

SHIPTRADE SERVICES S.A.

WEEKLY SHIPPING MARKET REPORT

WEEK 45

5th November – to 12th November

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RBS in talks to sell \$800 mln shipping loan – sources

Royal Bank of Scotland (RBS) is in talks to sell a shipping loan worth close to \$800 million as part of moves to scale down exposure to the seaborne industry, sources familiar with matter said on Monday. The sources said RBS was looking to sell its outstanding loan in U.S.-headquartered dry bulk group Eagle Bulk Shipping. RBS and Eagle Bulk both declined to comment. RBS, 81 percent owned by the UK taxpayer, is one of several European banks trying to slash their shipping loans as they cut their balance sheets to become less risky, and tougher regulations require them to hold more capital, making loans less profitable.

Sources said bidders for the RBS loan included Bank of America as well as private equity and investment companies Tennenbaum Capital Partners and Oaktree Capital Management, who all declined to comment.

Separately, sources said private equity group Centerbridge Partners was also among the bidders. It could not be immediately reached for comment. The range of pricing on offer on the Eagle Bulk loan was at a 15 to 20 percent discount, although a deal had yet to be concluded, sources said.

Sources said Bank of America was a leading contender to pick up the loan. "For RBS this is too much of an exposure for one account and it is a good opportunity to offload it," one shipping industry source said.

Eagle Bulk has faced tough market conditions as the shipping industry suffers one of its worst-ever downturns. In August, the company said if dry bulk freight rates did not improve the group could potentially breach loan covenants as early as the first quarter of next year.

Market sources say such a situation would likely bring the company back to the negotiation table with its lenders. Dry bulk freight rates have shot up in recent months, although Eagle Bulk's stock is valued at around \$80 million. "RBS have been keen to get rid of the Eagle Bulk loan and this is part of their broader move to scale down in shipping. It's not a core sector for them," another shipping industry source said.

Britain aims to offload its stakes in RBS and state-backed rival Lloyds Banking Group as soon as possible, having pumped a combined 66 billion pounds into the banks to keep them afloat in the 2008 financial crisis. **(Reuters)**

Indian steel makers look to gaining ground over China

A recent increase in crude shipments from Latin America to the Mediterranean has boosted the available supply of sour crudes in the region, traders said, easing the pressure from decreasing Urals Black Sea exports.

Approximately 1.2 million barrels of crude is expected to ship from the Caribbean to Europe in November according to Platts cFlow tracking tool. This is the highest level of arbitrage shipments since July, when a surging Urals market prompted 1.5 million barrels to move towards Europe.

"There is a lot of arbitrage and it's coming from all kinds of places outside of the region," a refinery source said, pointing to the influx of Latin American crude barrels in recent months. "The US is more-or-less self-sufficient and that has pushed those barrels out into the global market to find other homes." Market sources said that the influx of Latin American crudes like Colombia's Vasconia, has helped ease supply tightness in the Mediterranean sour crude market as Russian exports have been increasingly diverted towards buyers in the far East. "We're seeing a lot of Latin American crude moving into Europe,"

another European trader said. "There is a lot of competition [for Urals] from alternative barrels." On Monday, CIF Augusta Urals cargoes were assessed at a \$0.03/b premium to the Mediterranean Dated Strip, down from \$0.12/b Friday and \$0.15/b Thursday. While Urals crude remains the predominate source of sour supply in the Mediterranean, ever-tightening Black Sea export programs have prompted end-users in the region to look elsewhere to meet supply needs, while rising differentials have, in turn, started to attract non-regional barrels.

On July 10, the CIF Urals Mediterranean differential peaked at an all-time high of \$1.03/b. Additionally, while exports of Urals have been sliding, recent outages along the Kirkuk-Ceyhan export pipeline, Basrah exports that have started to look increasingly towards the east, the on-going civil war in Syria, and sanctions in Iran have all further served to tax the more regional sour crude supply. "It all depends on the price of Urals and Kirkuk to the Mediterranean," Latin crude trader. "If Vasconia plus freight is equal or lower to those crudes, the arb is open. It's something you have to watch." API, an Italian refining company, bought a Vasconia cargo for the first time two weeks ago, a trader familiar with the purchase said.

A representative from API could not be immediately reached for comment. "Vasconia was a good feed for them," the trader said. **(Platts)**

China: Only half of shipbuilding capacity utilized

Overcapacity continues to erode China's shipbuilding industry, and from January to September the utilization rate was in the region of 50 percent, sources said. Only about 50 to 55 percent of the nation's shipbuilding capacity was used in the first three quarters this year, down about 20 percentage points for 2012, the China Securities Journal reported on Friday.

Bao Zhangjing, Director of China Shipbuilding Industry Research Center estimated that up to 30 percent capacity will be cut by 2015 compared with 2011. From January to September, China's shipyards have completed 30.61 million deadweight tonnage orders, a plunge of 26.4 percent over the same period last year, according to the China Association of the National Shipbuilding Industry. **(China Daily)**

Egypt to finalize Suez Canal development tender by end of month

Egypt will finalize a tender for the development of the Suez Canal by the end of the month, the investment minister said, to try to boost an economy struggling with political turmoil since 2011. "No country is taking the lead, it is an Egyptian project and we are going to finalize the first stage by finalizing this tender by the end of this month," Osama Saleh told a Euromoney conference in Cairo, adding the terms of reference will be tendered globally. Egypt's economy benefits from about \$5 billion a year in tolls for using the vital 192-km (120 mile) waterway, the quickest sea route between Asia and Europe. Saleh did not put a price tag on the project. Egypt, the most populous Arab state, has been craving foreign investment since a popular uprising toppled autocrat Hosni Mubarak in 2011. The political upheaval that followed the revolt, and a power struggle since the army toppled President Mohamed Morsi of the Muslim Brotherhood in July, have hammered Egypt's economy. **(Reuters)**

Another round of skepticism

Skepticism remains for shipowners as far as investing is concerned, as it remains to be seen whether rates will stabilize at good levels on the bigger sizes, as well as whether the recent positive sentiment will affect the smaller sizes as well. Some market players feel we have left the rock bottom prices well behind us, something that make them believe that this is the right time to move on the S&P front, while others chose to wait for the rate market to improve further to be on the safe side. For yet another week, interest was there for the bigger sizes (Supramaxes upwards). The 2013 built Kamsarmax “Merit Sino” was sold to Greeks for \$26 mill., while in the Panamax segment, 2 units changed hands this week, namely the 2002 built “Perly” for \$14 mill. and the 1997 built “Energy Rose”, which was finally sold to Chinese buyers for \$9.25 mill. Other than that, the Georgiopoulos-led Baltic is understood to be behind the acquisition of 2 Ultramax bulkers built in 2012 and 2013 in Iwagi, Japan for an en-bloc price of \$61 mill. , while the 2001 built Supramax “Frontier Angel” has fetched \$14.6 mill. from Greeks. Lastly, two 2007 built handy bulkers, the “Beacon SW” and the “Pharos SW” were snapped up by Singapore based buyers for an en-bloc price of \$18.5 mill. In the wet sector, highly notable this week was the sale of the 2001 built VLCC “Kumanogawa”, as well as the “Tenerife Spirit”, a 2000 built Suezmax that was sold to Eurotankers for \$16.5 mill. Other than that, we are reporting this week the 1999 built MR “Okhotsk Sea” to Indonesian buyers for \$10.5 mill. as well as the smaller 1999 built “Madonna” for \$7.9 mill. again to Indonesian interests.

Shiptrade’s enquiry index has only shown a slight decrease of about 4% this week. Enquiries for bulkers were increased by about 16% in total, with the relevant Index for Capesize bulkers being the only one standing at lower levels by a significant 37% compared to last week. On the contrary, interest for handies was increased by 33%, with the Handymax/Supramax index following the same direction, while the Panamax index remained stable. In the wet segment, stability was there for MR Tankers, while the only segment that showed a significant increase was the Suezmax one (about 80%), remaining thought at single-digit numbers. Single-digit numbers were encountered for yet another week in the Panamax, Aframax and VLCCs, making any changes not to be seriously considered.

NEWBUILDINGS

In the newbuilding market we have seen 23 vessels to have been contracted.

23 Bulk Carriers (Newcastlemax, Capesize, Kamsarmax, Ultramax)

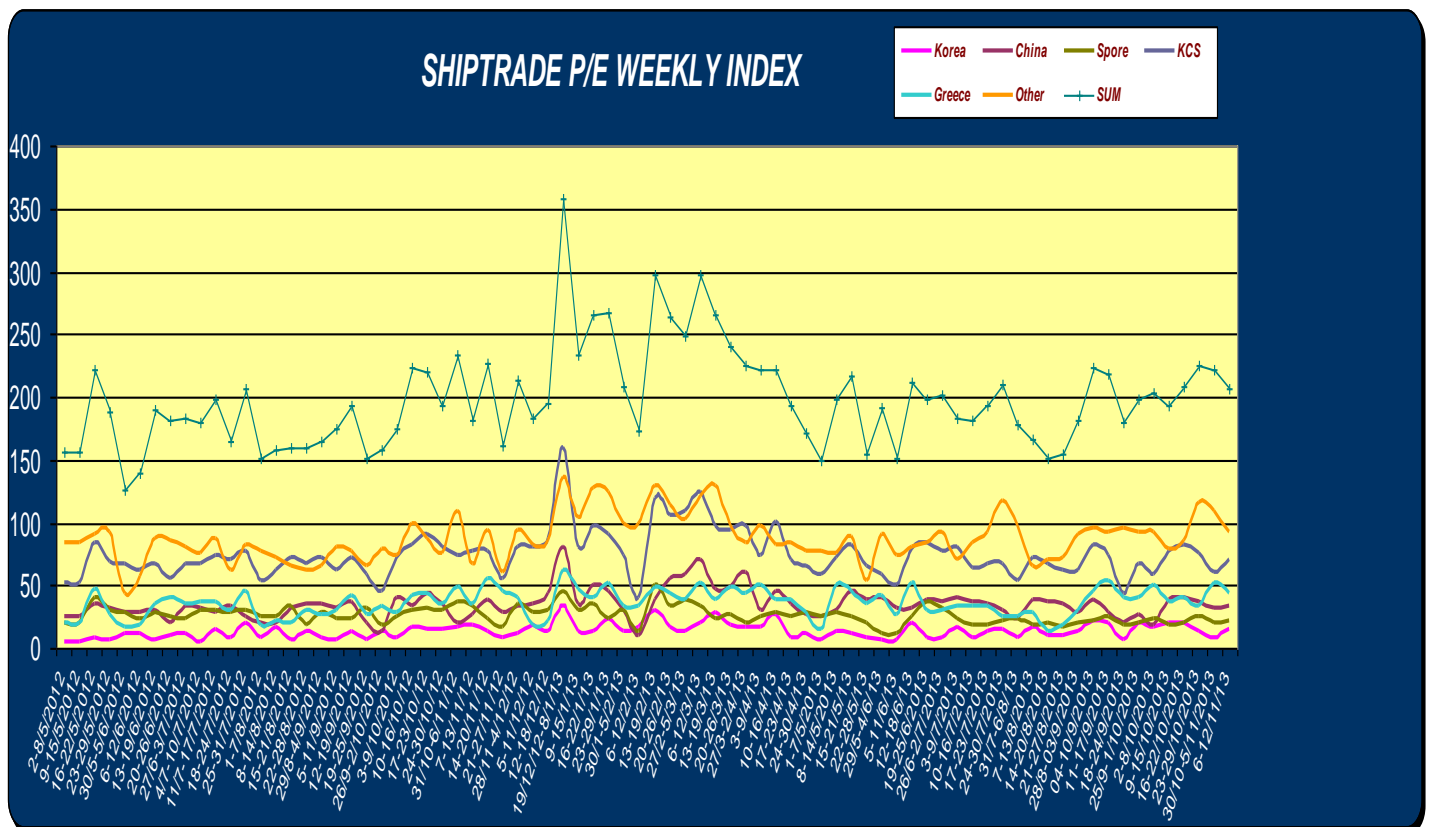
DEMOLITION

India was absent this week in the demolition market due to the Diwali holidays, with the only activity concerning speculative moves from cash buyers anticipating strong local steel prices upon reopening of the local market. The truth is that the Indian market has not operated in full this year, since simultaneous stability for both the currency as well steel prices was not there. The only market deal of the week was done in Bangladesh, however this market was severely affected by strikes, with banks leaving work much earlier, opening and releasing LCs strained, leading to less activity. Pakistan was unable to take advantage of the Indian market’s stagnation, with focus remaining though on VLCCs available, while the Chinese market could be described as being on her own, as very few deals were reported during the last weeks, with low steel prices not giving the chance for the Chinese market to compete the levels of the sub-continent.

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

Bulk Carriers			
	Week 45	Week 44	Change %
Capesize	35	35	0,00
Panamax	25.5	25.5	0,00
Supramax	24	24	0,00
Handysize	19	19	0,00
Tankers			
VLCC	52	52	0,00
Suezmax	42	42	0,00
Aframax	30	30	0,00
Panamax	27	27	0,00
MR	25	25	0,00

Weekly Purchase Enquiries



Sale & Purchase

Reported Second-hand Sales

Bulk Carriers								
Name	Dwt	DoB	Yard	SS	Engine	Gear	Price	Buyer
Merit Sino	82.000	2013	Guangzhou Longxue, Chn	-	B&W	-	\$26,000,000	Greek
Perly	77.830	2002	Mitsui, Jpn	07/2017	B&W	-	\$14,000,000	Undisclosed
Energy Rose	70.257	1997	Sanoyas, Jpn	11/2017	Sulzer	-	\$9,250,000	Chinese
Supra Challenger I	61.462	2012	Iwagi, Jpn	11/2017	B&W	4 X 30 T	\$61,000,000 (en bloc)	Greek
Supra Challenger 2	61.000	2013	Iwagi, Jpn	-	B&W	4 X 30 T		
Desert Condor	56.147	2011	Mitsui, Jpn	09/2016	B&W	4 X 30 T	\$28,000,000	Greek
Frontier Angel	52.478	2001	Shin Kurushima, Jpn	12/2016	Mit.	4 X 30 T	\$14,600,000	Greek
Beacon SW	32.327	2007	Kanda, Jpn	11/2017	Mit.	4 X 30 T	\$18,500,000 (each en bloc)	Singaporean
Pharos SW	32.311	2007	Kanda, Jpn	09/2017	Mit.	4 X 30 T		
Tankers								
Name	Dwt	DoB	Yard	SS	Engine	Hull	Price	Buyer
Kumanogawa	302.203	2001	Kawasaki, Jpn	04/2016	B&W	DH	\$30,000,000	Undisclosed
Tenerife Spirit	160.383	2000	Daewoo, Kr	07/2015	B&W	DH	\$16,300,000	Greek
Okhotsk Sea	47.363	1999	Brodotrogir, Cr	09/2018	B&W	DH, phenolic epoxy	\$10,500,000	Indonesian
Madonna	30.561	1999	Shin Kurushima, Jpn	02/2014	Mit	DH, coated	\$7,900,000	Indonesian
Tigullio	7.700	2007	Karadeniz Gemi, Tr	08/2017	Mak	DH, coiled	\$7,500,000 (via auction)	Turkish
Acacia	7.124	2005	Selah, Tr	11/2015	Mak	DH, epoxy coated	\$14,000,000 (via auction)	German
Jasmin	6.995	2010	Soli, Tr	05/2015	B&W	DH, coiled		
Alfatem	6.753	2000	Dearsan, Tr	07/2015	B&W	DH, epoxy coated	\$4,400,000	Korean
Vingatank	4.298	2002	Celiktene, Tr	06/2017	B&W	DH	\$6,000,000	Russian
Containers								
Name	Teu	DoB	Yard	SS	Engine	Gear	Price	Buyer
Stadt Rendsburg	1.102	2004	Damen, Neth	08/2014	B&W	2 X 45	\$5,200,000 (each en bloc)	Greek
Stadt Luneburg	1.096	2004	Damen, Neth	12/2014	B&W	2 X 40		

Newbuildings

Newbuilding Orders

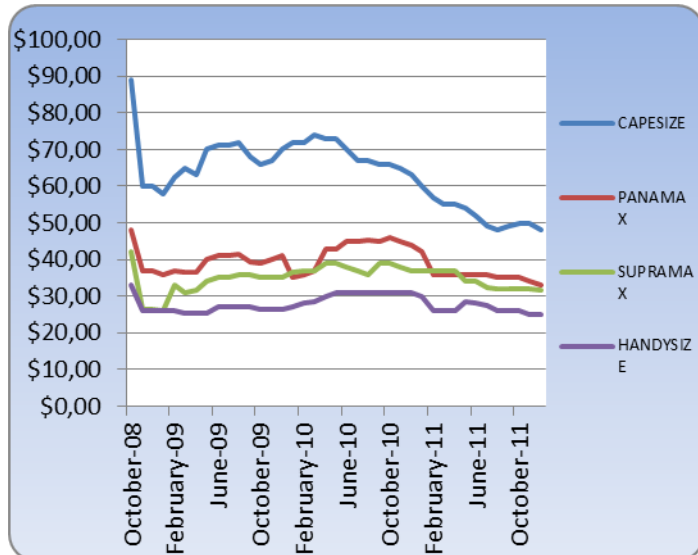
No	Type	Dwt / Unit	Yard	Delivery	Owner	Price
2	BC	250.000	Guangzhou Longxue	2015/16	Berge Bulk	57.5
8	BC	208.000	Taizhou Catic	2015/16	Oldendorff	55
2	BC	180.000	Hanjon Yeongdo	2015	Ciner	55
2	BC	77.000	Sasebo	2016	Safety	30
9	BC	64.000	CSIC	2015/16	Tomini	25.5

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

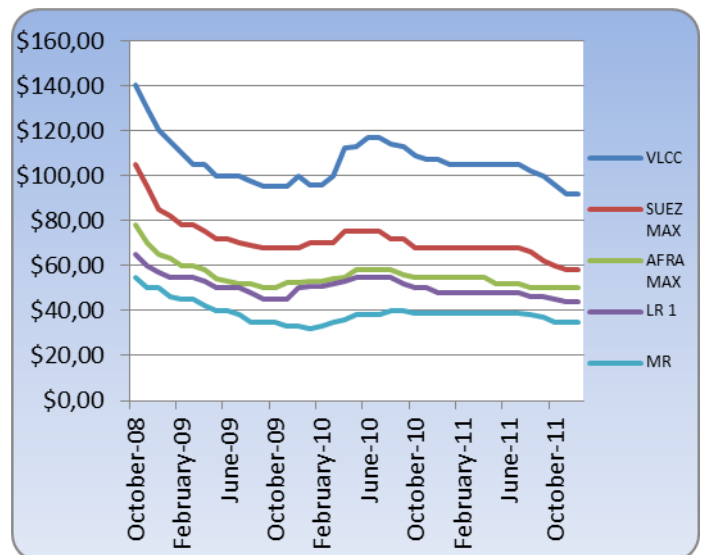
	Newbuilding	Resale Prices
Bulk Carriers		
Capesize	48	42
Panamax	28	29
Supramax	25	26
Handysize	20	22
Tankers		
VLCC	90	80
Suezmax	57	54
Aframax	46.5	37
Panamax	40	37.5
MR	34	36

Newbuilding Resale Prices

Bulk Carriers (2008 – Today)



Tankers (2008 – Today)



Demolitions

Demolition Sales

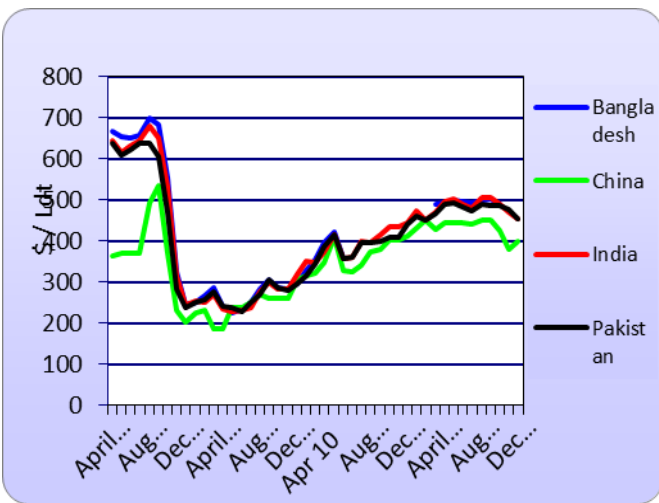
Vessel	Type	Built	Dwt	Ldt	Buyer Country	Price
Salix	Tanker	1994	110.461	21.066	Pakistan	425
Eurocargo Europa	Roro	1981	20.731	12.949	Bangladesh	455
Brave	BC	1983	37.651	7.365	Bangladesh	408 (delivery January 2014)
Scipione	BC	1984	19.496	3.940	Bangladesh	402
Pioner Kholmka	GC	1975	6.070	3.940	China	320

Demolition Prices (\$ / Ldt)

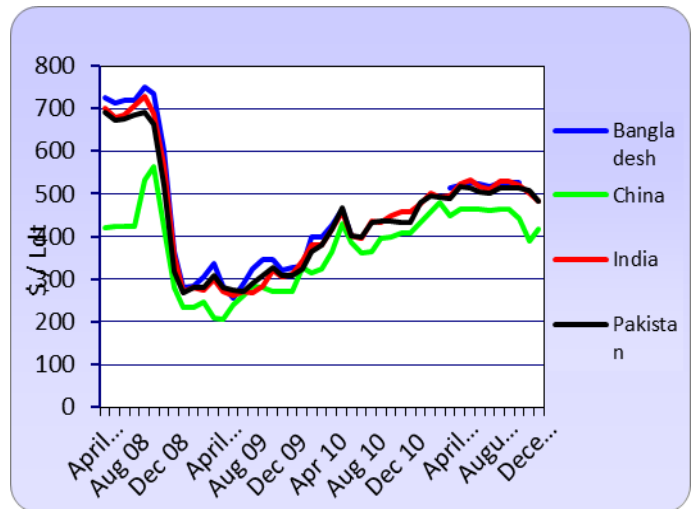
	Bangladesh	China	India	Pakistan
Dry	380	340	390	390
Wet	400	350	410	420

Demolition Prices

Bulk Carriers (2008 – Today)



Tankers (2008 – Today)



In Brief: The Smaller the better

Capes: Nothing can stop the downfall.

BCI index at the beginning of the week was at 2514 points and the end of the week closed at 2400 decreasing by 114 points. In the Atlantic for the usual round tonnages fixed at USD around 21.500 and for fronthaul trip at USD about 35.000. In the Pacific the round conclude at USD 17.000-18.000 and the Australian RV at USD 16.000-17.000. Regarding one year period tonnage fixed at USD around 17.750.

Panamax: Negative trend continuous in both basins.

BPI index at the beginning of the week was at 1612 points and at the end of the week closed at 1565 points decreasing by 47 points. In the Atlantic Hemisphere tonnages for the usual TA round were fixed at USD about 15.000. Fronthaul from USG was at USD 18.000+800.000 USD BB. In the Pacific market remain in the same negative mood, tonnages for Pacific RV were fixed at USD12.000-12.500. In the period market the activity was limited some fixtures conclude at USD 11.000-12.000.

Supramax: Atlantic remaining firm, rates were also considerably increased in the Pacific too this week

The sentiment remains positive for this size after 2 months of continuous improvement. The week began as usual with an improvement on the BSI of 5 points but at the end of the week we saw the index going upwards by 2 digits number. The average fronthaul rate closed at low 20's . Moreover the local market remained more or less at same vessels like last week. The supramaxes got from USG low – mid 20's for trip to Continent and West Med. The t/a round basis 2 laden legs levels were improved since last week closing at mid teens levels.

In the Pacific Basin, the rates were considerably improved since last week. The Indo round rates closed at low teens bss Delivery / Redelivery South China. The trips to India were fixed around 13/14 ,000 USD depending on the commodity. The aussie and nopac rounds were consequently fixed at very low teens in light of the longer duration. No much period activity in this size. We heard an eco type was fixed on subs basis delivery SE Asia at 12600 but failed on subs.

Handysize: Smaller size following the tradition, remains the lowest risk investment.

The levels in the Atlantic basin remaining on the high side for 6th consecutive week even for the overage tonnage. Of course the ECSA market not as strong as expected according to the tradition however Continent as well as USG and East Coast North American market attracting balasters as the owners asking high rates from West Med.

The t/a round rates closed at mid 8's and the fronthaul trips were fixed around high teens basis delivery East Med and at very high teens basis delivery Gib-Skaw range. The Pacific round trips were fixed at mid 8's and the backhaul trips were fixed at 6,000 basis delivery China and redelivery in West Africa. No period fixtures reported during this week but according to rumours an 92 built handy got 7,000 basis delivery East Coast India for trading 4/6 mos with dirty options granted to charterers.

Dry Bulk - Chartering

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

Index	Week 45	Week 44	Change (%)
BDI	1581	1525	3,67
BCI	2514	2316	8,55
BPI	1565	1631	-4,05
BSI	1315	1273	3,30
BHSI	690	669	3,14

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

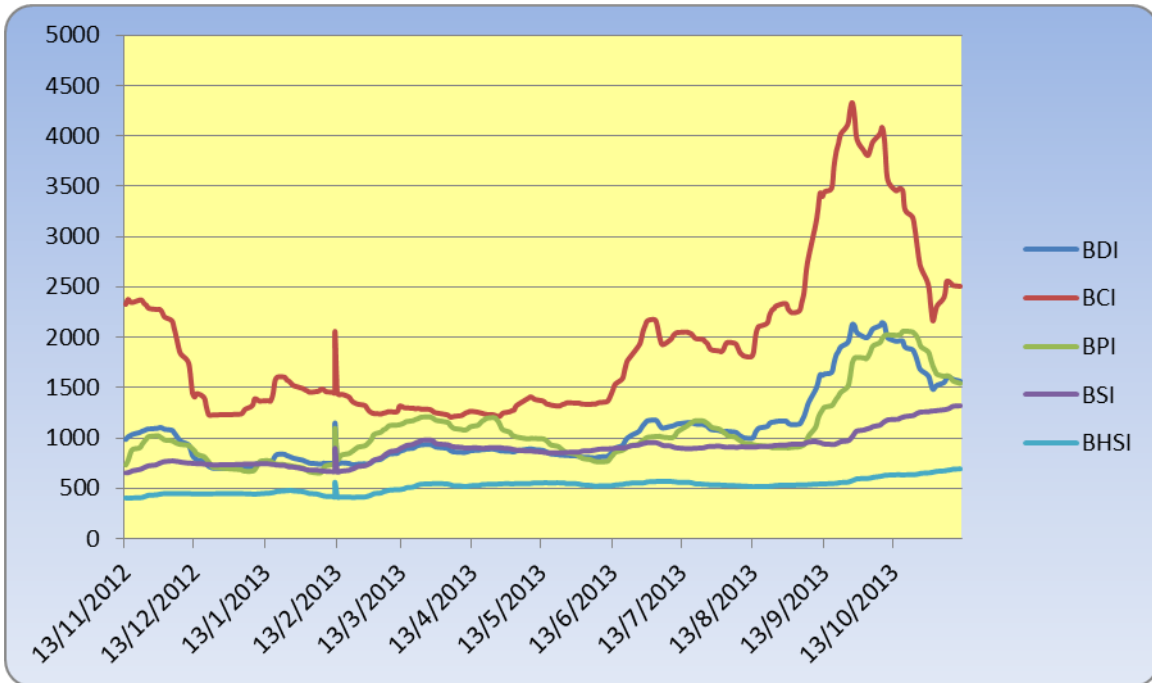
Type	Size	Week 45	Week 44	Change (%)
Capesize	160 / 175,000	17750	18250	-2,74
Panamax	72 / 76,000	12000	12000	0,00
Supramax	52 / 57,000	10750	10500	2,38
Handysize	30 / 35,000	9000	9000	0,00

Average Spot Rates

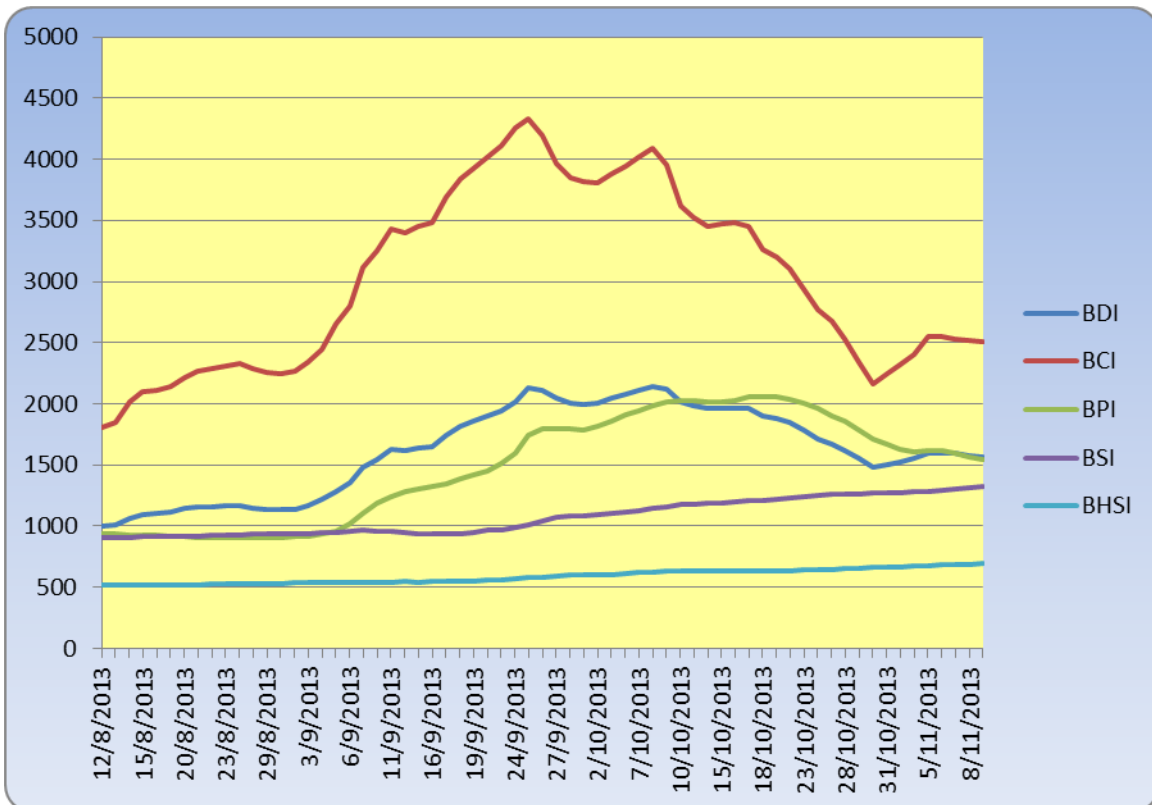
Type	Size	Route	Week 45	Week 44	Change %
Capesize	160 / 175,000	Far East – ATL	6000	8450	-28,99
		Cont/Med – Far East	32200	32400	-0,62
		Far East RV	16000	16000	0,00
		TransAtlantic RV	20500	21000	-2,38
Panamax	72 / 76,000	Far East – ATL	2250	2500	-10,00
		ATL / Far East	21900	22000	-0,45
		Pacific RV	12000	13300	-9,77
		TransAtlantic RV	15000	17000	-11,76
Supramax	52 / 57,000	Far East – ATL	6250	6600	-5,30
		ATL / Far East	22500	22500	0,00
		Pacific RV	11250	11500	-2,17
		TransAtlantic RV	14500	13000	11,54
Handysize	30 / 35,000	Far East – ATL	6000	5500	9,09
		ATL / Far East	17750	16350	8,56
		Pacific RV	8450	8500	-0,59
		TransAtlantic RV	8600	9500	-9,47

Dry Bulk - Chartering

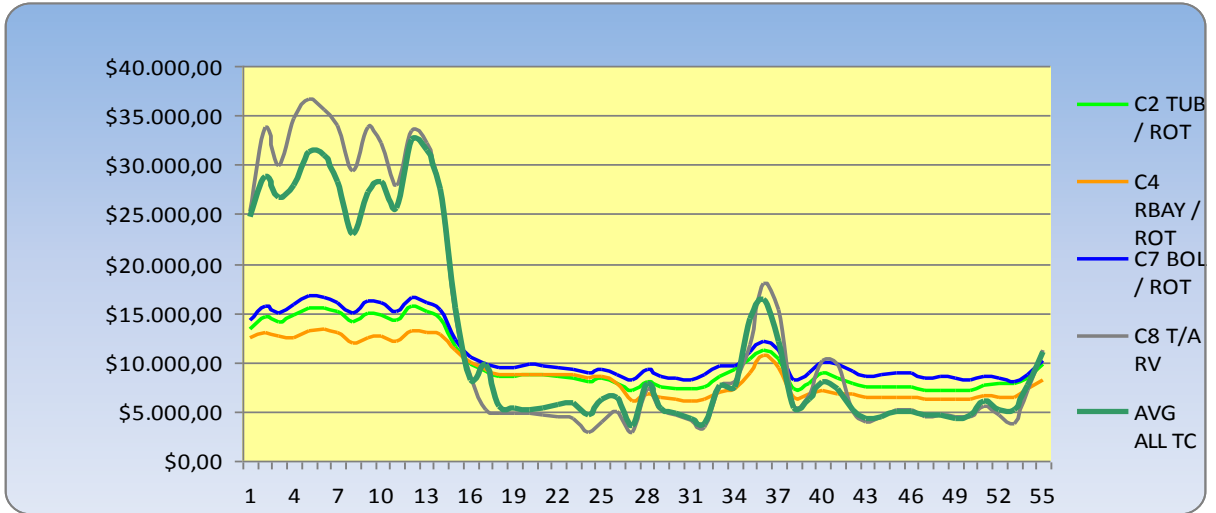
ANNUAL



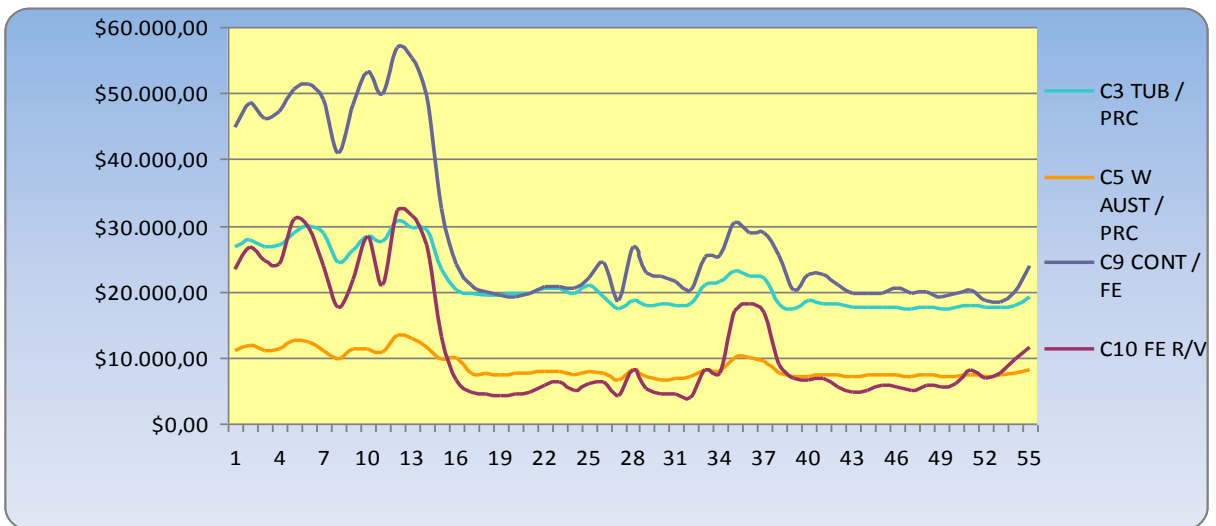
AUGUST 2013 – NOVEMBER 2013



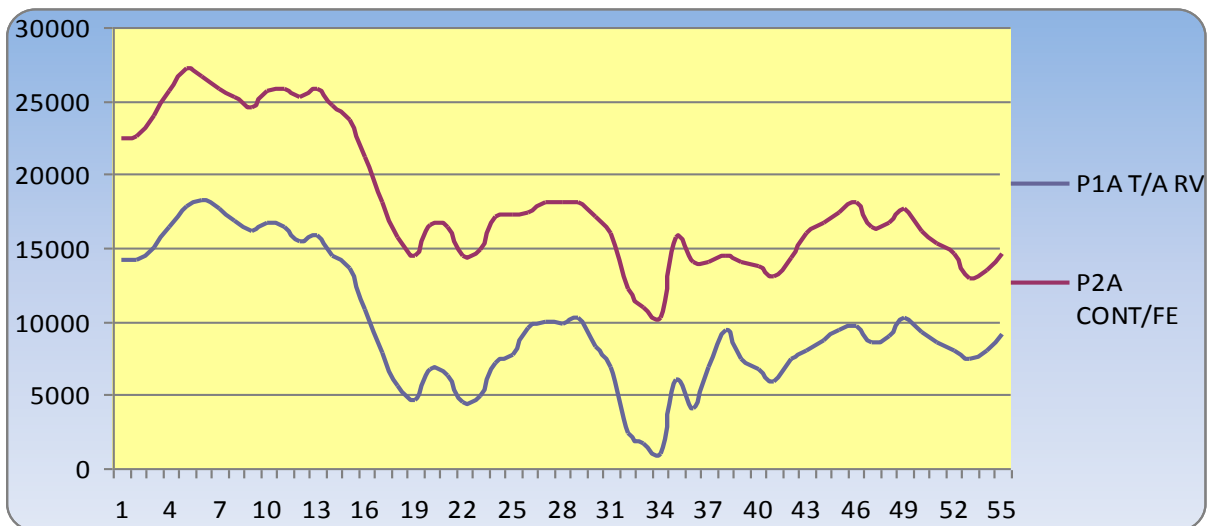
Capesize Routes – Atlantic 2012 / 13



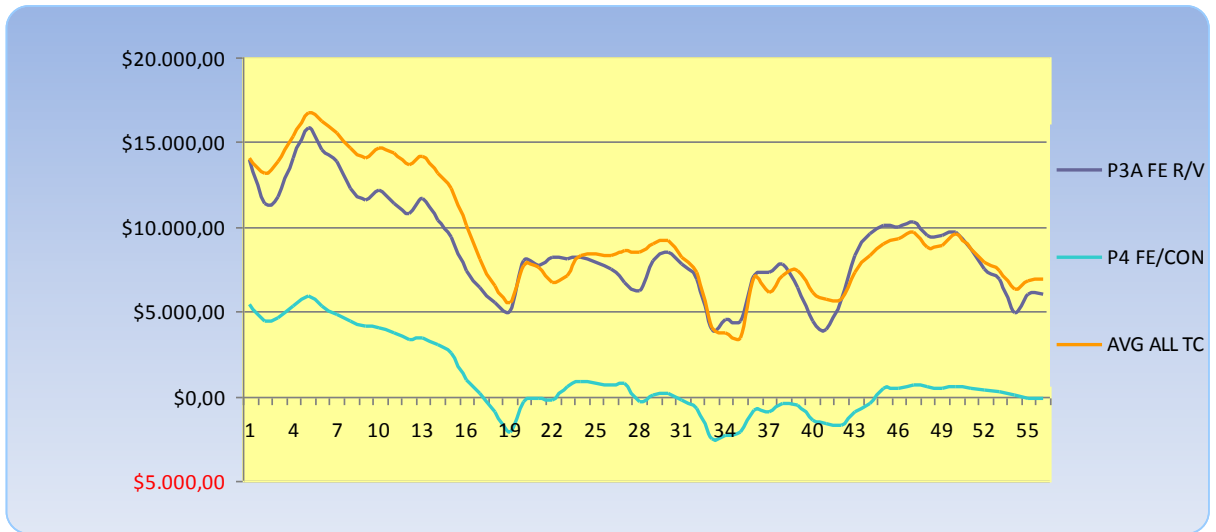
Capesize Routes – Pacific 2012 / 13



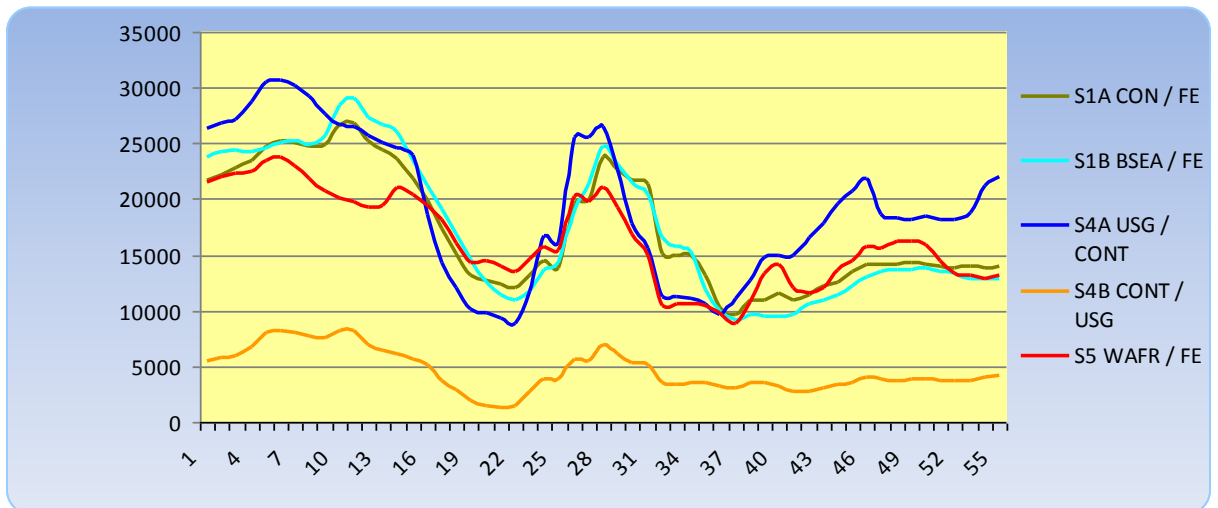
Panamax Routes – Atlantic 2012 / 13



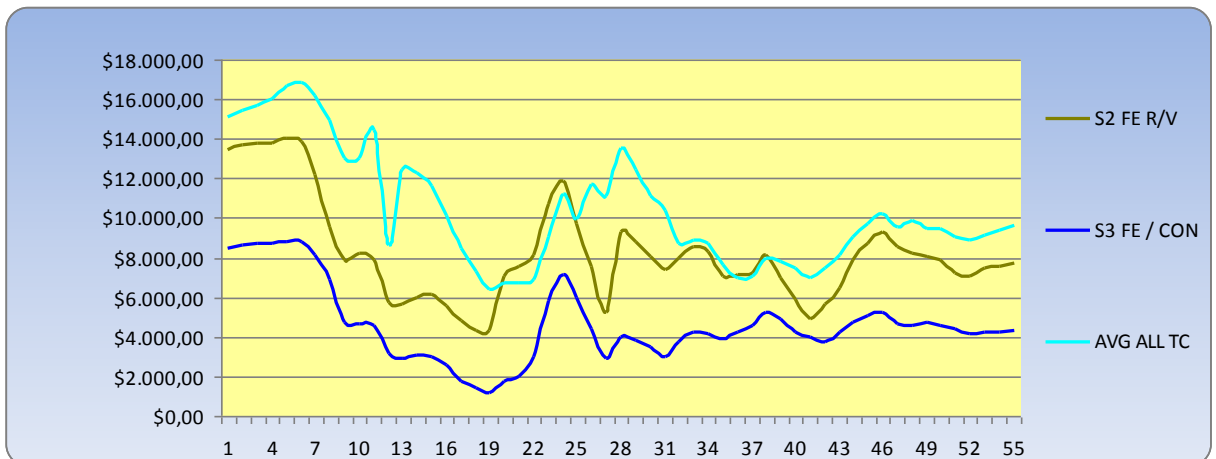
Panamax Routes – Pacific 2012 /13



Supramax Routes – Atlantic 2012 /13



Supramax Routes – Pacific 2012 / 13



VLCC: Rates on Middle East – Far East route gained 10 points last week and concluded at ws52.5, in the Atlantic route, rates also increased by 5 points and concluded at ws50, the AG-USG was as well increased by just 5 points and concluded at ws32.5.

Suezmax: WAFR-USAC route was reduced by 2.5 points and concluded at ws57.5. The B.SEA-MED also lost 5 points and concluded at ws55.

Aframax: The NSEA-UKC route after a wide loss now remained stable at ws85. The AG-East route gained 2.5 points and concluded at ws85. The MED-MED also suffered a loss of 7.5 points and concluded at ws70.

Panamax: The CBS-USG was improved by 5 points and concluded at ws95.

Products: USG-Cont route lost 7.5 points and concluded at ws90. The CONT-TA route as well suffered a decline by 2.5 points and concluded at ws70.

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

Index	Week 45	Week 44	Change (%)
BCTI	495	489	1,23
BDTI	635	604	5,13

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

Type	Size	Week 45	Week 44	Change (%)
VLCC	300.000	21,000	18,250	15,07
Suezmax	150.000	15,750	15,750	0,00
Aframax	105.000	13,250	13,250	0,00
Panamax	70.000	14,000	14,000	0,00
MR	47.000	14,500	14,500	0,00

Tanker - Chartering

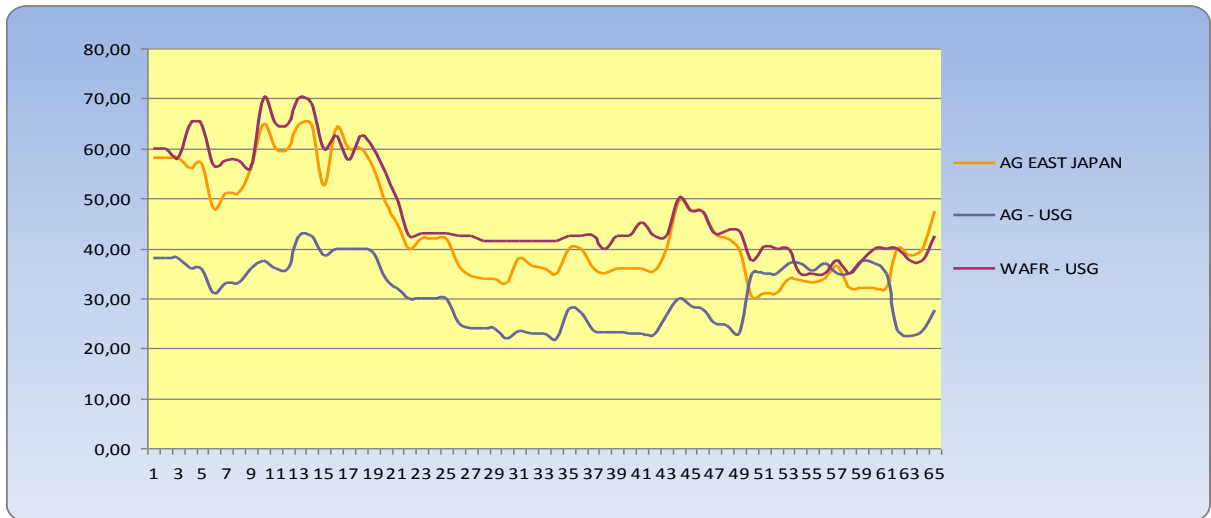
Crude Tanker Average Spot Rates

Type	Size (Dwt)	Route	Week 45 WS	Week 44 WS	Change %
VLCC	280,000	AG – USG	35	32,5	7,69
	260,000	W.AFR – USG	57,5	50	15,00
	260,000	AG – East / Japan	60	52,5	14,29
Suezmax	135,000	B.Sea – Med	57,5	55	4,55
	130,000	WAF – USAC	55	57,5	-4,35
Aframax	80,000	Med – Med	70	70	0,00
	80,000	N. Sea – UKC	85	85	0,00
	80,000	AG – East	90	85	5,88
	70,000	Caribs – USG	107,5	95	13,16

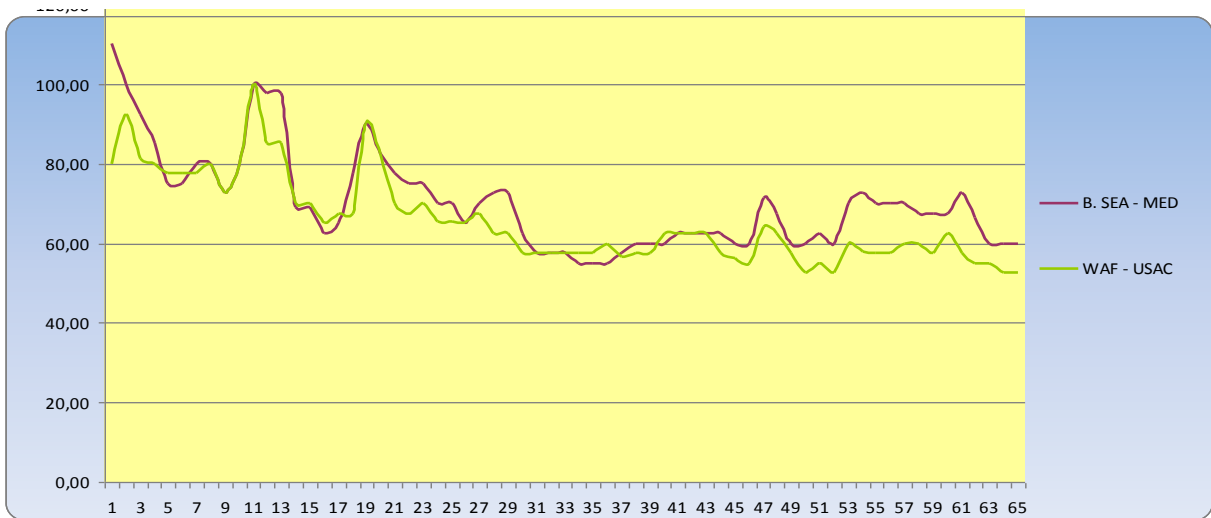
Product Tanker Average Spot Rates

Type	Size (Dwt)	Route	Week 45 WS	Week 44 WS	Change %
Clean	75,000	AG – Japan	72	85	-15,29
	55,000	AG – Japan	96	95	1,05
	38,000	Caribs – USAC	132,5	117,5	12,77
	37,000	Cont – TA	70	70	0,00
Dirty	55,000	Cont – TA	87,5	90	-2,78
	50,000	Caribs – USAC	92,5	97,5	-5,13

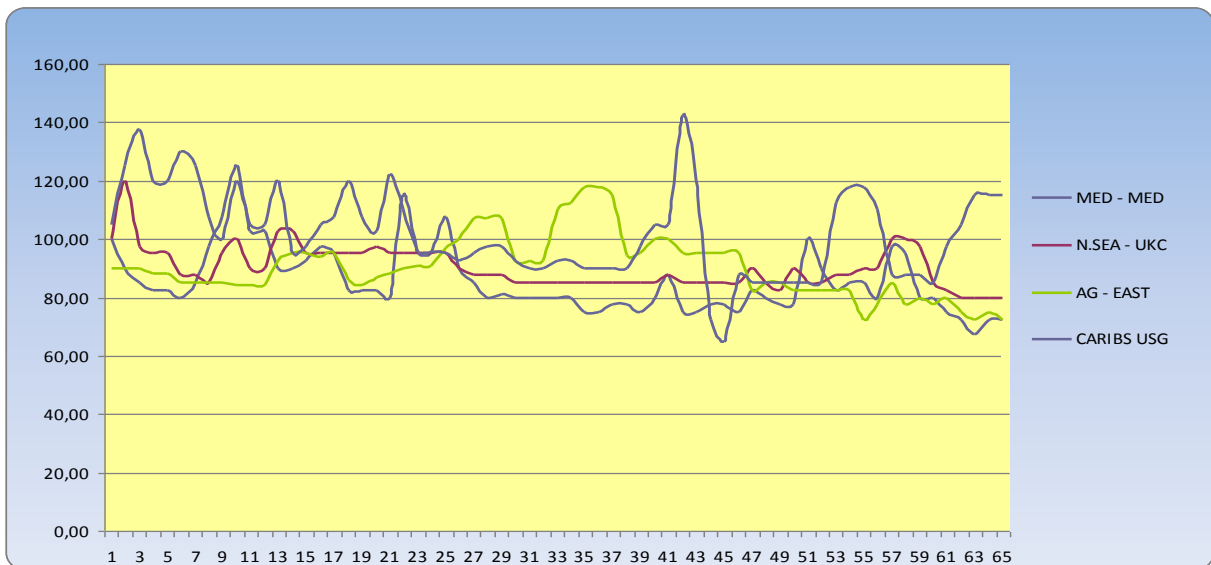
VLCC Trading Routes 2012 / 13



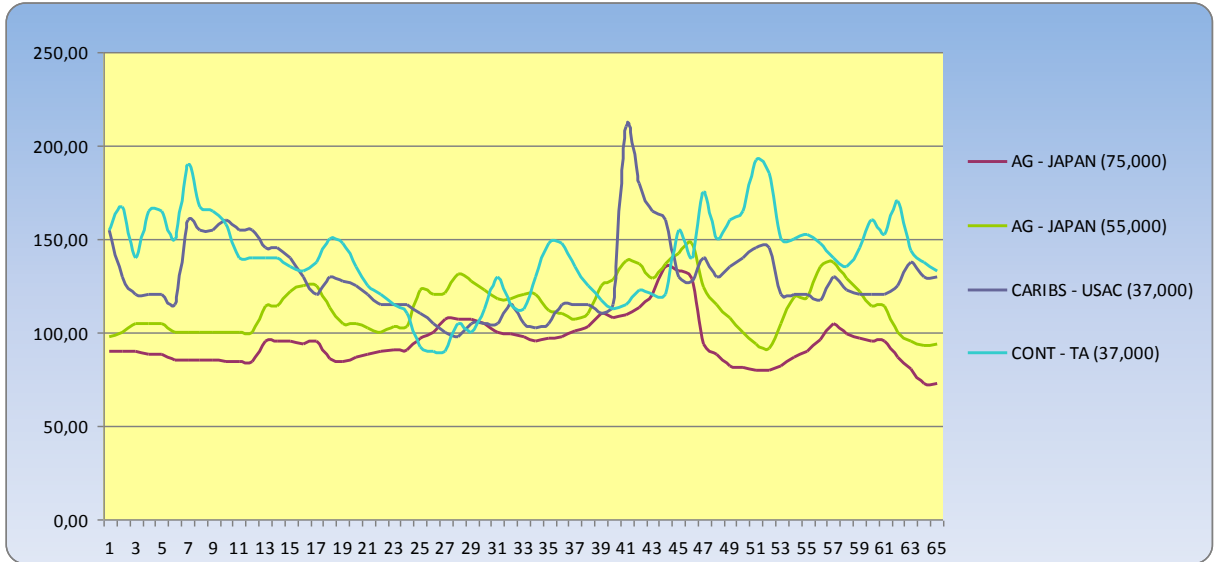
Suezmax Trading Routes 2012 / 13



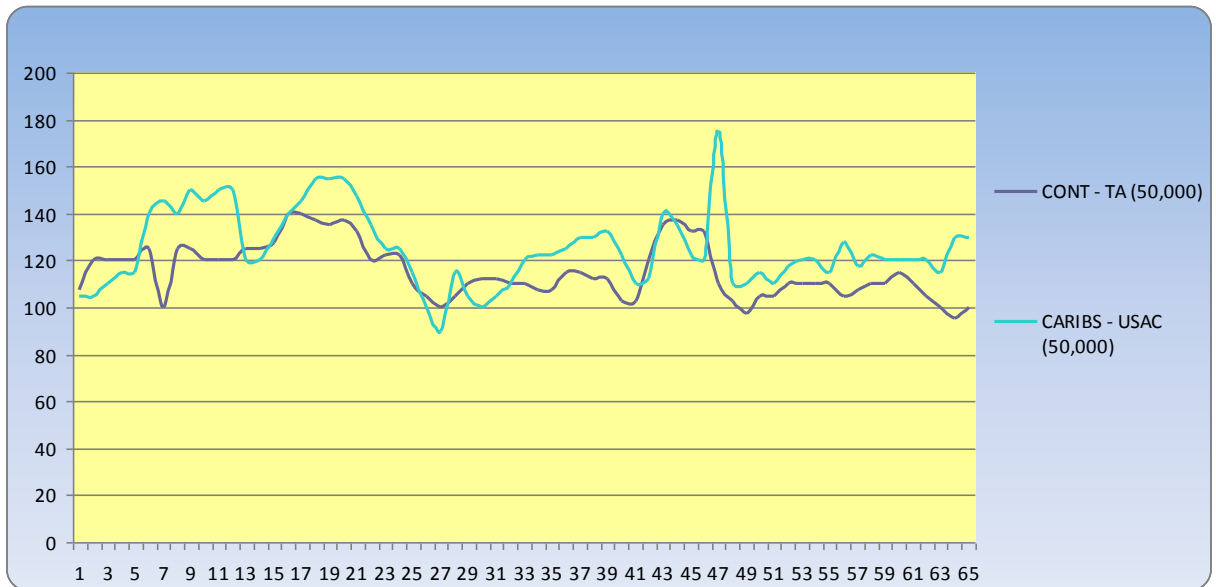
Aframax Trading Routes 2012 / 13



Clean Trading Routes – 2012 / 13



Dirty Trading Routes – 2012 / 13



Financial Market Data

Shipping Stocks

Dry Bulk				
Company	Stock Exchange	Week 45	Week 44	Change %
Baltic Trading Ltd (BALT)	NYSE	4,67	4,90	-4,69
Diana Shipping Inc (DSX)	NASDAQ	11,44	11,64	-1,72
Dryships Inc (DRYS)	NASDAQ	3,06	3,07	-0,33
Euroseas Ltd (ESEA)	NASDAQ	1,28	1,30	-1,54
Excel Maritime Carriers (EXM)	NYSE	0,28	0,23	21,74
Eagle Bulk Shipping Inc (EGLE)	NASDAQ	4,69	6,08	-22,86
Freeseas Inc (FREESE)	NASDAQ	0,32	0,40	-20,00
Genco Shipping (GNK)	NYSE	2,83	3,18	-11,01
Navios Maritime (NM)	NYSE	7,49	7,40	1,22
Navios Maritime PTN (NMM)	NYSE	16,26	16,50	-1,45
Paragon Shipping Inc (PRGN)	NASDAQ	5,35	5,68	-5,81
Star Bulk Carriers Corp (SBLK)	NASDAQ	8,36	8,19	2,08
Seenergy Maritime Holdings Corp (SHIP)	NASDAQ	1,20	1,25	-4,00
Safe Bulkers Inc (SB)	NYSE	8,32	7,74	7,49
Golden Ocean (GOGL)	Oslo Bors (NOK)	8,88	9,01	-1,44
Tankers				
Capital Product Partners LP (CPLP)	NASDAQ	8,45	9,21	-8,25
TOP Ships Inc (TOPS)	NASDAQ	1,70	1,48	14,86
Tsakos Energy Navigation (TNP)	NYSE	5,41	5,18	4,44
Other				
Aegean Maritime Petrol (ANW)	NYSE	10,02	9,88	1,42
Danaos Corporation (DAC)	NYSE	4,18	4,01	4,24
StealthGas Inc (GASS)	NASDAQ	12,32	11,58	6,39
Rio Tinto (RIO)	NYSE	53,17	51,17	3,91
Vale (VALE)	NYSE	15,98	16,38	-2,44
ADM Archer Daniels Midland (ADM)	NYSE	41,44	40,90	1,32
BHP Billiton (BHP)	NYSE	71,86	70,96	1,27

Commodities

Commodity	Week 45	Week 44	Change (%)
Brent Crude (BZ)	106,80	105,83	0,92
Natural Gas (NG)	3,64	3,45	5,51
Gold (GC)	1279	1311	-2,44
Copper	323,30	326,10	-0,86
Wheat (W)	306,25	313,88	-2,43

Currencies

	Week 45	Week 44	Change (%)
EUR / USD	1,33	1,34	-0,75
USD / JPY	99,05	98,69	0,36
USD / KRW	1062	1061	0,09
USD / NOK	6,13	5,97	2,68

Bunker Prices

	IFO 380	IFO 180	MGO
Piraeus	594	626	925
Fujairah	620	655	995
Singapore	600	612	900
Rotterdam	574	593	875
Houston	593	655	970

Port Congestion*

Port	No of Vessels
China	
Rizhao	29
Lianyungang	36
Qingdao	88
Zhanjiang	27
Yantai	26
India	
Chennai	20
Haldia	24
New Mangalore	17
Kakinada	10
Krishnapatnam	21
Mormugao	17
Kandla	28
Mundra	13
Paradip	18
Vizag	49
South America	
River Plate	163
Paranagua	48
Praia Mole	21

* 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 45 of year 2013.