco Zhousan	2015	European	45

Newbuilding Prices (Mill \$) – Japanese/ S. Korean Yards

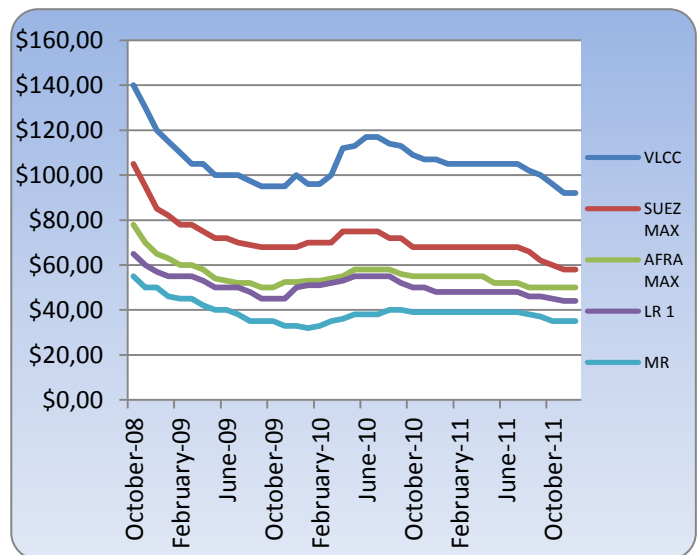
	Newbuilding	Resale Prices
Bulk Carriers		
Capesize	48	39
Panamax	32	29
Supramax	25	24
Handysize	20	19
Tankers		
VLCC	88	78
Suezmax	56	53
Aframax	45	37
Panamax	40	36
MR	33	32

Newbuilding Resale Prices

Bulk Carriers (2008 – Today)



Tankers (2008 – Today)



Demolitions

Demolition Sales

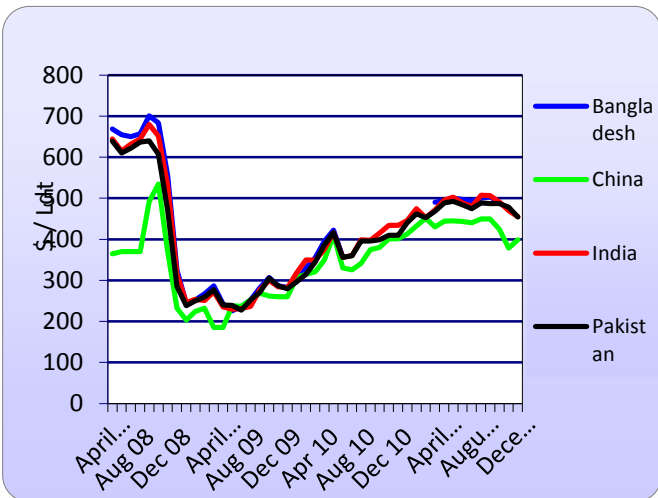
Vessel	Type	Built	Dwt	Ldt	Buyer Country	Price
Konooz Alkhalij	Tanker	1985	46.100	10.730	Bangladesh	450
Malyovitza	BC	1983	25.590	7.819	India	389
Provider	BC	1985	38.594	7.754	India	411 (with 200T bunkers)
Sun New	BC	1985	31.253	7.546	As is S. Kr.	360
Sea Emerald	BC	1986	37.895	7.105	Bangladesh	407
Buxmoon	Container	1995	23.130	6.774	As is Singapore (en bloc)	430
Buxlagoon	Container	1994	23.130	6.698		

Demolition Prices (\$ / Ldt)

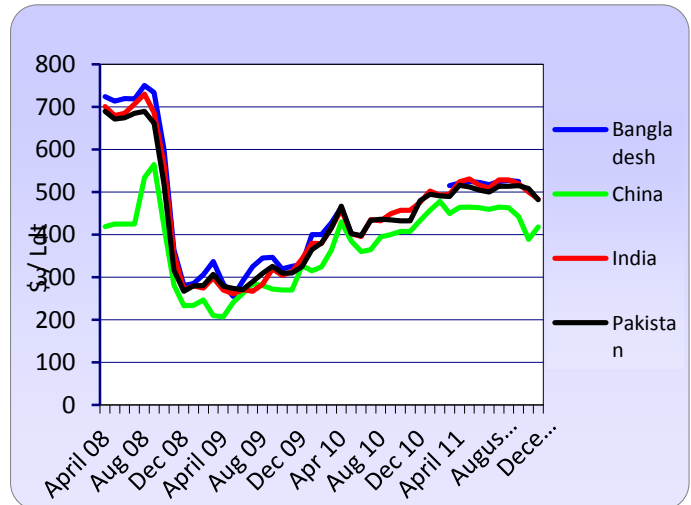
	Bangladesh	China	India	Pakistan
Dry	390	300	390	390
Wet	410	310	410	420

Demolition Prices

Bulk Carriers (2008 – Today)



Tankers (2008 – Today)



In Brief:

Capes: Cape market increased notably

After last slow week Cape market climbed again with the BCI ending up at 2058 points surged by 129 points. Positive sentiment in the Atlantic basin with the Tubarao / Qingdao route closing at USD 20.50 pmt at the end of the week. Transatlantic round trips were fixed at around USD 15,750 / 16,000 reported a significant increase of USD 2,500 / 3,000 compared to last week's levels. As for fronthaul ex Cont / Med were fixed at around USD 26,250 / 26,500.

Improvement in rates reported in the Pacific market as well with the Dampier / Qingdao route concluded at USD 7.75 pmt at the end of the week. As for the Aussie round trips were fixed at around USD 13,000. On the period side, has been reported basis delivery N.China at USD 13,400 for 4/7 months.

Panamax: Steady movement in the Atlantic, slow in the Pacific.

BPI index at the beginning of the week was at 1002 points to finally close up by 95 points at 1097 on Friday. Atlantic region was rather active this week and rates were seen pushing steadily upwards. Transatlantic trips were reported fixing at USD 10000-10500 levels. We also faced same activity at fronthauls ex ECSA with rates reported at USD 14750-15500 levels plus 475-550 ballast bonus respectively.

In the Pacific basin overall scene was rather negative in all routes. Pacific round trips were reported fixing at the region of USD 6500.

Finally as far as short period is concerned, there was also some activity with some fixtures reported for 4/6, 4/7 months at USD 7500-8000 levels about.

Supramax: Negative sentiment this week for supras.

Bsi index at the beginning of the week was at 920 points and at the end of the week closed at 897, decreasing by 23 points. Trips from USG to FEAST were fixed at about

USD 19.000. We have seen fixtures delivery WAF via ECSA to FEAST at around usd 14.000. Trips from Continent to EMed were fixed at about USD 14500 and from BSea to FEAST at around usd 14.250.

In the Pacific we have seen fixtures from China to WAF at around USD 5750 for first 65 days and 9000 for the balance. Usual INDO-INDIA coal were fixed at around USD 9500. NOPAC round was concluded at usd 7800 decreased by 200 USD compared to last week.

Handysize: No significant change overall

For one more week the physical market as well as the index remained stable with a 12 points decrease on the average of the 4 T/C routes, at USD 8,211, and 7 points on the BHSI closing at 561.

ECSA and USG marginally dropped rates leading the transatlantic round to be fixed at almost similar levels as last week USD 9,500. Coastal movement was high with rates of USD 10/10,500 for US direction. East Med and Black Sea slightly improved and we heard of fixtures around USD 9,5/10,000 for West Africa.

In the Pacific, the round voyage was done at around USD 6,000 and the NOPAC remained at USD 6,800 levels. Trips ex S.China/Taiwan to ECI/Colombo range were fixed at USD 6,5/700 and we heard of a backhaul trip to ECSA paying around USD 3,000 per day. Intra PG trips were at around USD 7,000 daily.

A minor decrease for periods, fixed at USD 7,750 per day.

Dry Bulk - Chartering

Baltic Indices – Dry Market (*Friday's closing values)

Index	Week 28	Week 27	Change (%)
BDI	1149	1099	4,55
BCI	2058	1929	6,69
BPI	1097	1008	8,83
BSI	897	924	-2,92
BHSI	561	568	-1,23

T/C Rates (1 yr - \$/day)

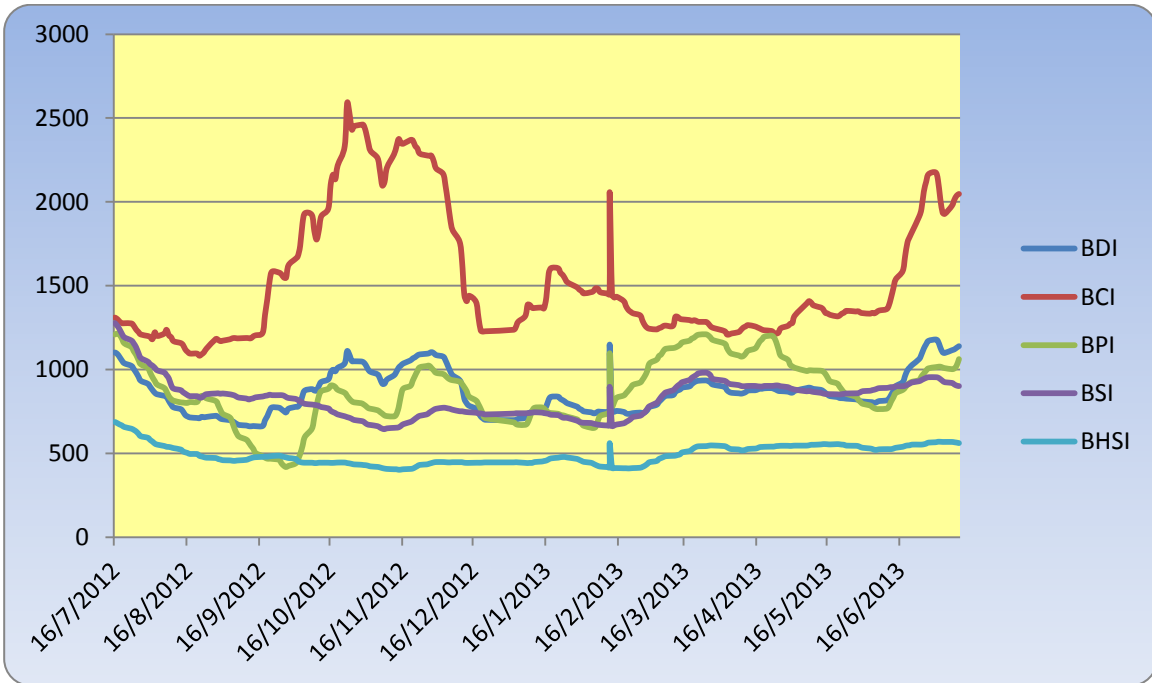
Type	Size	Week 28	Week 27	Change (%)
Capesize	160 / 175,000	13000	12500	4,00
Panamax	72 / 76,000	7750	7500	3,33
Supramax	52 / 57,000	8850	9000	-1,67
Handysize	30 / 35,000	7750	8000	-3,13

Average Spot Rates

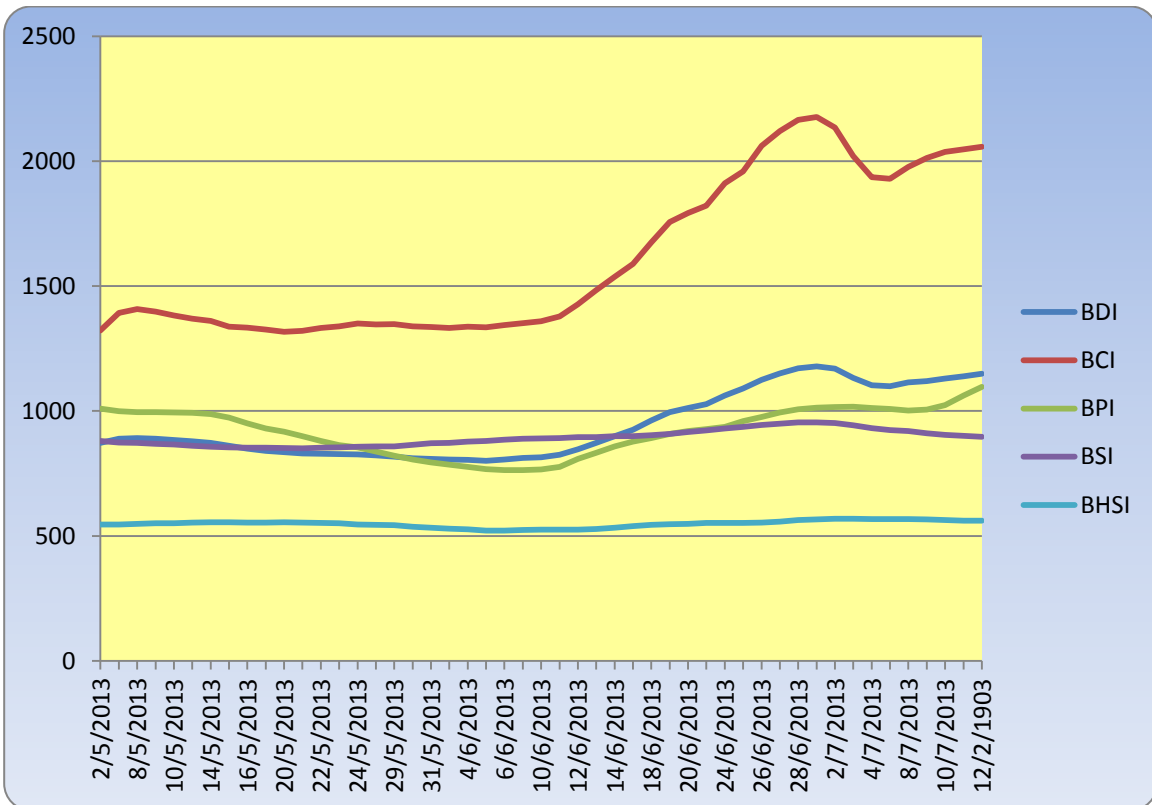
Type	Size	Route	Week 28	Week 27	Change %
Capesize	<i>160 / 175,000</i>	Far East – ATL	1900	1300	46,15
		Cont/Med – Far East	26400	25250	4,55
		Far East RV	12650	11250	12,44
		TransAtlantic RV	15750	13150	19,77
Panamax	<i>72 / 76,000</i>	Far East – ATL	-150	-140	7,14
		ATL / Far East	15250	15000	1,67
		Pacific RV	6500	7000	-7,14
		TransAtlantic RV	10000	10000	0,00
Supramax	<i>52 / 57,000</i>	Far East – ATL	4000	4250	-5,88
		ATL / Far East	20000	21000	-4,76
		Pacific RV	8500	8500	0,00
		TransAtlantic RV	12600	12750	-1,18
Handysize	<i>30 / 35,000</i>	Far East – ATL	5250	5500	-4,55
		ATL / Far East	13000	13250	-1,89
		Pacific RV	6000	6250	-4,00
		TransAtlantic RV	9750	9750	0,00

Dry Bulk - Chartering

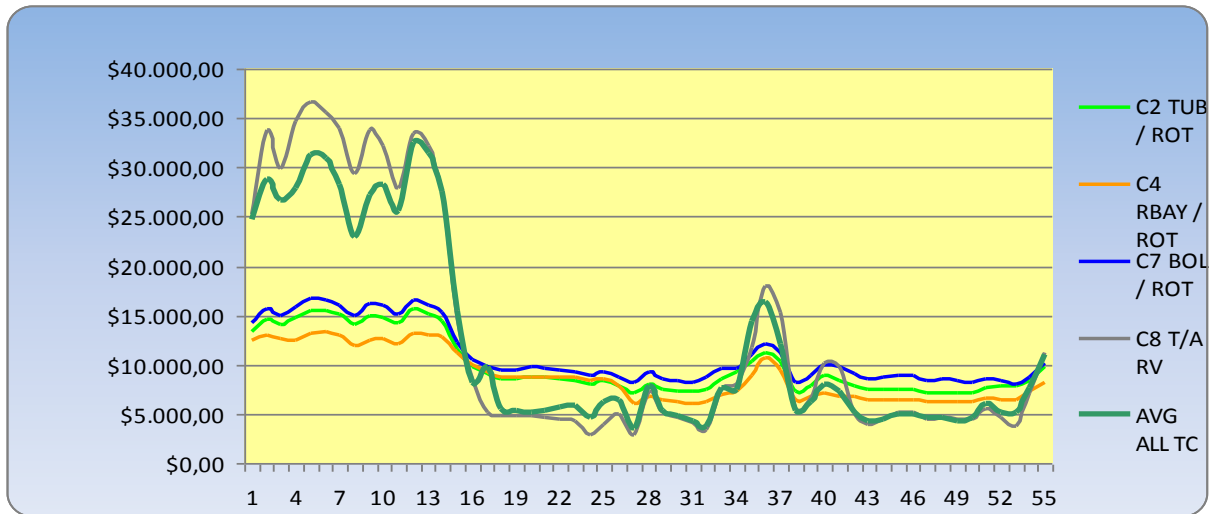
ANNUAL



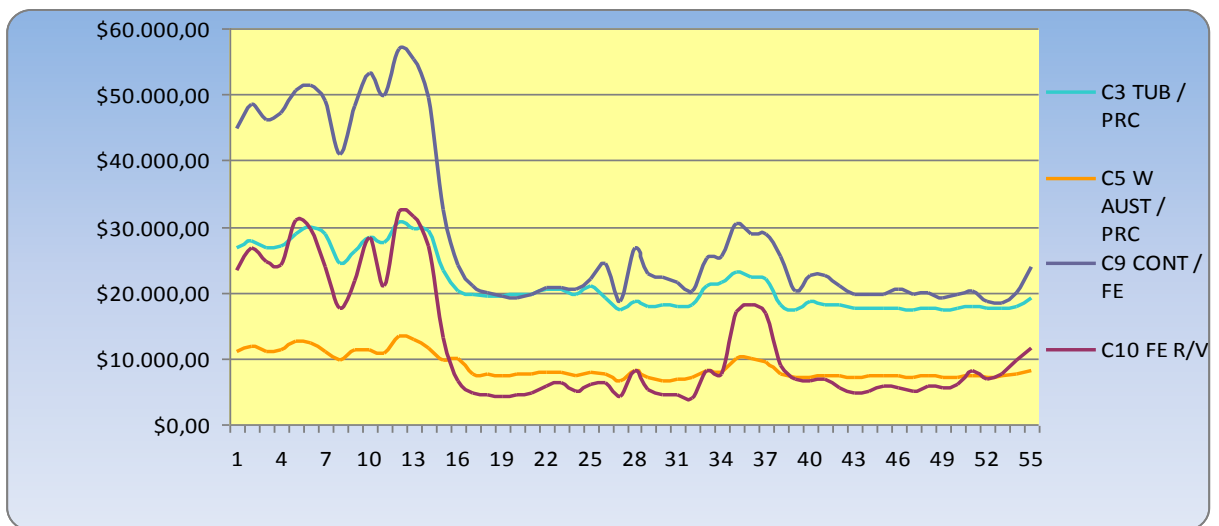
MAY 2013 – JULY 2013



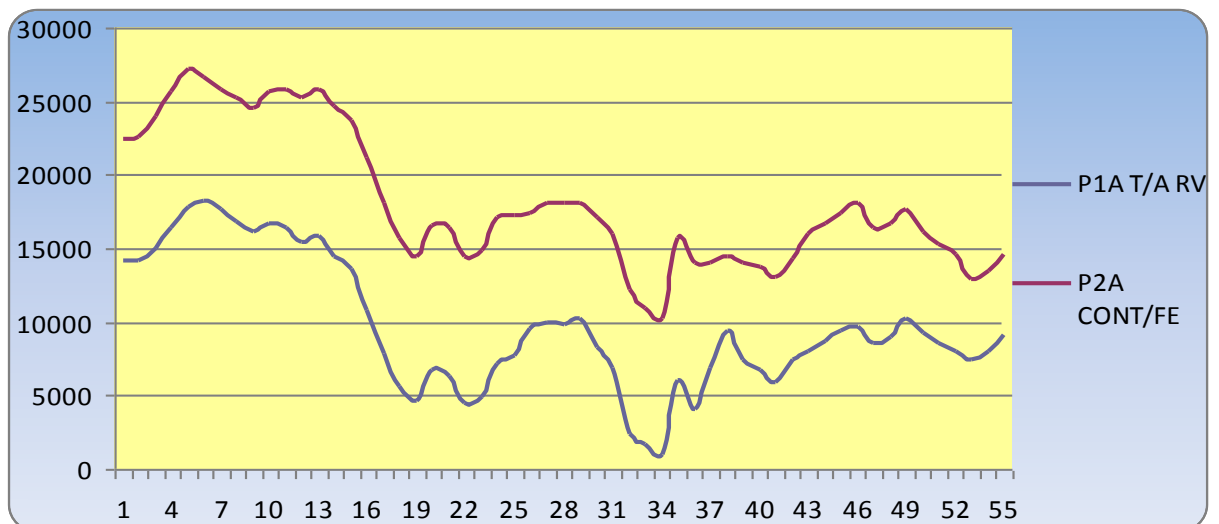
Capesize Routes – Atlantic 2012 / 13



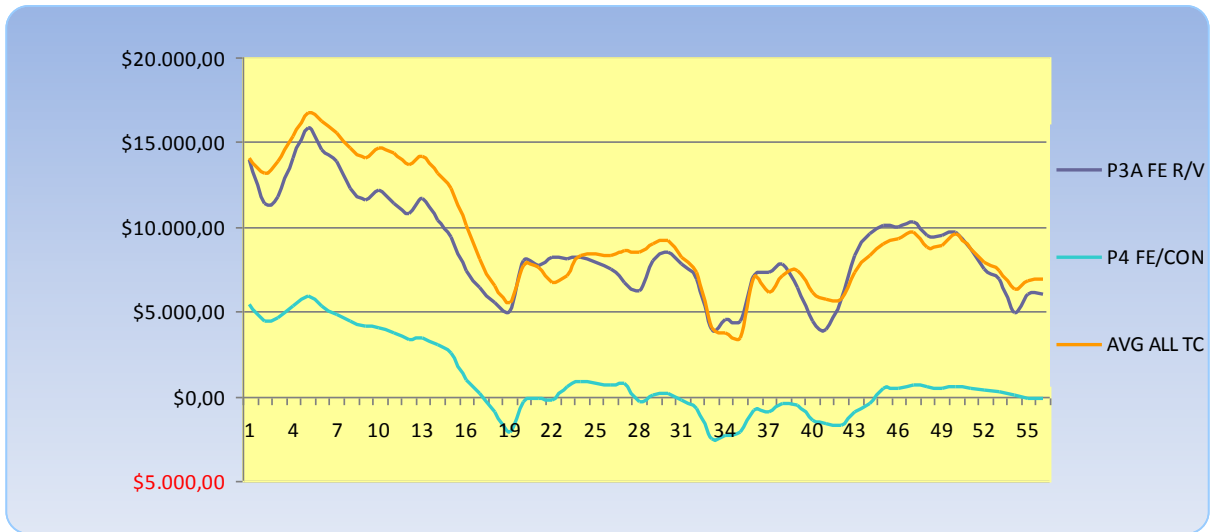
Capesize Routes – Pacific 2012 / 13



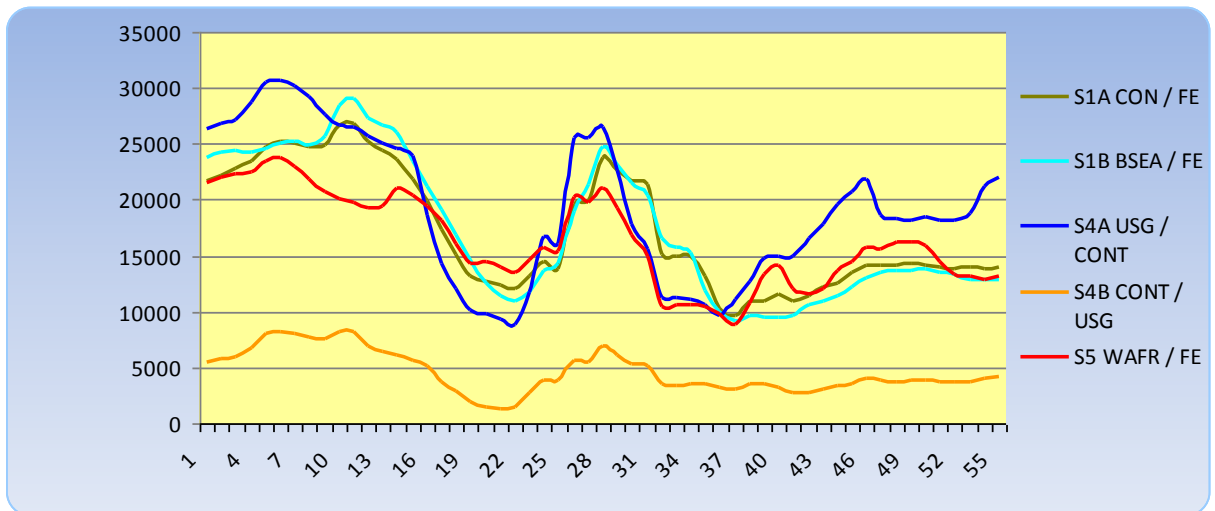
Panamax Routes – Atlantic 2012 / 13



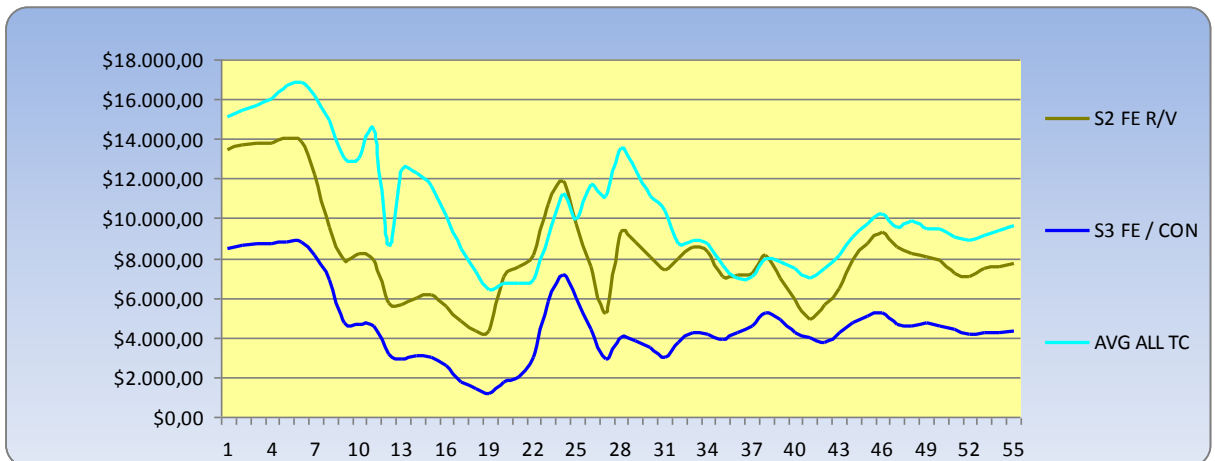
Panamax Routes – Pacific 2012 /13



Supramax Routes – Atlantic 2012 /13



Supramax Routes – Pacific 2012 / 13



Tanker - Chartering

VLCC: Rates on Middle East – Far East remained stable at ws47.5, in the Atlantic route rates increased by 7.5 points and concluded at ws47.5, and the AG-USG increased at ws28.5.

Suezmax: WAFR-USAC route gained 7.5 points and concluded at ws60. The B.SEA-MED increased as well by 2.5 points and concluded at ws52.5.

Aframax: The AG-East was increased by 12.5 points at ws95, the NSEA-UKC route remained stable at ws80. The MED-MED reduced by 20 points at ws70.

Panamax: The CBS-USG route remained stable as well and concluded at ws80.

Products: USG-Cont route gained 10 points at concluded at ws110. The CONT-TA route gained as well 35 points and concluded at ws140.

Baltic Indices – Wet Market (*Friday's closing values)

Index	Week 28	Week 27	Change (%)
BCTI	574	561	2,32
BDTI	612	577	6,07

T/C Rates (1 yr - \$/day)

Type	Size	Week 28	Week 27	Change (%)
VLCC	300.000	18.250	18.250	0,00
Suezmax	150.000	15.750	15.750	0,00
Aframax	105.000	13.500	13.500	0,00
Panamax	70.000	14.500	14.500	0,00
MR	47.000	14.000	14.000	0,00

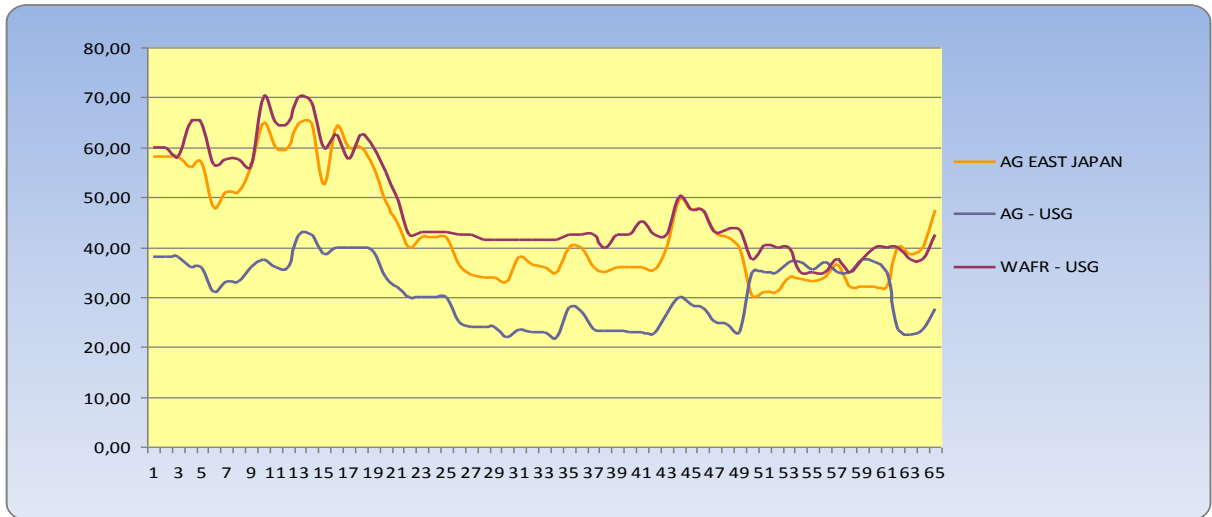
Tanker - Chartering

Crude Tanker Average Spot Rates

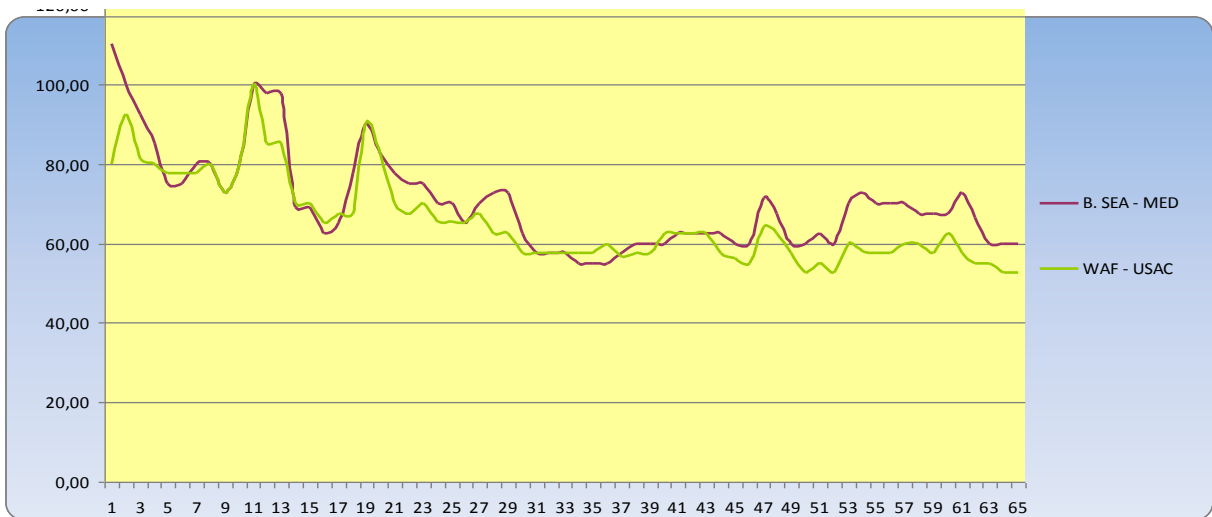
Type	Size (Dwt)	Route	Week 28 WS	Week 27 WS	Change %
VLCC	280,000	AG – USG	28.5	25	14,00
	260,000	W.AFR – USG	47.5	40	18,75
	260,000	AG – East / Japan	47.5	47.5	0,00
Suezmax	135,000	B.Sea – Med	52.5	50	5,00
	130,000	WAF – USAC	60	52.5	14,29
Aframax	80,000	Med – Med	72.5	82.5	-12,12
	80,000	N. Sea – UKC	80	80	0,00
	80,000	AG – East	95	82.5	15,15
	70,000	Caribs – USG	80	80	0,00

Product Tanker Average Spot Rates

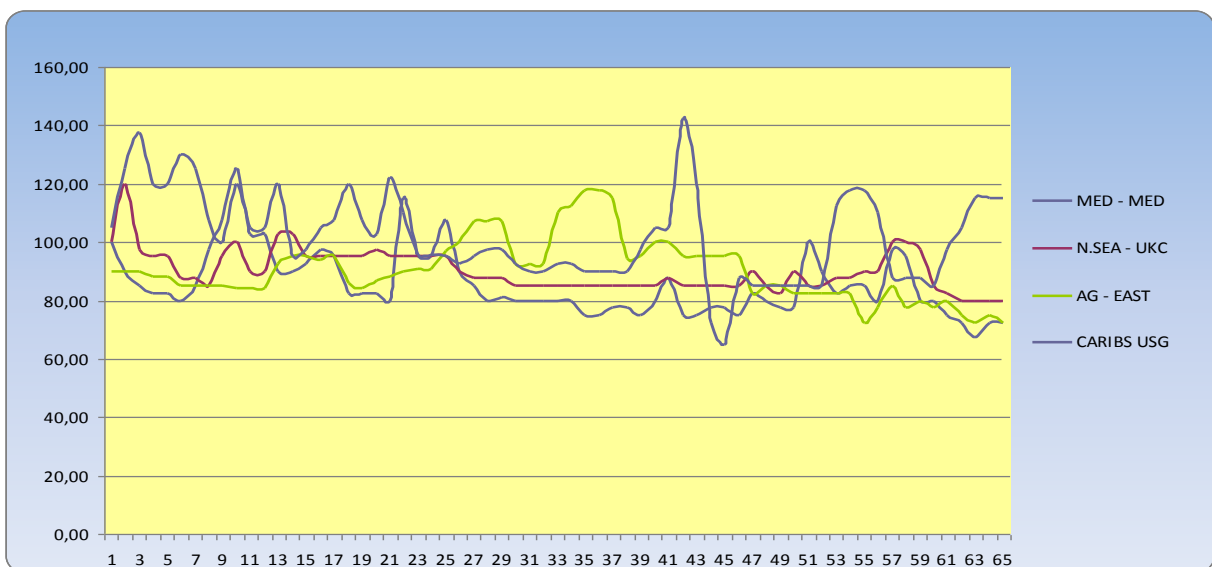
Type	Size (Dwt)	Route	Week 28 WS	Week 27 WS	Change %
Clean	75,000	AG – Japan	70	70	0,00
	55,000	AG – Japan	77.5	82.5	-6,06
	38,000	Caribs – USAC	155	155	0,00
	37,000	Cont – TA	140	105	33,33
Dirty	55,000	Cont – TA	110	100	10,00
	50,000	Caribs – USAC	112.5	105	7,14



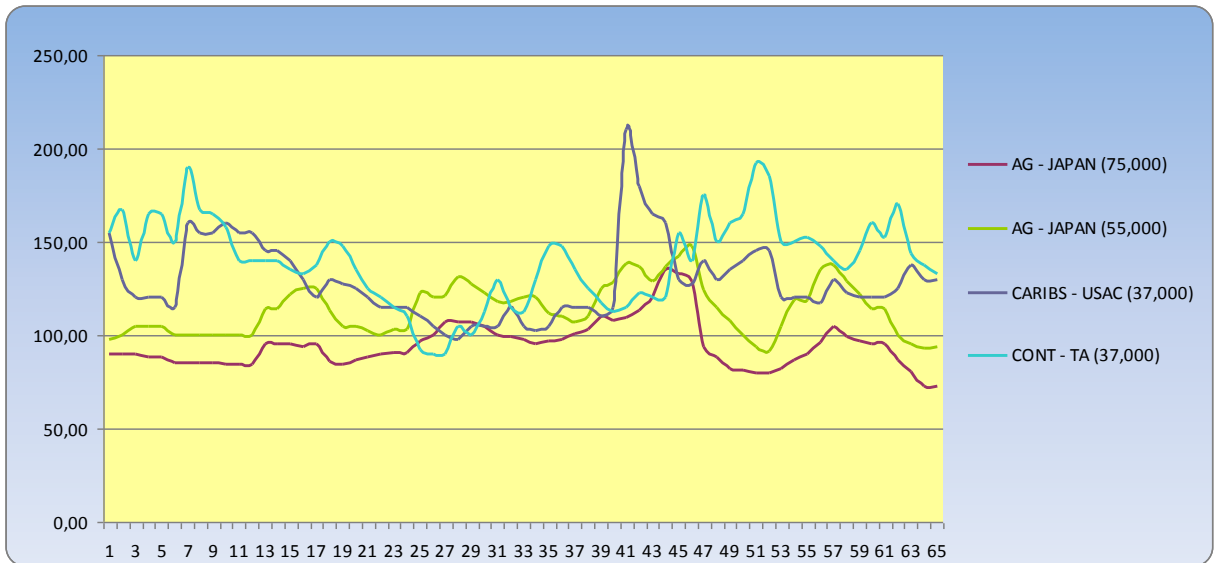
Suezmax Trading Routes 2012 / 13



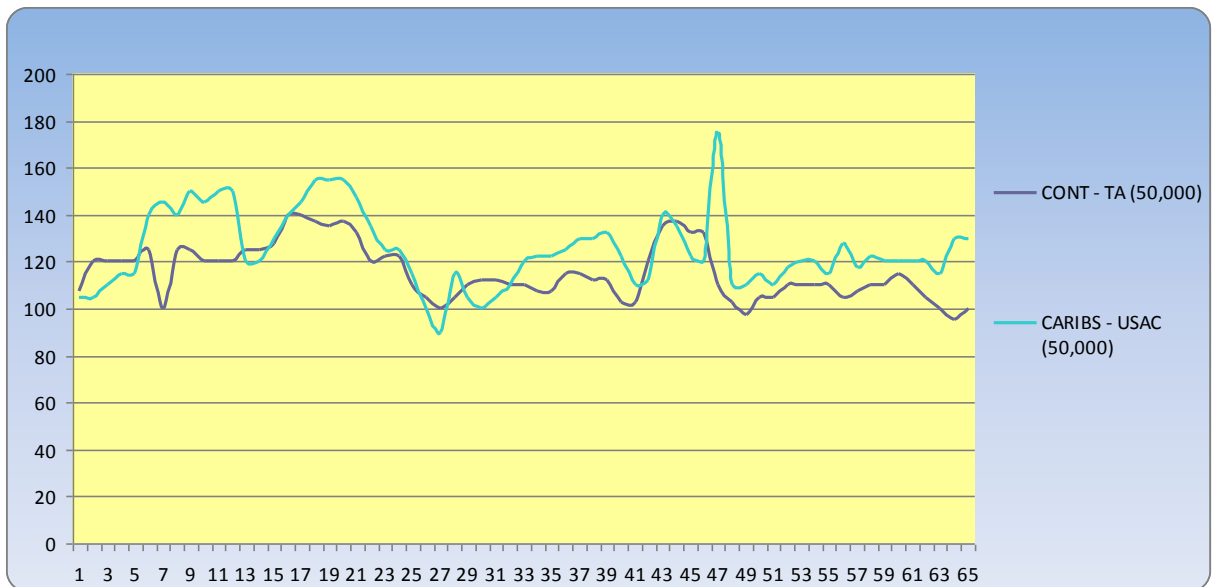
Aframax Trading Routes 2012 / 13



Clean Trading Routes – 2012 / 13



Dirty Trading Routes – 2012 / 13



Financial Market Data

Shipping Stocks

Dry Bulk				
Company	Stock Exchange	Week 28	Week 27	Change %
Baltic Trading Ltd (BALT)	NYSE	3,72	3,68	1,09
Diana Shipping Inc (DSX)	NASDAQ	10,01	9,89	1,21
Dryships Inc (DRYS)	NASDAQ	1,91	1,80	6,11
Euroseas Ltd (ESEA)	NASDAQ	1,03	1,03	0,00
Excel Maritime Carriers (EXMCQ)	NYSE	0,05	0,04	25,00
Eagle Bulk Shipping Inc (EGLE)	NASDAQ	3,41	3,26	4,60
Freeseas Inc (FREESE)	NASDAQ	0,39	0,43	-9,30
Genco Shipping (GNK)	NYSE	1,73	1,68	2,98
Navios Maritime (NM)	NYSE	5,49	5,56	-1,26
Navios Maritime PTN (NMM)	NYSE	14,94	14,36	4,04
Paragon Shipping Inc (PRGN)	NASDAQ	4,05	4,10	-1,22
Star Bulk Carriers Corp (SBLK)	NASDAQ	5,50	5,44	1,10
Seenergy Maritime Holdings Corp (SHIP)	NASDAQ	1,40	1,47	-4,76
Safe Bulkers Inc (SB)	NYSE	5,10	5,03	1,39
Golden Ocean (GOGL)	Oslo Bors (NOK)	6,42	6,50	-1,23
Tankers				
Capital Product Partners LP (CPLP)	NASDAQ	9,67	9,44	2,44
TOP Ships Inc (TOPS)	NASDAQ	1,55	1,42	9,15
Tsakos Energy Navigation (TNP)	NYSE	4,67	4,22	10,66
Other				
Aegean Maritime Petrol (ANW)	NYSE	8,86	9,23	-4,01
Danaos Corporation (DAC)	NYSE	4,38	4,45	-1,57
StealthGas Inc (GASS)	NASDAQ	10,25	10,74	-4,56
Rio Tinto (RIO)	NYSE	42,16	39,90	5,66
Vale (VALE)	NYSE	13,29	12,63	5,23
ADM Archer Daniels Midland (ADM)	NYSE	36,31	34,88	4,10
BHP Billiton (BHP)	NYSE	60,68	56,32	7,74

Commodities

Commodity	Week 28	Week 27	Change (%)
Brent Crude (BZ)	109,10	107,46	1,53
Natural Gas (NG)	3,71	3,64	1,92
Gold (GC)	1292	1249	3,44
Copper	318,35	303,95	4,74
Wheat (W)	305,34	300,93	1,47

Currencies

	Week 28	Week 27	Change (%)
EUR / USD	1,30	1,28	1,56
USD / JPY	99,25	101,20	-1,93
USD / KRW	1124	1142	-1,58
USD / NOK	6,06	6,20	-2,26

Bunker Prices

	IFO 380	IFO 180	MGO
Piraeus	620	650	935
Fujairah	595	655	995
Singapore	595	608	905
Rotterdam	600	624	899
Houston	595	630	985

Port Congestion*

Port	No of Vessels
China	
Rizhao	16
Lianyungang	35
Qingdao	84
Zhanjiang	31
Yantai	34
India	
Chennai	16
Haldia	19
New Mangalore	9
Kakinada	10
Krishnapatnam	17
Mormugao	14
Kandla	23
Mundra	16
Paradip	13
Vizag	88
South America	
River Plate	384
Paranagua	105
Praia Mole	9

* The information above exhibits the number of vessels, of various types and sizes, that are at berth, awaiting anchorage, at anchorage, working, loading or expected to arrive in various ports of China, India and South America during Week 28 of year 2013.