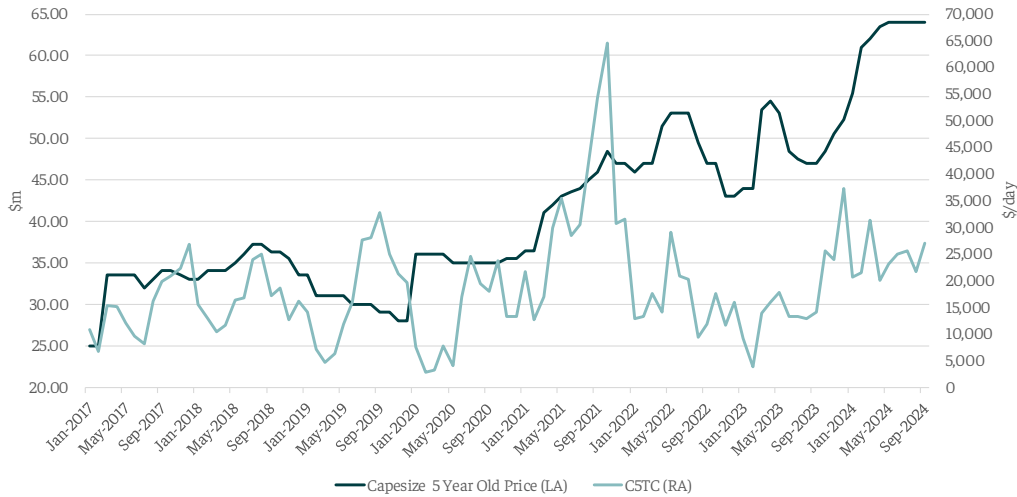




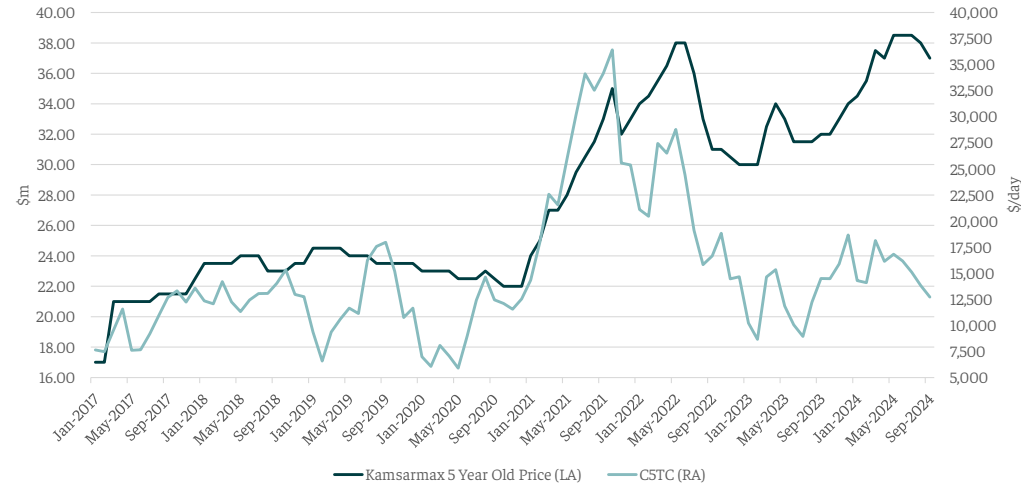
## Vessel Prices vs. Earnings: An Unsustainable Discrepancy in 2024

## Bulk Carriers ( monthly averages )

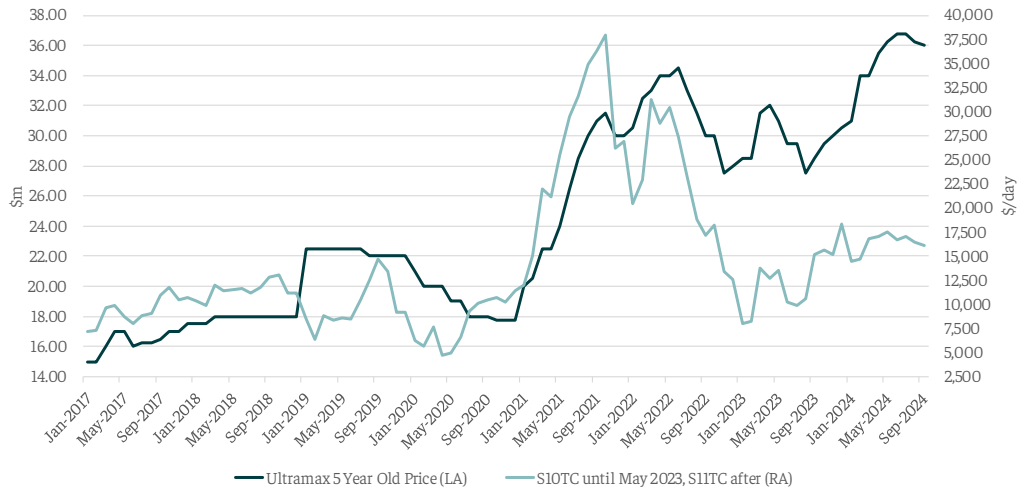
### Capesize



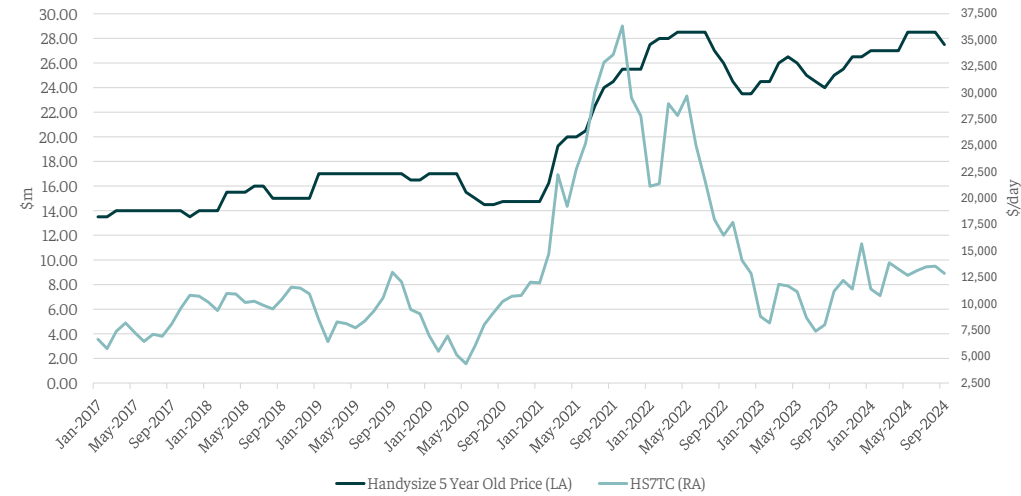
### Kamsarmax



### Ultramax



### Handysize



\* Prices refer to Japanese-built shipyards

To illustrate how elevated current prices are compared to previous periods with similar earnings levels, we have conducted an indicative comparison for each sector:

- In the Capesize sector, the monthly average earnings for September 2024 were \$27,410 per day, with the average secondhand price of a 5-year-old vessel at \$64.0 million. By comparison, in August 2019, the average monthly earnings were \$27,928 per day, while the price of a 5-year-old Capesize vessel was \$29.0 million. This indicates that the current vessel price is 113.3% higher compared to September 2019, a time when earnings were comparable to the present levels.
- In the Kamsarmax sector, the monthly average earnings for September 2024 were \$12,388 per day, with the average secondhand price of a 5-year-old vessel at \$36.5 million. By comparison, in July 2020, the average monthly earnings were \$12,409 per day, while the price of a 5-year-old Kamsarmax vessel was \$22.5 million. This indicates that the current vessel price is 62.2% higher compared to September 2019.
- In the Ultramax sector, the monthly average earnings for September 2024 were \$16,001 per day, with the average secondhand price of a 5-year-old vessel at \$36.0 million. By comparison, in December 2023, the average monthly earnings were \$16,142 per day, while the price of a 5-year-old Ultramax vessel was \$30.5 million, indicating a +18.0% price increase.
- In the Handysize sector, the monthly average earnings for September 2024 were \$12,873 per day, with the average secondhand price of a 5-year-old vessel at \$27.5 million. By comparison, in September 2019, the average monthly earnings were \$12,992 per day, while the price of a 5-year-old Handysize vessel (37k DWT) was \$17.0 million. This indicates that the current vessel price is 61.7% higher compared to September 2019, a time when earnings were comparable to the present levels.

*Although the prices of second-hand vessels are influenced by various factors, such as forecasts of positive outlooks and easy access to financing, which lead to increased demand, the freight market remains the primary factor in determining the profitability of the vessels and, consequently, the trend in sales and purchases, with the imbalance between supply and demand dictating the secondhand prices. prompting us to question how sustainable this situation can be.*