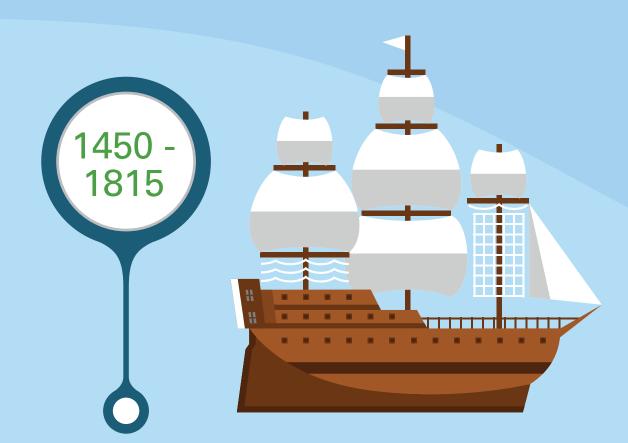
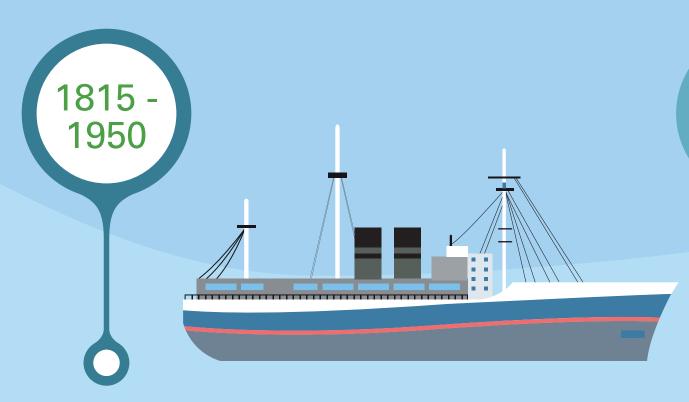


Matching traded cargo to the right vessel takes flexibility, meticulous planning and highly specialized knowledge. Louis Dreyfus Company (LDC) invests in world-class logistics and tracking technology, and continually upgrades its port facilities and chartered fleet around the world, to deliver the most efficient Freight services to our customers and partners.





Global trade blossoms after voyages of discovery reach the New World



Empires make use of new steam engines and steel hulls to further their business model across the globe



With the rise of bulk shipping, companies turn to oil - and diesel-fueled machinery and welded steel hulls, enabling a new, low-cost model

A greener and more responsible shipping

notably through

emission reduction





of global trade

11 BILLION TONS of goods traded annually around the world

50% dry bulk, of which 15% is agri-products



Today, the world's main



tomorrow



S.Korea Philippines





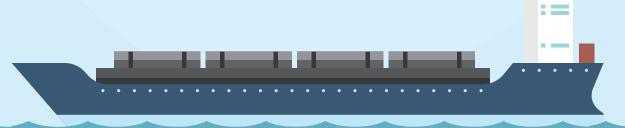
It takes approximately 12 MONTHS to build a cargo ship

Common life span of a cargo vessel is 20-30 YEARS

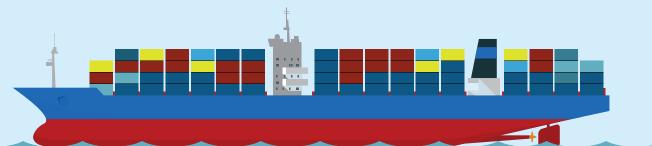
Right now, there are as many as



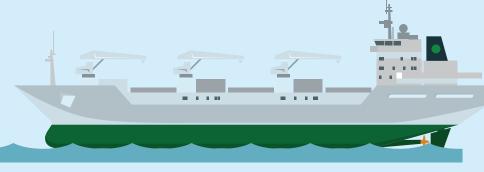
Dry bulk carriers can carry grains, oilseeds, sugar, rice and minerals



Wet tankers are for vegetable oils, ethanol and biodiesel



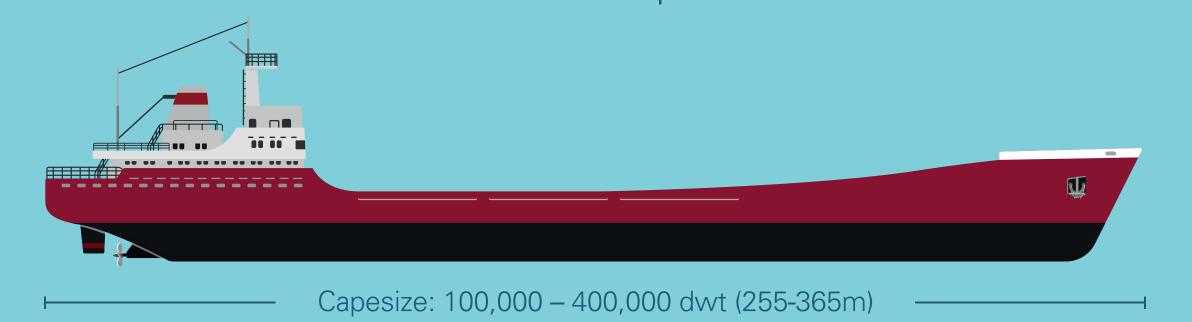
Liners carry containers packed with coffee and cotton



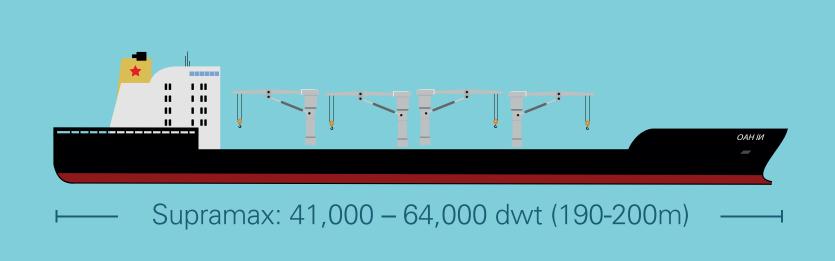
Refrigerated ships transport orange juice

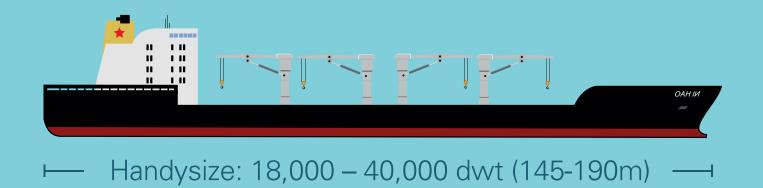
The QUANTITY A VESSEL CAN CARRY SAFELY is measured in DWT – which stands for "deadweight tonnage"

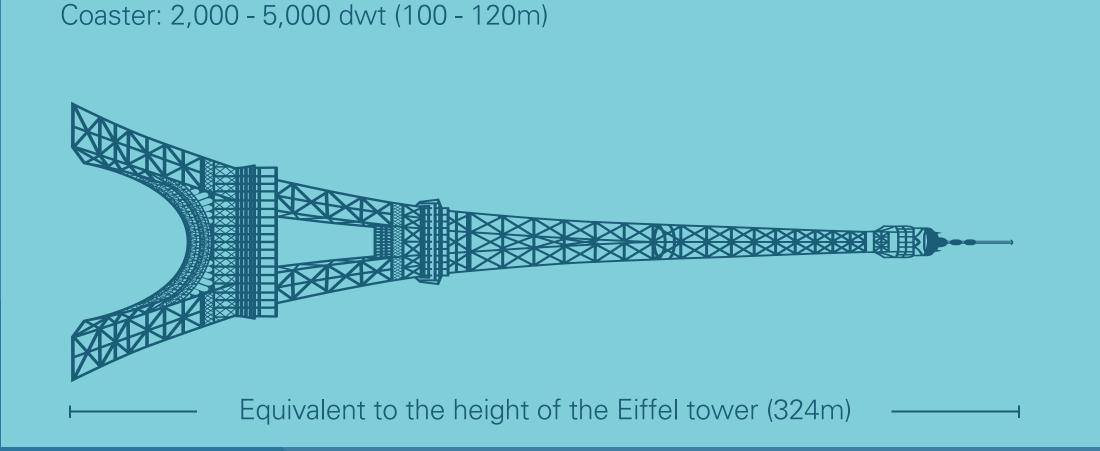
There are many different types of bulk carriers, with different capacities:



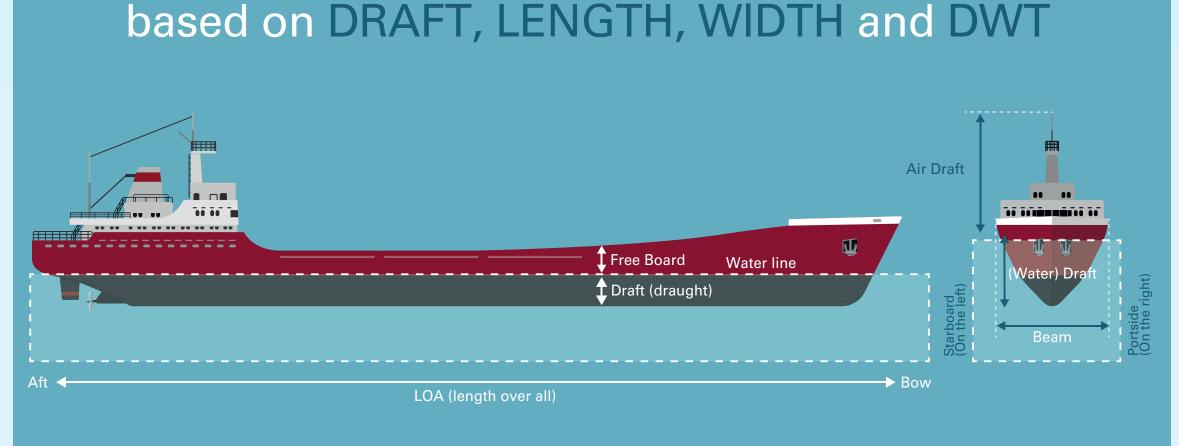
Panamax: 69,000 – 99,000 dwt (220-240m)







Ports and canals accommodate vessels



A ship floats higher in COLD SEA SALT WATER than in

WARM FRESH WATER



from Brazil to China:

Cargo intake: 70 000 tons Crew: 20-25 people

What you would have to spend to buy a new Panamax: $US\$~25-30~million^*$ (as of 2018)

(1)

Louis Dreyfus Company