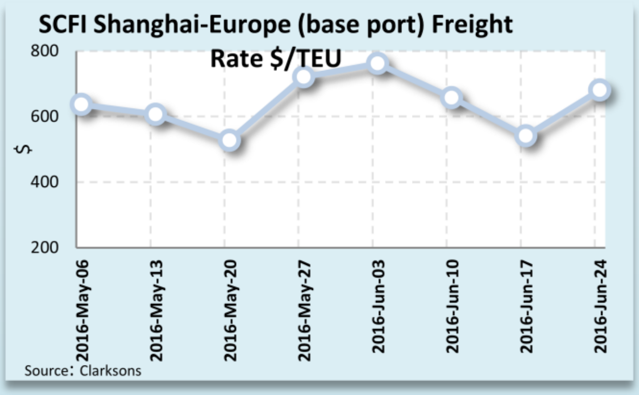
Weekly Market Review

Key Shipping Indicators



Shanghai Containerised Freight Index ($/TEU)	
W/E 26th June 2015	548
W/E 24th June 2016	680
Average % change Y-O-Y:	**+24.1%**
380cst bunker prices, Rotterdam ($/Tonne)	
W/E 26th June 2015	324
W/E 24th June 2016	235.50
Average % change Y-O-Y:	**-27.3%**
Baltic Exchange Dry Index	
W/E 26th June 2015	810
W/E 24th June 2016	590
Average % change Y-O-Y:	**-27.1%**

Irish Maritime News: EPA Receives Record Number of Submissions in Relation to Dublin Port Dumping Plan

As reported by the Irish Times, the Environmental Protection Agency (EPA) received a record number of submissions in response to Dublin Port's most recent application to dump spoil in Dublin Bay.

A total of 780 submissions from public bodies, non-governmental organisations and individuals have been received in relation to the €230 million Alexandra Basin redevelopment project.

The EPA said this was the highest number of submissions received on a dumping at sea permit application since it assumed responsibility for this function in 2010. However, it will not be holding an oral hearing on the application as this is not allowed for in the current legislation.

Dublin Port has said that some 470,000 cubic metres of heavily contaminated material – lying in Alexandra Basin rather than in the navigation channel – will be brought ashore and "suitably treated" under a separate industrial emissions licence.

However, the plan is opposed by Comhairle Fo-Thuinn, the Irish Underwater Council, representing some 2,000 divers, among other groups. It says previous dumping has already had an impact on the integrity of the area.

Dublin Port is making no comment on the EPA application at present.

Global Maritime News: **E.U Ministers Agree to Implement TEN-T**

The EU transport ministers convened at the first day of the TEN-T Days in the Van Nelle Factory in Rotterdam on Tuesday of this week.

They discussed the process of implementing the Trans-European Transport Network: new challenges and opportunities, new technologies and mobility patterns for passengers, as well as digitalization and automation of freight transport.

The ministers agreed upon the implementation of TEN-T and reaffirmed the importance of TEN-T as a key driver of sustainable growth, jobs, and competitiveness and territorial cohesion in the European Union. They underlined the need for additional funding from public and private sources to cover investments in the context of TEN-T.

The ministers also paid attention to the importance of developing inland navigation and promoting the use of inland waterways.

Leaders of the U.K Shipping Industry Concerned with Brexit

Members of the U.K.'s shipping community are concerned about the future of London's role as a global centre of ship financing, brokering and insurance in the case of a British exit from the European Union.

Although the U.K. has long lost its status as the world's top ship-owning nation, the maritime business contributes an annual $6.5 billion to the economy, with some 80% of business coming from abroad, according to accounting firm PricewaterhouseCoopers.

Shipping employs 469,000 people in the U.K., according to Maritime London, a promotional body for U.K.-based shipping companies.

"Access to the single market is crucial to Britain's well-being," Lloyd's List, the shipping industry's premier publication, said in an editorial. "We urge you to vote. And—for the good of shipping and shipping services—we urge you to vote Remain."

Peter Ahlås, chairman of legal and claims consulting firm C Solutions, said a U.K. withdrawal from the EU could be "devastating" for local maritime services as business will likely be lost to other shipping centers, such as Singapore.

Shipping powers such as Greece, Germany, the U.K., France and Denmark have the strongest say within the EU on maritime matters.

Container Market: Maersk Fires CEO and Considers Restructure

A. P. Moller-Maersk could be split up into separate companies according to its chairman after announcing Group CEO Nils Andersen is to be replaced by Søren Skou, current head of Maersk Line.

Chairman Michael Pram Rasmussen said that it was "the board's decision" to replace Mr Andersen, stating: ""If we want to survive the next 100 years — and that's really our agenda — you have to be ready to make changes".

Over the last year, the container shipping industry climate of rock-bottom freight rates and mass overcapacity has severely impacted the finances of many global carriers including Maersk which saw its group profit fall 86% in Q1 2016.

Currently, Maersk's subsidiaries include container shipping's biggest carrier Maersk Line and global port terminal operator APM Terminals (APMT) as well as an oil exploration unit and drilling rigs amongst others.

Andersen, who will leave Maersk Group, stated that while he is proud of his results, "it is the right time for both me and A.P. Møller-Mærsk to make a change."

He added that he was looking forward to "having a bit more time with my family after many years of constant work".

Skou has been employed by A.P. Møller-Mærsk since 1983 and member of the executive board since 2006. In 2012 he was appointed CEO of Maersk Line. He will remain in this position in addition to his position as CEO for the Maersk Group.

Tanker Market: U.S Energy Information Agency: Panama Canal Locks Won't Affect Tanker Market

In its latest weekly review of trends in petroleum, the U.S. Energy Information Agency examined how the new Panama Canal expansion will affect crude and product supplies on the North American market – and forecasts that it will have little impact.

"Because of the economics of shipping, trade patterns, and the types of ships used to transport crude and petroleum products, this latest expansion is expected to have a limited effect on most petroleum markets," EIA said in a statement Wednesday.

The general pattern of Panama Canal petroleum product shipments last year was from the Atlantic side of the locks towards the Pacific, southbound, primarily diesel and gasoline in a combined volume of about 19 million metric tons per year. Many of these shipments likely originate with U.S. Gulf Coast refineries, which have recently boosted their export sales to the west coast of South America; as growth in these markets slows, refined product demand and imports could slip, EIA warns.

However, the exception to the locks are ships in the VLCC and ULCC range, the largest oil tankers, are too large for the new locks.

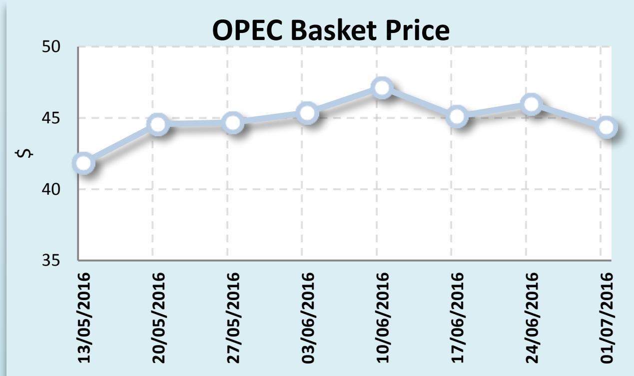
Dry Bulk Market: **Intermodal Report: Dry Bulk Market Stagnant**

In its latest weekly report, shipbroker Intermodal noted that with the Baltic Dry Index (BDI) stuck in the low 600 points for almost a month now, if we had to choose a word to describe the state of the Dry Bulk freight market at the moment, stagnation is the one that pretty much sums it up. In its latest weekly report, shipbroker Intermodal noted that "during the second half of Q2 dry bulk prices corrected upwards roughly 15% when compared to the lows – record in many cases – witnessed at end of Q1.

Intermodal's SnP broker, Mr. Konstantinos Kontomichis said that, "the paradox when looking at both sectors is that the second-hand market is not aligned with the respective freight market. Despite the fact that tanker rates are still healthy – despite the significant correction – this is a buyer's market, while over at the dry bulk side, where rates are still around OPEX levels, Sellers seem to be the ones in control.

He went on to say that "It is indisputable that 2016 has so far proven to be a great window for shopping in all dry bulk sizes. The key question is how long this window will remain open for. Even if the BDI further advances during the upcoming months, it is hard to believe that asset values will increase to last year's levels anytime soon, which in turn probably offers additional time to prospective buyers to carefully monitor available market candidates and even adjust their buying strategy",

Key Economic Indicators



Source: OPEC

OPEC Basket Price	
W/E 24th June 2015	60.68
W/E 24th June 2016	44.88
Average % change Y-O-Y:	**-26%**

Exchange Rates	
€/US$	
W/E 24th June 2015	1.1213
W/E 24th June 2016	1.1066
Average % change Y-O-Y:	**=1.3%**
€/UK£	
W/E 24th June 2015	0.7118
W/E 24th June 2016	0.8075
Average % change Y-O-Y:	**+13.4%**

Irish Business News: **Enterprise Ireland Exports Pass 20 Billion Euro Mark**

Exports by Enterprise Ireland companies surpassed the €20 billion mark for the first time.

Enterprise Ireland companies saw an increase of 10 per cent in exports in 2015, compared with 2014, amounting to an all-time high of €20.6 billion.

The export figure is now almost double what it was 10 years ago - when exports were €10.73 billion in 2005.

Significant growth was recorded in exports across all sectors and in the majority of export territories according to the official figures published by Enterprise Ireland on Monday of this week.

Enterprise Ireland chief executive Julie Sinnamon said the 2015 export figure demonstrates the scale of the success that Irish companies are seeing in terms of winning business at record levels internationally.

She went on to say that "There are a number of risks to the continued growth in exports and the uncertainty associated with the UK referendum has already had an impact on clients exporting to the UK. We are hopeful that the UK will remain within

Europe, but we will continue to work on our strategy over recent years of supporting our clients to diversify into new markets."

Looking ahead, Enterprise Ireland said that it plans to achieve €22 billion in exports in 2016, but that risks remained on the horizon due to wider economic factors.

Commodities: South America Sees Steel Consumption Fall By 10%

The figures of the Latin American steel industry during the first four months of the year continue to show weakness, as a reflex of the lack of economic dynamism in the region. Dinished steel consumption decreased 16% while regional crude steel production and finished steel did in -13% and 10% y-o-y., respectively.

During the first four months 2016, Latin America imported 7.1 MT of finished steel, down 21% vs January-April 2015 (9.0 MT). Of this total, 66% corresponds to flat products (4.7 MT), 32% for long products (2.3 MT) and 2% to seamless tubes (137 thousand tons). Currently, imports represent 35% of the regional finished steel consumption, which brings about disincentives to the local industry, trade frictions, and threatens jobs.

As for exports, finished steel reached 2.9 MT, increasing 17% over January-April 2015 (2.5 MT). Of this total, 54% of flat products (1.6 MT), 38% for long products (1.1 MT) and 7% to seamless tubes (217 thousand tons).

In January-April 2016, the region recorded a trade deficit of 4.2 MT of finished steel. This imbalance is 36% lower than the one observed in January-April 2015 (6.5 MT). In the same months, Brazil was the only country to maintain a trade surplus of finished steel, 1.3 MT. The largest deficit was recorded in Mexico (-2.1 MT), followed by Colombia (-858 thousand tons), Peru (-560 thousand tons) and Chile (-523 thousand tons).

We welcome your feedback, comments and contributions. Please note that this report is a summary of current maritime and economic trading conditions and not in any way a reflection of the office's opinions or research.

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Information Sources:

-Afloat

-Bloomberg Businessweek

-Clarksons

-Donegal Now

-Financial Times

-The Guardian

-H.C. Shipping and Chartering

-Hellenic Shipping News

-Irish Examiner, Independent, Times

-JOC

-Lloyds Loading List

-Mysteel

-Reuters

-RHB Research

-Seatrade Marine

-ShippingWatch

-Trade Winds News

-Vessel Values

-World Shipping Council