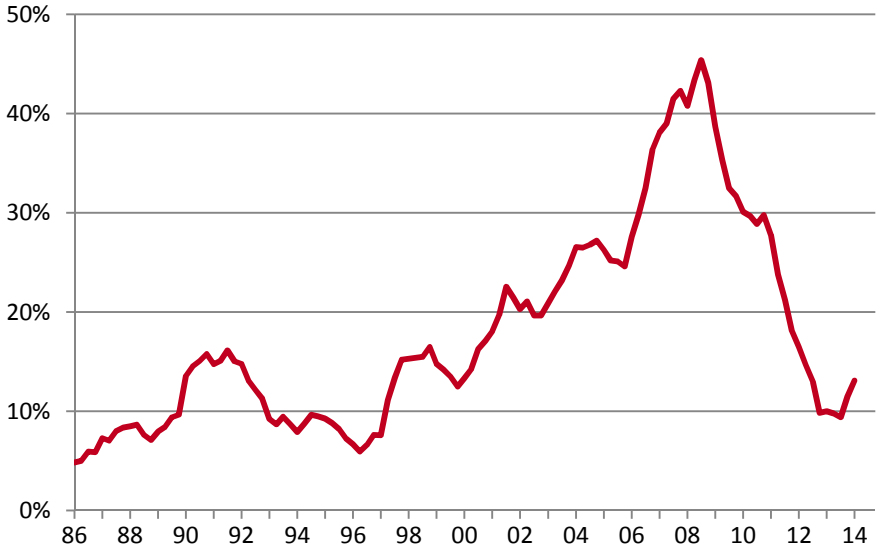
RS Platou

RS Platou Monthly

March 2014

Order book in percent of existing fleet - Tankers 10,000 dwt +



Order book in percent of existing fleet - Bulk carriers 10,000 dwt +

Analytical topic of the month:

Dry bulk market; Improving fundamentals despite short-term drop

Page 2

Analyses and comments 2

World economy and world shipping 3

Newbuilding 4

Tankers | Freight market..... 5

Tankers | Sale and purchase..... 6

Bulk carriers | Freight market..... 7

Bulk carriers | Sale and purchase 8

Cellular container ships 9

LNG carriers 10

Representative newbuilding contracts... 11

Representative second hand sales..... 12

Contact list..... 14

RS Platou Economic Research AS
Shipbroking | Oslo

P.O. Box 1604 Vika
Haakon VII's gate 10
N-0119 Oslo, Norway

Tel.: +47 23 11 20 00
Fax: +47 23 11 23 00

ecr@platou.com
www.platou.com

Analyses and comments

Dry bulk market; improving fundamentals despite short-term drop

Freight rates have been weaker in the first quarter this year compared with the strong finish of last year, but have been significantly higher than in the same period last year, especially in the Capesize sector.

After a substantial build-up of Chinese mineral inventories in the final quarter of last year, weaker market conditions were expected in the first quarter of this year. Since the Indonesian export ban for bauxite, crude nickel ore and other high quality ores was implemented in January, substantially lower activity within these commodities has been registered. However, Chinese import of iron ore has been higher than expected seen in light of very high inventories at the start of this year.

Trade data for the first two months show an increase of nearly 20 percent in shipments of Australian iron ore and 5 percent in Brazilian export, mainly destined for China. The recent strong expansion of Australian iron ore production capacity has resulted in a quicker increase in supply of iron ore compared to demand, and thereby contributed to a downward pressure on iron ore prices. Furthermore, it has also created a huge price arbitrage between Chinese domestic prices and world prices of this commodity.

During the same period we have also registered a 25 percent rise in Chinese steel export. The major part of these volumes has been for intra-Asian destinations, but also higher shipments to the US, South America and Middle East have been noticed.

Preliminary assessments suggest the underlying growth in tonnage demand to have increased by around 7 percent during the first quarter. In parallel, the fleet has expanded at a rate of around 5 percent. Consequently, the fleet utilization rate has risen around 2 percentage points.

Over the next 12-18 months the greatest uncertainty concerns the demand side where macroeconomic indicators have showed varied patterns in the first part of this year. For dry bulk demand, China's economic growth rate will be of vital importance and economic figures have shown a weaker tendency recently. However, an upcoming stimuli plan with a speed-up in construction of railways, highways and airports to support the rapid urbanization, has been announced.

Another crucial development would be the advent of arbitrage in iron ore and coal prices, as well as to which extent Chinese authorities will attempt to reduce local pollution. Stricter regulations on domestic mining could be a stronger driver for Chinese iron ore and coal imports, as increasing overseas mining capacity will be prioritized at the expense of low quality and high pollutive domestic capacity.

Extensive Chinese inventories of bauxite and crude nickel ore will hamper short-term activity within these commodities. Should the Indonesian export ban be long-lasting, China might be forced import more alumina instead of bauxite; alternative nickel ore supplies may to some extent be found in the Philippines. The other option is higher imports of refined nickel.

All-in-all, we estimate an escalation of seaborne dry bulk trade in the region of 6 percent p.a. over the next 12-18 months. Real tonnage demand is likely to increase somewhat more due to lower fleet productivity caused by increasing ballasting and potentially higher congestion.

In parallel to this, we anticipate the dry bulk fleet to expand about 5 percent p.a. We expect deliveries of new tonnage to be around 50 mill dwt p.a. and scrapping to be 12-13 mill dwt p.a.

Based on the above, we foresee a further gradual strengthening of market fundamentals. After a relatively slow start to 2014, we anticipate a recovery in freight rates during the course of the year when China has depleted its huge inventories. A potential upside to this scenario would be stricter regulations on Chinese domestic mining, which will support stronger than anticipated growth in raw material imports than in our base case scenario. On the downside, risks are related to a weaker than expected performance of the world economy, and a continued high ordering of new ships which might create a too high fleet expansion in 2016.

Bjørn Bodding
RS Platou Economic Research

World economy and world shipping

March was yet another mixed month on the macroeconomic front. Slowdown concerns over China deepened further while economic indicators from the US and Europe showed signs of improvement. In China, indicators of domestic economic activity continue to point to slowing growth although commodity imports in Q1 have been very strong. The fear is that authorities will continue to keep monetary policy tight in order to slow credit growth and that this could have some shock effects on parts of the economy. US data in general was better than expected in March, lending support to the thesis that weak figures in January and February mainly were due to the extreme weather. In Europe, activity continued its moderate improvement from recent months. The skirmish between Russia and Ukraine appears to have had little economic impact, so far.

World economy - YoY change in %

GDP growth	2013		2014		2015	
US	1.9		2.8	(2.9)	3.0	
Euro area	-0.4		1.1	(1.0)	1.5	(1.4)
China	7.7		7.3	(7.4)	7.1	(7.3)
Japan	1.6	(1.7)	1.4	(1.6)	1.3	
India	4.7	(4.8)	5.8	(5.7)	6.6	(6.8)
World	**2.9**		**3.6**		**3.8**	
World trade	2.7		4.5		5.2	

Various sources *( ) previous month, if changed*

World merchant fleet - YoY change in %

	2013	2014F	2015F
Tonnage demand	5.8	5.6	6.0
Fleet growth	5.3	4.2	4.5
Utilization rate	84.8	86.0	87.3

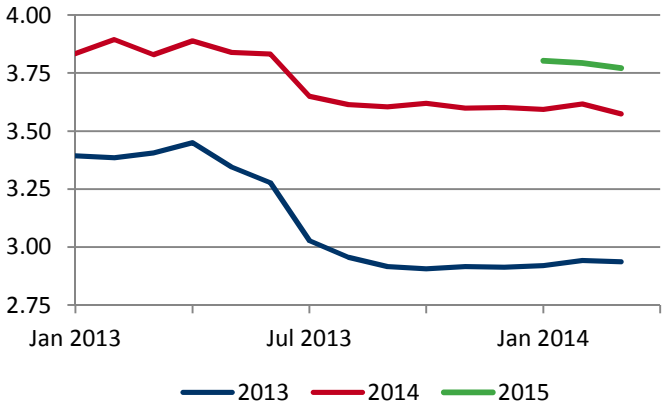
Market indicators - YoY change in %

Seaborne trade*		3Q2013	4Q2013	Jan 2014
Oil		0.4	-4.6	-3.4
Dry bulk		5.8	9.8	9.1
Oil		**Jan 2014**	**Feb 2014**	**2014-2m**
Oil consumption	World	1.7	0.4	1.0
	US	1.5	-1.1	0.3
	China	3.1	1.7	2.4
Crude imports	US	-9.9	2.6	-4.2
	China	12.0	10.9	11.5
Dry bulk		**Jan 2014**	**Feb 2014**	**2014-2m**
China imports	Total	27.9	3.7	16.3
	Iron ore	32.6	12.8	23.5
Steel production	China	2.9	0.4	1.7
	US	-0.5	-1.7	-1.0
Container		**Jan 2014**	**Feb 2014**	**2014-2m**
US imports		4.6	-7.2	-2.3

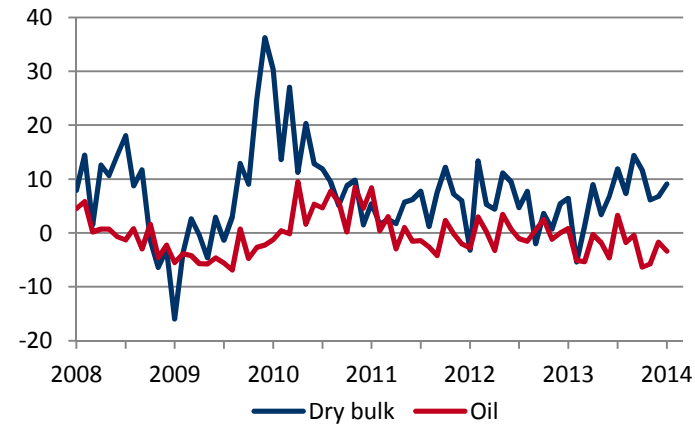
Commodity prices, end of month

		Mar 2013	Feb 2014	Mar 2014
Brent oil - spot	USD/bbl	109.6	109.8	107.1
Bunkers - Singapore	USD/t	637.0	604.0	597.0
Indian iron ore	USD/t	136.5	118.5	112.5
Steam coal	USD/t	87.9	76.4	72.9
Steel - HRC B. Sea	USD/t	570.0	520.0	515.0

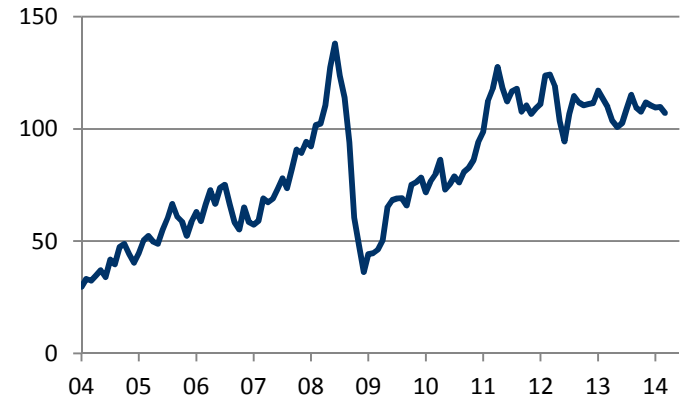
Forecasts for world GDP, monthly revisions YoY change in %



Seaborne trade YoY change in %



Brent oil - Spot USD/bbl



* For details on sources and methods, visit www.platou.com

Newbuilding

Navig8 was the most active buyer in March with a total of 20 firm orders at six different shipyards. On the dry side focus has been on early delivery slots, for which owners have paid a small premium. Also interesting to notice is UECC's 2 x 3,800 CEU PCTCs at NACKS with dual-fuel propulsion.

There have only been minor changes to the newbuilding prices from last month.

Newbuilding prices in mill USD

		Dec 2013	Feb 2014	Mar 2014
Tank*	VLCC	94/95	97/98	98/99
	Suezmax	62	64/65	65
	Aframax	51/52	53/54	54
	MR Clean	35/36	36	36
Bulk*	Capesize	53	54	54/55
	Kamsarmax	29/30	30	30
	Ultramax (from Jan 2013)	27/28	28	28

* Tankers from Korean yards, bulk carriers from Chinese yards

Order book in no. / mill dwt

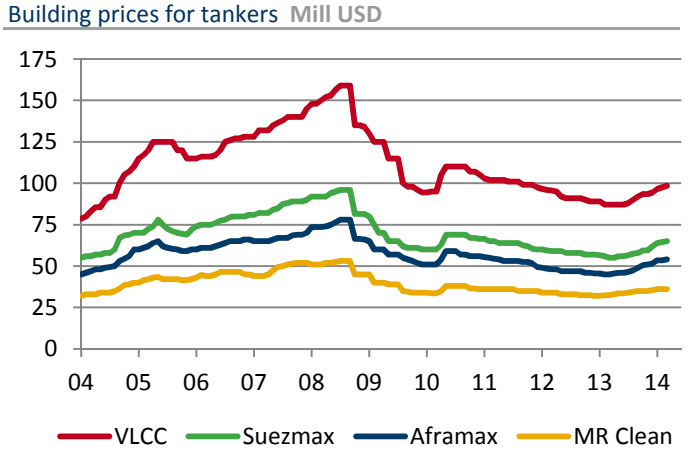
		Total		Rest 2014		2015		2016+	
Tank*	VLCC	84	26.1	19	6.0	17	5.3	48	14.8
	Suezmax	28	4.4	16	2.5	10	1.6	2	0.3
	Aframax	98	11.1	29	3.3	41	4.6	28	3.2
	Smaller	472	20.5	147	6.1	189	8.3	136	6.1
	Total	**682**	**62.0**	**211**	**17.8**	**257**	**19.8**	**214**	**24.4**
Bulk*	Capesize	293	57.8	71	15.2	118	22.1	104	20.4
	Post Panamax	31	3.0	15	1.5	10	1.0	6	0.6
	Pan./Kamsarmax	343	27.6	133	10.5	123	9.9	87	7.1
	Handy/Supramax	542	32.8	162	9.5	229	14.0	151	9.4
	Handysize	398	13.8	156	5.2	188	6.7	54	1.9
	Total	**1607**	**135.1**	**537**	**42.0**	**668**	**53.8**	**402**	**39.4**

New orders in no. / mill dwt

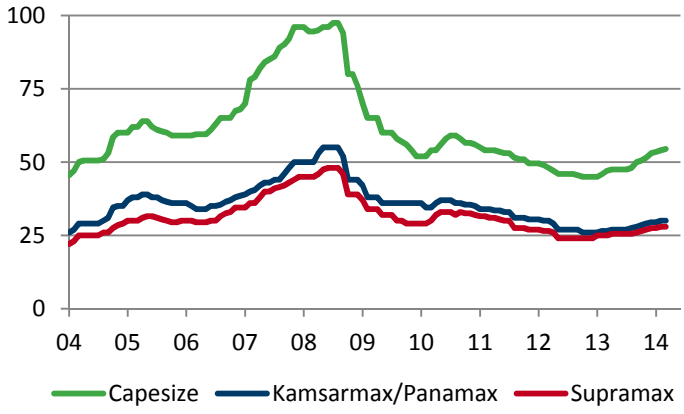
		2013		2014 YTD		Mar 2014	
Tank*	VLCC	43	13.6	16	4.9	6	1.9
	Suezmax	4	0.6	2	0.3	0	0.0
	Aframax	63	7.1	9	1.0	4	0.5
	Smaller	251	10.8	59	2.4	21	1.1
	Total	**361**	**32.1**	**86**	**8.6**	**31**	**3.4**
Bulk*	Capesize	161	31.3	53	10.1	12	2.2
	Post Panamax	7	0.7	0	0.0	0	0.0
	Pan./Kamsarmax	141	11.4	29	2.3	7	0.6
	Handy/Supramax	344	21.1	155	9.4	41	2.6
	Handysize	251	8.6	54	1.9	11	0.4
	Total	**904**	**73.1**	**291**	**23.8**	**71**	**5.7**

* For tonnage definitions, visit www.platou.com

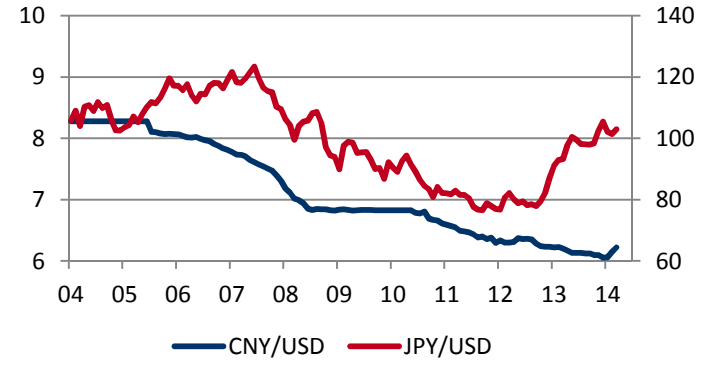
Building prices for tankers Mill USD



Building prices for bulk carriers Mill USD



Exchange rates Left: CNY/USD | Right: JPY/USD



Tankers | Freight market

The VLCC market remained under downward pressure throughout the month. Activity was markedly lower in the MEG compared to the two previous months. Hence tonnage availability increased steadily and there was no intra-month spike in the market as in January and February. As more Eastern ballasters gravitated towards the Atlantic, rates came under downward pressure there, as well. Owners can only hope that the reasons for the weak market are mostly seasonal this year, in contrast with previous years. It was a weak month for Suez-and Aframaxes as well, although some modest improvement was seen towards the end. It was an uneventful month for most clean trades with rates essentially unchanged. However, activity began to pick up during the second half of the month, giving owners some reason for optimism.

Average freight rates in 1,000 USD/day

		2013 YTD	2014 YTD	Feb 2014	Mar 2014
Spot	VLCC	7.6	33.1	36.8	21.9
	Suezmax	12.2	28.4	13.2	14.5
	Aframax	14.2	27.7	17.3	14.4
	LR2 Clean	14.3	10.6	10.5	13.9
	LR1 Clean	20.4	12.0	12.9	14.3
	MR Clean	19.2	9.8	9.4	9.5
12m T/C	VLCC	19.7	25.0	25.0	25.0
	Suezmax	16.1	20.7	20.0	20.0
	Aframax	13.3	15.4	15.0	15.3
	LR2 Clean	15.7	15.8	15.3	16.0
	LR1 Clean	13.4	15.0	14.2	15.0
	MR Clean	13.6	14.8	14.5	14.8

For weekly freight rates, visit www.platou.com

Tanker fleet development in mill dwt *

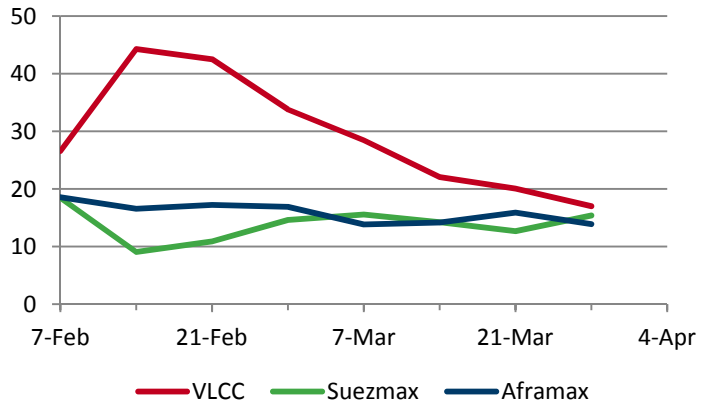
	Deliveries 2014 YTD	Removals 2014 YTD	Fleet end Mar 2014	YoY in %
VLCC	1.9	0.9	191.5	0.9
Suezmax	0.3	0.1	76.7	1.4
Aframax	0.0	0.4	98.8	-1.6
Smaller	1.4	0.2	106.3	2.9
Total tanker fleet	**3.6**	**1.7**	**473.3**	**0.9**

* For tonnage definitions, visit www.platou.com

Oil market in mill bpd

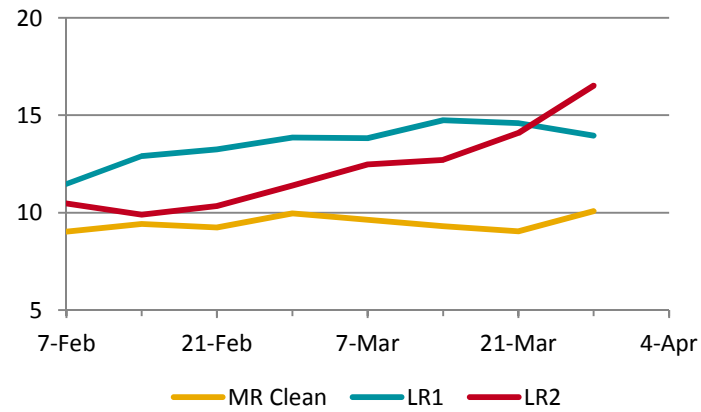
		2013-2m	2014-2m	YoY in %
Demand	OECD	46.3	46.4	0.1
	Non-OECD	44.8	45.7	2.0
	World demand	91.1	92.1	1.0
Supply	Middle East	22.6	23.5	4.0
	Africa	8.6	7.6	-11.9
	Latin America	10.7	10.6	-0.9
	North America	14.6	16.2	10.8
	Western Europe	3.4	3.4	0.4
	Asia	7.8	7.8	-0.3
	FSU	13.9	14.0	1.1
	Others	9.2	9.5	3.4
	World supply	90.7	92.5	2.0
		2012	2013	2014 F
World seaborne oil trade		**45.0**	**44.6**	**45.5**

Weekly spot rates for crude carriers# 1,000 USD/day



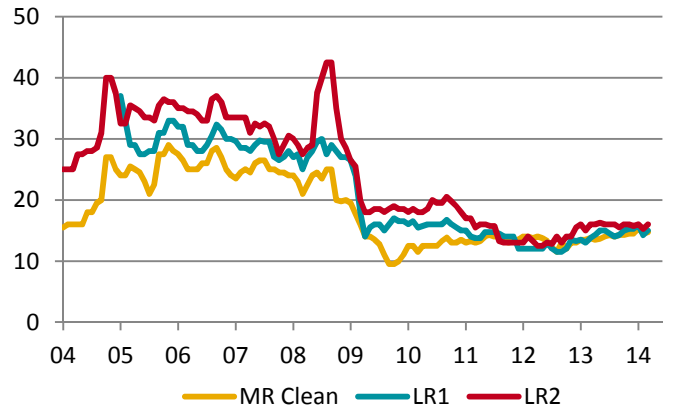
World-wide averages

Weekly spot rates for clean carriers# 1,000 USD/day



World-wide averages

12 month T/C rates 1,000 USD/day



Tankers | Sale and purchase

Deal of the month was clearly the sale of seven VLCC newbuilding contracts from Scorpio to a Peter Georgiopoulos-led initiative. The deal offered solid benchmark pricing for other VLCC deals on the table, but perhaps more importantly it silently signified that secondhand VLCC prices have reached a temporary ceiling given current earnings outlook and prevailing newbuilding prices; newbuilding resales simply offered more overall investor value.

For Suezmax, but even more so for Aframax tonnage, prices remained below newbuilding parity, and buyers outnumbering sellers gave good support to a continued uptick in values. The clean sector was less eventful, however one large MR resale fleet was quickly committed by a senior market participant after the attempted purchase of that same fleet was failed by a US "IPO buyer". Modern MR prices were marginally up.

Estimated values in mill USD

	Mar 2013	Jan 2014	Feb 2014	Mar 2014
310,000 dwt resale	85.0	98.0	98.0	105.0
305,000 dwt 5 years	60.0	65.0	73.0	75.0
300,000 dwt 10 years	36.0	42.0	48.0	48.0
160,000 dwt resale	55.0	62.0	65.0	65.0
160,000 dwt 5 years	43.0	45.0	50.0	50.0
160,000 dwt 10 years	30.0	30.0	32.0	35.0
115,000 dwt resale	43.0	53.0	53.0	54.0
105,000 dwt 5 years	29.0	35.0	35.0	39.0
105,000 dwt 10 years	18.0	22.0	22.0	25.0
C 75,000 dwt resale	38.0	44.0	44.0	44.0
C 75,000 dwt 5 years	27.0	34.0	34.0	34.0
C 50,000 dwt resale	35.0	38.0	37.0	37.0
C 47,000 dwt 5 years	27.0	30.0	28.0	28.0
C 47,000 dwt 10 years	16.0	20.0	18.0	18.0
C 37,000 dwt 5 years	23.0	27.0	25.0	23.0

Baltic Sale & Purchase Assessments in mill USD

Average Baltic panel assessments	10 Mar	31 Mar
VLCC - 5 years old 305,000 dwt	67.6	70.1
Aframax - 5 years old 105,000 dwt	35.2	36.6
MR Prod. - 5 years old 45,000 dwt	28.9	28.7

Demolition prices in USD/ldt

	Mar 2013	Jan 2014	Feb 2014	Mar 2014
Far East	380	350	345	330
Sub continent *	440	455	465	465

* India/Bangladesh/Pakistan

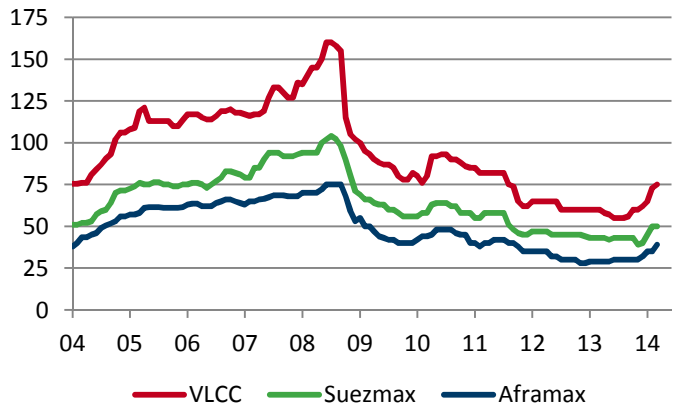
Sold for scrapping and other removals* in no. / mill dwt

	2013 YTD		2014 YTD		Mar 2014	
VLCC - double hull	0	0.0	3	0.9	0	0.0
Suezmax - double hull	1	0.1	1	0.1	0	0.0
Aframax - double hull	7	0.7	4	0.4	0	0.0
Smaller - double hull	3	0.1	8	0.2	0	0.0
Total - double hull	**11**	**1.0**	**16**	**1.7**	**0**	**0.0**
Single hull	18	1.0	7	0.3	1	0.1
Total	**29**	**2.0**	**23**	**2.0**	**1**	**0.1**

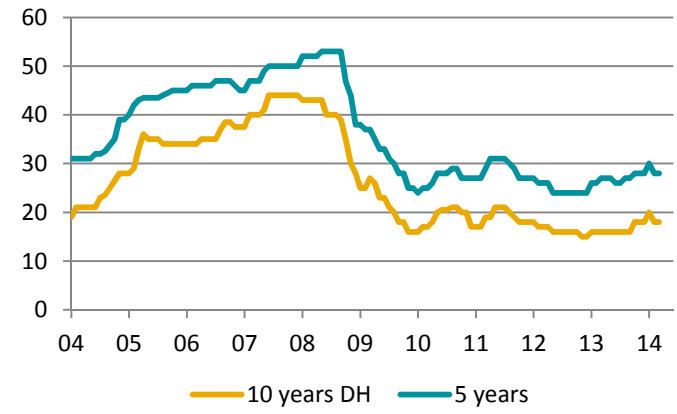
* Including total loss/conversion/reclass

For tonnage definitions, visit www.platou.com

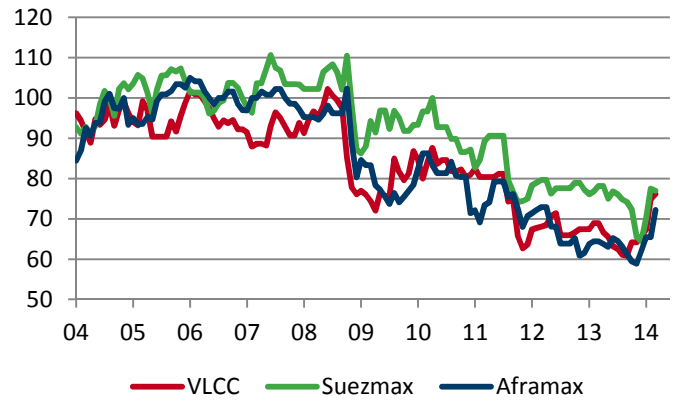
Second hand values, 5 years old Mill USD



Second hand values for clean carriers, 40/45,000 dwt Mill USD



5 years second hand values in percent of newbuilding prices



Bulk carriers | Freight market

Strong activity among Chinese iron ore traders and escalating steel exports from China offered higher freight rates for Capesizes and Supramaxes over the last month. We noticed, however, a significant drop in earnings at the very end of the month resulting from a general slowdown in activity. The Panamax sector was negatively affected by delayed grain and soybean exports from South America, declining US grain exports and slow intra-Pacific coal trade. Freight rates for Handysizes were more or less steady. The Indonesian export ban for nickel ore and bauxite remains in place, but with high inventories in China any significant increase in shipments from other exporters is yet to be seen.

Average freight rates in 1,000 USD/day

		2013 YTD	2014 YTD	Feb 2014	Mar 2014
Spot	Capesize	7.3	18.6	11.2	23.8
	Panamax	7.1	10.6	10.1	8.7
	Supramax	8.1	11.6	10.7	12.1
	Handysize	6.9	10.0	9.7	9.8
12m T/C	Capesize	10.6	23.9	26.0	25.0
	Panamax	8.5	14.1	14.8	13.5
	Supramax	9.2	12.8	13.0	13.0
	Handysize	7.2	9.5	10.0	9.5

For weekly freight rates, visit www.platou.com

Dry bulk fleet development in mill dwt

	Deliveries* 2014 YTD	Removals 2014 YTD	Fleet end Mar 2014	YoY in %
Capesize	6.2	1.3	285.8	4.8
Post Panamax	1.0	0.0	49.3	8.1
Panamax/Kamsarmax	4.1	0.3	150.3	9.0
Handymax/Supramax	2.4	0.7	155.6	4.6
Handysize	1.5	0.5	87.4	0.6
Total dry bulk fleet	**15.1**	**2.7**	**728.4**	**5.3**

* Including conversions

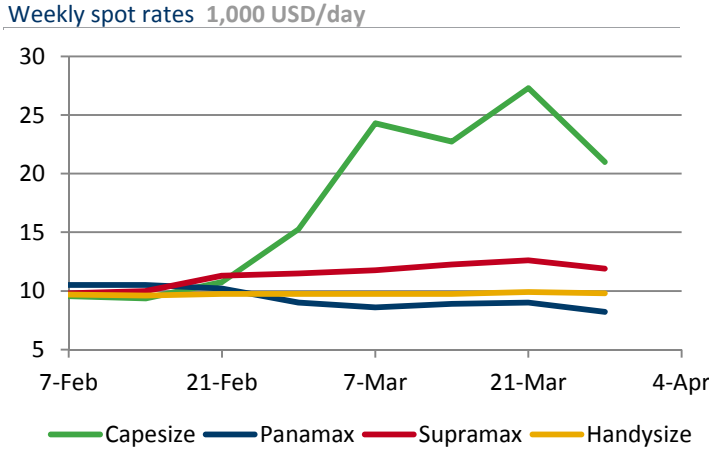
Industrial production, YoY in %

	2013	2014F	2015F
USA	2.6	3.3	3.2
Euro area	-0.7	2.1	2.6
Japan	-0.4	4.7	2.8
China	9.7	9.2	9.0
Other Asia	1.4	3.6	4.9

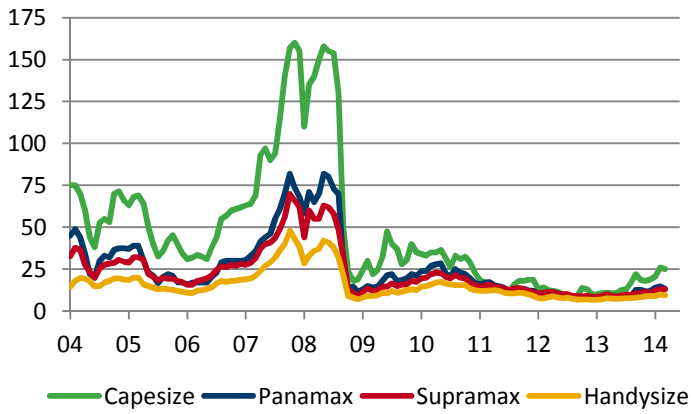
Steel production in mill tons

	2013-2m	2014-2m	YoY in %
USA	14.2	14.0	-1.0
Japan	17.2	17.8	3.8
EU27	26.7	28.4	6.6
China	128.6	130.8	1.7
Other Asia	27.7	28.0	1.1
Total world	**257.7**	**261.7**	**1.6**

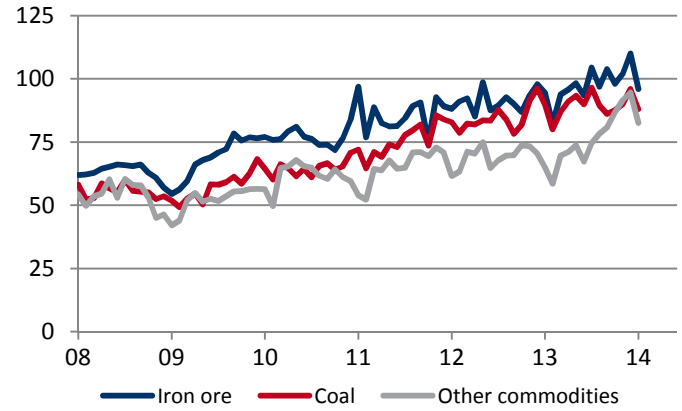
Weekly spot rates 1,000 USD/day



12 months T/C rates 1,000 USD/day



Seaborne dry bulk trade Mill tons/month



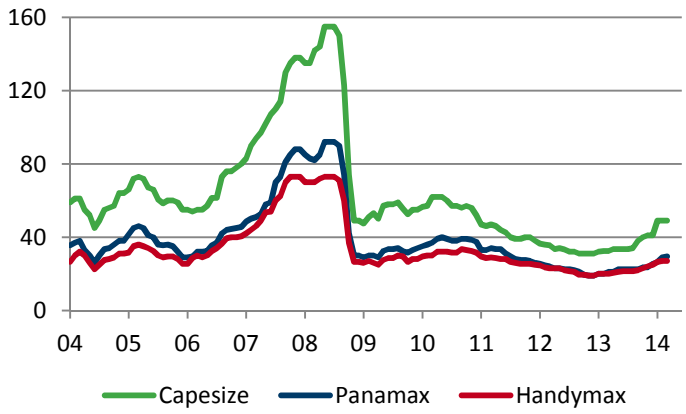
Bulk carriers | Sale and purchase

The sales activity seen over the last months is continuing and the values remain firm or even firming for the most modern units. The demand for modern sales candidates in all segments continues and we believe that there is still room for further increase in the values, at least for top quality tonnage. The price differential between resale tonnage without ECO features and those of more modern designs is becoming quite evident – with the latter category obtaining huge premiums. However, resales of old-fashioned design from 2nd tier Chinese yards are still finding buyers, but without following the same up-ward trend in values as the higher quality tonnage.

Estimated values in mill USD

	Mar 2013	Jan 2014	Feb 2014	Mar 2014
180,000 dwt resale	43.0	57.0	57.0	61.0
172,000 dwt 5 years	32.5	49.0	49.0	49.0
170,000 dwt 10 years	22.5	35.0	35.0	38.0
82,000 dwt resale	28.0	35.5	36.0	36.0
74,000 dwt 5 years	21.0	26.5	29.0	29.5
72,000 dwt 10 years	14.5	20.5	22.0	22.5
60,000 dwt resale	26.0	34.0	34.0	34.0
56,000 dwt 5 years	20.0	26.5	27.0	27.0
50,000 dwt 10 years	15.5	20.5	21.5	22.0
34,000 dwt resale	23.0	25.5	26.0	26.0
32,000 dwt 5 years	18.0	21.0	21.0	21.0
28,000 dwt 10 years	12.5	16.0	16.0	16.0

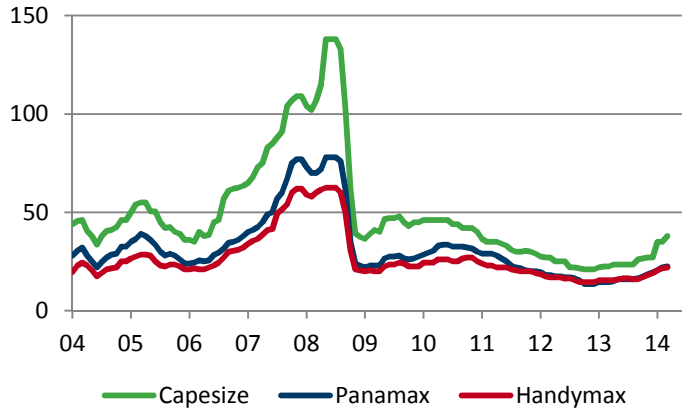
Second hand values, 5 years old Mill USD



Baltic Sale & Purchase Assessments in mill USD

Average Baltic panel assessments	10 Mar	31 Mar
Capesize - 5 years old 172,000 dwt	45.8	47.1
Panamax - 5 years old 74,000 dwt	26.8	27.3
Super Handy - 5 years old 56,000 dwt	26.1	26.5

Second hand values, 10 years old Mill USD



Demolition prices in USD/ldt

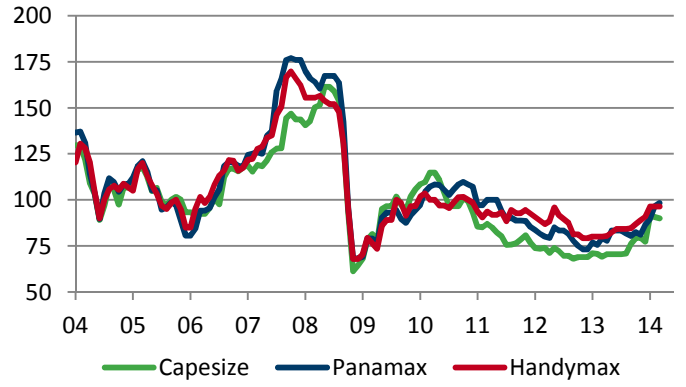
	Mar 2013	Jan 2014	Feb 2014	Mar 2014
Far East	360	340	340	340
Sub continent*	410	415	415	415

* India/Bangladesh/Pakistan

Sold for scrapping in no. / mill dwt

	2013 YTD		2014 YTD		Mar 2014	
Capesize	19	3.2	7	1.3	2	0.3
Post Panamax	2	0.2	0	0.0	0	0.0
Panamax/Kamsarmax	15	1.0	4	0.3	2	0.1
Handymax/Supramax	33	1.7	13	0.7	2	0.1
Handysize	67	1.9	17	0.5	4	0.1
Total	**136**	**8.1**	**41**	**2.7**	**10**	**0.7**

5 years second hand values in percent of newbuilding prices



Cellular container ships

Freight rates declined markedly over the last month resulting from continued high inflow of new tonnage and significant cascading on many routes, resulting in a capacity increase which demand not could absorb. The net fleet growth has been approximately 6 percent in the first quarter this year. In the same period, preliminary trade data suggest the underlying growth in tonnage demand to have increased around 5 percent.

More activity has been seen in the time charter market lately, but without any hike in rates apart for ships above 5,000 TEU which have gained some. Availability of 4-5,000 TEU ships for charter has decreased as more ships were taken from the market at historically low levels. Apparently liners are taking advantage of the pricing arbitrage and are fixing cheap Panamaxes into trades normally dominated by smaller tonnage.

Average charter rates in 1,000 USD/day

	2013 YTD	2014 YTD	Feb 2014	Mar 2014
1,000 TEU	5.4	6.0	6.0	6.0
1,700 TEU	6.4	7.3	7.3	7.3
3,000 TEU	7.1	7.0	7.0	7.0
4,500 TEU	9.1	7.9	7.9	7.9

Container fleet development in mill TEU

	Deliveries 2014 YTD	Removals 2014 YTD	Fleet end Mar 2014	YoY in %
Below 1,000 TEU	0.00	0.00	0.62	-1.1
1,000 - 1,999 TEU	0.00	0.00	1.73	-2.2
2,000 - 3,999 TEU	0.01	0.05	2.56	-4.7
4,000 - 5,999 TEU	0.03	0.13	4.49	-0.3
6,000 - 7,999 TEU	0.01	0.00	1.84	3.7
8,000 - 9,999 TEU	0.13	0.00	3.24	15.6
10,000+ TEU	0.17	0.00	2.75	25.0
Total container fleet	**0.36**	**0.18**	**17.22**	**5.3**

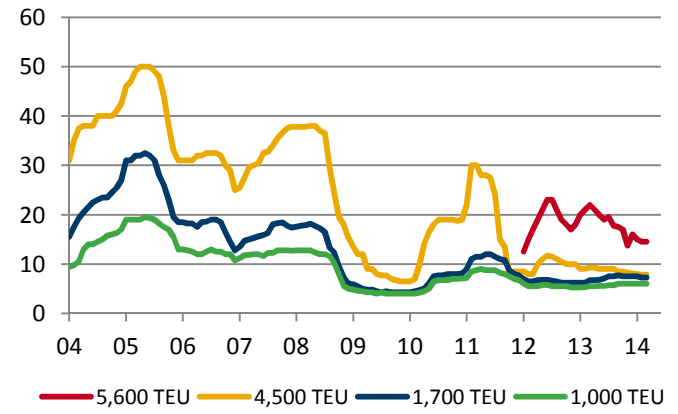
Order book in no. / mill TEU

TEU	Total		Rest 2014		2015		2016+	
Below 1,000	1	0.00	1	0.00	0	0.00	0	0.00
1,000 - 1,999	77	0.11	43	0.06	26	0.04	8	0.01
2,000 - 3,999	79	0.23	33	0.10	36	0.10	10	0.03
4,000 - 5,999	42	0.21	35	0.17	6	0.03	1	0.00
6,000 - 7,999	13	0.09	9	0.06	4	0.03	0	0.00
8,000 - 9,999	115	1.04	34	0.30	60	0.54	21	0.19
10,000+	142	1.99	51	0.68	65	0.97	26	0.34
Total	**469**	**3.67**	**206**	**1.38**	**197**	**1.70**	**66**	**0.59**

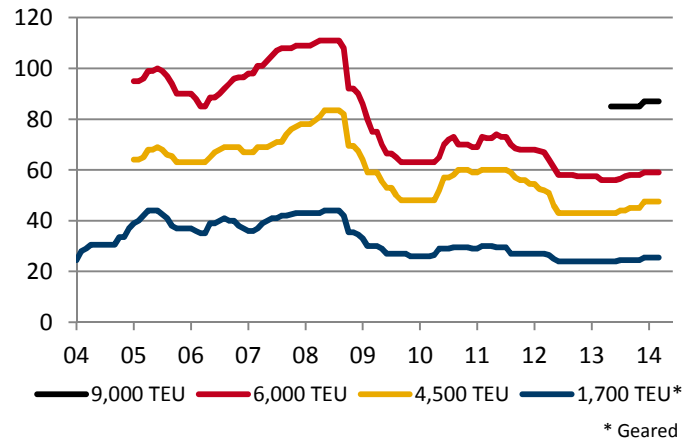
New orders in no. / mill TEU

	2013		2014 YTD		Mar 2014	
Below 1,000 TEU	1	1.00	1	0.00	0	0.00
1,000 - 1,999 TEU	42	0.72	9	0.01	5	0.01
2,000 - 3,999 TEU	38	0.03	0	0.00	0	0.00
4,000 - 5,999 TEU	13	0.07	0	0.00	0	0.00
6,000 - 7,999 TEU	4	0.10	0	0.00	0	0.00
8,000 - 9,999 TEU	79	0.06	11	0.10	0	0.00
10,000+ TEU	70	0.00	19	0.27	1	0.02
Total	**247**	**1.97**	**40**	**0.39**	**6**	**0.03**

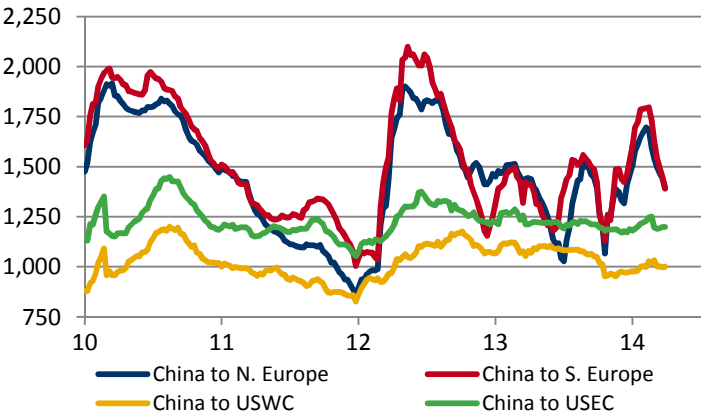
12 month T/C rates 1,000 USD/day



Building prices Mill USD



China Containerized Freight Index (CCFI) USD/TEU



LNG carriers

Activity picked up during the two last weeks of March when at least six fixtures were done for April loadings in the Atlantic. Charterers have been pushing for one-way economics, while owners have been trying to hold on to a ballast bonus resulting in relatively stable rates, but overall economics have been eroded somewhat. It has also resulted in less availability in the Atlantic, while a number of vessels remain open in the Pacific.

Several more TFDE newbuilds are being delivered in Korea early April, providing additional length and possibilities for end April or early May loadings in the Atlantic. It is rumored that a number of newbuilds are continuously being held back at the yards and some even put into lay-up. Whether this "supply valve" tightening will boost the chartering market in any significant way is uncertain.

Average charter rates in 1,000 USD/day

	2013 YTD	2014 YTD	Feb 2014	Mar 2014
138-145k cbm ST-Spot	108	63	60	52
155-160k cbm DFDE-T/C	98	74	74	70

LNG carrier fleet development in no. / mill cbm

1,000 cbm	Deliveries 2014 YTD		Removals 2014 YTD		Fleet end Mar 2014		YoY in %
10-50	0	0.00	0	0.00	8	0.23	-9.7
50-100	0	0.00	1	0.07	29	0.91	-14.7
100-200	4	0.65	1	0.13	315	46.01	6.3
200+	0	0.00	0	0.00	45	10.30	0.0
Total	**4**	**0.65**	**2**	**0.20**	**397**	**57.46**	**4.6**

Order book in no. / mill cbm

1,000 cbm	Total		Rest 2014		2015		2016+	
10-50	7	0.20	1	0.03	6	0.17	0	0.00
50-100	0	0.00	0	0.00	0	0.00	0	0.00
100-200	115	19.11	38	6.12	30	4.97	47	8.01
200+	0	0.00	0	0.00	0	0.00	0	0.00
Total	**122**	**19.30**	**39**	**6.15**	**36**	**5.14**	**47**	**8.01**

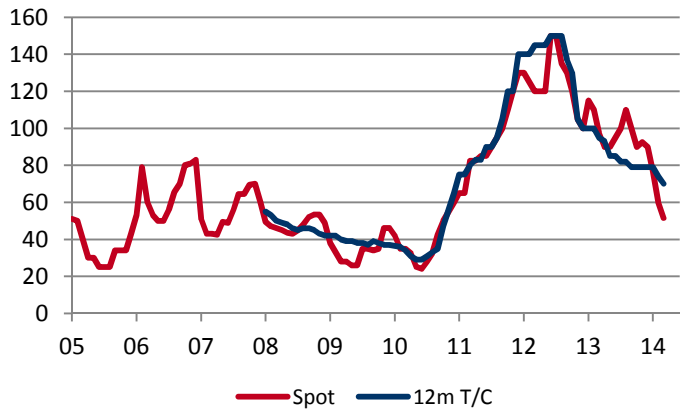
New orders in no. / mill cbm

1,000 cbm	2013		2014 YTD		Mar 2014	
10-50	7	0.20	0	0.00	0	0.00
50-100	0	0.00	0	0.00	0	0.00
100-200	35	5.98	5	0.85	0	0.00
200+	0	0.00	0	0.00	0	0.00
Total	**42**	**6.17**	**5**	**0.85**	**0**	**0.00**

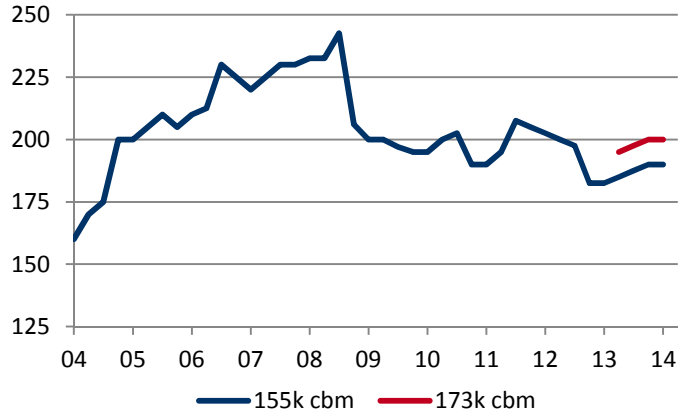
LNG imports in mill mt

	2013-2m	2014-2m	YoY in %
Japan	15.8	15.7	-0.4
Korea	8.1	8.6	6.4
China	2.9	4.2	43.1

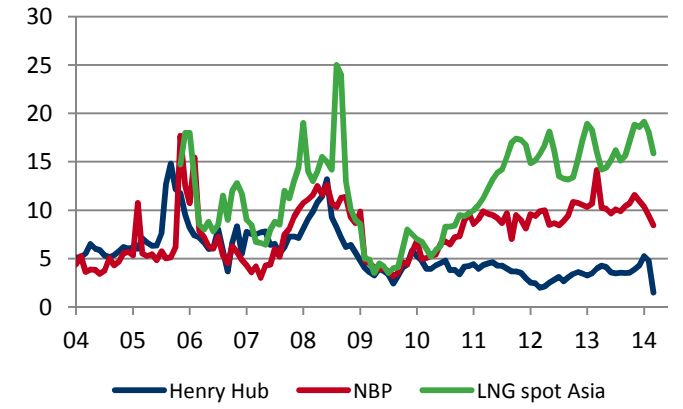
Freight rates 1,000 USD/day



Building prices for LNG carriers Mill USD



Natural gas prices USD/mmbtu



Representative reported newbuilding contracts

Tank

Capacity	Shipyard	Owner	Reported price/unit	Delivery
2 x 25,000 dwt	Fukuoka	Navig8		2017
2 x 40,000 dwt	C S B C	CPC Corp Taiwan		2016
4 x 74,000 dwt	S P P Shipbuilding	Navig8	48.5 mill USD	2016
8 x 74,000 dwt	S T X Shipbuilding	Navig8	48.3 mill USD	2015/2016
4 x 113,000 dwt	Daewoo Mangalia	Tsakos		2017
2 x 300,000 dwt	Hanjin Philippines	Navig8	95 mill USD	2016
2 x 319,000 dwt	Shanghai Waigaoqiao	Navig8	98 mill USD	2016/2017
2 x 320,000 dwt	Hyundai H.I.	Navig8	100 mill USD	2016

Bulk

Capacity	Shipyard	Owner	Reported price/unit	Delivery
4 x 64,000 dwt	Hantong	Spar Shipping	25/26 mill USD	2015/2016
6 x 64,000 dwt	Qingshan	Oldendorff Carriers	25 mill USD	2016/2017
3 x 82,000 dwt	Jiangsu New Yangzijiang	Paragon Shipping	30.6 mill USD	2015
2 x 82,000 dwt	Sinopacific Dayang	Shandong Bohi	30/31 mill USD	2016
1 x 84,000 dwt	Sasebo H.I.	Quintana Shipping	31/32 mill USD	2015
5 x 180,000 dwt	Imabari Saijo	K - Line	60 mill USD	2016
1 x 180,000 dwt	Sungdong Shipbuilding	Scorpio Bulkers	61 mill USD	2015
4 x 180,000 dwt	Xingang Shipyard	C O S C O	53.2 mill USD	2015/2016
2 x 209,000 dwt	NACKS	RGL Shipping	58/59 mill USD	2016

Container

Capacity	Shipyard	Owner	Reported price/unit	Delivery
1 x 18,800 TEU	Hyundai H.I.	United Arab Shipping Co	150 mill USD	2016

LPG

Capacity	Shipyard	Owner	Reported price/unit	Delivery
2 x 38,000 cbm	Hyundai Mipo	Eastern Pacific Shipping	52 mill USD	2016
1 x 83,000 cbm	Mitsubishi H.I.	Astomos Energy		2016
1 x 84,000 cbm	Hyundai H.I.	Kumiai Senpaku	77/78 mill USD	2016

Car carriers

Capacity	Shipyard	Owner	Reported price/unit	Delivery
2 x 3,800 CEU	NACKS	UECC	70 mill USD	2016

Representative second hand sales

Tank

Name	Capacity	Built	Price	Buyers	Comments
Younara Glory	320,000 dwt	2005/Korea	46 mill USD	Korea	
Asian Progress II	314,000 dwt	2000/Japan	28.5 mill USD	Greece	
Ulysses	310,000 dwt	1999/Korea	25.6 mill USD	Malaysia	
Daewoo 5405	*300,000 dwt*	*2015/Korea*	*735 mill USD*	*United States*	*Enbloc*
Daewoo 5406	*300,000 dwt*	*2016/Korea*	"	"	"
Daewoo 5407	*300,000 dwt*	*2016/Korea*	"	"	"
Daewoo 5408	*300,000 dwt*	*2016/Korea*	"	"	"
Hyundai Samho S777	*300,000 dwt*	*2016/Korea*	"	"	"
Hyundai Samho S778	*300,000 dwt*	*2016/Korea*	"	"	"
Daewoo 5404	*300,000 dwt*	*2015/Korea*	"	"	"
Huelva Spirit	160,000 dwt	2001/Korea	22 mill USD	Greece	
Kim Jacob	159,000 dwt	1998/Korea	14.5 mill USD	Greece	
Hull 1152	*157,000 dwt*	*2014/China*	*109 mill USD*	*Norway*	*Enbloc*
Hull 1153	*157,000 dwt*	*2014/China*	"	"	"
Ice Traveller	*146,000 dwt*	*2007/Japan*	*85.4 mill USD*	*United States*	*Enbloc*
Ice Explorer	*146,000 dwt*	*2006/Japan*	"	"	"
Mare Italicum	110,000 dwt	2007/Japan	34 mill USD	Greece	
Elise Schulte	106,000 dwt	1999/Japan	12.4 mill USD	Undisclosed	

Chemical/Product

Name	Capacity	Built	Price	Buyers	Comments
Guadalupe	*105,000 dwt*	*2012/Korea*	*95 mill USD*	*Canada*	*Enbloc*
Neches	*105,000 dwt*	*2012/Korea*	"	"	"
Palva	*75,000 dwt*	*2007/Croatia*	*71 mill USD*	*Canada*	*Enbloc*
Stena Poseidon	*75,000 dwt*	*2006/Croatia*	"	"	"
Andre Jacob	71,000 dwt	1999/Croatia	8 mill USD	Croatia	
Emirates Star	51,000 dwt	2008/Korea	25.5 mill USD	Singapore	
Cielo Di Parigi	36,000 dwt	2001/Korea	13.25 mill USD	Monaco	
Angel No. 12	20,000 dwt	2012/China	27.5 mill USD	United States	
Maemi Ii	20,000 dwt	2008/Japan	27.5 mill USD	United States	
Stolt Ami	20,000 dwt	2006/Japan	23 mill USD	Undisclosed	
Sc Zhuhai	*19,000 dwt*	*1999/Japan*	*31 mill USD*	*Undisclosed*	*Enbloc*
Sc Shenzhen	*19,000 dwt*	*1999/Japan*	"	"	"

Container

Name	Capacity	Built	Price	Buyers	Comments
Akinada Bridge	5,610 TEU	2001/Korea	20 mill USD	Greece	
Westerbrook	5,043 TEU	2005/Korea	14.5 mill USD	Undisclosed	
Hispania	1,646 TEU	1998/Germany	3.2 mill USD	Germany	
Montana	1,341 TEU	2007/China	8.6 mill USD	Great Britain	

Representative second hand sales

Bulk

Name	Capacity	Built	Price	Buyers	Comments
Sungdong 1199	180,000 dwt	2015/Korea	61 mill USD	Undisclosed	
Conches	179,000 dwt	2011/Korea	53.5 mill USD	Greece	Includes charter
Koho	173,000 dwt	1999/Japan	25 mill USD	Hong Kong	
Mona Pegasus	173,000 dwt	2000/Japan	28 mill USD	Hong Kong	
Shinchi Maru	91,000 dwt	1995/Japan	9.9 mill USD	China	
Grand Ocean	82,000 dwt	2012/China	27 mill USD	Undisclosed	
Hb Angel	82,000 dwt	2014/China	27 mill USD	Greece	
Lan Hai Jin Xiu	80,000 dwt	2014/China	25 mill USD	Undisclosed	
Jinhai J0047	*80,000 dwt*	*2014/China*	*24 mill USD*	*Greece*	*Enbloc*
Jinhai J0048	*80,000 dwt*	*2014/China*	*24 mill USD*	"	"
New Agility	77,000 dwt	2001/Japan	12.5 mill USD	Undisclosed	
Ocean Lily	77,000 dwt	2006/Japan	25 mill USD	Japan	
Top Glory	77,000 dwt	2005/Japan	23.3 mill USD	Greece	
Babitonga	75,000 dwt	2001/Korea	17 mill USD	Greece	
Aspendos	74,000 dwt	2003/Korea	21.75 mill USD	Greece	
Buenos Aires	72,000 dwt	1998/Japan	Region 12 mill USD	India	
Pleione	70,000 dwt	1996/Japan	9 mill USD	Hong Kong	
Cp Hongkong	*64,000 dwt*	*2015/China*	*59.4 mill USD*	*Undisclosed*	*Enbloc*
Cp Beijing	*64,000 dwt*	*2015/China*	"	"	"
Tiger Di	58,000 dwt	2013/China	26.25 mill USD	Greece	
Tiger Tian	58,000 dwt	2013/China	26.25 mill USD	Greece	
Orient Iris	55,000 dwt	2014/Japan	31 mill USD	Greece	
Anna Oldendorff	52,000 dwt	2002/Japan	18.25 mill USD	Korea	
Crown Princess	52,000 dwt	2005/Japan	22 mill USD	China	
Evian	51,000 dwt	2002/China	12.3 mill USD	Undisclosed	
Fsl Durban	*47,000 dwt*	*1999/Japan*	*23.55 mill USD*	*Greece*	*Enbloc*
Stella Fomalhaut	*47,000 dwt*	*1999/Japan*	"	"	"
Atalanta	45,000 dwt	1999/Poland	6 mill USD	Undisclosed	
B Handy	37,000 dwt	2011/Korea	22.5 mill USD	Undisclosed	
Mystic Treasure	36,000 dwt	2014/China	23.55 mill USD	Greece	
Great River	34,000 dwt	2004/Japan	14.5 mill USD	Korea	
Maple Amethyst	*32,000 dwt*	*2012/China*	*37 mill USD*	*Greece*	*Enbloc*
Maple Crystal	*32,000 dwt*	*2012/China*	"	"	"
Cathrin Oldendorff	31,000 dwt	2003/Japan	15 mill USD	Undisclosed	
Harriett	26,000 dwt	2002/China	8 mill USD	Greece	
Ho Xin	25,000 dwt	2007/Japan	13 mill USD	Greece	
Aino Dake	22,000 dwt	1992/Japan	4.8 mill USD	Turkey	
Great River	16,000 dwt	2008/China	15 mill USD	Undisclosed	

Contact list

Oslo

RS Platou ASA
Haakon VII's gate 10
N-0119 Oslo
Norway
Tel: +47 2311 2000
Fax: +47 2311 2300
office@platou.com

RS Platou Shipbrokers

Sale and Purchase	+47 2311 2500	snp@platou.com
Newbuilding	+47 2311 2650	new@platou.com
Tank	+47 2251 0520	tankers.oslo@platou.com
Dry Cargo	+47 2311 2450	dry@platou.com
Car	+47 2311 2600	car@platou.com
Economic Research	+47 2311 2000	ecr@platou.com

RS Platou Offshore
Tel: +47 2311 2000
Fax: +47 2311 2388
off@platou.com

RS Platou Markets AS
Tel: +47 2201 6300
Fax: +47 2201 6310
office@platoumarkets.com

RS Platou Finans AS
Tel: +47 2311 2000
Fax: +47 2311 2327
finans@platou.com

Geneva

RS Platou Geneve SA
19, Rue de la Corraterie
CH-1204 Geneva
Switzerland
Tel: +41 22 715 1800
Fax: +41 22 715 1820
dry@platou.ch

Houston

Lone Star RS Platou Inc.
363 N. Sam Houston Parkway E.
Suite 125
Houston, Texas 77060
USA
Tel: +1 281 445 5600
Fax: +1 281 445 1090
tankers@lsrsp.com

London

RS Platou London
Floor 38A, Tower 42
25 Old Broad Street
London EC2N 1HQ, United Kingdom
Tel: +44 20 7448 7110
Fax: +44 20 7448 7111
snp.london@platou.com
lng.london@platou.com

Melbourne

RS Platou Melbourne SA
Office 2, Level 10
499 St. Kilda
Melbourne 3004
Victoria, Australia
Tel: +61 613 9867 1466
Fax: +61 613 9820 0106
drycargo.australia@platou.com

Moscow

RS Platou ASA, Moscow
Bronnaya Plaza, Bldg. 1, Floor 7
32, Sadova-Kudrinskaya St.
Moscow 123001, Russia
Tel: +7 495 787 9922
Fax: +7 495 787 9929
moscow@platou.com

Perth

RS Platou Perth SA
8/38 Colin St.
West Perth 6005
WA, Australia
Tel: +61 618 9226 0618
Fax: +61 618 9486 8120
drycargo.australia@platou.com

Piraeus

RS Platou Hellas Ltd.
1-3 Filellinon Str.
185 36 Piraeus
Greece
Tel: +30 210 4294 070
Fax: +30 210 4294 071
snp@platou.gr
dry@platou.gr

Shanghai

RS Platou ASA Shanghai Repr. Office
Lippo Plaza, Unit 2212-2213
222 Huai Hai Zhong Road
Shanghai 200021, China
Tel: +86 21 5396 5959
Fax: +86 21 5396 5665
pshang@platou.com
new.shanghai@platou.com
snp.shanghai@platou.com

Singapore

RS Platou (Asia) Pte. Ltd.
3 Temasek Avenue
20-01 Centennial Tower
Singapore 039190
Tel: +65 6336 8733
Fax: +65 6336 8740
snp.singapore@platou.com
dry.singapore@platou.com
offshore.singapore@platou.com

Sydney

RS Platou Sydney SA
Ground Floor, 174 Willoughby Road
Crows Nest, Sydney 2065
NSW, Australia
Tel: +61 612 9937 8800
Fax: +61 612 9437 0036
drycargo.australia@platou.com

While care has been taken to ensure the information in this report is accurate, it is a general guide and not intended to be relied upon for any specific purpose. RS Platou ASA, its affiliates, directors and employees are not responsible or liable for any losses or consequences, whatsoever, arising from any errors, lack of correctness, inaccuracy or incompleteness of the information contained herein. Reproducing any materials from this report without prior approval from RS Platou ASA is strictly forbidden. All matters relating to this report shall be governed by the laws of Norway, and any dispute arising in respect of this presentation is subject to the exclusive jurisdiction of Norwegian courts with Oslo as legal venue.