weekly
market
report

Week 38/2021 (18 Sep – 24 Sep)

Comment: Japan's Iron Ore Imports

banchero costa
RESEARCH

JAPAN'S IRON ORE IMPORTS

2021 so far has proved very robust in terms of iron ore trade.

Total global loadings in the first 8 months of 2021 were up +2.1% year-on-year to 1027.8 million tonnes, according to vessels tracking data from Refinitiv.

This was higher than the 997.2 mln tonnes in the first 8 months of 2019, a year which was affected by the Brumadinho dam disaster.

However it was a little less then the previous all time record 1028.7 mln tonnes in the first 8 months of 2018.

In terms of tonne-miles, things are even more positive, as trade has massively shifted in favour of long haul shipments from Brazil to Asia.

Total iron ore shipments from Australia actually declined by -0.6% y-o-y in the first 8 months of 2021, to 580.7 mln tonnes.

On the other hand, total shipments from Brazil surged by +10.7% y-o-y in the same period to 228.0 mln t.

Do note however that this is still below the pre- Brumadinho level of 249.8 mln tonnes in Jan-Aug 2018.

Brazil now accounts for 22.2% of global iron ore shipments, after Australia's 56.5%.

Japan is the second largest importer of iron ore in the world, after Mainland China, and ahead of the EU and South Korea.

In Jan-Aug 2021, Japan accounted for 5.2% of global seaborne iron ore shipments.

Iron ore imports into Japan have been steadily declining over the years, even before Covid-19.

Japan's iron ore imports in the 12 months of 2020 declined by -12.9% y-o-y to 86.7 mln t, from 99.5 mln t in 2019. That was itself down -9.1% from 109.5 mln t in 2018.

When it comes to last year, imports were depressed throughout the year, but particularly so in the second and third quarters.

In 1Q 2020, Japan imported 24.1 mln tonnes of coal, which was a negative -3.8% y-o-y decline. In 2Q 2020, imports declined to 20.4 mln tonnes, down -18.3% y-o-y

In 3Q 2020, imports into Japan declined further to 18.6 mln tonnes, which was down a massive -26.5% y-o-y from the same quarter in 2019. In 4Q 2020, imports rebounded to 23.6 mln t, still down -2.5% y-o-y.

Volumes remained subdued also in the first quarter of 2021, with Japan importing 23.1 mln tonnes of iron ore, which was a -4.4% y-o-y decline from the levels of 1Q 2020, and down -8.0% from the 1Q 2019.

Things improved considerably in the second quarter of 2021, with 25.9 mln tonnes, up +27.2% y-o-y from the (weak) second quarter of last year, but also up +3.9% from the 24.9 mln tonnes of 2Q 2019.

2Q 2021 was the strongest quarter for Japanese iron ore imports since 4Q 2018.

Things remained positive also in the third quarter of this year.

In August 2021 imports into Japan surged to 9.5 mln t, which was +63.9% up y-o-y from Aug 2020, and the strongest month since Oct 2018.

Overall in the first 8 months of 2021, Japan imported 66.4 mln tonnes of iron ore, which was up +17.8% y-o-y from the same period in 2020, and even marginally up by +0.6% from the same period of 2019.

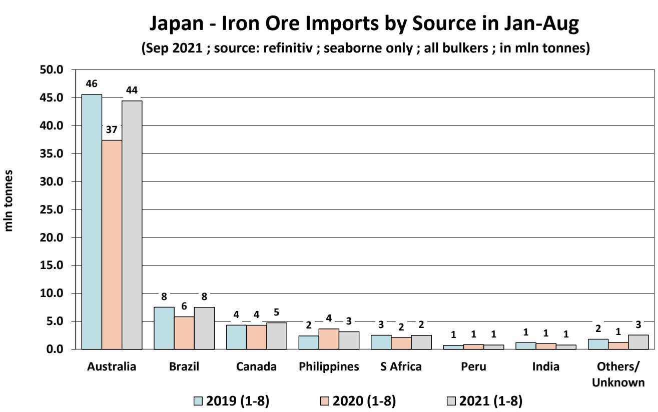
However, it was still below the 74.9 mln t imported in Jan-Aug 2018 and the 77.4 mln t in Jan-Aug 2017.

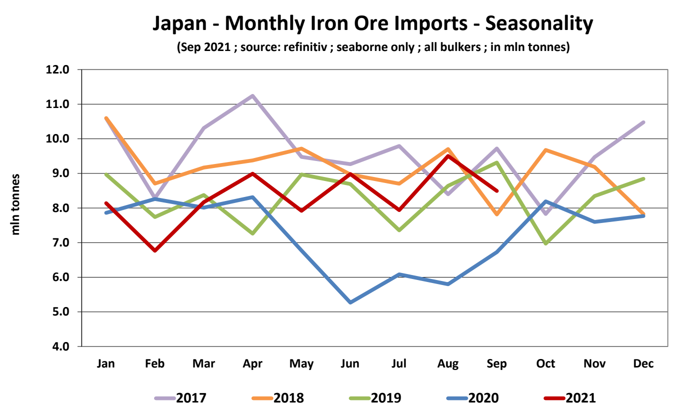
In terms of sources of iron ore imports into Japan, things were rather constant.

Australia, which was already the top iron ore exporter to Japan, further increased volumes by +18.8% y-o-y to 44.4 mln t in Jan-Aug 2021, from 37.4 mln t in the same period of 2020. Australia now accounts for 67% of Japan's iron ore imports.

The second largest source for Japan's iron ore imports is Brazil, accounting for a 11% share.

Shipments from Brazil to Japan increased by +28.8% y-o-y to 7.5 mln tonnes in the first 8 months of 2021, from 5.8 mln tonnes in the same period of 2020.





CAPESIZE MARKET

Excellent week for Capesize freight rates which keep rising up breaking their records reached over the past years due to strong iron ore and coal trades out of Brazil and Australia, to port congestions in Far East, to other inefficiencies related to COVID-19 and geopolitical tensions.

The BCI opened really strong on Monday at $6,487 and kept improving until Thursday before jumping down on the day after closing at $7,393 (+906 points). Same trend followed by the 5TC index which opened up the first day of the week $53,795/d moving up to $61,309/d on Friday (+ 7,514).

Strong iron ore and coal trades, as well as port congestion in China, have pushed Pacific freight rates to new highs this week. Indeed, the Standard C5 route from West Australia to China broke the previous week's record on Monday, opening at $16.97/mt and continuing to rise until Thursday, when it broke the year's record, settling at $20.15/mt, before falling a few cents on Friday, closing at $19.08/mt (+2.11 dollars). As a result, the Transpacific Round Voyage gained 11,311 points in a week closing at $55,689/d.

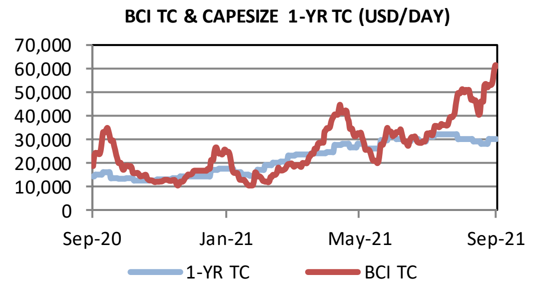
In the Atlantic, freight rates are continuing to rise, owing to a strong supply of iron ore from Brazilian miners and a constant scarcity of tonnage in the region. This profitable moment can be summarized by the strong opening recorded on Monday for the Standard C3 route from Tubarao to Qingdao index at 35.41, which was confirmed by the record-breaking level reached at the end of the week.

Indeed, the related China-Brazil round trip time charter rate registered $44,376/d of daily income for a Standard Baltic Type 180,000 mt dwt on Monday and kept rising up to $51,132/d on Friday (+6,756 usd).

Usual practice for C17 route from Saldanha Bay to Qingdao which has been really sensible to big improvements of C3 and C5 routes breaking his best reached during the end of last August on Friday closing at $29.00mt recording a big growth of $2.26 dollars in a week.

Positive week also for the rest of the Atlantic which have recorded a small growth on a daily basis for both C8_14 Gibraltar/Hamburg transatlantic round voyage and C9_14 Continent/Mediterranean trip China-Japan (Front Haul), except for a small losses on Monday. The former opened up at $64,440/d and jumped up to $69,215/d closing on Friday (+4,775). The latter registered $76,333/d on Monday before closing up at the end of the week around $81,775/d (+5,442).

CAPESIZE	Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
BCI TC Average	usd/day	61,309	53,240	+15.2%	+168.4%
C8 Transatlantic r/v	usd/day	69,215	64,400	+7.5%	+219.7%
C14 China-Brazil r/v	usd/day	51,132	43,801	+16.7%	+118.2%
C10 Pacific r/v	usd/day	67,000	53,005	+26.4%	+179.9%
Newcastlemax 1-Y Period	usd/day	33,500	33,500	+0.0%	+100.0%
Capesize 1-Y Period	usd/day	30,000	30,000	+0.0%	+110.5%



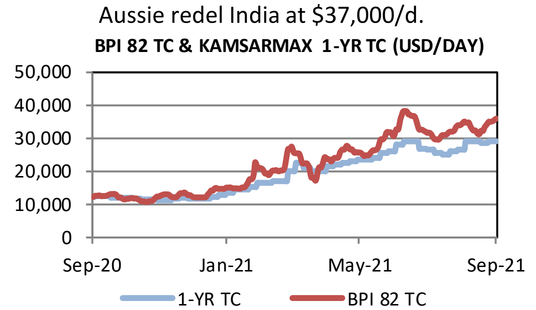
PANAMAX MARKET

Atlantic:

This week has been a flat week across the Atlantic, with the usual ups and downs. Because some countries were on vacation during the first half of the week, few fixtures were completed and few rumours surfaced. Among the few fixtures reported from the ECSAm, a 76,000 dwt has been fixed by Dreyfs at $34,250/d bss delivery Gangavaram for trip to Singapore-Japan, while Cargill fixed a ship of same deadweight at $31,500/d bss delivery Singapore. However, despite the slow week, the ECSAm market has exhibited very little subsidence. The cheapest offers, on the other hand, are all above the $70 mark, and the majority of the Owners are optimistic for the weeks ahead. For what concerns the North Atlantic, Messers Jera has clean fixed the cobelfret babycape Lowlands Amber 100k dwt ('21 blt) retro Flushing 21 Sep for a tct via USEC (min 55 days) and redely Japan at $63,250/d. The Black Sea, on the other hand, appears to be healthy, with new inquiries coming in all the time: ships have been taken basis delivery Singapore for long fh via black sea, as usual BSea to Egypt have been fixed at around $36,000/d for standard lme and around $39,000/d on Kmx basis delivery east Med.

Pacific: The Pacific market has started quiet and unclear due to the national holidays in Asia. Congestion at ports is still a problem that has an impact on rates. Pacific has received excellent support throughout the week. The Baltic P3A 82 has increased every day this week, and the numbers heard have always been slightly better than the last time. Kmx is heard opening spot N China for a NoPac red Singapore-Japan fixed for $34,750/d. Indonesia new Kmx open in Taiwan for tct via Indonesia rv fixed at $36,500/d. Australia was very silent again this week, with little activity, a Kmx in Japan was heard to have fixed tct via EC Aussie redel India at $37,000/d.

PANAMAX	Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
BPI 82 TC Average	usd/day	36,104	35,138	+2.7%	+194.8%
P1_82 Transatlantic r/v	usd/day	37,010	36,625	+1.1%	+223.2%
P2_82 Skaw-Gib Trip F. East	usd/day	51,845	51,032	+1.6%	+147.0%
P3_82 Pacific r/v	usd/day	35,911	34,262	+4.8%	+195.8%
Kamsarmax 1-Y Period	usd/day	29,000	29,000	+0.0%	+136.7%
Panamax 1-Y Period	usd/day	26,000	25,000	+4.0%	+147.6%



SUPRAMAX & HANDYSIZE MARKET

US GULF / NORTH AMERICA

Supramax and Ultramax moved up and remained stable this week.

Supramaxs around mid $30,000/d and Ultras around $40,000/d for TARV.

For fronthauls, Ultras are around $50,000/d and Supras around high $40,000/d. Small premium if petcoke loading of $1,000.

The handysize tonnage list is getting shorter, while the cargo list is getting longer.

Sent the market very high compared to the indexes that are growing slowly.

The 32/35,000 dwt fixed around the high $20,000 to $30,000/d, and the larger 36/39,000 dwt in the low $30,000/d. $1,000 premium for petcoke loading.

NORTH EUROPE / CONTINENT

We are getting repetitive: market is solid with good rate and expectations all over the board.

In terms of 'Numbers' for Handysize: 30,000 dwt open N Spain fixed grain voy via MEG to Med abt TCE $30,000/d usd dop.

Modern and nice 37,000 dwt open lower Baltic fixed ferts on voy bss to ECSAm with a TCE in very high $30,000/d dop.

However more notable is $40,000/d dop agreed on 35,000 dwt open MEG for trip to S Brazil with potash.

Inter-cont in region of mid/high $30,000/d sub delivery and duration, and fronthaul in very high $40,000/d subs duration and redelivery.

Rates have improved, particularly for scrap to emed, with a 55,000 dwt open UK fixed voy bss at TCE of around $40,500/d dop, which is not bad considering size and position, especially when compared to the same trip dely this week was fixed at $40,500/d dop MEG on the same size. Umx got low/mid $40,000/d for trip to emed sub delivery.

Trip to USG/ECSAm in mid $40,000/d subs duration and redelivery.

The forecast for the last week of September is optimistic.

BLACK SEA / MEDITERRANEAN

The lack of spot tonnage is keeping the market very strong in the Mediterranean and Black Sea area. The increase of the week is beyond the most optimistic forecasts of previous week. Trips to the USG are towing all the Atlantic routes upwards, while the trip out is slowing down.

On the Handysize, the trip to Continent went up to $38,000//d, if not even more, and intermed fixtures been done in the $40,000/d already, always bss Canakkale. The transatlantic trips, went from $33,000/d to $41,000/d for trip to USG and from $32/33,000 to $40,000/d for trip to South America.

The trip Far East set the bar at $45,000/d.

For Ultramaxes and Supramaxes, front haul slowed down by $1,500, from $57,500/d to $56,000/d for tess 58 design tonnage, and to $57,000/d for Ultras. For the intermed, the numbers exchanged are in the mid $40,000s/d and about same for trip to Continent. The trips to USG and ECSAm strongly increased from $39,000/d to $44,000/d or even more.

FAR EAST / PACIFIC

Last week, the market continued to rise, albeit more slowly than the week before but nonetheless steadily, especially on the larger sizes.

A 56,000 dwt delivering north China was reported to be fixed at $34,000/d for a trip via the cis pacific to China, while a 63,000 dwt delivering Thailand was reported to be done at $41,500/d for a trip via Indonesia to the same direction.

A 63,000 dwt delivering Philippines was rumoured to be fixed at $43,350/d for a trip via Australia to Southeast Asia, while a smaller Ultramax delivering South Korea was rumored to be fixed at $35,000/d for a trip to the USG.

On handies, a 32,000 dwt delivering mid China was fixed at $34,000/d for a trip via China to WCI with logs.

SUPRAMAX & HANDYSIZE MARKET

SOUTH AFRICA / INDIAN OCEAN

Market remained relatively flat during the week in the Indian ocean.

A 56,000 mt dwt in PG was heard to have fixed ferts to SAfr at $38,000/d, whereas towards end of the week, a 57,000 dwt was rumoured to have fixed around $33,000 dop for redely ECSAm with ferts.

For PG/India-Bangladesh, rates were in line with previous week. One tess 58 open WCI was heard to have fixed around $51,000/d dop for trip via PG to Bangladesh.

For PG/ECI limestone biz a 63,000 dwt open PG was fixed at $60,000 daily rate dop PG.

A smaller 53,000 dwt open PG was fixed at $52,000/d for limestones to WCI.

Though rates for WCI salt to Feast were hovering around high $40,000s, one 56,000 mt dwt was heard to have fixed around $40,000/d for such biz - it seemed vessel only wanted such biz and hence discounted.

Almost nothing was heard from ECI, except few coastal movements of i.ore to WCI and coal within eastern coast.

From SAfr, a 58,000 dwt was heard to have fixed $32,000/d levels aps rbct + $650,000 gbb for coal to Pak.

For similar route a 60,000 dwt was heard to have fixed $32,000s/d aps rbct + $725,000 gbb.

EAST COAST SOUTH AMERICA

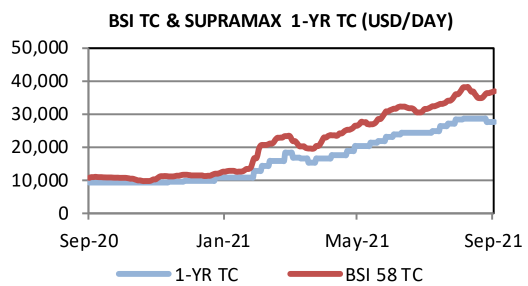
Market at ECSAm was firm both on handy and supramax during the week.

A nice 37,000 dwt opening foraleza was reported to have fixed one trip to Norway at $35,500/d diot with alumina bss duration of 25 days wog.

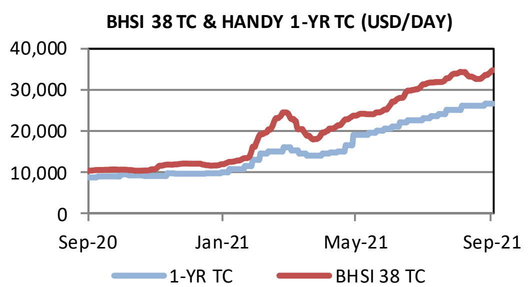
A 31,000 dwt fixed basis dely bahia blanca for a trip into S Brazil was also available at $39,000/d diot basis for a trip of 20/25 days wog.

There wasn't a lot of fixture reported or rumored for the Supra and Ultramax. A nice 58,000 dwt was estimated to be around $43,000/d or therebat for one trip in the Cont-Med range.

SUPRAMAX	Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
BSI 58 TC Avg.	usd/day	36,948	36,378	+1.6%	+241.8%
BSI 52 TC Avg.	usd/day	36,655	36,085	+1.6%	+248.6%
S4A_58 USG-Skaw/Pass	usd/day	35,939	33,750	+6.5%	+134.1%
S1C_58 USG-China/S Jpn	usd/day	48,044	44,894	+7.0%	+98.7%
S9_58 WAF-ECSA-Med	usd/day	29,843	28,900	+3.3%	+202.6%
S1B_58 Canakkale-FEast	usd/day	54,979	56,258	-2.3%	+169.4%
S2_58 N China Aus/Pac RV	usd/day	35,664	35,386	+0.8%	+260.1%
S10_58 S China-Indo RV	usd/day	36,193	36,007	+0.5%	+267.0%
Ultramax 1-Y Period	usd/day	30,000	31,000	-3.2%	+185.7%
Supramax 1-Y Period	usd/day	27,250	27,250	+0.0%	+202.8%



HANDYSIZE	Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
BHSI 38 TC Average	usd/day	34,650	33,499	+3.4%	+232.2%
HS2_38 Skaw/Pass-US	usd/day	37,529	35,743	+5.0%	+201.4%
HS3_38 ECSAm-Skaw/Pass	usd/day	40,089	38,139	+5.1%	+212.7%
HS4_38 USG-Skaw/Pass	usd/day	23,207	21,857	+6.2%	+80.1%
HS5_38 SE Asia-Spore/Jpn	usd/day	36,506	36,019	+1.4%	+299.5%
HS6_38 Pacific RV	usd/day	34,694	34,050	+1.9%	+341.5%
38k Handy 1-Y Period	usd/day	26,500	26,500	+0.0%	+202.9%
30k Handy 1-Y Period	usd/day	22,000	22,000	+0.0%	+183.9%



CRUDE TANKER MARKET

VLCC : The market is active both ex-Middle East and in the Atlantic, with rates up to WS39 for 270,000 mt MEG/China and WS41 for 260,000 mt WAfr/China.

Suezmax: Rates steady in the west, with around WS52.5 for 130,000 mt from WAfr to the UKC-Med and WS60 for 135,000 mt ex CPC to the Med.

Instead, the East has been busy, with 140,000 mt Basrah/Med rates moving from WS21.5 to WS27.5 during the week, and 130,000 mt MEG/East paying up to WS60.

Aframax : The med market also has been busy, with the list finally getting shorter and rates up to WS90 level ex Ceyhan and WS92.5 level ex Black Sea, as 14 cpc 2nd decade cargoes hit the market.

In NW Europe, rates are stable around WS92.5 for 80,000 mt north sea to UKC (pending voyage) and in the low WS60 for 100,000 mt Baltic/UKC.

Rates remained at WS82.5 for 70,000 mt USG/UKC-Med.

Instead, rates in the East are falling below the WS90 level.

- congestion in china, up to 4 (vs 2) vlcc & 0 (vs 0) suezmax laden/idle for more than 2 weeks atm

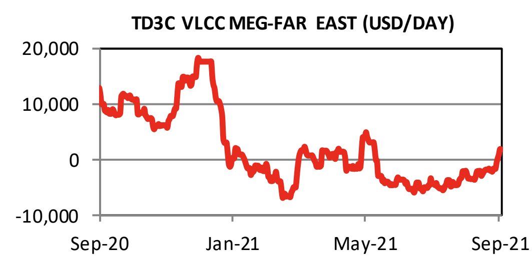
VLCC	Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
TD1 MEG-USG	ws	20.2	18.8	+7.4%	+15.0%
TD1-TCE MEG-USG	usd/day	-15,924	-17,564	+9.3%	-36932.6%
TD2 MEG-Spore	ws	39.8	36.1	+10.1%	+34.0%
TD3C MEG-China	ws	39.1	35.6	+9.8%	+35.9%
TD3C-TCE MEG-China	usd/day	1,963	-1,545	+227.1%	-83.5%
TD15 WAF-China	ws	41.0	36.8	+11.4%	+23.5%
VLCC TCE Average	usd/day	-6,981	-9,555	+26.9%	-217.7%
VLCC 1-Y Period	usd/day	23,000	23,000	+0.0%	-37.8%

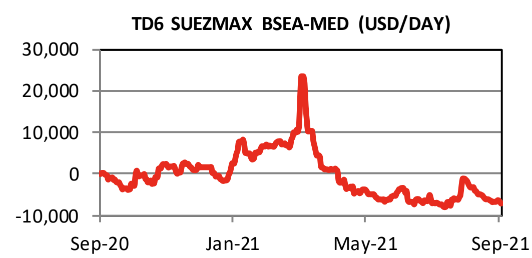
SUEZMAX	Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
TD6 BSea-Med	ws	60.1	60.0	+0.1%	+33.1%
TD6-TCE BSea-Med	usd/day	-7,140	-6,739	-6.0%	-23700.0%
TD20 WAF-Cont	ws	52.5	52.1	+0.7%	+60.7%
MEG-EAST	ws	60.0	55.0	+9.1%	+60.0%
TD23 MEG-Med	ws	27.3	22.4	+22.0%	+78.1%
TD23-TCE MEG-Med	usd/day	-16,651	-19,240	+13.5%	-47.6%
Suezmax TCE Average	usd/day	-4,060	-3,705	-9.6%	-276.9%
Suezmax 1-Y Period	usd/day	17,500	17,500	+0.0%	-27.1%

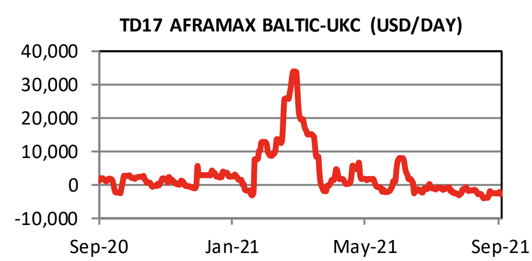
AFRAMAX	Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
TD7 NSea-Cont	ws	93.1	92.2	+1.0%	+27.3%
TD7-TCE NSea-Cont	usd/day	-5,605	-5,672	+1.2%	-504.1%
TD17 Baltic-UKC	ws	61.1	60.3	+1.3%	+43.7%
TD17-TCE Baltic-UKC	usd/day	-2,781	-2,449	-13.6%	-294.2%
TD19 Med-Med	ws	90.3	87.0	+3.8%	+57.1%
TD19-TCE Med-Med	usd/day	2,296	1,291	+77.8%	+103.5%
TD9 Caribs-USG	ws	94.4	104.4	-9.6%	+68.7%
TD9-TCE Caribs-USG	usd/day	1,279	4,968	-74.3%	+20.5%
Aframax TCE Average	usd/day	-216	522	-141.4%	-106.4%
Aframax 1-Y Period	usd/day	16,000	16,000	+0.0%	-23.8%

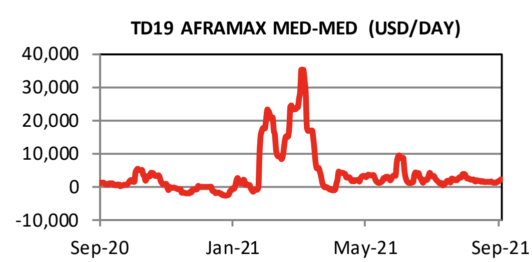
DELAYS AT TURKISH STRAITS **(for daylight restricted vessels)**

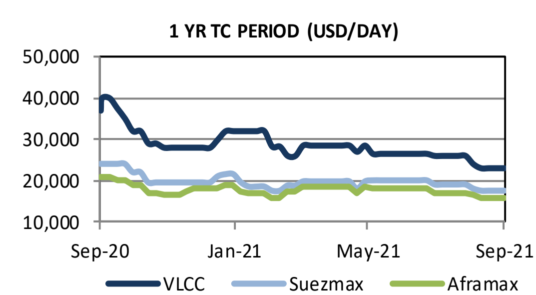
	Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
Northbound	days	2.0	2.0	+0.0%	+0.0%
Southbound	days	2.0	2.0	+0.0%	+0.0%











PRODUCT TANKER MARKET

Clean:

Flat scenario for LR1s in the East due to a lack of cargoes, with same numbers for TC5 at around WS115 and West discharge that had basically unchanged levels at around $1.6 mln.

Calm situation with LR2s too with steady sentiment which has been confirmed by freights with TC1 around WS105/107.5 and UK Continent discharge fixing beneath $2.5 mln.

Still a positive trend for Handies in the Mediterranean zone, where increased demand at the end of the week pushed TC6 to even WS130 as the tonnage list tightened, especially on prompt dates.

Indeed same sleepy situation for MRs ex Continent as the long position list crashed against a calm trading picture keeping TC2 still fixing at WS100 and still no premium for West Africa discharge too.

Dirty:

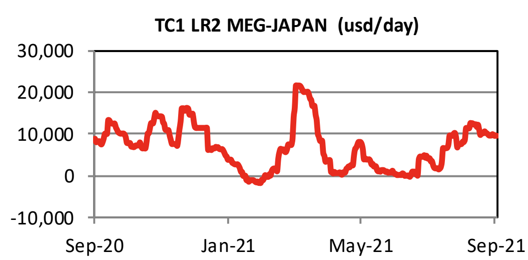
A lot of activity in the med with fixing windows moving into october, many ships got fixed but rates moved just few WS points. Owners still under pressure with these levels where earnings per day are in the region of $2,000-3,000 basis round trip.

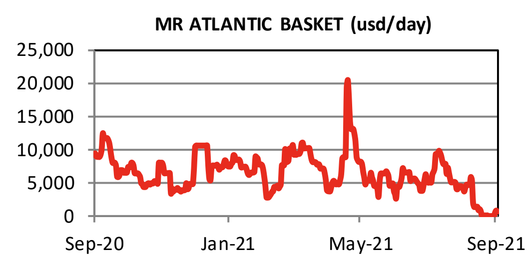
45,000 mt cargoes are still insufficient to fill MR vessels, and rates remain at 45@105 ex BSea.

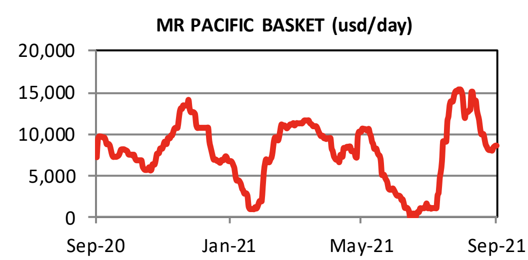
For UKC, the tonnage list in the north is tight, and rates are rising. 30@140 was done for Cont/Med cargo, and as a result, the Owners are now attempting to obtain 30@145 for cross-UKC.

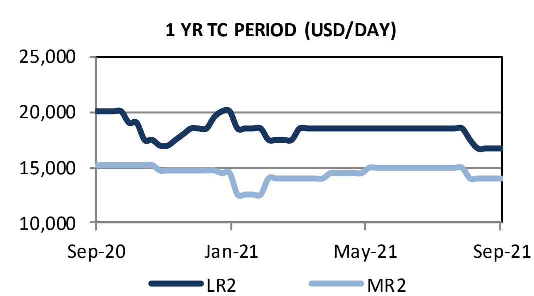
CLEAN	Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
TC1 MEG-Japan (75k)	ws	107.6	107.9	-0.3%	+75.1%
TC1-TCE MEG-Japan (75k)	usd/day	9,555	9,622	-0.7%	+18.7%
TC8 MEG-UKC (65k)	usd/mt	24.87	25.19	-1.3%	+32.9%
TC5 MEG-Japan (55k)	ws	111.4	112.5	-1.0%	+62.8%
TC5-TCE MEG-Japan (55k)	usd/day	6,833	7,048	-3.1%	-3.5%
TC2 Cont-USAC (37k)	ws	100.0	100.0	+0.0%	+16.1%
TC2-TCE Cont-USAC (37k)	usd/day	-585	-225	-160.0%	-108.5%
TC14 USG-Cont (38k)	ws	62.9	55.7	+12.8%	+9.3%
TC14-TCE USG-Cont (38k)	usd/day	-5,724	-6,599	+13.3%	-444.4%
TC9 Baltic-UKC (22k)	ws	126.8	120.4	+5.3%	+23.3%
TC9 Baltic-UKC (22k)	usd/day	1,911	1,260	+51.7%	-72.5%
TC6 Med-Med (30k)	ws	116.9	115.0	+1.6%	+12.2%
TC6-TCE Med-Med (30k)	usd/day	206	-73	+382.2%	-94.2%
TC7 Spore-ECAu (30k)	ws	168.5	172.3	-2.2%	+81.4%
TC7-TCE Spore-ECAu (30k)	usd/day	9,238	9,786	-5.6%	+44.4%
TC11-TCE SK-Spore (40k)	usd/day	1,304	1,545	-15.6%	-46.6%
MR Atlantic Basket	usd/day	683	3	+22666.7%	-92.4%
MR Pacific Basket	usd/day	8,637	8,112	+6.5%	-7.5%
LR2 1-Y Period	usd/day	16,750	16,750	+0.0%	-16.3%
MR2 1-Y Period	usd/day	14,000	14,000	+0.0%	-8.2%
MR1 1-Y Period	usd/day	11,750	11,750	+0.0%	-2.1%

DIRTY	Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
TD12 Cont-USG (55k)	ws	92.5	91.7	+0.9%	+57.4%
TD12-TCE Cont-USG (55k)	usd/day	344	589	-41.6%	-89.0%
TD18 Baltic-UKC (30K)	ws	145.8	139.6	+4.5%	+35.0%
TD18-TCE Baltic-UKC (30K)	usd/day	2,467	1,772	+39.2%	-46.6%
Med-Med (30k)	ws	122.5	120.0	+2.1%	+44.1%
Black Sea-Med (30k)	ws	130.0	130.0	+0.0%	+36.8%









CONTAINERSHIP MARKET

After 22 consecutive weeks of increases, Drewry's World Container index (WCI) composite index stopped its seemingly inexorable rise this week, a possible early indication that ocean freight spot prices may finally have peaked.

The continuing onslaught of containerised goods being imported into the US' stagnant distribution networks has seen a surge in the number of boxships waiting to berth at Los Angeles and Long Beach to new record levels, although there has been a slight easing in the last few days.

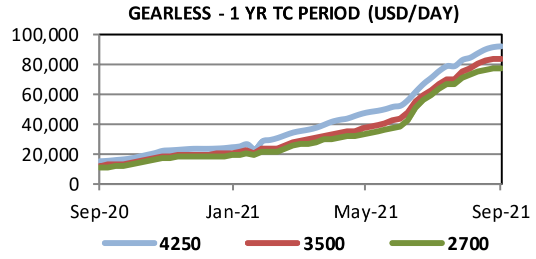
REPORTED CONTAINERSHIP FIXTURES

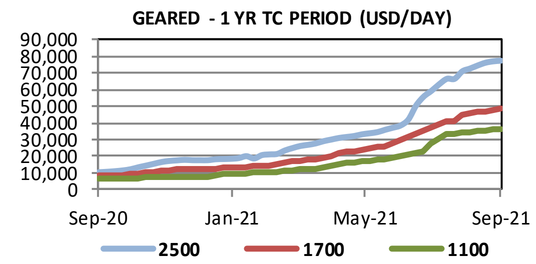
Vessel Name	Built	TEUs	TEU@14	Gear	Fixture	Period	Rates
Als Ceres	2010	4380	2850	no	fixed to Bal	45-60 days	$200,000/d
Abidjan Express	2006	2824	2030	no	fixed to Cma Cgm	34-38 m	$37,000/d
Perito Moreno	2009	1740	1295	yes	fixed to Cma Cgm	48 m	$28,000/d
Nordic Italia	2012	1085	730	no	extended to Unifeeder	30-32 m	19,750/d

VHSS CONTAINERSHIP TIMECHARTER

(source: Hamburg Shipbrokers' Association)

	Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
ConTex	index	3,170	3,146	+0.8%	+601.3%
4250 teu (1Y, g'less)	usd/day	92,690	92,160	+0.6%	+494.9%
3500 teu (1Y, g'less)	usd/day	84,305	83,890	+0.5%	+591.5%
2700 teu (1Y, g'less)	usd/day	77,823	77,445	+0.5%	+617.4%
2500 teu (1Y, geared)	usd/day	71,586	70,959	+0.9%	+631.1%
1700 teu (1Y, geared)	usd/day	48,621	48,217	+0.8%	+483.8%
1100 teu (1Y, geared)	usd/day	36,483	36,000	+1.3%	+478.5%

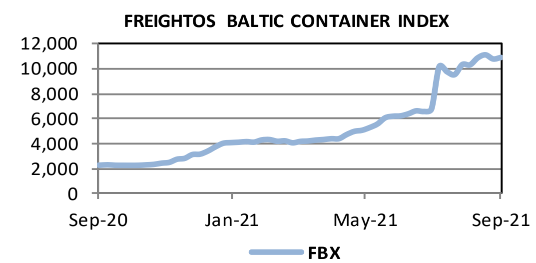




FREIGHTOS BALTIC GLOBAL CONTAINER INDEX

(source: Baltic Exchange)

	Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
FBX	index	10,916	10,794	+1.1%	+386.0%
Services:					
China - WCNA	usd/feu	19,182	19,478	-1.5%	+393.7%
WCNA - China	usd/feu	907	927	-2.2%	+122.3%
China - ECNA	usd/feu	22,234	21,240	+4.7%	+369.2%
ECNA - China	usd/feu	920	923	-0.3%	+110.0%
China - N. Europe	usd/feu	14,756	14,431	+2.3%	+571.0%
N. Europe - China	usd/feu	1,486	1,501	-1.0%	+38.2%
China - Med	usd/feu	13,138	12,816	+2.5%	+477.5%
Med - China	usd/feu	1,422	1,425	-0.2%	+48.6%
ECNA - Europe	usd/feu	462	554	-16.6%	+72.4%
Europe - ECNA	usd/feu	6,869	6,869	+0.0%	+323.5%
Europe - ECSA	usd/feu	3,296	3,296	+0.0%	+272.9%
Europe - WCSA	usd/feu	5,622	5,622	+0.0%	+259.5%



NEWBUILDING ORDERS

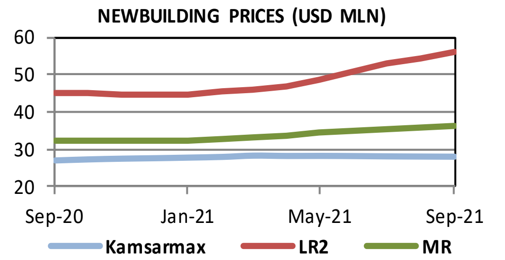
In the dry market, New Dayang received an order for 4x Ultramax from Wah Kwong. Price to be $30 mln each basis delivery during 2024.

Furthermore Finnish owner AtoB@C placed an order in India at Chowgule shipyard to build 6x 5,000 dwt (Ice class 1A fitted). Vessels to be delivered during 2nd half 2023-2024 and price at $12.64 mln each.

In the car carrier segment, Kawasaki Kisen committed six 7,200 ceu units with order to be equally shared between three shipyards : Shin Kurushima, Nihon Shipyard and CML Nanjing. Vessels to be LNG dual fuel and deliveries expected to be during 2023-2024.

INDICATIVE NEWBUILDING PRICES (CHINESE SHIPYARDS)

	Unit	Sep-21	Aug-21	M-o-M	Y-o-Y
Capesize	usd mln	57.6	56.1	+2.7%	+22.5%
Kamsarmax	usd mln	32.6	31.7	+2.8%	+26.1%
Ultramax	usd mln	30.1	29.2	+3.0%	+24.5%
Handysize	usd mln	26.6	25.9	+2.7%	+21.7%
VLCC	usd mln	98.5	96.5	+2.1%	+19.1%
Suezmax	usd mln	63.1	61.5	+2.6%	+18.3%
LR2 Coated	usd mln	55.9	54.5	+2.6%	+24.2%
MR2 Coated	usd mln	36.2	35.7	+1.5%	+11.7%



DEMOLITION SALES

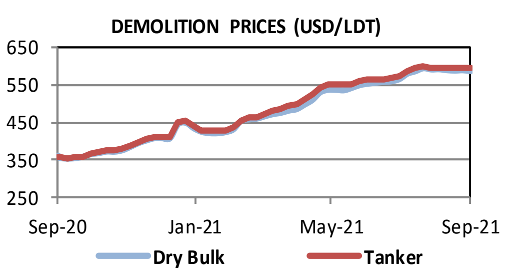
As the sub-continent markets continue their dreary trudge towards the start of Q4, the industry appears to be in a confused and shaky state, with all sub-continent market sentiments trending downward. Because of the bullish state of dry and container markets this year, demand remains stable but not overwhelming – primarily from the tanker and offshore sectors.

Some reported sales:

MT Gema, 19,813 dwt, 2001, 7,517 ldt - $616 USD/ldt to Pakistan

SHIP RECYCLING ASSESSMENTS (BALTIC EXCHANGE)

	Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
Dry Bangladesh	usd/ldt	591.1	594.2	-0.5%	+63.5%
Dry India	usd/ldt	582.9	583.8	-0.1%	+68.3%
Dry Pakistan	usd/ldt	589.6	592.1	-0.4%	+57.6%
Tnk Bangladesh	usd/ldt	599.0	601.8	-0.5%	+64.8%
Tnk India	usd/ldt	585.5	586.0	-0.1%	+68.8%
Tnk Pakistan	usd/ldt	599.8	602.1	-0.4%	+62.5%



SECONDHAND SALES

Dry: The market keeps healthy with prices slightly on a rise w-o-w bases.

Panamax 'Bellamys' 76,000 dwt 2005 Tsuneishi has been sold to Chinese buyers for $17.2 mln , which tick more than previous done 'Great Talent' ($17 mln) same size/age but Sasebo blt.

Ultramax 'Sailing Sky' 61,000 dwt 2014 which invited for offers on 21st September has been finally sold for approx $27.2 mln to HTK, Vietnam. Last similar done was 'Santa Barbara' 61,000 dwt 2013 Iwagi sold mid August for $2.5 mln (again to Vietnamese buyers) and there is further evidence of market consolidation.

Smaller handy bulk carriers are also generating very strong interests.

Wet: 'Minerva Nike' Aframax tanker 105,000 dwt 2004 blt Hyundai (SS/DD due 02/2022) has achieved $14 mln, fairly in line with recent market.

Same age tankers 'Bunga Kelena 7' and 'Bunga Kelena 8' 105,000 dwt Samsung have achieved $26.6 mln enbloc - hence slightly less than 'Minerva Nike'.

MR2 'Justice Express' 45,000 dwt 2011 Shin Kurushima (BWTS fitted) has been sold to Greek buyers for $17 mln, which being average price for such units/age in today market.

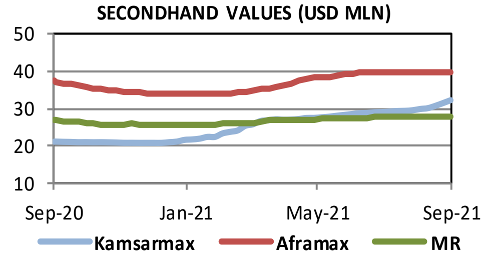
REPORTED SECONDHAND SALES

Bulk	**Aquabella**	177,000	2005	Namura	Chinese buyers	19.8	BWTS fitted
Bulk	**Palais**	76,000	2014	Jiangsu	Chinese buyers	23.2	BWTS fitted
Bulk	**Bellamys**	76,000	2005	Tsuneishi Tadotsu	Chinese buyers	17.2	BWTS fitted
Bulk	**Sailing Sky**	61,000	2014	Shin Kasado	HTK	27.2	SS/DD 06/2024
Bulk	**Glad Mark**	58,000	2012	Kawasaki	Undisclosed buyer	45	en bloc, basis delivery Q1 2022
Bulk	**Milion Bell**	58,000	2012	Kawasaki			
Bulk	**Gutian Loyal**	53,000	2005	Oshima	Undisclosed buyer	13.8	BWTS fitted
Bulk	**Jun Benefit**	45,000	1997	Tsuneishi	Undisclosed buyer	7.2	BWTS fitted
Bulk	**Ocean Opal**	37,000	2012	Hyundai Mipo	Undisclosed buyer	18.4	SS/DD 07/2022
Bulk	**Ocean Rider**	34,000	2009	Shinan	Undisclosed buyer	14.2	SS/DD 10/2024
Bulk	**Vantage Key**	29,000	2004	Shikoku	Undisclosed buyer	9.2	basis TC attached at 26,750 USD/day for 2-4 months
Bulk	**Golden Daisy**	28,000	2014	Imabari	Undisclosed buyer	16.5	BWTS fitted
Bulk	**Glorious Earth**	26,000	2013	Shin Kurushima	Undisclosed buyer	14.5	SS/DD 01/2023
Bulk	**Bee 20**	25,000	2012	Ningbo	Undisclosed buyer	21.5	en bloc
Bulk	**Bee 21**	25,000	2011	Ningbo			
Crude	**Minerva Nike**	105,000	2004	Hyundai Samho	Undisclosed buyer	14	SS/DD 04/2022
Crude	**Bunga Kelena 7**	105,000	2004	Samsung	Undisclosed buyer	26.6	en bloc
Crude	**Bunga Kelena 8**	105,000	2004	Samsung			
Prod	**Stena Imperial**	50,000	2015	COMEC			
Prod	**Stena Important**	50,000	2015	COMEC	Chinese buyers	87	basis 5 years BB back at 8,250 USD/day
Prod	**Stena Image**	50,000	2015	Guangzhou			
Prod	**Ocean Mars**	50,000	2007	SLS	Greek buyers	9	SS/DD 05/2022
Prod	**Justice Express**	45,000	2011	Shin Kurushima	Stealth Maritime	17	BWTS fitted
Prod	**Angel no. 5**	45,000	2009	Jinling	IMS	11.75	SS/DD 05/2024
Prod	**Ocean Clover**	35,000	2019	Fujian Mawei	Chinese buyers	18.4	BWTS fitted
Chem	**Sichem New York**	13,000	2007	Samho	Undisclosed buyer	4.8	
Chem	**Hankuk Chemi**	17,000	2000	Fukuoka	Chinese buyers	5.5	STST
Chem	**Ocean Gull**	9,500	2012	Nanjing Tianshun	Undisclosed buyer	3	at auction

BALTIC SECONDHAND ASSESSMENTS (BALTIC EXCHANGE)

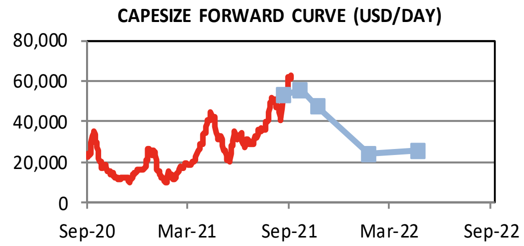
	Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
Capesize	usd mln	45.3	44.9	+0.9%	+43.0%
Kamsarmax	usd mln	32.4	31.6	+2.4%	+52.4%
Supramax	usd mln	27.6	27.0	+2.1%	+80.9%
Handysize	usd mln	24.1	23.3	+3.3%	+63.8%
VLCC	usd mln	71.5	71.5	+0.0%	+3.8%
Suezmax	usd mln	47.3	47.3	+0.0%	-0.7%
Aframax	usd mln	39.9	39.9	-0.1%	+6.5%
MR Product	usd mln	27.8	27.8	+0.1%	+2.9%

SECONDHAND VALUES (USD MLN)

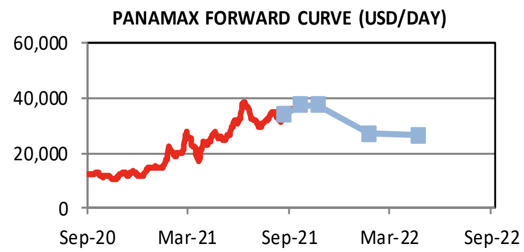


DRY BULK FFA ASSESSMENTS

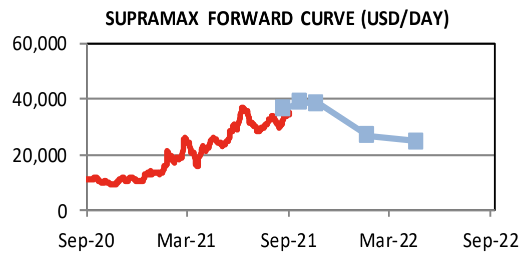
CAPESIZE	Unit	24-Sep	17-Sep	W-o-W	Premium
Sep-21	usd/day	53,236	52,507	+1.4%	-15.5%
Oct-21	usd/day	55,486	50,625	+9.6%	-12.0%
Q3 21	usd/day	42,021	41,778	+0.6%	-33.3%
Q4 21	usd/day	46,702	42,752	+9.2%	-25.9%
Q1 22	usd/day	24,036	22,286	+7.9%	-61.9%
Q2 22	usd/day	25,593	28,136	-9.0%	-59.4%



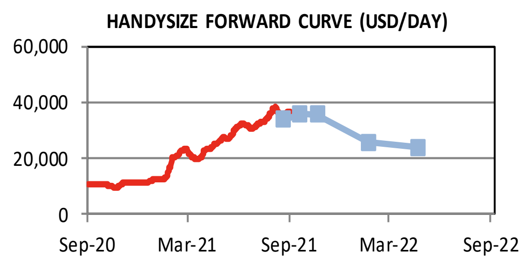
PANAMAX (82k)	Unit	24-Sep	17-Sep	W-o-W	Premium
Sep-21	usd/day	34,254	34,182	+0.2%	-5.3%
Oct-21	usd/day	37,443	37,647	-0.5%	+3.5%
Q3 21	usd/day	33,644	33,620	+0.1%	-7.0%
Q4 21	usd/day	36,469	36,309	+0.4%	+0.8%
Q1 22	usd/day	27,107	26,600	+1.9%	-25.1%
Q2 22	usd/day	26,515	26,357	+0.6%	-26.7%



SUPRAMAX (58k)	Unit	24-Sep	17-Sep	W-o-W	Premium
Sep-21	usd/day	36,500	36,433	+0.2%	-1.3%
Oct-21	usd/day	38,858	38,529	+0.9%	+5.0%
Q3 21	usd/day	34,328	34,306	+0.1%	-7.2%
Q4 21	usd/day	37,642	37,194	+1.2%	+1.7%
Q1 22	usd/day	26,979	26,642	+1.3%	-27.1%
Q2 22	usd/day	24,904	24,721	+0.7%	-32.7%

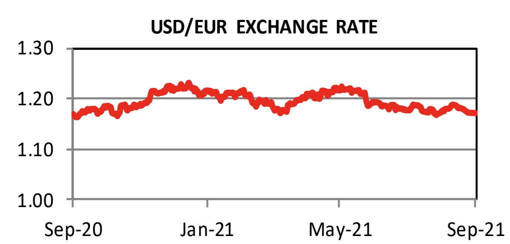


HANDYSIZE (38k)	Unit	24-Sep	17-Sep	W-o-W	Premium
Sep-21	usd/day	33,838	33,844	-0.0%	-2.6%
Oct-21	usd/day	35,825	35,450	+1.1%	+3.1%
Q3 21	usd/day	32,275	32,277	-0.0%	-7.1%
Q4 21	usd/day	34,654	34,333	+0.9%	-0.3%
Q1 22	usd/day	25,838	25,288	+2.2%	-25.6%
Q2 22	usd/day	23,975	23,850	+0.5%	-31.0%



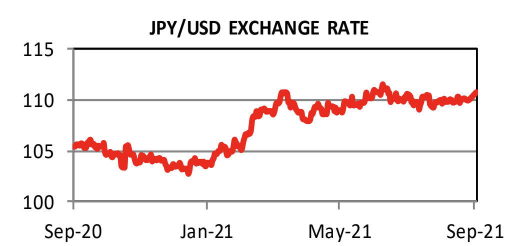
INTEREST RATES / CURRENCIES

INTEREST RATES	Libor USD	Libor Euro	Euribor Euro
6 Months	0.23	-0.49	-0.49
12 Months	-0.54	-0.52	0.68



I. R. SWAPS	3 yrs	5 yrs	10 yrs	15 yrs	20 yrs
USD	0.68	1.06	1.49	1.65	1.73
EUR	-0.35	-0.20	0.14	0.38	0.48

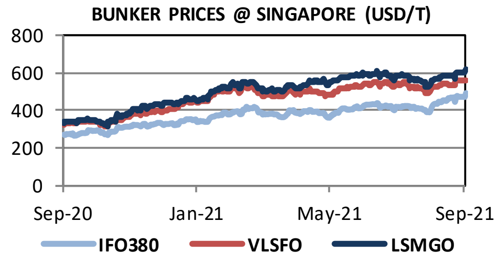
CURRENCIES	24-Sep	17-Sep	W-o-W	Y-o-Y
USD/EUR	1.17	1.17	-0.1%	+0.6%
JPY/USD	110.72	109.96	+0.7%	+5.0%
KRW/USD	1,180	1,181	-0.1%	+0.6%
CNY/USD	6.47	6.47	+0.0%	-5.3%



COMMODITY PRICES

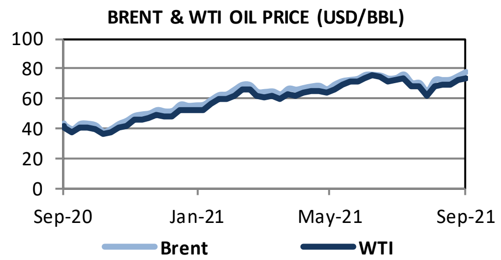
BUNKERS

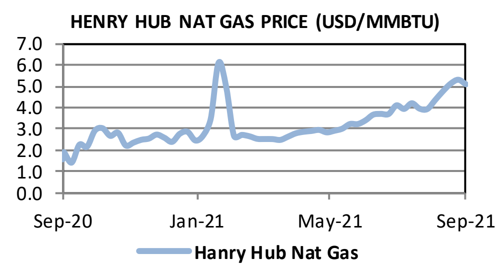
		Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
IFO 380 (3.5%)	Rotterdam	usd/t	436.0	426.0	+2.3%	+76.5%
	Fujairah	usd/t	485.0	469.0	+3.4%	+96.4%
	Singapore	usd/t	490.0	470.0	+4.3%	+66.1%
VLSFO (0.5%)	Rotterdam	usd/t	539.0	525.0	+2.7%	+71.4%
	Fujairah	usd/t	549.0	553.0	-0.7%	+82.7%
	Singapore	usd/t	561.0	558.0	+0.5%	+79.8%
LSMGO (0.1%)	Rotterdam	usd/t	619.0	597.0	+3.7%	+82.6%
	Fujairah	usd/t	671.0	671.0	+0.0%	+112.7%
	Singapore	usd/t	619.0	608.0	+1.8%	+74.6%



OIL & GAS

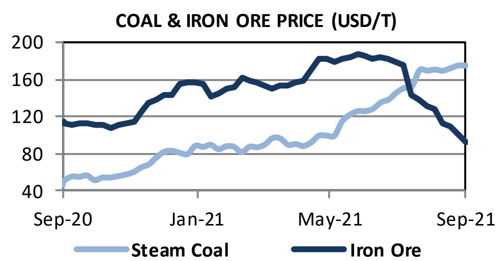
	Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
Crude Oil ICE Brent	usd/bbl	78.1	75.3	+3.7%	+81.0%
Crude Oil Nymex WTI	usd/bbl	74.0	72.0	+2.8%	+80.0%
Crude Oil Shanghai	rmb/bbl	484.8	474.3	+2.2%	+87.0%
Crude Oil DCE Oman	usd/bbl	75.4	73.5	+2.6%	+76.6%
Gasoil ICE	usd/t	655.3	631.5	+3.8%	+92.9%
Gasoline Nymex	usd/gal	2.19	2.21	-1.0%	+76.9%
Naphtha C&F Japan	usd/t	707.0	693.0	+2.0%	+71.8%
Jet Fuel Singapore	usd/bbl	83.6	80.3	+4.1%	+96.3%
Nat Gas Henry Hub	usd/mmbtu	5.10	5.32	-4.1%	+226.9%





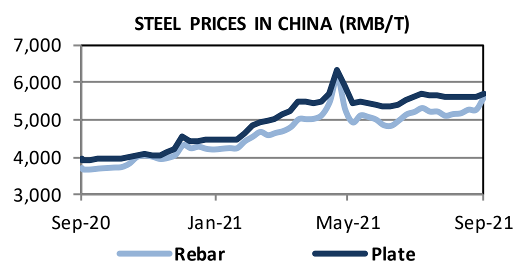
COAL

	Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
Steam Coal Richards Bay	usd/t	158.7	158.7	+0.0%	+183.7%
Steam Coal Newcastle	usd/t	175.6	175.6	+0.0%	+276.8%
Steam Coal Qinhuangdao	rmb/t	1505.0	1285.0	+17.1%	+155.1%
Coking Coal Australia SGX	usd/t	352.0	341.0	+3.2%	+131.6%
Coking Coal Dalian DCE	rmb/t	3676.5	3496.0	+5.2%	+189.6%



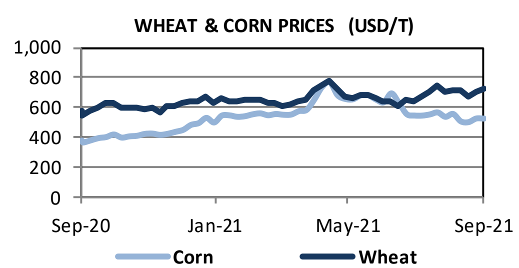
IRON ORE & STEEL

	Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
Iron Ore SGX 62%	usd/t	118.4	111.8	+5.9%	+7.3%
Iron Ore SGX MB 58%	usd/t	92.9	100.3	-7.4%	-19.0%
Iron Ore Dalian CE	rmb/t	688.5	699.0	-1.5%	-24.8%
Rebar in China CISA	rmb/t	5619.0	5282.0	+6.4%	+51.9%
Plate in China CISA	rmb/t	5699.0	5615.0	+1.5%	+44.7%
HR Coil in China CISA	rmb/t	5875.0	5866.0	+0.2%	+46.1%



AGRICULTURAL

	Unit	24-Sep	17-Sep	W-o-W	Y-o-Y
Soybeans CBoT	usc/bu	1285.0	1284.0	+0.1%	+23.1%
Corn CBoT	usc/bu	526.8	527.3	-0.1%	+39.2%
Wheat CBoT	usc/bu	723.8	708.8	+2.1%	+25.9%
Sugar ICE N.11	usc/lb	19.10	19.18	-0.4%	+49.6%
Palm Oil Malaysia	usd/t	1114.0	1083.0	+2.9%	+48.0%



COMMODITY NEWS

China steps up Australian wheat imports despite trade standoff

China is snapping up cargoes of Australian wheat despite a bitter trade standoff between the two countries, as crop downgrades elsewhere lead to a global shortfall in output. The buying spree comes as Australia, a key global food supplier, is expecting a second consecutive bumper harvest, while Northern Hemisphere producers have been hit by adverse weather and drought.

U.S. grain exports rise as Gulf terminals slowly recover from Ida

U.S. grain exports increased last week as shippers along the Louisiana Gulf Coast recovered from flooding and widespread power outages caused by Hurricane Ida's Aug. 29 landfall, but volumes were much lower than normal, preliminary data showed on Monday. Just seven export vessels were loaded with grain and soybeans at Louisiana Gulf Coast terminals in the week ended Sept. 16, down from 23 vessels in the same week last year, U.S. Department of Agriculture (USDA) data showed.

China's August soybean imports from Brazil rise 10.9% y-o-y

China's August soybean imports from Brazil rose 10.9% from the same month last year, customs data showed on Monday, while shipments from the United States fell sharply. China, the world's top importer of soybeans, brought in 9.04 million tonnes of the oilseed from Brazil in August, up from 8.15 million tonnes a year earlier, data from the General Administration of Customs showed.

Global steel output falls in August, first time in a year

Global steel production slipped by 1.4% year-on-year in August, the first decline in more than a year, and is likely to decline further in the coming months as officials in top producer China seek to curb pollution. Crude steel output fell to 156.8 million tonnes in August, World Steel Association data showed on Thursday, the first decline since July 2020.

EU 2021/22 soft wheat exports at 6.53 million tonnes by Sept. 19

Soft wheat exports from the European Union in the 2021/22 season that started in July had reached 6.53 million tonnes by Sept. 19, data published by the European Commission showed on Tuesday. That was up from 4.58 million tonnes by the same week in 2020/21, the data showed.

OPEC+ struggles to pump more oil to meet rising demand

OPEC and its allies struggled again to pump enough oil in August to meet global demand as it recovers from the coronavirus pandemic, potentially adding to upward pressures on oil prices. Several OPEC+ members such as Nigeria, Angola and Kazakhstan have struggled in recent months to raise output due to years of under-investment or large maintenance work that has been delayed by the COVID-19 pandemic.

U.S. oil refiners pick Iraqi, Canadian crudes to replace storm losses

U.S. oil refiners hunting to replace crude lost after a storm hit the U.S. Gulf of Mexico last month have been turning to Iraqi and Canadian oil, while Asian buyers have been pursuing Middle Eastern and Russian grades, analysts and traders said. Royal Dutch Shell, the largest producer in the U.S. Gulf of Mexico, this week said damage from Hurricane Ida to an offshore transfer facility will limit Mars sour crude supplies into early next year.

Soaring gas prices ripple through heavy industry, supply chains

Global record high natural gas prices are pushing some energy-intensive companies to curtail production in a trend that is adding to disruptions to global supply chains in some sectors such as food and could result in higher costs being passed on to their customers. Some companies, including steel producers, fertiliser manufacturers and glass makers, have had to suspend or reduce production in Europe and Asia as a result of spiking energy prices.

Global oil demand seen reaching pre-pandemic levels by early 2022

Global fuel demand is expected to reach pre-pandemic levels by early next year as the economy shrugs off pandemic woes, but spare refining capacity is likely to weigh on outlook, oil producers and traders said on Monday. While a persistent rise in COVID-19 infections in several markets has hurt recovery in demand for some refined products such as jet fuel, consumption trends of petrol and diesel indicate higher growth, the industry leaders said.

Saudi retains top spot in oil supplies to China with volumes up 53% y-o-y

Saudi Arabia, the world's biggest oil exporter, kept its ranking as China's top crude supplier for a ninth straight month in August as major producers relaxed production cuts. Saudi oil arrivals surged 53% from a year earlier to 8.06 million tonnes, or 1.96 million barrels per day (bpd), data from the General Administration of Customs showed on Monday.

Source: Reuters

HEADQUARTERS
GENOA
banchero costa
ITALY

via pammatone 2
16121 genoa, italy
tel +39 01056311
info@bancosta.it

MONACO
bancosta (monaco) sam
MONACO
tel +377 97707497
info@bancosta-monaco.com

GENEVA
bancosta s.a.
SWITZERLAND
tel +41 227372626
info@bancosta.ch

DUBAI
bancosta mediorientale dmcc
UNITED ARAB EMIRATES
tel +971 43605598
mena@bancosta.com

HONG KONG
bancosta (oriente) ltd.
HONG KONG, CHINA
tel +852 28651538
sap@bancosta.com.hk

SEOUL
bancosta (oriente) ltd. korea
SOUTH KOREA
tel +82 269592637
salepurchase@bancosta.com

LONDON
bancosta (uk) ltd.
UNITED KINGDOM
tel +44 2073981870
info@bancosta.co.uk

LUGANO
bc insurance s.a.
SWITZERLAND
tel +41 912251067
info@bcinsurance.ch

SINGAPORE
bancosta (oriente) pte ltd.
SINGAPORE
tel +65 63276862
sap@bancosta.com.hk

BEIJING
bancosta (oriente) ltd. beijing
CHINA
tel +86 1084534993
beijing@bancosta.com

TOKYO
banchero costa tokyo office
JAPAN
tel +81 362688958
bancosta.kondo@nifty.com

www.bancosta.com
research@bancosta.com