weekly
market
report

# Week 40/2021 (2 Oct – 8 Oct)

Comment: South Korea's Iron Ore Imports

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RESEARCH

# SOUTH KOREA'S IRON ORE IMPORTS

2021 has so far proven to be a very resilient year for the iron ore trade.

Total global loadings in the first 9 months of 2021 were up +1.5% year-on-year to 1162.1 million tonnes, according to vessels tracking data from Refinitiv.

This was slightly more than the previous year's total of 1144.7 million tonnes in the first 9 months of 2020.

It was also higher than the 1126.7 mln tonnes in the first 9 months of 2019, a year which was affected by the Brumadinho dam disaster.

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 increased by only +0.2% y-o-y in the first 9 months of 2021, to 660.3 mln tonnes.

Also, total shipments from Brazil increased by +8.5% y-o-y in the same period to 260.5 mln t.

This is about the same as the pre-Brumadinho level of 1161.7 mln tonnes in Jan-Sep 2018.

Brazil now accounts for 22.4% of global iron ore shipments, after Australia's 56.8%.

**South Korea** is the fourth largest importer of iron ore in the world, after Mainland China, Japan and the European Union.

In Jan-Sep 2021, Korea accounted for 4.9% of global seaborne iron ore shipments.

Iron ore imports into South Korea had been consistent for many years, except last year due to Covid-19.

Korea's iron ore imports in the 12 months of 2020 declined by -6.2% y-o-y to 69.5 mln t, from 74.0 mln t in 2019. That was itself up +0.6% from 73.6 mln t in 2018.

In terms of last year, imports were down throughout the year, but especially in the second and third quarters.

In 1Q 2020, Korea imported 17.3 mln tonnes of iron ore, which was a positive +4.0% y-o-y increased. In 2Q 2020, imports declined to 16.9 mln tonnes, down -11.7% y-o-y

In 3Q 2020, imports into Korea declined further to 16.3 mln tonnes, which was down a massive -18.0% y-o-y from the same quarter in 2019. In 4Q 2020, imports rebounded to 18.9 mln t, an increased +3.2% y-o-y.

Volumes increased sharply in the first quarter of 2021, with Korea importing 19.3 million tonnes of iron ore, a +11.5% y-o-y increase over 1Q 2020 levels and a +16.0% increase over 1Q 2019.

Things continue to get better in the second quarter of 2021, with 18.5 mln tonnes, up +9.6% y-o-y from the (weak) second quarter of last year, but down -3.2% from the 19.2 mln tonnes of 2Q 2019.

1Q 2021 was the strongest quarter for South Korea iron ore imports since 3Q 2020.

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

In 3Q 2021 imports into Korea increased to 18.4 mln t, which was +13% up y-o-y from Jan-Sep 2020.

Overall in the first 9 months of 2021, Korea imported 56.3 mln tonnes of iron ore, which was up +11.3% y-o-y from the same period in 2020, and even marginally up by +1.2% from the same period of 2019.

It was also higher than the 55.0 mln t imported in Jan-Sep 2018 and the 53.9 mln t in Jan-Sep 2017.

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

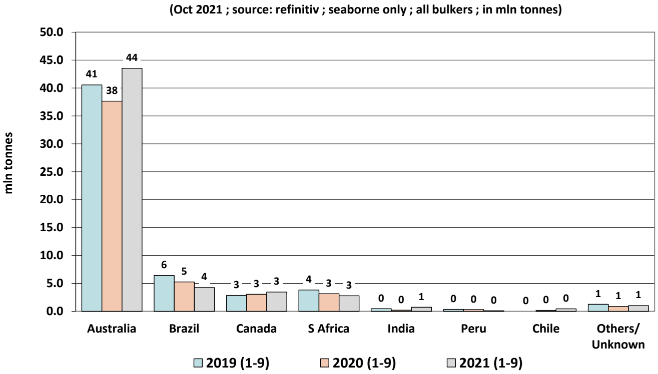
Australia, which was already the top iron ore exporter to Korea, further increased volumes by +15.7% y-o-y to 43.5 mln t in Jan-Sep 2021, from 37.6 mln t in the same period of 2020. Australia now accounts for 77.4% of Korea's iron ore imports.

The second largest source for Korea's iron ore imports is Brazil, accounting for a 7.5% share.

However, shipments from Brazil to Korea declined by -19.2% y-o-y to 4.2 mln tonnes in the first 9 months of 2021, from 5.2 mln tonnes in the same period of 2020.

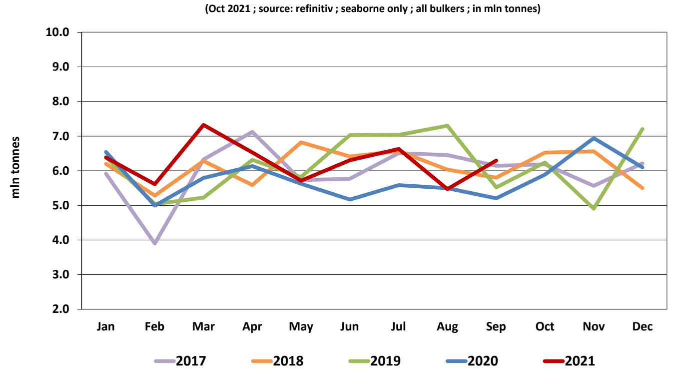
South Korea - Iron Ore Imports by Source in Jan-Sep

(Oct 2021 ; source: refinitiv ; seaborne only ; all bulkers ; in mln tonnes)




South Korea - Monthly Iron Ore Imports - Seasonality

(Oct 2021 ; source: refinitiv ; seaborne only ; all bulkers ; in mln tonnes)



# CAPESIZE MARKET

Another great week for Capesize freight rates, which continue to break their previous week's highs, confirming the ongoing rally as we enter the fourth quarter of the year.

The BCI continued to rise, reaching the 10,000 mark with daily gains except for a small slowdown on Friday, when it closed at $10,112/d (+823 points). The 5TC index followed the same trend, reaching a high of $86,953/d on Thursday before closing the week at $83,865/d (final balance +6,830 points).

The main drivers of this market can be summarized as bad weather in China (heavy rainfalls and typhoons), which is causing long port congestions and, as a result, a vessel shortage in various areas, as well as the usual geopolitical tension and COVID-19 issues.

The standard C5 route from West Australia/China set a new year high of $23.55/mt on Wednesday before falling nearly 2 dollars by Friday, closing at $21.34/mt after three days of ups and two days of downs.

As a result, the related Transpacific Round Voyage followed a similar trend before plummeting dramatically on Friday, closing at 77,692/d, finishing a thick above last week's levels (+1,364).

The Standard C3 route from Tubarao to Qingdao index had an excellent week thanks to the third week in a row of strong iron ore trades, which led to freight rates just one cent below 50 on Wednesday ($49.99/mt) before slowing on Thursday and Friday to close at $48.90/mt, a total gain of $3.54 in a week.

As a result, the related China-Brazil round trip time charter rate surpassed the 70k mark on Friday, closing at $71,416/d.

Good earnings also for the C17 route from Saldanha Bay to Qingdao, which saw the index break his previous week's record on Thursday at $38.58/mt before falling a few cents on Friday to close at $37.91/mt, representing a total growth of 1.94 points due to C3 and C5 performances.

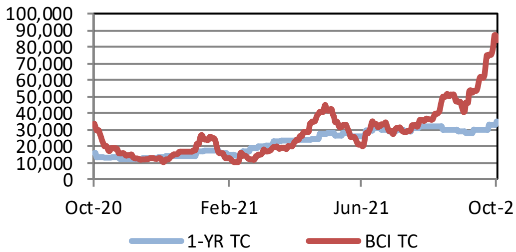
The situation in the Atlantic appears to be unchanged, with a persistent shortage of available tonnage driving freight rates higher than heaven, with better rates than the previous week.

Indeed, the C8 14 Gibraltar/Hamburg transatlantic round trip continued to rise until Thursday, reaching $96,550/d before falling by $1,000 on Friday, ending at $95,550/d.

Same belief for C9 14 Continent/Mediterranean trip China-Japan (Front Haul), which put the 5th gear boosting up to $122,000/d on Thursday before collapsing by approximately $3,050 on Friday, closing at $118,950/d.

| CAPESIZE | Unit | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **BCI TC Average** | usd/day | 83,865 | 75,190 | +11.5% | +166.2% |
| **C8 Transatlantic r/v** | usd/day | 95,550 | 84,750 | +12.7% | +160.0% |
| **C14 China-Brazil r/v** | usd/day | 71,416 | 63,618 | +12.3% | +170.7% |
| **C10 Pacific r/v** | usd/day | 77,692 | 76,328 | +1.8% | +152.8% |
| **Newcastlemax 1-Y Period** | usd/day | 39,000 | 37,000 | +5.4% | +105.3% |
| **Capesize 1-Y Period** | usd/day | 35,000 | 33,000 | +6.1% | +118.8% |

**BCI TC & CAPESIZE 1-YR TC (USD/DAY)**




# PANAMAX MARKET

**Atlantic:** Probably a better week in ECSAm than in the North Atlantic, where fixtures have dropped by more than 4/5 grands.

Some Baltic round voyages on Panamax have been fixed in the $25,000/d range, compared to the start of the week, when levels were rarely below the $30,000 mark.

A Capesize stem was divided into two separate cargoes ex USEC to India, and both were taken by Oldendorff at $47,500/d and $46,750/d, respectively, basis delivery Rotterdam.

For what concerns the South America, an 81,000 dwt has been fixed at close to $37,500/d bss delivery retro Mariveles for ECSAm RV, and another Kmx has been fixed at $36,500/d basis retro Haldia for redelivery Singapore/Japan range.

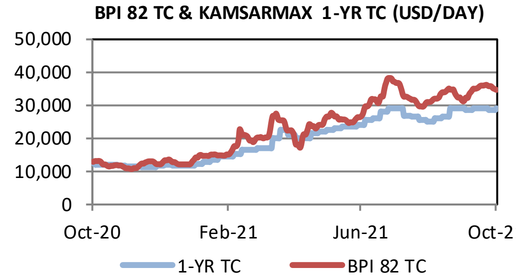
The best offers we've seen for South America/Far East have once again dropped below the $70 mark, and the Baltic shows an average price of $69.50 for the P6 route on Friday.

Among all of the Atlantic, the Black Sea has probably seen the most success, with most of the players seeming more eager to move forward than anywhere else, and the upcoming corn season provides some hope.

**Pacific:** This week's Pacific activity was very low due to the Golden Week holidays. Initially, spot vessels had to be fixed at lower numbers than previously done. On the other hand, later vessels have simply waited for the week to pass, with the hope and belief of a higher market next week (even though through the week the tonnage list increased). A Panamax heard fixing between $34,000/d and $36,000/d for Nopac. Indo RV was done on LME for around $35,000/d, according to reports. Australian RV was done on new Kamsarmax for $37,000/d.

| PANAMAX | Unit | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **BPI 82 TC Average** | usd/day | 34,794 | 35,929 | -3.2% | +170.7% |
| **P1_82 Transatlantic r/v** | usd/day | 29,800 | 33,775 | -11.8% | +112.9% |
| **P2_82 Skaw-Gib Trip F. East** | usd/day | 48,082 | 50,473 | -4.7% | +116.1% |
| **P3_82 Pacific r/v** | usd/day | 37,783 | 37,843 | -0.2% | +215.1% |
| **Kamsarmax 1-Y Period** | usd/day | 29,000 | 28,500 | +1.8% | +132.0% |
| **Panamax 1-Y Period** | usd/day | 26,000 | 25,000 | +4.0% | +141.9% |

**BPI 82 TC & KAMSARMAX 1-YR TC (USD/DAY)**



# SUPRAMAX & HANDYSIZE MARKET

## US GULF / NORTH AMERICA

Supramax and Ultramax are still in a good mood, with rates remaining high and gradually improving.

TARV Supramaxes are in the $40,000s and Ultras are in the mid $40,000s.

For front hauls, Ultras are in the mid $50,000s, and Supras are in the very low $50,000s, with a small premium if a petcoke loading of $1,000.

Handysize is also improving further, primarily as a result of the bid Supra sisters; as sentiment remains strong for the next few weeks, the 32/35,000 dwt is in the low/mid $30,000s, and the larger 36/39,000 dwt is in the low/mid $30,000s. Petcoke loading costs a premium of $1,000.

## NORTH EUROPE / CONTINENT

Still a remarkable healthy market all over the board, with no indication of a real downturn, at least in the short to medium term.

Rates for large Handy for trip to ECSAm with ferts agreed at $39,000/d dop MEG, while large Handy took a solid $43,500/d dop UK for trip to USG with logs, trip med in the mid $30,000s subs dely and duration, inter cont in the mid/high $30,000s and front haul in the low/mid $40,000s sub duration and redelivery.

Supra/Ultra still having a strong momentum with rates still hovering mid $30,000s/d trip Med basis T58 for scrap, trip to USG in region of very high $30,000s for Supramax and close to $40,000 mark for Ultramax; inter cont done at $38,000/d dop UK by an Ultramax, same trip basis delivery MEG in very low $40,000s.

Front haul in region of low $50,000s/d sub duration and redelivery.

## BLACK SEA / MEDITERRANEAN

It has been a very quiet week in the Black Sea, with a large number of vessels in the area failing to lift the market despite the presence of cargoes. The trip to the east are slowing slightly for all sizes, while the other routes are stable.

The Handysize is still flat. The trip to the continent remained at $38,000/d, while the inter med remained at $39,000/d.

The transatlantic trips are following the same trend and fixing at $44,000/d for a trip to the USG and $43,000/d or a trip to South America.

The trip Far East slowed to $44/44,500 per day.

For Ultramaxes and Supramaxes, the front haul slowed to $51,000/d for tess 58 and $51,500/d for Ultras.

For the inter med, the numbers exchanged are still in the low/mid $40,000s/d and about same for trip to continent.

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

## FAR EAST / PACIFIC

Last week's market remained more or less stable in comparison to the previous one, both on Handies and Supramaxes.

A 56,000 dwt delivering mid-China was reported to be fixed at $32,000/d for a trip via Indonesia to China, a 61,000 dwt delivering Indonesia was done at $40,000/d for a trip via Indonesia to WCI, and a larger ultramax delivering Philippines was rumored to be fixed at $43,000/d for the same trip.

On Handies, a 32,000 dwt delivered from South China was fixed at $33,500/d for a trip to the US west coast with steels, and a 27,000 dwt delivered from Thailand was fixed at $29,000/d for a trip to Japan via Indonesia with petcoke.

For period, a 63,000 dwt delivering to Japan was reported to be fixed for a minimum of 6 months and a maximum of 8 months of redelivery worldwide at $40,000/d.

# SUPRAMAX & HANDYSIZE MARKET

## SOUTH AFRICA / INDIAN OCEAN

Another week in which the Indian Ocean market remained soft. A 51,000 dwt was, fixed for a trip via WCI to Feast at $39,500/d bss dop Sri Lanka earlier this week.

An ultramax was fixed around $40,000/d for Oman Bangladesh mid-week bss delivery Sril anka.

A 57,000 dwt open UAE port was said to have fixed $49,000/d dop for similar PG/bangladesh biz.

A 58,000 dwt open WCI was also fixed at $45,000 for a dirty cargo lifting earlier in the week, with redely back in WCI via PG.

There were only a few back haul movements, with a 56,000 dwt fixed for ECSAm direction via loading in PG with ferts in the high $20,000s, and a smaller 51,000 dwt open WCI fixed for trip to USG close to high 30s/40k levels with steels.

There was very little movement from ECI to the Feast of I.ore, though there were a few cargoes of steels heading east.

A 56,000 dwt open Bangladesh was understood to have been fixed for steels to Feast at $34,000/d.

During the week, not much was heard from SAfr.

## EAST COAST SOUTH AMERICA

Market at the ECSAm was firm during the week on Handy and Supra.

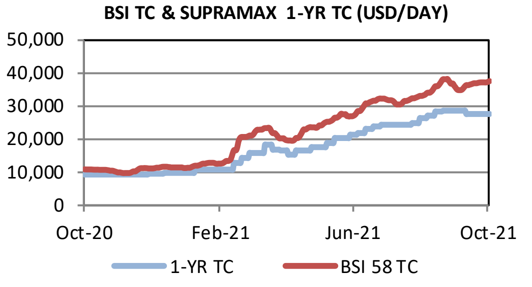
A 35,000 dwt modern and geared fixed basis dely aps ECSAm for one trip with grains redely Cont-Med was reported to cost $39,000 diot.

A 35,000 dwt geared/modern basis dely aps ECSAm for one trip into South Brazil at $41,000 diot was also rumored.

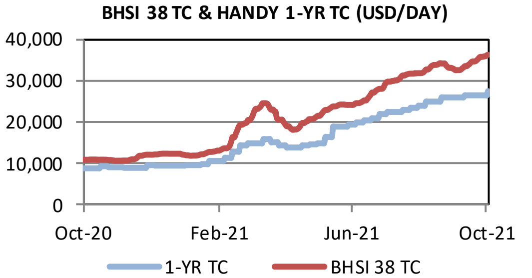
Concerning the Supramax and Ultramax, it was mentioned that a Supramax was traded and fixed on subs at $26,500/d basis dely dop WAfr for one tct via ECSAm to W Med with grains.

There was rumored also that a tess 58,000 dwt was fixed at $26,000/d plus $1.6 mln gbb basis dely aps ECSAm for one trip to Singapore-Japan range with grains for duration of 55-50 d wog.

| SUPRAMAX | Unit | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| BSI 58 TC Avg. | usd/day | 37,585 | 37,212 | +1.0% | +247.4% |
| BSI 52 TC Avg. | usd/day | 37,292 | 36,919 | +1.0% | +254.3% |
| S4A_58 USG-Skaw/Pass | usd/day | 42,296 | 37,293 | +13.4% | +163.3% |
| S1C_58 USG-China/S Jpn | usd/day | 52,283 | 49,794 | +5.0% | +107.6% |
| S9_58 WAF-ECSA-Med | usd/day | 30,439 | 30,304 | +0.4% | +220.5% |
| S1B_58 Canakkale-FEast | usd/day | 51,783 | 52,708 | -1.8% | +143.2% |
| S2_58 N China Aus/Pac RV | usd/day | 35,307 | 35,514 | -0.6% | +280.5% |
| S10_58 S China-Indo RV | usd/day | 36,393 | 36,614 | -0.6% | +290.9% |
| 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 | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| BHSI 38 TC Average | usd/day | 36,269 | 35,769 | +1.4% | +239.4% |
| HS2_38 Skaw/Pass-US | usd/day | 40,729 | 39,807 | +2.3% | +202.0% |
| HS3_38 ECSAm-Skaw/Pass | usd/day | 37,472 | 39,144 | -4.3% | +264.7% |
| HS4_38 USG-Skaw/Pass | usd/day | 31,979 | 28,321 | +12.9% | +113.1% |
| HS5_38 SE Asia-Spore/Jpn | usd/day | 36,506 | 36,538 | -0.1% | +293.7% |
| HS6_38 Pacific RV | usd/day | 34,581 | 34,681 | -0.3% | +337.2% |
| 38k Handy 1-Y Period | usd/day | 27,500 | 26,500 | +3.8% | +205.6% |
| 30k Handy 1-Y Period | usd/day | 23,000 | 22,000 | +4.5% | +206.7% |



# CRUDE TANKER MARKET

**VLCC :** Rates remained flat as the market was quiet during the Chinese holidays, with rates remaining at WS41 for 270,000 mt MEG/China and WS43 for 260,00 mt WAfr/China.

**Suezmax:** Market active in the western emisphere with rates assesed up to WS67.5 for 130,000 mt from WAfr to UKC-eMd and around WS75 for 135,000 mt ex cpc to Med.

On 29/10, Petrobras covered 130,000 mt export cargo to UKC-Med at WS66, unipec covered 130,000 mt WAfr/China at WS75, and eni covered 135,000 mt CPC/Korea at $2.975 mln.

In the east, at least 4x140,000 mt Basrah/Med cargoes with rates moving from WS30 (petroineos off 17/10) to WS35 (eni off 21/10).

Many cargoes have been seen to India, and rates for 130,000 mt MEG/East are rising to WS62.5.

**Aframax :** The Med is once again busy ex Black Sea and Libya, with the list of prompt ships shorteningto 3/4 vessel and rates settling around WS105 for x med and WS107.5 for BSea/Med.

The market in NW Europe moved up by 10 points to 80,000 mt at WS105 for North Sea to UKC and to WS77.5 for 100,000 mt Baltic/UKC, with USG discharge option paying low WS60s.

Rates for 70,000 mt USG/UKC-Med have finally moved up to the WS90 level, and rates in the Middle/Far East are now close to the WS95 level.

- congestion in china, down to 6 (vs 7) vlcc & up to 1 (vs 0) suezmax laden/idle for more than 2 weeks atm

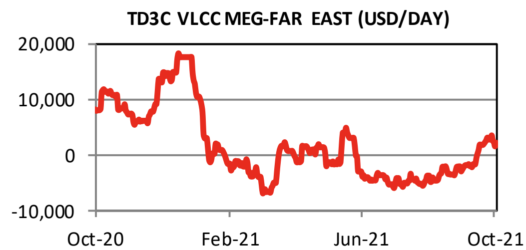
| VLCC | Unit | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **TD1 MEG-USG** | ws | 20.9 | 20.9 | +0.0% | +21.6% |
| **TD1-TCE MEG-USG** | usd/day | -16,435 | -16,009 | -2.7% | -1012.7% |
| **TD2 MEG-Spore** | ws | 41.3 | 41.5 | -0.4% | +52.0% |
| **TD3C MEG-China** | ws | 40.8 | 41.0 | -0.4% | +54.5% |
| **TD3C-TCE MEG-China** | usd/day | 2,354 | 2,961 | -20.5% | -71.1% |
| **TD15 WAF-China** | ws | 42.6 | 43.1 | -1.0% | +38.3% |
| **VLCC TCE Average** | usd/day | -7,041 | -6,524 | -7.9% | -311.6% |
| **VLCC 1-Y Period** | usd/day | 23,000 | 23,000 | +0.0% | -42.5% |

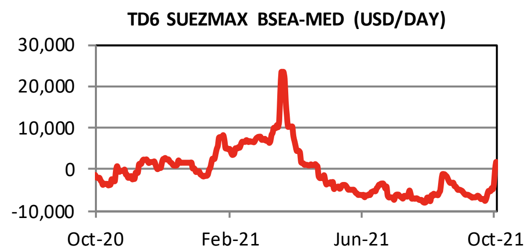
| SUEZMAX | Unit | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **TD6 BSea-Med** | ws | 74.9 | 63.4 | +18.0% | +68.0% |
| **TD6-TCE BSea-Med** | usd/day | 1,774 | -5,233 | +133.9% | +198.0% |
| **TD20 WAF-Cont** | ws | 68.3 | 54.9 | +24.5% | +108.5% |
| **MEG-EAST** | ws | 62.5 | 57.5 | +8.7% | +78.6% |
| **TD23 MEG-Med** | ws | 36.5 | 27.2 | +34.1% | +171.8% |
| **TD23-TCE MEG-Med** | usd/day | -11,726 | -17,035 | +31.2% | +11.7% |
| **Suezmax TCE Average** | usd/day | 3,938 | -2,700 | +245.9% | +385.6% |
| **Suezmax 1-Y Period** | usd/day | 17,500 | 17,500 | +0.0% | -27.1% |

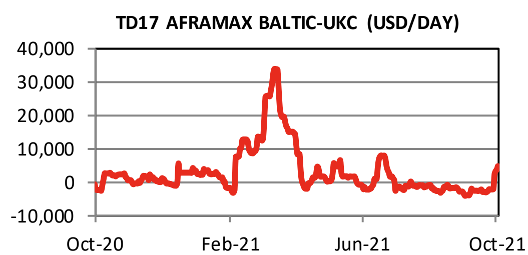
| AFRAMAX | Unit | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **TD7 NSea-Cont** | ws | 105.9 | 96.9 | +9.4% | +48.0% |
| **TD7-TCE NSea-Cont** | usd/day | 949 | -3,633 | +126.1% | +259.2% |
| **TD17 Baltic-UKC** | ws | 78.8 | 63.8 | +23.5% | +117.2% |
| **TD17-TCE Baltic-UKC** | usd/day | 4,916 | -2,056 | +339.1% | +342.2% |
| **TD19 Med-Med** | ws | 105.3 | 100.1 | +5.2% | +83.1% |
| **TD19-TCE Med-Med** | usd/day | 8,030 | 6,205 | +29.4% | +1453.2% |
| **TD9 Caribs-USG** | ws | 100.9 | 83.1 | +21.4% | +119.7% |
| **TD9-TCE Caribs-USG** | usd/day | 2,539 | -2,766 | +191.8% | +179.4% |
| **Aframax TCE Average** | usd/day | 3,426 | 165 | +1976.4% | +428.7% |
| **Aframax 1-Y Period** | usd/day | 16,000 | 16,000 | +0.0% | -23.8% |

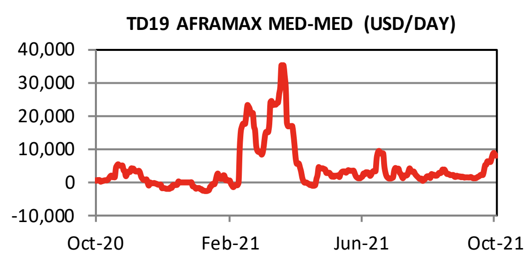
## DELAYS AT TURKISH STRAITS (for daylight restricted vessels)

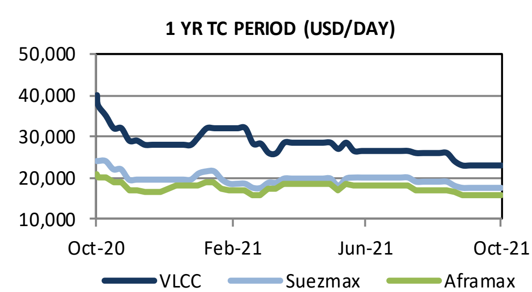
| | Unit | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **Northbound** | days | 2.0 | 2.0 | +0.0% | +33.3% |
| **Southbound** | days | 3.0 | 2.0 | +50.0% | +100.0% |



# PRODUCT TANKER MARKET

**Clean:** This was a bad week for LR sizes. LR1 stated on Monday 4th at around WS104 for TC5 Ag-Japan, and the market then lost 2 points in the middle of the week, closing on Friday 8th at around WS100.

The LR2s (TC1) have lost about 5 points on the same route, with the market closing at around WS98 points on Friday the 8th (from WS103 on Monday).

In the Med, the Handy segment (TC6) market remained soft all week, from Monday at WS130 to Friday's 8th closing around WS122.

Last comment for the north side (TC9). Same as per x-med Handies' market remains soft with level around WS120 (vs WS130 on Monday), only UKC-T/A (TC2) for 37,000 mt cargo remains, all week long, steady around WS100.

**Dirty:** As activity continued this week, market levels improved, and the list remained tight.

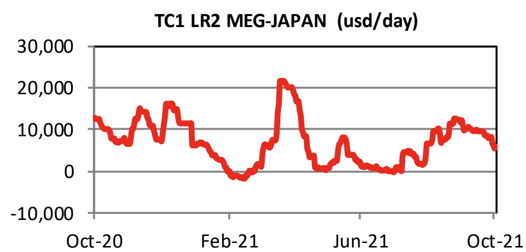
Rates moved significantly to 30@150 for BSea/Med and 30@140 for cross Med.

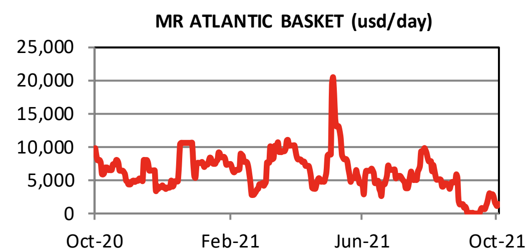
Despite the good increase in rates, owner satisfaction remains low, in part because bunker prices continue to rise.

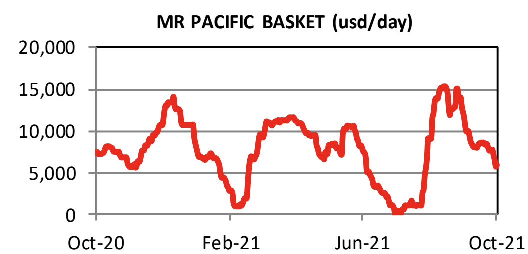
For UKC, rates continue to rise in the North as a result of a healthy supply-demand balance. Rates could have gone above 30@160 for cross-North Sea crossings, but with charts taking ships from the West Med, levels did not improve any further.

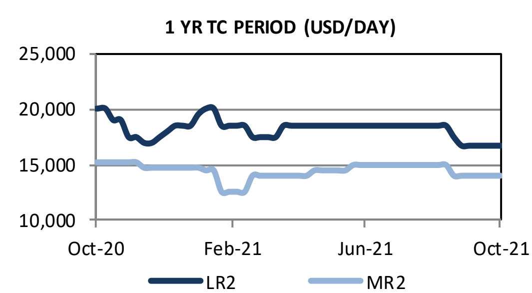
| CLEAN | Unit | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **TC1 MEG-Japan** (75k) | ws | 97.8 | 103.9 | -5.9% | +31.0% |
| **TC1-TCE MEG-Japan** (75k) | usd/day | 5,948 | 7,995 | -25.6% | -52.4% |
| **TC8 MEG-UKC** (65k) | usd/mt | 23.55 | 24.06 | -2.1% | +23.0% |
| **TC5 MEG-Japan** (55k) | ws | 100.0 | 105.0 | -4.8% | +37.3% |
| **TC5-TCE MEG-Japan** (55k) | usd/day | 3,835 | 5,085 | -24.6% | -51.5% |
| **TC2 Cont-USAC** (37k) | ws | 100.0 | 100.0 | +0.0% | +29.0% |
| **TC2-TCE Cont-USAC** (37k) | usd/day | -1,284 | -907 | -41.6% | -127.5% |
| **TC14 USG-Cont** (38k) | ws | 72.9 | 80.0 | -8.9% | +10.9% |
| **TC14-TCE USG-Cont** (38k) | usd/day | -4,638 | -3,157 | -46.9% | -273.1% |
| **TC9 Baltic-UKC** (22k) | ws | 120.0 | 130.4 | -7.9% | +33.3% |
| **TC9 Baltic-UKC** (22k) | usd/day | -38 | 2,136 | -101.8% | -100.9% |
| **TC6 Med-Med** (30k) | ws | 122.1 | 129.1 | -5.4% | +75.6% |
| **TC6-TCE Med-Med** (30k) | usd/day | 1,190 | 3,054 | -61.0% | +120.6% |
| **TC7 Spore-ECAu** (30k) | ws | 162.1 | 164.6 | -1.5% | +61.6% |
| **TC7-TCE Spore-ECAu** (30k) | usd/day | 7,852 | 8,397 | -6.5% | +5.2% |
| **TC11-TCE SK-Spore** (40k) | usd/day | -797 | -59 | -1250.8% | -135.2% |
| **MR Atlantic Basket** | usd/day | 1,446 | 2,860 | -49.4% | -83.3% |
| **MR Pacific Basket** | usd/day | 5,963 | 7,707 | -22.6% | -18.3% |
| **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 | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **TD12 Cont-USG** (55k) | ws | 90.9 | 92.5 | -1.7% | +60.7% |
| **TD12-TCE Cont-USG** (55k) | usd/day | -884 | -49 | -1704.1% | -135.9% |
| **TD18 Baltic-UKC** (30K) | ws | 160.8 | 151.7 | +6.0% | +31.8% |
| **TD18-TCE Baltic-UKC** (30K) | usd/day | 4,321 | 3,160 | +36.7% | -40.1% |
| **Med-Med** (30k) | ws | 140.0 | 122.5 | +14.3% | +64.7% |
| **Black Sea-Med** (30k) | ws | 150.0 | 132.5 | +13.2% | +57.9% |



# CONTAINERSHIP MARKET

With production in China slowed during the Golden Week holiday and by power restrictions in some areas, and with ocean delays making it increasingly unlikely that shipments not already moving will make it in time for the end-of holiday period, transpacific rates stayed level this week after a significant drop a week ago, according to the latest international freight update published by digital rates specialist Freightos, which incorporates the Freightos Baltic Index (FBX). Imports at the US' largest retail container ports should remain at near-record levels this month but could see a slight dip from last year's unusually high numbers as congestion slows the movement of backed-up cargo, according to the monthly Global Port Tracker report released today by the National Retail Federation (NRF) and Hackett Associates.The charter rates staying broadly flat with almost all sectors remaining unchanged mainly due to the Golden Week.

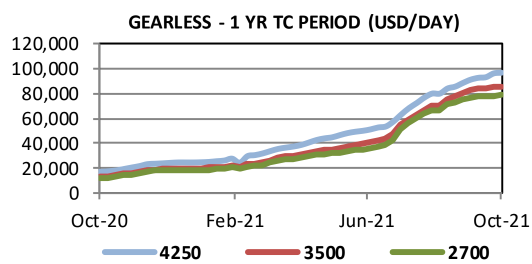
## REPORTED CONTAINERSHIP FIXTURES

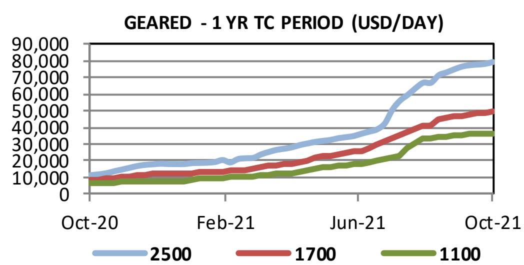
| Vessel Name | Built | TEUs | TEU@14 | Gear | Fixture | Period | Rates |
|---|---|---|---|---|---|---|---|
| Hannah Schulte | 2006 | 2602 | 1853 | yes | fixed to One | 36-38 m | $35,500/d |
| Inceda | 2019 | 1774 | 1380 | no | fixed to Hmm | 36 m | $35,000/d |
| Atlantic Silver | 2008 | 1341 | 925 | yes | extended to Cma Cgm | 12 m | $39,500/d |
| Sunaid X | 2006 | 698 | 436 | no | fixed to Naviera | 42-49 days | 13,000/d |

## VHSS CONTAINERSHIP TIMECHARTER

(source: Hamburg Shipbrokers' Association)

| | Unit | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **ConTex** | index | 3,230 | 3,204 | +0.8% | +581.4% |
| **4250 teu (1Y, g'less)** | usd/day | 96,270 | 95,725 | +0.6% | +486.7% |
| **3500 teu (1Y, g'less)** | usd/day | 86,055 | 84,915 | +1.3% | +555.8% |
| **2700 teu (1Y, g'less)** | usd/day | 79,355 | 78,245 | +1.4% | +592.9% |
| **2500 teu (1Y, geared)** | usd/day | 72,941 | 72,082 | +1.2% | +624.6% |
| **1700 teu (1Y, geared)** | usd/day | 49,275 | 49,038 | +0.5% | +463.3% |
| **1100 teu (1Y, geared)** | usd/day | 36,733 | 36,679 | +0.1% | +470.4% |

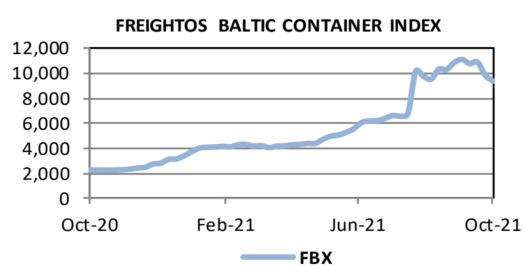



## FREIGHTOS BALTIC GLOBAL CONTAINER INDEX

(source: Baltic Exchange)

| | Unit | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **FBX** | index | 9,382 | 9,877 | -5.0% | +319.6% |
| **Services:** | | | | | |
| **China - WCNA** | usd/feu | 13,025 | 16,153 | -19.4% | +239.1% |
| **WCNA - China** | usd/feu | 1,064 | 907 | +17.3% | +166.0% |
| **China - ECNA** | usd/feu | 19,392 | 18,711 | +3.6% | +314.5% |
| **ECNA - China** | usd/feu | 1,169 | 920 | +27.1% | +146.6% |
| **China - N. Europe** | usd/feu | 14,497 | 14,492 | +0.0% | +571.2% |
| **N. Europe - China** | usd/feu | 1,332 | 1,412 | -5.7% | +34.7% |
| **China - Med** | usd/feu | 13,362 | 13,050 | +2.4% | +479.9% |
| **Med - China** | usd/feu | 1,413 | 1,394 | +1.4% | +46.6% |
| **ECNA - Europe** | usd/feu | 472 | 522 | -9.6% | +42.2% |
| **Europe - ECNA** | usd/feu | 7,219 | 6,986 | +3.3% | +289.8% |
| **Europe - ECSA** | usd/feu | 3,705 | 3,302 | +12.2% | +309.4% |
| **Europe - WCSA** | usd/feu | 5,558 | 5,577 | -0.3% | +238.1% |



# NEWBUILDING ORDERS

In the container market, Eastern Pacific and New Times have agreed to build three additional 7,000 teu containers.

Scrubbers will be installed on the vessels, which will cost around $80 mln each.

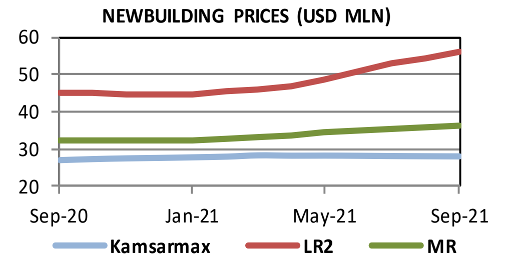
The vessels are scheduled to be delivered in 2023 and 2024.

Bocimar placed an order at Qindgdao Beihai for two Newcastlemax (abt 210,000 dwt) to be delivered in 2024. The price is expected to be around $61.5 mln per unit.

In the LNG market, Qatargas signed a 4x LNG (abt 174,000 cbm) with Hudong Zhonghua for delivery in 2024-2025. Each vessel will cost $192.25 mln.

## 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

Turkey spent another quiet but steady week in the West, despite the fact that Lira concerns are now permeating the local recycling mindset.

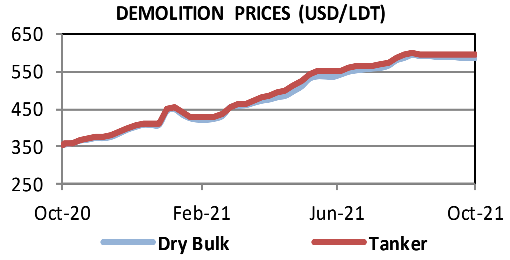
Supply is also limited, which may be contributing to the buoyancy of current vessel pricing. As a result, we continue to see Cash Buyers complete previously purchased tonnage, or news of private sales surface, such as this week's news of a tanker and bulker.

Some reported sales:

N/A

## SHIP RECYCLING ASSESSMENTS (BALTIC EXCHANGE)

| | Unit | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **Dry Bangladesh** | usd/ldt | 589.4 | 589.3 | +0.0% | +66.4% |
| **Dry India** | usd/ldt | 583.1 | 582.7 | +0.1% | +71.0% |
| **Dry Pakistan** | usd/ldt | 590.0 | 589.8 | +0.0% | +62.5% |
| **Tnk Bangladesh** | usd/ldt | 596.9 | 596.2 | +0.1% | +66.4% |
| **Tnk India** | usd/ldt | 585.7 | 586.1 | -0.1% | +71.3% |
| **Tnk Pakistan** | usd/ldt | 600.8 | 600.3 | +0.1% | +65.1% |



# SECONDHAND SALES

**Dry:** The market is generally healthy, and Owners are Sellers against very firm and weekly rising prices.

Capesize "True Endurance" around 179,000 dwt 2012 Hyundai was sold to unidentified buyers for $32.3 mln, which appears to be a good deal for buyers in a rallying capesize market.

"Vorana Manx" Kamsarmax resale ready for delivery. A Greek buyer paid an impressive $42.15 mln for the December ex-yard.

Supramax "Medi Okinawa" 56000 dwt 2011 Mitsui, which we reported last week for $21.5 mln, appears to have been committed at a much higher price, i.e. $23,25 mln.

The large handy bulkers "New Face" and "New Days" 38000 dwt 2017 Shin Kochi were sold for $26 mln each, but we understand Charterers may have exercised their purchase option/first refusal on the vessels.

**Wet:** The chartering market has gradually improved over the last week, providing some relief to owners.

Sales continue to be limited, with only an unknown US-based buyer picking up an LR2 "Aspasia Lemos" 105,100 dwt 2009 Hyundai (BWTS fitted) at an undisclosed price - which we would expect to be in excess of $20 mln.

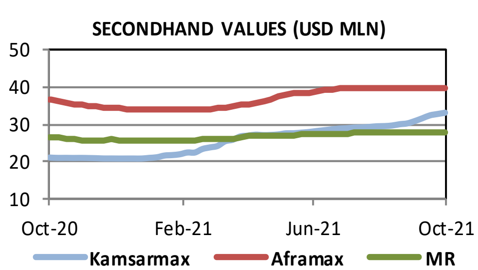
The LR1 "Justice Victoria" 75000 2010 Minami Nippon, Japan sold for $17.4 mln to Greek buyers, while the MR2 "Ivy Express" 51,000 dwt 2009 STX sold for rgn $15 mln to Spring Marine.

## REPORTED SECONDHAND SALES

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Bulk | **Stella Ivy** | 250,000 | 2015 | Quingdao | Eastern Pacifc | 118 | en bloc |
| Bulk | **Stella Bella** | 250,000 | 2016 | Quingdao | | | |
| Bulk | **Asl Mars** | 175,000 | 2004 | SWS | Chinese buyers | 16.2 | basis delivery Q1 2022 |
| Bulk | **Rosco Maple** | 180,000 | 2010 | Sasebo | Seanergy Maritime | 33.7 | BWTS fitted |
| Bulk | **True Endurance** | 179,000 | 2012 | Hyundai Gunsan | Turkish buyers | 32.2 | SS/DD 04/2022 |
| Bulk | **Zephyrus** | 82,000 | 2019 | Jiangsu | Chellaram | 36.5 | BWTS fitted |
| Bulk | **Golden Endurer** | 80,000 | 2011 | Jinhai | Undisclosed buyer | 37.2 | aggregate price |
| Bulk | **Golden Opportunity** | 75,000 | 2008 | Jiangsu | | | |
| Bulk | **Mariner** | 57,000 | 2009 | Jiangsu | Undisclosed buyer | 17 | SS/DD 07/2024 |
| Bulk | **Medi Okinawa** | 56,000 | 2011 | Mitsui Chiba | Bangladeshi buyers | 23.25 | BWTS fitted |
| Bulk | **Tesoro** | 53,000 | 2007 | Shanghai | Jinhui | 15.75 | SS/DD 03/2022 |
| Bulk | **New Face** | 38,000 | 2017 | Shin Kochi | Greeks 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 | **Xing Zhi Hai** | 34,000 | 2015 | Namura | Undisclosed buyer | 22 | SS/DD 12/2025 |
| Bulk | **Yangtze Brilliance** | 32,000 | 2011 | Jiangman | Chinese buyers | 15.5 | BWTS fitted |
| Bulk | **New Life** | 28,000 | 2013 | Imabari | Meadway Bulkers | 15.5 | basis delivery Feb2022 |
| Crude | **Aspasia Lemos** | 105,000 | 2009 | Hyundai | Greek buyers | | BTWS fitted |
| Prod | **Justice Victoria** | 75,000 | 2010 | Minaminippon | Velos | 17.4 | SS/DD 10/2025 |
| Prod | **Ivy Express** | 51,000 | 2009 | STX | Spring Marine | 15 | SS/DD 02/2024 |
| Prod | **Nord Highlinder** | 37,000 | 2007 | Hyundai Mipo | Undisclosed buyer | 8.55 | BWTS included |
| Prod | **Ocean Dignity** | 35,000 | 2006 | Dalian | Greek buyers | 6 | |
| Chem | **Crane Argo** | 12,000 | 2010 | Niigata | EGPN, China | | marineline coated |

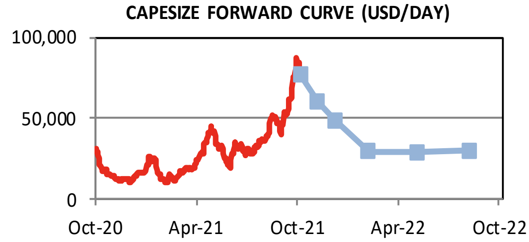
## BALTIC SECONDHAND ASSESSMENTS (BALTIC EXCHANGE)

| | Unit | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **Capesize** | usd mln | 46.4 | 45.9 | +1.0% | +44.9% |
| **Kamsarmax** | usd mln | 33.1 | 32.8 | +1.0% | +55.9% |
| **Supramax** | usd mln | 28.5 | 28.2 | +1.1% | +86.1% |
| **Handysize** | usd mln | 24.5 | 24.3 | +0.9% | +66.3% |
| **VLCC** | usd mln | 71.5 | 71.5 | +0.1% | +5.4% |
| **Suezmax** | usd mln | 47.3 | 47.3 | -0.0% | +1.3% |
| **Aframax** | usd mln | 39.9 | 39.9 | +0.1% | +8.2% |
| **MR Product** | usd mln | 27.8 | 27.8 | +0.1% | +4.2% |

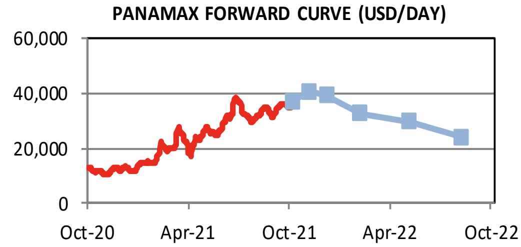


# DRY BULK FFA ASSESSMENTS

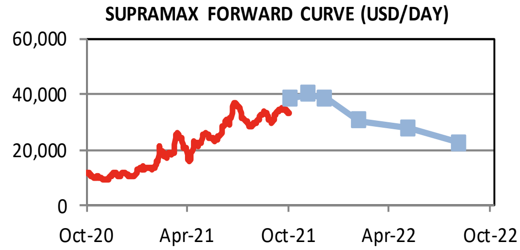
| CAPESIZE | Unit | 8-Oct | 1-Oct | W-o-W | Premium |
|---|---|---|---|---|---|
| **Oct-21** | usd/day | 76,464 | 74,929 | +2.0% | -7.6% |
| **Nov-21** | usd/day | 59,786 | 55,779 | +7.2% | -27.7% |
| **Q4 21** | usd/day | 61,560 | 58,284 | +5.6% | -25.6% |
| **Q1 22** | usd/day | 29,500 | 27,107 | +8.8% | -64.3% |
| **Q2 22** | usd/day | 29,089 | 27,443 | +6.0% | -64.8% |
| **Q3 22** | usd/day | 30,014 | 26,929 | +11.5% | -63.7% |



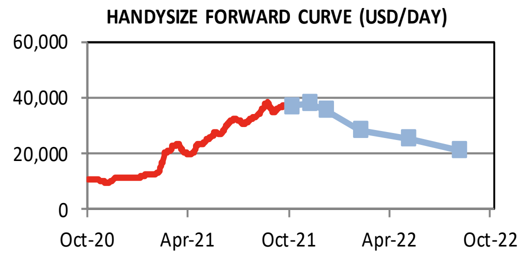

| PANAMAX (82k) | Unit | 8-Oct | 1-Oct | W-o-W | Premium |
|---|---|---|---|---|---|
| **Oct-21** | usd/day | 37,161 | 36,947 | +0.6% | +6.5% |
| **Nov-21** | usd/day | 40,622 | 39,300 | +3.4% | +16.4% |
| **Q4 21** | usd/day | 39,050 | 37,974 | +2.8% | +11.9% |
| **Q1 22** | usd/day | 32,554 | 30,311 | +7.4% | -6.7% |
| **Q2 22** | usd/day | 29,725 | 28,600 | +3.9% | -14.8% |
| **Q3 22** | usd/day | 24,025 | 23,643 | +1.6% | -31.1% |




| SUPRAMAX (58k) | Unit | 8-Oct | 1-Oct | W-o-W | Premium |
|---|---|---|---|---|---|
| **Oct-21** | usd/day | 38,583 | 38,600 | -0.0% | +2.2% |
| **Nov-21** | usd/day | 40,117 | 39,867 | +0.6% | +6.3% |
| **Q4 21** | usd/day | 39,047 | 38,770 | +0.7% | +3.5% |
| **Q1 22** | usd/day | 30,417 | 29,954 | +1.5% | -19.4% |
| **Q2 22** | usd/day | 27,833 | 27,204 | +2.3% | -26.3% |
| **Q3 22** | usd/day | 22,508 | 22,313 | +0.9% | -40.4% |

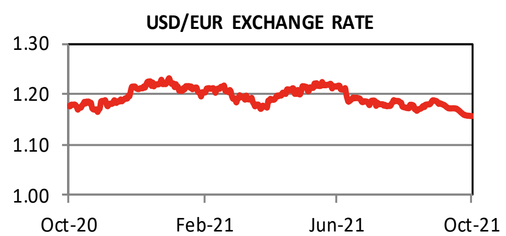



| HANDYSIZE (38k) | Unit | 8-Oct | 1-Oct | W-o-W | Premium |
|---|---|---|---|---|---|
| **Oct-21** | usd/day | 37,069 | 36,994 | +0.2% | +2.0% |
| **Nov-21** | usd/day | 38,125 | 37,875 | +0.7% | +4.9% |
| **Q4 21** | usd/day | 36,981 | 36,727 | +0.7% | +1.7% |
| **Q1 22** | usd/day | 28,325 | 28,125 | +0.7% | -22.1% |
| **Q2 22** | usd/day | 25,375 | 25,275 | +0.4% | -30.2% |
| **Q3 22** | usd/day | 21,038 | 20,975 | +0.3% | -42.1% |



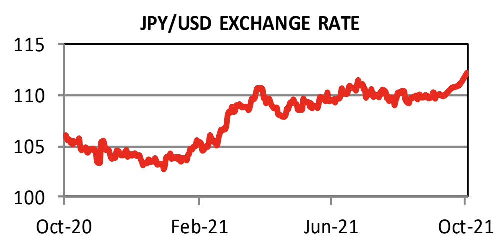

# INTEREST RATES / CURRENCIES

| INTEREST RATES | Libor USD | Libor Euro | Euribor Euro |
|---|---|---|---|
| **6 Months** | 0.45 | -0.49 | -0.48 |
| **12 Months** | -0.54 | -0.52 | 0.73 |




| I. R. SWAPS | 3 yrs | 5 yrs | 10 yrs | 15 yrs | 20 yrs |
|---|---|---|---|---|---|
| **USD** | 0.73 | 1.14 | 1.63 | 1.82 | 1.90 |
| **EUR** | -0.31 | -0.14 | 0.24 | 0.48 | 0.59 |

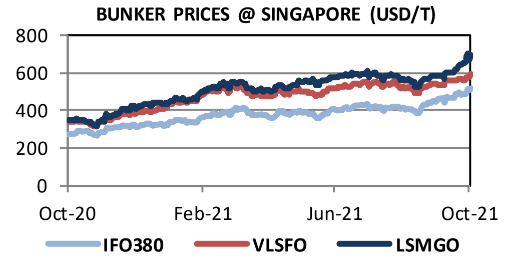
| CURRENCIES | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|
| **USD/EUR** | 1.16 | 1.16 | -0.2% | -1.7% |
| **JPY/USD** | 112.22 | 111.05 | +1.1% | +5.8% |
| **KRW/USD** | 1,197 | 1,180 | +1.4% | +3.8% |
| **CNY/USD** | 6.44 | 6.45 | -0.0% | -5.1% |



# COMMODITY PRICES

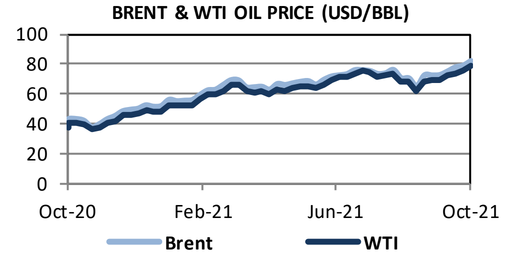
## BUNKERS

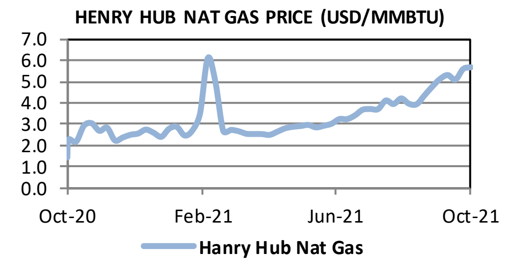
| | | Unit | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|---|
| IFO 380 (3.5%) | Rotterdam | usd/t | 476.0 | 448.0 | +6.3% | +89.6% |
| | Fujairah | usd/t | 501.0 | 484.0 | +3.5% | +99.6% |
| | Singapore | usd/t | 520.0 | 489.0 | +6.3% | +71.6% |
| VLSFO (0.5%) | Rotterdam | usd/t | 564.0 | 538.0 | +4.8% | +84.9% |
| | Fujairah | usd/t | 595.0 | 556.0 | +7.0% | +88.3% |
| | Singapore | usd/t | 596.0 | 561.0 | +6.2% | +77.4% |
| LSMGO (0.1%) | Rotterdam | usd/t | 681.0 | 638.0 | +6.7% | +90.2% |
| | Fujairah | usd/t | 739.0 | 678.0 | +9.0% | +118.6% |
| | Singapore | usd/t | 699.0 | 651.0 | +7.4% | +86.9% |




## OIL & GAS

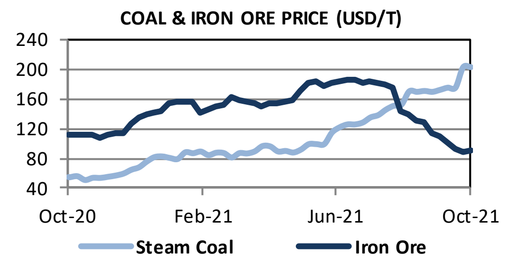
| | Unit | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| Crude Oil ICE Brent | usd/bbl | 82.4 | 79.3 | +3.9% | +109.8% |
| Crude Oil Nymex WTI | usd/bbl | 79.4 | 75.9 | +4.6% | +114.2% |
| Crude Oil Shanghai | rmb/bbl | 526.9 | 495.7 | +6.3% | +104.1% |
| Crude Oil DCE Oman | usd/bbl | 80.4 | 77.1 | +4.3% | +108.4% |
| Gasoil ICE | usd/t | 716.8 | 673.3 | +6.5% | +127.7% |
| Gasoline Nymex | usd/gal | 2.37 | 2.25 | +5.2% | +110.6% |
| Naphtha C&F Japan | usd/t | 759.0 | 707.3 | +7.3% | +99.5% |
| Jet Fuel Singapore | usd/bbl | 92.3 | 85.7 | +7.7% | +128.4% |
| Nat Gas Henry Hub | usd/mmbtu | 5.69 | 5.61 | +1.4% | +304.6% |



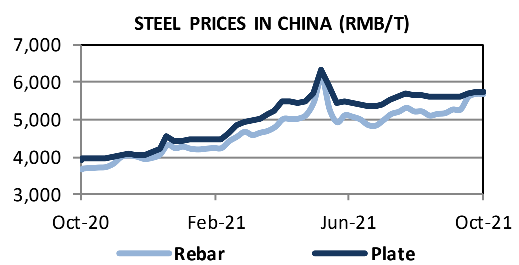

## COAL

| | Unit | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| Steam Coal Richards Bay | usd/t | 192.0 | 192.0 | +0.0% | +225.3% |
| Steam Coal Newcastle | usd/t | 203.2 | 203.2 | +0.0% | +266.1% |
| Steam Coal Qinhuangdao | rmb/t | 1945.0 | 1685.0 | +15.4% | +217.8% |
| Coking Coal Australia SGX | usd/t | 388.0 | 376.0 | +3.2% | +150.5% |
| Coking Coal Dalian DCE | rmb/t | 3733.0 | 3764.0 | -0.8% | +193.1% |



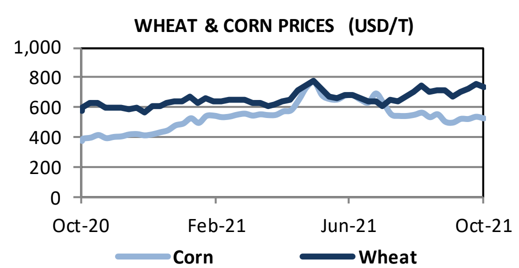

## IRON ORE & STEEL

| | Unit | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| Iron Ore SGX 62% | usd/t | 123.1 | 115.5 | +6.6% | +12.4% |
| Iron Ore SGX MB 58% | usd/t | 91.1 | 88.1 | +3.4% | -18.5% |
| Iron Ore Dalian CE | rmb/t | 715.0 | 715.0 | +0.0% | -25.6% |
| Rebar in China CISA | rmb/t | 5704.0 | 5704.0 | +0.0% | +55.8% |
| Plate in China CISA | rmb/t | 5734.0 | 5734.0 | +0.0% | +46.2% |
| HR Coil in China CISA | rmb/t | 5885.0 | 5885.0 | +0.0% | +47.8% |




## AGRICULTURAL

| | Unit | 8-Oct | 1-Oct | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| Soybeans CBoT | usc/bu | 1243.0 | 1246.5 | -0.3% | +21.8% |
| Corn CBoT | usc/bu | 530.5 | 541.5 | -2.0% | +39.7% |
| Wheat CBoT | usc/bu | 734.0 | 755.3 | -2.8% | +28.0% |
| Sugar ICE N.11 | usc/lb | 20.29 | 20.06 | +1.1% | +49.7% |
| Palm Oil Malaysia | usd/t | 1232.0 | 1137.0 | +8.4% | +80.2% |



# COMMODITY NEWS

**India's wheat exports could quadruple to 8-year high as global prices rally**

India's wheat exports in 2021 could quadruple from a year ago to the highest level in eight years as a rally in global prices and higher freight costs make Indian wheat lucrative for Asian buyers, two industry officials told Reuters. Higher exports would help the world's second biggest producer bring down record inventories and provide Asian buyers with cheaper supplies amid a rally in global prices due to limited supplies from major exporters such as Russia and Canada.

**Global sugar supply to improve as output rises in Asia, Europe**

The world's sugar supply balance is expected to improve in the 2021/22 season that started this month due to higher production in Asia and Europe, which will partially offset another poor year in Brazil, broker StoneX said in a report. Despite the improvement, the season will still see demand surpassing production for the third consecutive year, the report said, projecting a supply deficit of 800,000 tonnes in 2021/22 compared to a deficit of 2.9 million tonnes in 2020/21, meaning stocks will continue to decrease.

**China's top coal region tells mines to boost output immediately**

Chinese officials ordered more than 70 mines in Inner Mongolia to ramp up coal production by nearly 100 million tonnes as the country battles its worst power crunch and coal shortages in years. The move is the latest attempt by Chinese authorities to boost coal supply amid record-high prices and shortages of electricity that have led to power rationing across the country, crippling industrial output.

**Heavy rain hits China corn harvest, raises quality concerns**

Heavy rain across northern China this week has delayed the corn harvest, submerged fields in water and raised concerns about the quality of the crop in the world's second largest producer, analysts and farmers said. China is expected to harvest one of its largest corn crops in years this season after tight supply last year pushed prices to record levels.

**Indian states suffer power cuts as coal stocks shrink**

North Indian states have suffered electricity cuts and face further outages because of a lack of coal, an analysis of government data and interviews with residents found, contradicting government assurances there is enough power. The shortages in India - the world's largest coal consumer after China - follow widespread outages in neighbouring China, which has shut factories and schools to manage the crisis.

**OPEC+ sticks to plan for gradual oil output hike, price roars higher**

OPEC+ said it would stick to an existing pact for a gradual increase in oil output, sending crude prices to three-year highs and adding to inflationary pressures that consuming nations fear will derail an economic recovery from the pandemic. The OPEC, Russia and their allies, known as OPEC+, have faced calls from big consumers, such as the United States and India, for extra supplies after oil prices surged more than 50% this year.

**LNG shipping rates climb to multi-month highs on demand for vessels**

LNG shipping rates climb to multi-month highs on demand for vessels

Freight rates to ship LNG rose to multi-month highs this week as a surge in demand for the super-chilled fuel has increased the need for vessels to move supplies, multiple trade and shipping sources said. The daily charter rate for a tri-fuel diesel-electric (TFDE) vessel that can carry 160,000 cubic metres of LNG to Pacific basin ports rose to $76,000 a day on Tuesday, the highest since February.

**Asian gasoil prices hit multi-year highs; rally likely to continue to year-end**

Asian gasoil prices are expected to outperform those of other refined products in the run-up to year-end, as demand from industry and power generators give it an edge over other transportation fuels that still face mobility restrictions. Steady arbitrage demand from Europe ahead of winter and reduced exports from China have boosted gasoil prices in Asia in recent weeks, propelling spot gasoil to its highest in three years.

**Saudi to supply additional crude to some Asian refiners in Nov**

Saudi Aramco has agreed to supply additional crude to at least two North Asian buyers in November, while meeting full contractual volumes for three others, sources with knowledge of the matter said. Full supply volumes were expected for the month, one of the sources said.

**OPEC+ caution and money behind reluctance to pump more oil**

OPEC+'s decision on Monday to stick with a plan to raise oil output modestly and gradually, despite prices surging to multi-year highs, was partly driven by concern that demand and prices could weaken, sources close to the group told Reuters. The other big reason is money. After seeing their income slide during the pandemic-induced demand and price collapse in 2020, the OPEC+ oil producers' alliance led by Russia and top exporter Saudi Arabia are enjoying the boost in revenues, three OPEC+ sources said.

Source: Reuters

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