weekly
market
report

Week 39/2021 (25 Sep – 1 Oct)

Comment: Iraqi Crude Oil Exports

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RESEARCH

IRAQI CRUDE OIL EXPORTS

2020 was overall a very negative year for crude oil trade. Total loadings in the 12 months of 2020 were down -6.2% y-o-y to 2032 million tonnes, according to vessels tracking data from Refinitiv.

2021 so far is faring even worse. In the first 8 months of 2021, global seaborne crude oil trade declined by -6.5% y-o-y to 1294 mln tonnes.

What's worst is that so far there is no sign of things turning a corner.

Even in August 2021, global crude loading were at 164.2 mln tonnes, which was essentially flat (+0.4% y-o-y) on the already depressed levels of August 2020, and down -8.1% compared to (pre-Covid) August 2019.

Iraq is the second largest seaborne exporter of crude oil in the Arabian Gulf after Saudi Arabia, and the third in the world behind Saudi Arabia and Russia.

In 2020, Iraqi ports accounted for 7.7% of global crude oil loadings.

This only covers cargoes loading in Basrah (pretty much the only loading port in Iraq), and does not even include the exports which go by pipeline via Turkey, i.e. Kirkuk grade oil from Northern Iraq.

About 70 percent of volumes loaded in Basrah are carried in VLCCs, and about 25 percent is loaded in Suezmaxes.

In the 12 months of 2019, Iraqi seaborne crude oil exports were as high as 176.3 mln tonnes.

In 2020, however, limited global demand due to the pandemic affected shipments.

In the 12 months of 2020, Iraq managed to ship just 151.7 mln tonnes of crude oil, down -14.0% year-on-year.

For comparison, Saudi Arabia's exports declined by -3.2% y-o-y in 2020, those from Russia declined by -13.1% last year, from West Africa they were down by -9.2% y-o-y.

The only major exporter which performed well last year were the Unites States, with exports increasing by +7.1% y-o-y.

Things didn't really improved that much so far in 2021.

In the first 8 months of 2021, seaborne crude oil exports from Iraq were down -4.4% y-o-y from the same period of 2020, at 99.6 mln tonnes, which compares to 104.2 mln tonnes in the same period of 2020, and 118.3 mln tonnes in the same period of 2019.

In the first half of 2021 volumes were essentially flat at the same modest levels already seen throughout much of last year.

However, there does seem to be an improvement in the third quarter, which we much hope can be sustained.

In the first quarter of 2021 Iraq exported 35.9 mln tonnes, which represents a decline of -13.0% y-o-y from the 41.3 mln tonnes of 1Q 2020, but is essentially flat on the 36.5 mln tonnes of 4Q 2020 and the 34.6 mln tonnes of 3Q 2020.

The second quarter of 2021 saw 36.5 mln tonnes shipped from Iraq, down -7.2% y-o-y from 2Q 2020, and down -18.3% from the second quarter of 2019, which just keeps the trend.

However, August 2021 saw a jump to 14.4 mln tonnes exported in a month, which was the highest monthly figure since April 2020.

The August 2021 figure was +12.9% up m-o-m from July, and +27.1% y-o-y from the dismal 11.3 mln tonnes in the same month of last year.

In terms of destinations for the shipments, it's a head to head between Mainland China and India, with 33% each.

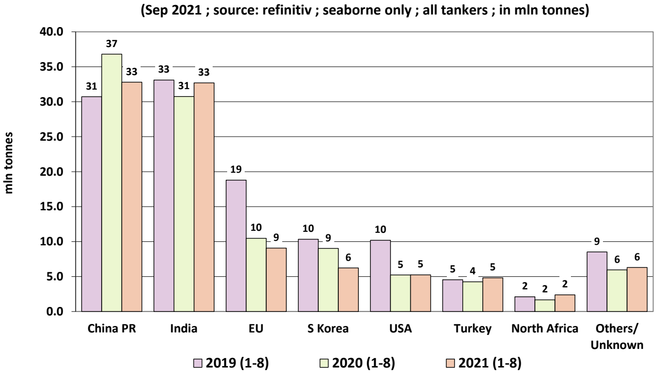
In the first 8 months of 2021, Iraq shipped 32.8 mln tonnes to Mainland China, which represents a -10.9% y-o-y decline from 36.8 mln tonnes in Jan-Aug 2020, but more than the 30.7 mln tonnes in Jan-Aug 2019.

Iraq also shipped 32.7 mln tonnes to India, which is actually an increase of +6.3% y-o-y from 30.8 mln tonnes in the same period of 2020, but still -1.2% less than the 33.1 mln tonnes in Jan-Aug 2019.

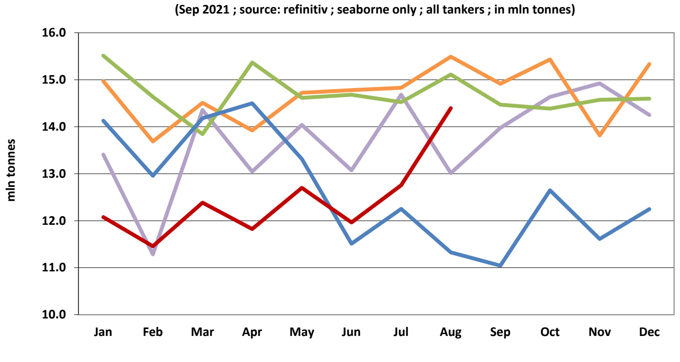
The third top destination is the European Union, with 9.1 mln tonnes, or 9% of Iraq's total exports.

Shipments from Iraq to the EU declined by -13.3% y-o-y in Jan-Aug 2021 from 10.5 mln tonnes in Jan-Aug 2020, and are a massive -51.7% down from the 18.8 mln tonnes in Jan-Aug 2019.

Iraq - Crude Oil Exports by Destination in Jan-Aug
(Sep 2021 ; source: refinitiv ; seaborne only ; all tankers ; in mln tonnes)



Iraq - Monthly Crude Oil Exports - Seasonality
(Sep 2021 ; source: refinitiv ; seaborne only ; all tankers ; in mln tonnes)



CAPESIZE MARKET

Sixth excellent week in a row for Capesize freight rates, which broke their best since 2008, confirming the strong export of iron ore and coal trades out of Brazil and Australia, as well as other inefficiencies related to COVID-19 (including port congestions), without taking into account the rising geopolitical tensions. The BCI continued to rise on a daily basis, with only a brief pause on Thursday, before closing at $9,066 (+1,673 points in a week) on Friday. The same can be said for the 5TC index, which opened on Monday at $63,030 and closed at $75,190 (+ 12,160 USD) on Friday.

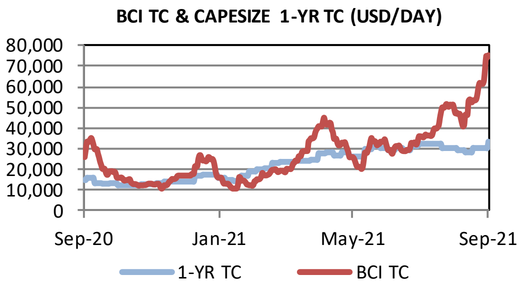
The profitable momentum out of the Pacific area appears to be continuing as large quantities of minerals are transported and due to China's persistent port congestion. The standard C5 route from West Australia/China repeated the previous week's record-breaking Monday, opening at $19.57/mt and reaching his best of the year on Wednesday at $22.86/mt before falling a few cents on Thursday and Friday, closing at $21.20/mt. The related Transpacific Round Voyage followed the same trend, breaking the $80,000/d level on Wednesday before closing at $76,328 pmt (+9,328 points).

Strong iron ore trades, as well as a lack of tonnage in the area due to port congestion in China, are driving freight rates out of Brazil to record highs this week. Indeed, the Standard C3 route from Tubarao to Qingdao index began the week at $39.20/mt, rising nearly $7.50 until Wednesday ($45.88/mt) before falling a few cents in the final two days of the week to close at $45.28/mt. As a result, the related China-Brazil round trip time charter rate increased by nearly $13,000, ending at $63,618/d.

Excellent week for the C17 route from Saldanha Bay to Qingdao, which has been driven by the higher assessment of the C3 and C5 routes, breaking his best registered last week on Wednesday at $36.40/mt before closing at $35.97/mt on Friday, recording an improvement of nearly 7 dollars (+6.97 points) in a week.

The ongoing ship shortage in the Atlantic region is driving up freight rates, which are increasing on a daily basis for both the C8 14 Gibraltar/Hamburg transatlantic round voyage and the C9 14 Continent/Mediterranean trip China-Japan (Front Haul). The former began at $70,715/d and increased to $84,750/d on Friday, for a total gain of $14,035 in 5 days, while the latter was reported on Monday at $82,800/d before shifting into high gear and breaking the 100k mark, closing the week at $105,650/d (+22,850).

CAPESIZE	Unit	1-Oct	24-Sep	W-o-W	Y-o-Y
BCI TC Average	usd/day	75,190	61,309	+22.6%	+156.3%
C8 Transatlantic r/v	usd/day	84,750	69,215	+22.4%	+132.8%
C14 China-Brazil r/v	usd/day	63,618	51,132	+24.4%	+143.5%
C10 Pacific r/v	usd/day	76,328	67,000	+13.9%	+206.7%
Newcastlemax 1-Y Period	usd/day	37,000	33,500	+10.4%	+105.6%
Capesize 1-Y Period	usd/day	33,000	30,000	+10.0%	+120.0%



PANAMAX MARKET

Atlantic: A week with little excitement in the South Atlantic region and few fixtures reported, though the P6 level on the index is up about one dollar from the same value one week ago. To be honest, this increase doesn't have a strong foundation, but the sentiment remains positive in the coming weeks, to the point where it's becoming increasingly difficult to find players willing to sell freight for the foreseeable future.

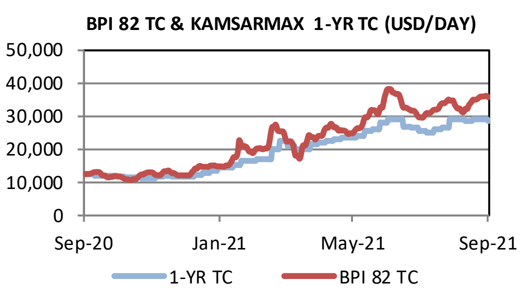
Among the recent fixtures are an 82,000 dwt with eta ECSAm 25th October fixed at $38,500/d dop Krishnapatnam for ECSAm/Feast, and then an 81,000 dwt done at $35,500/d + $1,500,000 aps ECSAm for trip Singapore-Japan with grain, and another 82,000 dwt at $37,500/d basis dely Krishapatnam.

On the other hand, the North Atlantic area suffered a lot more this week, with standard T/A losing about $4,000, while the Black Sea had a good week.

Few fixtures were discovered in the Baltic area, whereas more activity was discovered in the USG area: Olam fixed mv Hua Sheng Hai 81/17bss aps USG mid October for tct redely Feast $38,000 + $1.65 mln and Xenia (82,019 2016) opening Montoir 30 Sep fixed tct via USG & Neo Panama redely China at $40,000 + $800,000 GBB dop with Cargill.

Pacific: This week's Pacific market has been very strong. NOPAC has undoubtedly been the main driver. Nopac numbers have been increasing by the day, with the most recent being around $36,500/d on a Kamsarmax. Indonesia and Australia got off to a shaky start to the week, with a slew of fixtures, particularly in Indonesia. Throughout the week, rates in the South have been slightly lower; a kmx on Aussie has been fixed around $37,500/d whereas Indonesia RV has been in the low $30,000's.

PANAMAX	Unit	1-Oct	24-Sep	W-o-W	Y-o-Y
BPI 82 TC Average	usd/day	35,929	36,104	-0.5%	+192.7%
P1_82 Transatlantic r/v	usd/day	33,775	37,010	-8.7%	+172.9%
P2_82 Skaw-Gib Trip F. East	usd/day	50,473	51,845	-2.6%	+138.9%
P3_82 Pacific r/v	usd/day	37,843	35,911	+5.4%	+221.9%
Kamsarmax 1-Y Period	usd/day	28,500	29,000	-1.7%	+128.0%
Panamax 1-Y Period	usd/day	25,000	26,000	-3.8%	+132.6%



SUPRAMAX & HANDYSIZE MARKET

US GULF / NORTH AMERICA

Supramax and Ultramax, which had moved the previous week, had another stable week, with levels remaining strong and a good number of cargoes keeping everyone warm.

For TARV, Supramaxes are in the high 30's and ultras are in the 40's. For front hauls, ultras are in the low 50's and supras are in the very high 40's, with a small premium if a petcoke loading of $1,000.

Handysize has remained strong in recent weeks, and levels may be rising slightly, with the 32/35,000 dwt in the high 20's/30k and the larger 36/39,000 dwt in the low 30's.

Petcoke loading costs a premium of $1,000.

NORTH EUROPE / CONTINENT

The market maintained a positive trend with only minor physiological fluctuations.

Handy segment performed well, intercontinent trip done at $36,000/d dop Denmark by nice 36,000 dwt, trip to Med still in the mid 30's bss 35,000 dwt sub delivery, and for smaller sizes (like 32k dwt) $30/31,000 mark is the floor for trip to central/west med. Trip to ECSAm done at $39,500/d dop Norway by 36,000 dwt, trip to WCSAm in the mid/high 40's sub delivery/duration and redelivery, and F/H at roughly the same level.

More or less in the same way, the Supra/Umx sector performed: 57,000 dwt done around $38,000/d dop N France for scrap trip to emed.

Trip to W Med with coal/sulphur in the $39/40,000 dop MEG bss 58,000 dwt, trip to USG in the high 30's sub duration and delivery.

Front haul in $50/52,000 ss T58 - once more - sub duration and redelivery.

BLACK SEA / MEDITERRANEAN

The Black Sea market is still very healthy, and the fixing rates are kept stable by spot vessels lightly discounting for the lack of spot cargoes, but the levels are already higher than spot for mid-October dates. We would say that the market is in any case firm this week.

The trip to the continent on the handysize remained stable at $38,000/d, while the intermed slowed to $39,000/d, with a loss of about $1,000.

The cost of transatlantic trips has risen significantly, from $41,000/d to $44,000/d for trips to the USG and from $40,000/d to $43,000/d for trips to South America.

The trip to the Far East has remained in the $44/45,000 range.

The front haul for Ultramaxes and Supramaxes slowed significantly, from $56,000/d to $51,500/d for tess 58, and to $52,500/d for Ultras.

The numbers exchanged for the intermed are in the low/mid $40,000s/d, and the same for the trip to the Continent.

The trips to USG and ECSAm have leveled off at $44,000/d.

FAR EAST / PACIFIC

Last week's Far East market remained more or less stable than the previous one, with rates remaining strong both on Supramaxes and on Handies and showing no signs of decreasing.

In terms of China direction, a 57,000 dwt delivering indonesia was fixed for a trip via Indonesia to China, a slightly smaller supramax delivering Indonesia was reported to be done at $43,000/d for a similar trip, and a 55,000 dwt delivering S China was rumored to be fixed at $37,000/d for the same trip to China.

A 63,000 dwt delivering Thailand was fixed at $43,000/d for a trip back to Thailand via Indonesia.

Regarding west direction, a 52,000 dwt delivering the Philippines took $37,000/d for a trip to WCI, and a 63,000 dwt delivering Thailand was fixed/failed at $40,000/d for a trip via Indonesia to India.

A 36,000 dwt delivering the Philippines was reported to be fixed at $33,000/d for a trip via Australia to SEA with alumina on handies.

SUPRAMAX & HANDYSIZE MARKET

SOUTH AFRICA / INDIAN OCEAN

As the week progressed, the numbers in the area began to fall.

A tess 58,000 dwt open WCI was fixed for salt to Feast at $43,000/d early in the week, reflecting the downward trend, as opposed to the previous week, when vessels were fixed for similar biz around $50,000/d.

As the week progressed, the rates for PG/Bangladesh aggregates or limestone trips dropped as well.

A 51,000 dwt open Fujairah was said to have fixed around $41,000/d for such a trip.

As the movement of iron ore has slowed further, not much was heard from ECI on Supra.

One of the few fixtures heard from SAfr was of ECI vessels being fixed for SAfr/Feast.

A 56,000 dwt fixed similar SAfr/Feast at around $35,000/d dop Bangladesh early in the week, whereas a 58,000 dwt open Bangladesh going at $33,000/d dop for trip via safr to feast.

For a similar trip of 61,000 dwt open SAfr, it was heard to have fixed $31,000/d + 1.05m ballast bonus.

EAST COAST SOUTH AMERICA

The market on the ECSAm was firm and active in both Supramax and Handysize sizes.

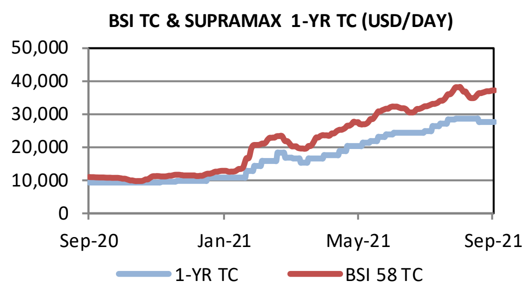
It was rumored on the handy that a 35,000dwt was fixed basis dely nueva palmira for one trip with grains to turkey at USD 35,500.

It was also rumored that one 32,000 dwt geared and modern vessel was fixed basis dely dop rio haina for one tct via vila do conde to usg at $30,000/d diot.

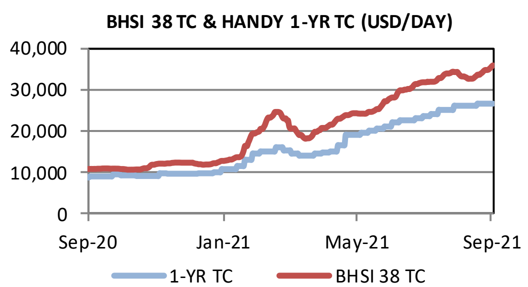
So far, the market for Supramax and Ultramax has remained firm, with little change since last week.

It was also rumored that a 63,000 dwt modern and geared fixed basis dely aps sepetiba done at $45,000/d diot for a single trip into USG.

SUPRAMAX	Unit	1-Oct	24-Sep	W-o-W	Y-o-Y
BSI 58 TC Avg.	usd/day	37,212	36,948	+0.7%	+241.0%
BSI 52 TC Avg.	usd/day	36,919	36,655	+0.7%	+247.6%
S4A_58 USG-Skaw/Pass	usd/day	37,293	35,939	+3.8%	+134.4%
S1C_58 USG-China/S Jpn	usd/day	49,794	48,044	+3.6%	+101.1%
S9_58 WAF-ECSA-Med	usd/day	30,304	29,843	+1.5%	+221.5%
S1B_58 Canakkale-FEast	usd/day	52,708	54,979	-4.1%	+147.1%
S2_58 N China Aus/Pac RV	usd/day	35,514	35,664	-0.4%	+265.2%
S10_58 S China-Indo RV	usd/day	36,614	36,193	+1.2%	+277.2%
Ultramax 1-Y Period	usd/day	30,000	30,000	+0.0%	+185.7%
Supramax 1-Y Period	usd/day	27,250	27,250	+0.0%	+202.8%



HANDYSIZE	Unit	1-Oct	24-Sep	W-o-W	Y-o-Y
BHSI 38 TC Average	usd/day	35,769	34,650	+3.2%	+235.9%
HS2_38 Skaw/Pass-US	usd/day	39,807	37,529	+6.1%	+209.9%
HS3_38 ECSAm-Skaw/Pass	usd/day	39,144	40,089	-2.4%	+210.9%
HS4_38 USG-Skaw/Pass	usd/day	28,321	23,207	+22.0%	+103.3%
HS5_38 SE Asia-Spore/Jpn	usd/day	36,538	36,506	+0.1%	+294.7%
HS6_38 Pacific RV	usd/day	34,681	34,694	-0.0%	+340.2%
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 : Market remained active ahead of chinese holidays and rates moved up to WS41 level for 270,000 mt MEG/China and WS43 level for 260,000 mt WAfr/China.

Suezmax: Rates up to WS55 for 130,000 mt from WAfr to the UKC-Med, and around WS65 for 135,000 mt ex cpc to Med.

Several ships fixed by Unipec ex Libya to China, loading 5-15 October at rates of around $2.45 mln.

Eni and Shell fixed a couple of ships for 140,000 mt Basrah/Med in mid-October at WS27.5, while rates for 130,000 mt MEG/East eased to around WS57.5.

Aframax : Med remained busy, list shortened to an handful of prompt ships and with cpc 2nd decade in full swing rates moved up to WS100 ex ceyhan and WS102.5 ex black sea and es sider.

In NW Europe, rates up to WS95 level for 80,000 mt North Sea to UKC (pending voyage) and WS62.5 for 100,000 mt Baltic/UKC.

Rates remained around WS80 level for 70,00 mt USG/UKC-Med.

In the East, its been busier and rates moved back to around WS90.

- congestion in china, up to 7 (vs 4) vlcc & 0 (vs 0) suezmax laden/idle for more than 2 weeks atm

VLCC	Unit	1-Oct	24-Sep	W-o-W	Y-o-Y
TD1 MEG-USG	ws	20.9	20.2	+3.3%	+20.6%
TD1-TCE MEG-USG	usd/day	-16,009	-15,924	-0.5%	-44369.4%
TD2 MEG-Spore	ws	41.5	39.8	+4.2%	+50.5%
TD3C MEG-China	ws	41.0	39.1	+4.8%	+53.5%
TD3C-TCE MEG-China	usd/day	2,961	1,963	+50.8%	-67.5%
TD15 WAF-China	ws	43.1	41.0	+5.1%	+35.8%
VLCC TCE Average	usd/day	-6,524	-6,981	+6.5%	-243.9%
VLCC 1-Y Period	usd/day	23,000	23,000	+0.0%	-42.5%

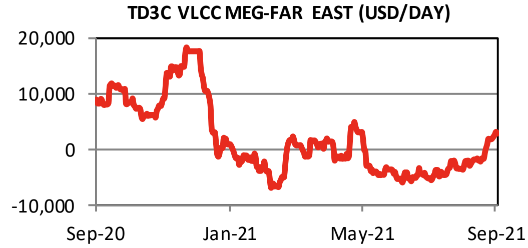
SUEZMAX	Unit	1-Oct	24-Sep	W-o-W	Y-o-Y
TD6 BSea-Med	ws	63.4	60.1	+5.6%	+41.0%
TD6-TCE BSea-Med	usd/day	-5,233	-7,140	+26.7%	-285.9%
TD20 WAF-Cont	ws	54.9	52.5	+4.7%	+57.1%
MEG-EAST	ws	57.5	60.0	-4.2%	+53.3%
TD23 MEG-Med	ws	27.2	27.3	-0.3%	+74.8%
TD23-TCE MEG-Med	usd/day	-17,035	-16,651	-2.3%	-45.3%
Suezmax TCE Average	usd/day	-2,700	-4,060	+33.5%	-252.3%
Suezmax 1-Y Period	usd/day	17,500	17,500	+0.0%	-27.1%

AFRAMAX	Unit	1-Oct	24-Sep	W-o-W	Y-o-Y
TD7 NSea-Cont	ws	96.9	93.1	+4.0%	+32.5%
TD7-TCE NSea-Cont	usd/day	-3,633	-5,605	+35.2%	-522.9%
TD17 Baltic-UKC	ws	63.8	61.1	+4.4%	+54.5%
TD17-TCE Baltic-UKC	usd/day	-2,056	-2,781	+26.1%	-249.7%
TD19 Med-Med	ws	100.1	90.3	+10.9%	+74.0%
TD19-TCE Med-Med	usd/day	6,205	2,296	+170.3%	+804.5%
TD9 Caribs-USG	ws	83.1	94.4	-11.9%	+58.3%
TD9-TCE Caribs-USG	usd/day	-2,766	1,279	-316.3%	-351.2%
Aframax TCE Average	usd/day	165	-216	+176.4%	-93.1%
Aframax 1-Y Period	usd/day	16,000	16,000	+0.0%	-23.8%

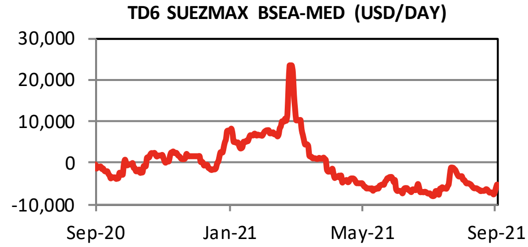
DELAYS AT TURKISH STRAITS (for daylight restricted vessels)

	Unit	1-Oct	24-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%

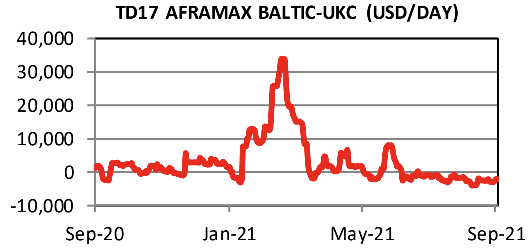
TD3C VLCC MEG-FAR EAST (USD/DAY)



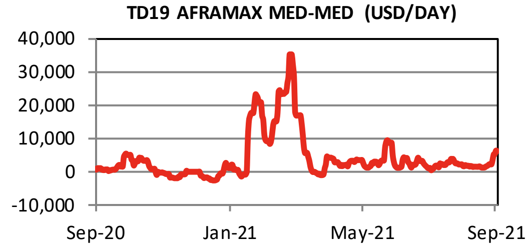
TD6 SUEZMAX BSEA-MED (USD/DAY)



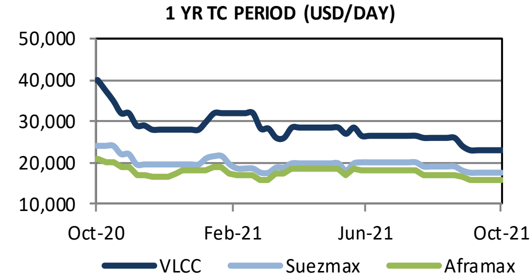
TD17 AFRAMAX BALTIC-UKC (USD/DAY)



TD19 AFRAMAX MED-MED (USD/DAY)



1 YR TC PERIOD (USD/DAY)



PRODUCT TANKER MARKET

Clean: Quiet scenario for LR sizes in the East of Suez: The East of Suez has a quiet scenario for LR sizes: TC5 lost about 15 WS points and is now around WS100, while the UK Continent discharge paid about $1.5 mln. Softening numbers on LR2s as well, with TC1 closing around WS100 and MEG/UKC down $2.2 mln.

Since the start of the week, there has been firming of activity on Handies in the Mediterranean basin, as owners have been trading cross Med at WS130, managing to keep rates up, with Black Sea loading at WS140.

Despite the high demand, charterers have continued to fix at the bottom levels of TC2 at WS100 as the tonnage list remained full all week. There is still no premium detected for the WAfr destination.

There is an increasing tendency for Handies up in the Continent, with TC9 managing to reach WS135 and the usual 5 points less for cross-Continent voyages.

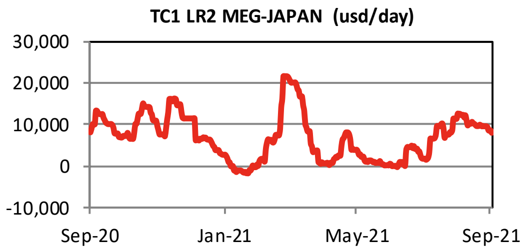
Dirty: Good activity in the Med, but rates remain steady at usual levels (30@122.5 for cross med, +10 for BSea as list is still healthy and owners are hesitant to try to push rates up).

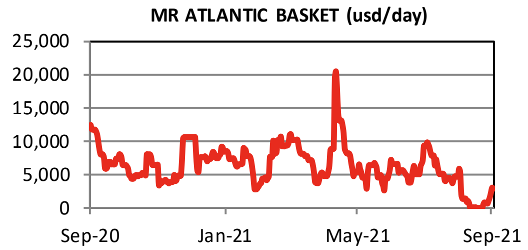
There are a few MR fixtures registered, but the levels for BSea/Med runs are still 45@105. The most common reason is that there aren't enough MR stems to cover the available vessel sizes.

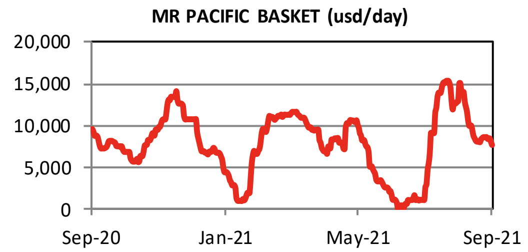
For UKC, The position list in the north is extremely tight, and the market has begun to firm up properly, with rates rising to 30@155. Charterers are forced to take ballasters from the west med for short cross-UKC crossings, which adds to the strength of rates.

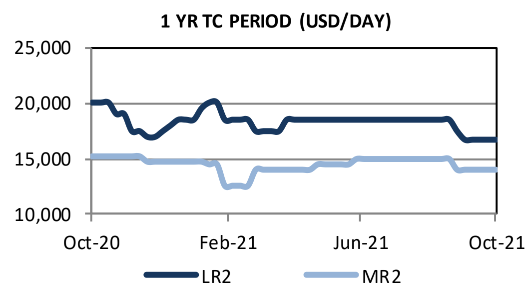
CLEAN	Unit	1-Oct	24-Sep	W-o-W	Y-o-Y
TC1 MEG-Japan (75k)	ws	103.9	107.6	-3.4%	+63.5%
TC1-TCE MEG-Japan (75k)	usd/day	7,995	9,555	-16.3%	-10.8%
TC8 MEG-UKC (65k)	usd/mt	24.06	24.87	-3.3%	+28.7%
TC5 MEG-Japan (55k)	ws	105.0	111.4	-5.8%	+52.3%
TC5-TCE MEG-Japan (55k)	usd/day	5,085	6,833	-25.6%	-29.3%
TC2 Cont-USAC (37k)	ws	100.0	100.0	+0.0%	+12.5%
TC2-TCE Cont-USAC (37k)	usd/day	-907	-585	-55.0%	-113.1%
TC14 USG-Cont (38k)	ws	80.0	62.9	+27.3%	+6.7%
TC14-TCE USG-Cont (38k)	usd/day	-3,157	-5,724	+44.8%	-168.5%
TC9 Baltic-UKC (22k)	ws	130.4	126.8	+2.8%	+44.8%
TC9 Baltic-UKC (22k)	usd/day	2,136	1,911	+11.8%	-51.1%
TC6 Med-Med (30k)	ws	129.1	116.9	+10.5%	+72.2%
TC6-TCE Med-Med (30k)	usd/day	3,054	206	+1382.5%	+170.8%
TC7 Spore-ECAu (30k)	ws	164.6	168.5	-2.3%	+71.6%
TC7-TCE Spore-ECAu (30k)	usd/day	8,397	9,238	-9.1%	+21.2%
TC11-TCE SK-Spore (40k)	usd/day	-59	1,304	-104.5%	-102.1%
MR Atlantic Basket	usd/day	2,860	683	+318.7%	-75.6%
MR Pacific Basket	usd/day	7,707	8,637	-10.8%	-17.3%
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	1-Oct	24-Sep	W-o-W	Y-o-Y
TD12 Cont-USG (55k)	ws	92.5	92.5	+0.0%	+57.4%
TD12-TCE Cont-USG (55k)	usd/day	-49	344	-114.2%	-101.5%
TD18 Baltic-UKC (30K)	ws	151.7	145.8	+4.0%	+24.8%
TD18-TCE Baltic-UKC (30K)	usd/day	3,160	2,467	+28.1%	-56.7%
Med-Med (30k)	ws	122.5	122.5	+0.0%	+44.1%
Black Sea-Med (30k)	ws	132.5	130.0	+1.9%	+39.5%









CONTAINERSHIP MARKET

Ports are handling a much higher number of container vessels than before the pandemic, adding to congestion, according to the latest issue of Sea-Intelligence's Sunday Spotlight.

The congestion that has plagued the major US west coast ports is starting to spread to east and Gulf Coast terminals, as a backlog of ships accumulates on the eastern seaboard.

Consumers will risk to face empty shelves and higher prices as shippers are forced to pass on ever increasing freight costs.

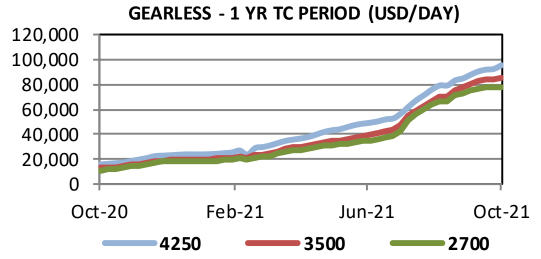
REPORTED CONTAINERSHIP FIXTURES

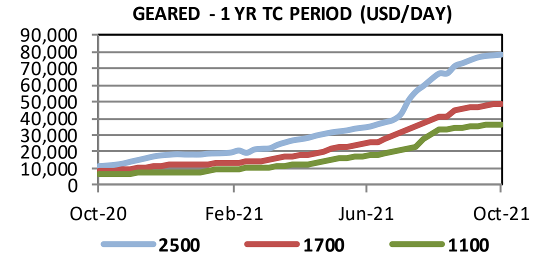
Vessel Name	Built	TEUs	TEU@14	Gear	Fixture	Period	Rates
Hansa Asia	2013	3649	2500	yes	extended to One	30-33 m	$44,750/d
As Constantina	2005	2741	2070	no	fixed to Cosco	34-36 m	$39,900/d
Green Horizon	2013	1718	1250	no	extended to New Golden Sea Shipping	36 m	$34,000/d
As Fabrizia	2008	1296	916	yes	fixed to King Ocean	36 m	$26,000/d

VHSS CONTAINERSHIP TIMECHARTER

(source: Hamburg Shipbrokers' Association)

	Unit	1-Oct	24-Sep	W-o-W	Y-o-Y
ConTex	index	3,204	3,170	+1.1%	+593.5%
4250 teu (1Y, g'less)	usd/day	95,725	92,690	+3.3%	+502.4%
3500 teu (1Y, g'less)	usd/day	84,915	84,305	+0.7%	+574.9%
2700 teu (1Y, g'less)	usd/day	78,245	77,823	+0.5%	+604.4%
2500 teu (1Y, geared)	usd/day	72,082	71,586	+0.7%	+625.8%
1700 teu (1Y, geared)	usd/day	49,038	48,621	+0.9%	+489.4%
1100 teu (1Y, geared)	usd/day	36,679	36,483	+0.5%	+489.9%

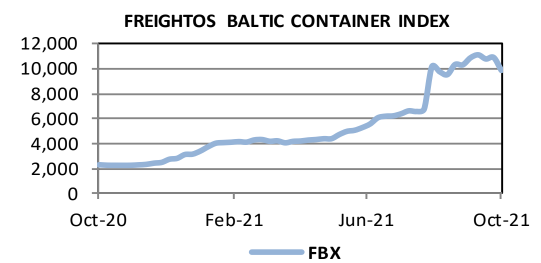




FREIGHTOS BALTIC GLOBAL CONTAINER INDEX

(source: Baltic Exchange)

	Unit	1-Oct	24-Sep	W-o-W	Y-o-Y
FBX	index	9,877	10,916	-9.5%	+335.7%
Services:					
China - WCNA	usd/feu	16,153	19,182	-15.8%	+316.3%
WCNA - China	usd/feu	907	907	+0.0%	+123.4%
China - ECNA	usd/feu	18,711	22,234	-15.8%	+299.3%
ECNA - China	usd/feu	920	920	+0.0%	+95.7%
China - N. Europe	usd/feu	14,492	14,756	-1.8%	+531.7%
N. Europe - China	usd/feu	1,412	1,486	-5.0%	+37.1%
China - Med	usd/feu	13,050	13,138	-0.7%	+475.9%
Med - China	usd/feu	1,394	1,422	-2.0%	+46.0%
ECNA - Europe	usd/feu	522	462	+13.0%	+85.8%
Europe - ECNA	usd/feu	6,986	6,869	+1.7%	+262.7%
Europe - ECSA	usd/feu	3,302	3,296	+0.2%	+295.0%
Europe - WCSA	usd/feu	5,577	5,622	-0.8%	+263.1%



NEWBUILDING ORDERS

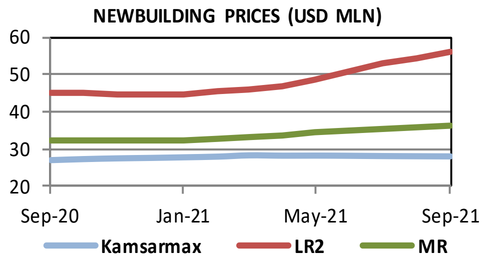
Many yards, particularly in China, are experiencing production difficulties as a result of equipment suppliers' inability to obtain raw materials on time.

Yasa Shipping Turkey ordered two 64,000 dwt ultramax ships from Dalian Cosco KHI (Dacks) for delivery in mid-2023 at a cost of $33.0 mln each.

CDBL Leasing went to New Dayang for 6 x 60,000 dwt for delivery beginning in January 2023 and ending in January 2025 at an undisclosed level.

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

The subcontinent recycling markets appear to be in a state of flux, with steel plate price volatility acting as the primary driver of recent market turbulence.

While Indian plate prices rose dramatically by the end of the week, Pakistan and Bangladesh saw declines, while the Turkish market, on the other hand, saw a slight improvement.

Some reported sales:

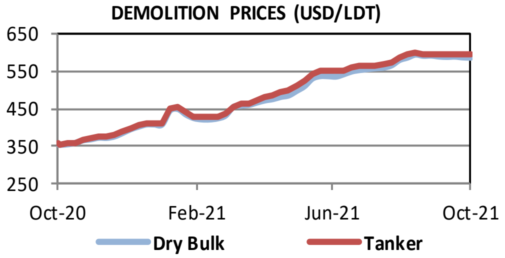
LR2 "Ingrid" ,abt 105k dwt, 2000 Sumitomo, 15.5k ldt, levels of 610 USD/ldt.

MR1 "Lucky Dolphin", abt 35k dwt, 1996, 7.4k ldt, has been sold to Pakistan for aggressive 608 USD/ldt levels

STST coated small chemical tanker "Pharmony", abt 10k dwt, 1999 Japan, 3.5k ldt – for 855 USD/ldt

SHIP RECYCLING ASSESSMENTS (BALTIC EXCHANGE)

	Unit	1-Oct	24-Sep	W-o-W	Y-o-Y
Dry Bangladesh	usd/ldt	589.3	591.1	-0.3%	+65.6%
Dry India	usd/ldt	582.7	582.9	-0.0%	+69.9%
Dry Pakistan	usd/ldt	589.8	589.6	+0.0%	+61.6%
Tnk Bangladesh	usd/ldt	596.2	599.0	-0.5%	+65.3%
Tnk India	usd/ldt	586.1	585.5	+0.1%	+71.2%
Tnk Pakistan	usd/ldt	600.3	599.8	+0.1%	+64.1%



SECONDHAND SALES

Dry: In the dry bulk market a modern newcastlemax Conrad abt 208k blt 2017 SWS (Scrubber/BWTS fitted) has been sold at $53 mln to JP Morgan.

Two modern Supramaxes Stove Friend and Stove Tide abt 58k blt 2016 Tsuneishi (BWTS fitted ECO Engine) were bought en bloc at $59 mln to c. of Belships . After offers were invited last week a Japanese controlled supramax HTC Charlie abt 57k blt 2014 Taizhou Sanfu (BWTS fitted and Tier II) has been committed at $20.45 mln back in August Atlantic Merida abt 57k blt 2012 Taizhou was reported at $16 mln.

In the handy segment, a few modern units were reported during the weeks. New Face and New Days abt 38k blt 2017 Shin Kochi (BWTS fitted) gone to Greek buyers at $56 mln en bloc while New History and New Inspiration abt 36k blt 2013 Shikoku were purchased in en bloc deal by c.of Tufton at $41 mln.

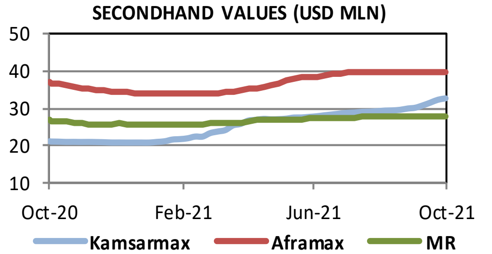
Wet: In the tanker market, after offers were invited by the 21st of September for the LR2 Ocean Vela abt 109k blt 2009 SWS (DPP trader) was sold at $17.7 mln back in May sister vessel Ocean Crown abt 109k blt 2007 SWS was reported at SD for $15.3 mln.

REPORTED SECONDHAND SALES

Bulk	**Conrad**	208,000	2017	SWS	JP Morgan	53	scrubber fitted
Bulk	**Aqua Honor**	175,000	2012	Jinhai	Undisclosed buyer	28.2	SS/DD 05/2022
Bulk	**Shuang Xi**	93,000	2010	Jiansu	Undisclosed buyer	20.2	SS/DD 09/2025
Bulk	**Ocean Ginger**	75,000	2002	Sanoyas		11.5	basis TC attached at 10,150 USD/day till May2022
Bulk	**Stove Friend**	58,000	2016	Tsuneishi	Belship	59	en bloc
Bulk	**Stove Tide**	58,000	2016	Tsuneishi			
Bulk	**Seacon 6**	57,000	2012	Beilun Lantian	Undisclosed buyer	15.3	at auction
Bulk	**HTC Charlie**	56,000	2014	Taizhu Sanfu	Middle Eastern buyers	20.45	SS/DD 02/2022
Bulk	**Medi Okinawa**	56,000	2011	Mitsui	Undisclosed buyer	21.5	BWTS fitted
Bulk	**Spring Hawk**	56,000	2010	Mitsui	Asian buyers	21	BWTS fitted
Bulk	**Spring Sunshine**	47,000	2013	Jiangsu	Chinese buyers	17.9	BWTS fitted
Bulk	**New Face**	38,000	2017	Shin Kochi	Greek buyers	52	en bloc
Bulk	**New Days**	38,000	2017	Shin Kochi			
Bulk	**New Inspiration**	36,000	2013	Shikoku	Tufton	41	en bloc
Bulk	**New History**	36,000	2013	Shikoku			
Bulk	**Teo**	35,000	2011	Daoda	Middle Eastern buyers	16.5	BWTS fitted
Bulk	**Yangtze Brilliance**	32,000	2011	Jiangmen	Chinese buyers	15.5	BWTS fitted
Bulk	**Bao Da**	28,000	2001	Bohai	Undisclosed buyer	7	SS/DD 03/2024
Bulk	**Narew**	17,000	2012	Taizhou Sanfu	Undisclosed buyer	9.3	SS/DD 03/2022
Crude	**Nordic Sirius**	150,000	2000	NKK	Middle Eastern buyers	14.5	BWTS fitted
Prod	**Ocean Vela**	109,000	2009	SWS	Greek buyers	17.7	at auction
Prod	**Stena Conqueror**	47,000	2003	Uljanik	Chinese buyers	6.9	SS/DD 10/2023

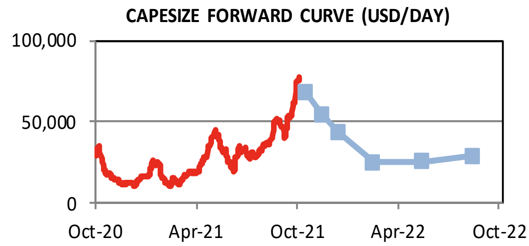
BALTIC SECONDHAND ASSESSMENTS (BALTIC EXCHANGE)

	Unit	1-Oct	24-Sep	W-o-W	Y-o-Y
Capesize	usd mln	45.9	45.3	+1.3%	+44.2%
Kamsarmax	usd mln	32.8	32.4	+1.1%	+53.8%
Supramax	usd mln	28.2	27.6	+2.0%	+84.4%
Handysize	usd mln	24.3	24.1	+0.6%	+64.5%
VLCC	usd mln	71.5	71.5	-0.1%	+4.1%
Suezmax	usd mln	47.3	47.3	+0.0%	-0.1%
Aframax	usd mln	39.9	39.9	+0.0%	+7.0%
MR Product	usd mln	27.8	27.8	+0.0%	+3.3%

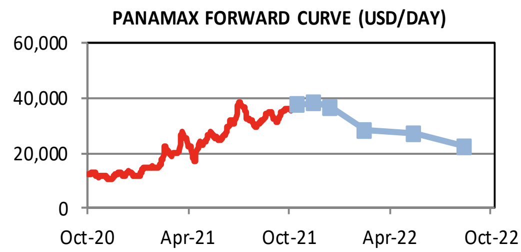


DRY BULK FFA ASSESSMENTS

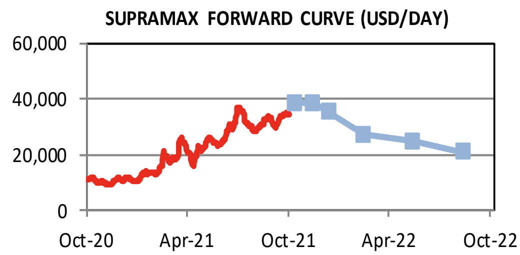
CAPESIZE	Unit	1-Oct	24-Sep	W-o-W	Premium
Oct-21	usd/day	68,143	64,875	+5.0%	-11.5%
Nov-21	usd/day	53,921	52,196	+3.3%	-30.0%
Q4 21	usd/day	55,057	52,906	+4.1%	-28.5%
Q1 22	usd/day	24,879	24,446	+1.8%	-67.7%
Q2 22	usd/day	25,625	25,496	+0.5%	-66.7%
Q3 22	usd/day	29,046	27,747	+4.7%	-62.3%



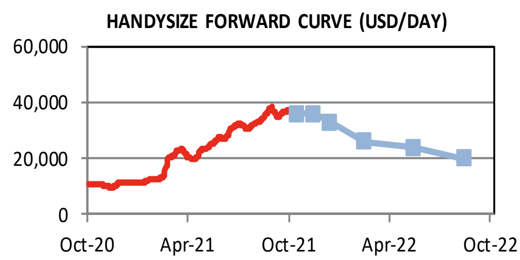
PANAMAX (82k)	Unit	1-Oct	24-Sep	W-o-W	Premium
Oct-21	usd/day	37,579	37,957	-1.0%	+5.4%
Nov-21	usd/day	38,332	38,536	-0.5%	+7.5%
Q4 21	usd/day	37,459	37,633	-0.5%	+5.1%
Q1 22	usd/day	28,318	28,107	+0.8%	-20.6%
Q2 22	usd/day	26,929	26,836	+0.3%	-24.5%
Q3 22	usd/day	22,297	22,336	-0.2%	-37.5%



SUPRAMAX (58k)	Unit	1-Oct	24-Sep	W-o-W	Premium
Oct-21	usd/day	38,458	38,579	-0.3%	+3.4%
Nov-21	usd/day	38,542	38,467	+0.2%	+3.6%
Q4 21	usd/day	37,428	37,410	+0.0%	+0.6%
Q1 22	usd/day	27,342	27,317	+0.1%	-26.5%
Q2 22	usd/day	24,738	24,708	+0.1%	-33.5%
Q3 22	usd/day	20,971	21,013	-0.2%	-43.6%

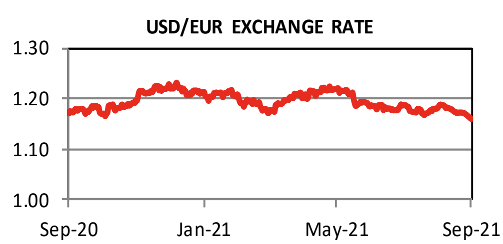


HANDYSIZE (38k)	Unit	1-Oct	24-Sep	W-o-W	Premium
Oct-21	usd/day	36,056	36,006	+0.1%	+0.6%
Nov-21	usd/day	35,850	35,863	-0.0%	-0.0%
Q4 21	usd/day	34,898	34,890	+0.0%	-2.7%
Q1 22	usd/day	25,963	25,963	+0.0%	-27.6%
Q2 22	usd/day	23,813	23,813	+0.0%	-33.6%
Q3 22	usd/day	20,038	20,038	+0.0%	-44.1%



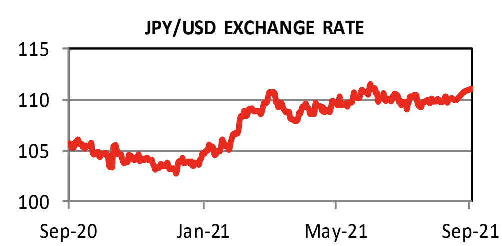
INTEREST RATES / CURRENCIES

INTEREST RATES	Libor USD	Libor Euro	Euribor Euro
6 Months	0.37	-0.49	-0.49
12 Months	-0.54	-0.53	0.65



I. R. SWAPS	3 yrs	5 yrs	10 yrs	15 yrs	20 yrs
USD	0.65	1.03	1.49	1.67	1.76
EUR	-0.36	-0.20	0.16	0.40	0.50

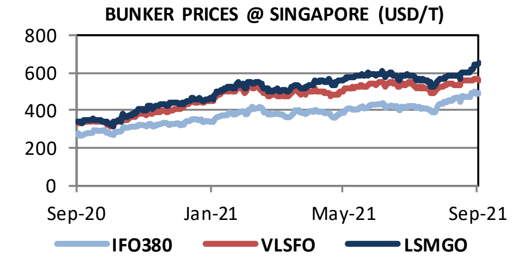
CURRENCIES	1-Oct	24-Sep	W-o-W	Y-o-Y
USD/EUR	1.16	1.17	-1.0%	-1.3%
JPY/USD	111.05	110.72	+0.3%	+5.2%
KRW/USD	1,180	1,180	+0.1%	+1.6%
CNY/USD	6.45	6.47	-0.3%	-5.4%



COMMODITY PRICES

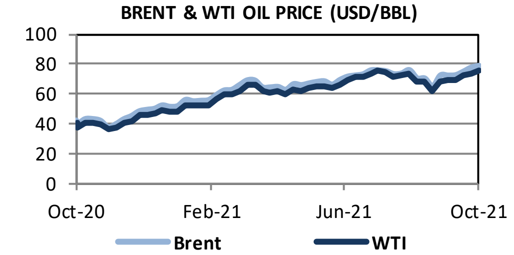
BUNKERS

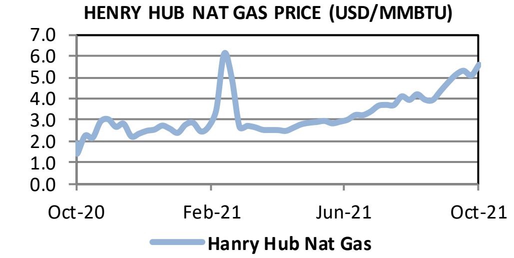
			Unit	1-Oct	24-Sep	W-o-W	Y-o-Y
IFO 380	(3.5%)	Rotterdam	usd/t	448.0	436.0	+2.8%	+82.1%
		Fujairah	usd/t	484.0	485.0	-0.2%	+96.7%
		Singapore	usd/t	489.0	490.0	-0.2%	+61.7%
VLSFO	(0.5%)	Rotterdam	usd/t	538.0	539.0	-0.2%	+75.2%
		Fujairah	usd/t	556.0	549.0	+1.3%	+82.3%
		Singapore	usd/t	561.0	561.0	+0.0%	+75.3%
LSMGO	(0.1%)	Rotterdam	usd/t	638.0	619.0	+3.1%	+89.3%
		Fujairah	usd/t	678.0	671.0	+1.0%	+111.2%
		Singapore	usd/t	651.0	619.0	+5.2%	+80.1%



OIL & GAS

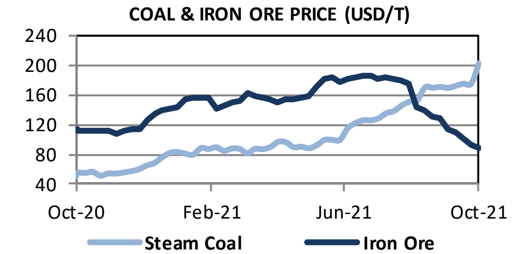
	Unit	1-Oct	24-Sep	W-o-W	Y-o-Y
Crude Oil ICE Brent	usd/bbl	79.3	78.1	+1.5%	+89.1%
Crude Oil Nymex WTI	usd/bbl	75.9	74.0	+2.6%	+88.5%
Crude Oil Shanghai	rmb/bbl	495.7	484.8	+2.2%	+86.6%
Crude Oil DCE Oman	usd/bbl	77.1	75.4	+2.2%	+82.4%
Gasoil ICE	usd/t	673.3	655.3	+2.7%	+107.0%
Gasoline Nymex	usd/gal	2.25	2.19	+2.9%	+85.3%
Naphtha C&F Japan	usd/t	707.3	707.0	+0.0%	+75.5%
Jet Fuel Singapore	usd/bbl	85.7	83.6	+2.5%	+104.0%
Nat Gas Henry Hub	usd/mmbtu	5.61	5.10	+9.9%	+195.2%





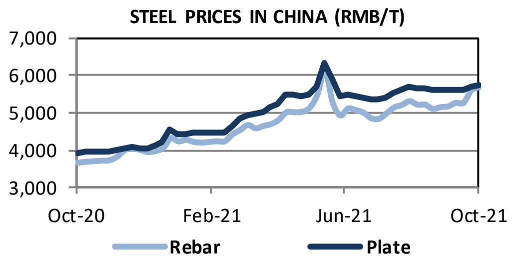
COAL

	Unit	1-Oct	24-Sep	W-o-W	Y-o-Y
Steam Coal Richards Bay	usd/t	192.0	158.7	+21.0%	+241.3%
Steam Coal Newcastle	usd/t	203.2	175.6	+15.7%	+301.0%
Steam Coal Qinhuangdao	rmb/t	1685.0	1505.0	+12.0%	+178.5%
Coking Coal Australia SGX	usd/t	376.0	352.0	+6.8%	+147.5%
Coking Coal Dalian DCE	rmb/t	3764.0	3676.5	+2.4%	+200.4%



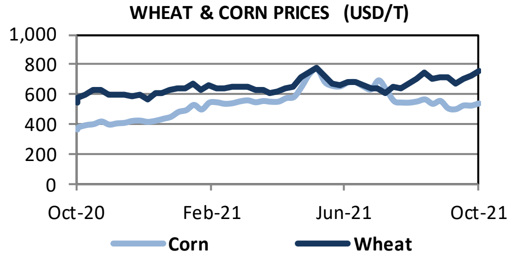
IRON ORE & STEEL

	Unit	1-Oct	24-Sep	W-o-W	Y-o-Y
Iron Ore SGX 62%	usd/t	115.5	118.4	-2.4%	+11.1%
Iron Ore SGX MB 58%	usd/t	88.1	92.9	-5.2%	-22.2%
Iron Ore Dalian CE	rmb/t	715.0	688.5	+3.8%	-21.4%
Rebar in China CISA	rmb/t	5704.0	5619.0	+1.5%	+55.8%
Plate in China CISA	rmb/t	5734.0	5699.0	+0.6%	+46.2%
HR Coil in China CISA	rmb/t	5885.0	5875.0	+0.2%	+47.8%



AGRICULTURAL

	Unit	1-Oct	24-Sep	W-o-W	Y-o-Y
Soybeans CBoT	usc/bu	1246.5	1285.0	-3.0%	+24.3%
Corn CBoT	usc/bu	541.5	526.8	+2.8%	+48.3%
Wheat CBoT	usc/bu	755.3	723.8	+4.4%	+38.8%
Sugar ICE N.11	usc/lb	20.06	19.10	+5.0%	+54.3%
Palm Oil Malaysia	usd/t	1137.0	1114.0	+2.1%	+61.7%



COMMODITY NEWS

India coal crisis brews as power demand surges, record global prices bite

Indian utilities are scrambling to secure coal supplies as inventories hit critical lows after a surge in power demand from industries and sluggish imports due to record global prices push power plants to the brink. Over half of India's 135 coal-fired power plants have fuel stocks of less than three days, government data shows, far short of federal guidelines recommending supplies of at least two weeks.

China corn prices may fall on big harvest and imports

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. 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.

Argentina's 2020/21 soybean sales hit 30.5 mln tonnes

Argentine farmers have sold 30.5 million tonnes of soybeans from the 2020/21 crop, after registering sales over a seven-day period of 495,300 tonnes, the Ministry of Agriculture said. The sales volume of one of Argentina's main crops lagged that of the previous season, when by the equivalent point some 32.2 million tonnes of the oilseed had been traded, the ministry said in a report with data through Sept. 22.

England's wheat area rises by 31% on last year

The wheat area in England for this year's harvest rose 31% from 2020 to 1.66 million hectares, Britain's farm ministry said, issuing the results of its June survey. The increase was slightly bigger than the provisional 28% rise seen by the ministry last month.

EU 2021/22 soft wheat exports at 6.95 million tonnes by Sept. 26

Soft wheat exports from the European Union in the 2021/22 season that started in July had reached 6.95 million tonnes by Sept. 26, data published by the European Commission showed. That was up from 5.09 million tonnes by the same week in 2020/21, the data showed.

U.S. has reached out to China about cutting oil imports from Iran

The United States has reached out to China diplomatically about reducing its purchases of Iranian crude oil, U.S. and European officials said, as Washington seeks to persuade Tehran to resume talks about reviving the 2015 nuclear deal. Purchases of Iranian oil by Chinese companies are believed to have helped keep Iran's economy afloat despite U.S. sanctions that are designed to choke off such sales to put pressure on Iran to curb its nuclear program.

OPEC+ seen sticking to November output plans, despite $80 oil

OPEC+ is likely to stick to an existing deal to add 400,000 barrels per day (bpd) to its output for November when it meets next week, sources said, despite oil hitting a three-year high above $80 a barrel and pressure from consumers for more supply. The Organization of the Petroleum Exporting Countries and allies led by Russia, known as OPEC+, agreed in July to increase production by 400,000 bpd each month to phase out 5.8 million bpd in cuts. It also agreed to assess the deal in December.

China energy crunch triggers alarm, pleas for more coal

As a severe power crunch roils China's northeastern industrial heartland, senior officials face mounting pressure from alarmed citizens to ramp up coal imports thick and fast in order to keep lights on, factories open and even water supplies flowing. With electricity shortages sparked by scant coal supply crippling large sections of industry, the governor of Jilin province, one of the hardest hit in the world's no.2 economy, called for a surge in coal imports, while a power company association said supply was being expanded "at any cost".

Duty cut lifts India's palm oil imports in Sept to a record 1.4 mln

India's palm oil imports in September more than doubled from a year ago to a record 1.4 million tonnes as buyers increased purchases of refined palm oil ahead of key festivals and to take advantage of newly lowered duties, brokers and dealers said. Higher purchases by India, the world's biggest buyer of vegetable oils, could support palm oil prices that are trading near a record high hit earlier this week.

European gas prices hit all-time highs as Russian flows slump

European gas prices surged to all-time highs as Russia kept a tight lid on supply, signalling further price pressures on European consumers heading into the winter heating season. Russian gas supplies via the Yamal-Europe pipeline fell on Friday by almost 77% from Thursday, according to data from grid operator Gascade, as Kremlin-controlled Gazprom booked only a third of its available capacity for October.

Source: Reuters

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