WEEKLY REPORT

WEEK 27 – July 6, 2024

This week's big news was from the U.K. elections, Labour Secures 326-Seat Milestone to Win UK Election.

In a dramatic turn of events, Labour has not only clinched the UK election with a 326-seat majority but also witnessed the near-total collapse of the Scottish National Party (SNP). Back in 2019, the SNP dominated Scotland by winning 48 out of 59 seats, leaving Labour with just one. However, results reveal a seismic shift: Labour surged to 37 seats, while the SNP plummeted to seven. This follows a tumultuous period culminating in the resignation of SNP leader Humza Yousaf in May.

While across the Atlantic, in the U.S., the Federal Reserve Chair has expressed cautious optimism about the progress made on inflation over the past year during a central banking forum in Portugal. While acknowledging significant strides in bringing inflation closer to the Fed's 2% target, Powell emphasised the need for more consistent evidence of sustainable downward movement before considering interest rate cuts.

Powell highlighted the delicate balance the Fed must maintain: acting too soon could undo progress made in controlling inflation, while moving too late might unnecessarily hinder economic recovery and expansion. He noted that the risks of these two scenarios have become more balanced this year as inflation has eased while the economy and labour market have remained robust.

Despite market expectations for potential rate cuts later this year, Powell refrained from committing to specific timelines. He emphasised the Fed's focus on data-driven decision-making rather than predetermined schedules or political considerations.

The Fed Chair's comments come amid a global context where some central banks, including the European Central Bank, have begun to ease their monetary policies. However, Powell's stance suggests that the Fed will continue its cautious approach, prioritising sustained progress towards its inflation target before initiating any policy loosening.

Dry Bulk

The Baltic Exchange's main sea freight index dropped to a one-week low on Thursday, driven by weakening demand across all vessel segments. The overall index declined by 43 points to settle at 2,021, its lowest level since June 26, reflecting a broad-based softening in the dry bulk shipping market.

The Capesize index (BCI) experienced the most significant downturn, plummeting 94 points to 3,486. This sharp decline translated into a substantial reduction in average earnings for the segment, which fell by US$777 to US$28,911 per day.

The Panamax sector also faced downward pressure, with the BPI slipping to 1,689 points. Consequently, average daily earnings for Panamax vessels decreased to $14,110.

A similar trend was observed in the Supramax segment, where the BSI edged lower by 3 points to 1,337, indicating a modest but noticeable decline in rates for these smaller vessels.

Capesize:

In the Pacific, the market showed resilience due to the consistent vessel demand by iron ore shippers in Western Australia, limiting the extent of any potential decline. Conversely, the Brazilian market is experiencing a continued downturn. The imbalance between the number of ballast vessels available in the market and the inflow of cargo. Specifically, there is a shortage of cargo relative to the supply of ships, which is sustaining the downward pressure on rates in this region. Brazilian r/v saw levels fall to US$ 29,000 a day.

Panamax/Kamsarmax:

The Atlantic market is experiencing a quiet start of the week, yet there are signs of an attempt to establish a price floor after two consecutive weeks of decline. This suggests a potential pushback against the recent levels as market participants seek to stabilise prices. T/A levels fell to US$11,700's a day at the end of the week. In contrast, the Pacific continues to face discounts on rates despite a steady influx of cargoes. Pacific r/v levels were at US$12,850's a day. The persistent oversupply of vessels relative to demand is maintaining a bearish market structure.

Supramax/Ultramax:

The Atlantic is experiencing mixed signals. While there has been an increase in grain cargo inflow from the USG, the potential for significant rate improvements is being constrained by supply pressure from South America. Meanwhile, the Pacific continues to face challenges. The region is grappling with a persistent downward rate, primarily due to sluggish cargo inflow across various routes. Pacific r/v closed at US$14,450's a day.

Handysize:

The Pacific market is showing a slightly weak outlook. While there has been a marginal decrease in vessel supply, the inflow of coal cargo remains sluggish. Meanwhile, the Atlantic saw rates improve, driven by steady influx of demand in the USG and Hurricane Beryl, disrupting the supply of ballast vessels heading towards North America. T/A levels closed around US$11,200's a day.

Baltic Exchange Dry Bulk Indices

INDICES	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE	Y-O-Y CHANGE
BDI	1,966	2,050	993	-4.10%	+97.99%
BCI	3,339	3,443	1,522	-3.02%	+119.38%
BPI	1,546	1,667	971	-7.26%	+59.22%
BSI	1,335	1,385	728	-3.61%	+83.38%
BHSI	742	763	427	-2.75%	+73.77%

Dry Bulk Values

(*Weekly*)

TYPE	DWT	NB CONTRACT	NB PROMPT DELIVERY	5 YEARS	10 YEARS	15 YEARS
CAPE	180,000	76	77	64	45	29
KAMSARMAX	82,000	37	43	38	29	19
SUPRAMAX	56,000	34	42	36	28	16
HANDY	38,000	30	35	28	21	12

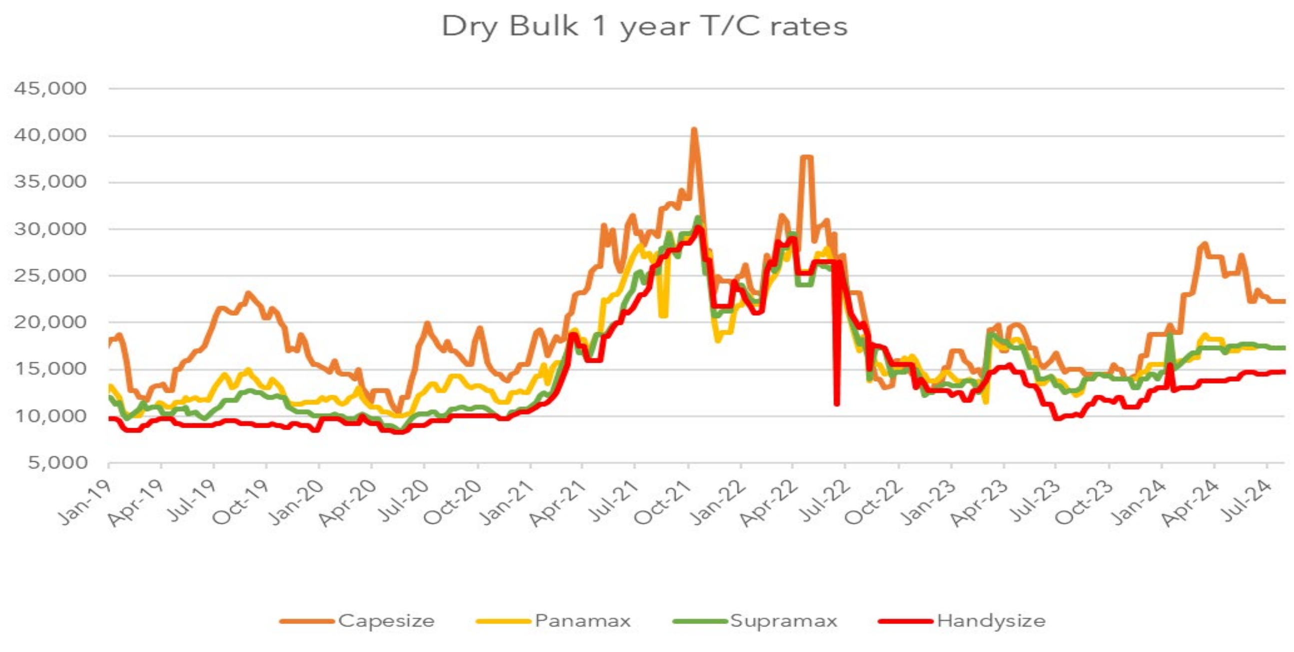
**(amount in USD million)*

Bulker 12 months T/C rates average (in USD/day)

TYPE	DWT	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE	Y-O-Y CHANGE
CAPESIZE	180,000	21,500	22,000	14,750	-2.27%	+45.76%
PANAMAX	75,000	15,000	15,400	11,500	-2.60%	+30.43%
SUPRAMAX	58,000	15,000	15,000	10,750	0	+39.53%
HANDYSIZE	38,000	14,500	15,000	9,850	-3.33%	+47.21%

Dry Bulk – S&P Report

VESSEL NAME	TYPE	DWT	YEAR	BUILT	PRICE (MILLION) USD	COMMENTS / BUYERS
COURAGEOUS	CAPE	181,008	2016	CHINA	50.5	GREEK BUYERS
IRON PHOENIX	CAPE	180,643	2012	CEBU	35.5	AGRICORE
LOWLANDS HORIZON	POST PMAX	93,478	2018	JAPAN	36.0	GREEK BUYERS
KAMILLA OLDENDORFF	KMAX	82,245	2024	CHINA	40.0	UNDISCLOSED
KLARISSA OLDENDORFF	KMAX	82,223	2023	CHINA	40.0	UNDISCLOSED
LUNA ROSSA	UMAX	61,645	2010	JAPAN	20.5	CHINESE BUYERS
SUPRA ONIKI	SMAX	57,022	2010	CHINA	13.2	UAE BASED BUYERS
TRISTAR PROSPERITY	SMAX	56,824	2012	CHINA	15.0	ARION COMMODITIES
NORDIC STAVANGER	SMAX	56,172	2011	JAPAN	18.0	UNDISCLOSED
AULAC VANGUARD	SMAX	55,848	2012	JAPAN	18.7	GREEK BUYERS
HILMA BULKER	HANDY	34,502	2017	JAPAN	23.5	UNDISCLOSED
DL LILAC	HANDY	33,752	2012	CHINA	12.5	GREEK BUYERS
HAINAN ISLAND	HANDY	32,573	2004	JAPAN	8.8	CHINESE BUYERS
WUJIANG	HANDY	30,530	2003	CHINA	7.5 (AUCTION)	UNDISCLOSED
GOLD DUST	HANDY	28,420	2012	JAPAN	12.0	VIETNAMESE BUYERS
LORD MOUNTBATTEN	HANDY	28,207	2011	JAPAN	11.5	SYRIAN BUYERS



Tankers

Despite OPEC+ extending significant production cuts, oil prices have struggled to break through the US$90 per barrel mark, falling short of the fiscal breakeven prices needed by key producers like Saudi Arabia and Russia. This situation presents a complex dilemma for these nations as they grapple with budget deficits and the need for higher oil revenues.

Saudi Arabia, contrary to popular belief, is facing financial challenges with a 2024 fiscal breakeven Brent oil price of US$96.17 per barrel. The Kingdom's financial woes stem from previous oil price wars, overspending on social projects, and commitments to high dividend payments for Saudi Aramco. Despite having low production costs, Saudi Arabia's ability to significantly increase output is limited by concerns over long-term well integrity.

Russia, meanwhile, has seen its oil revenues fluctuate since the invasion of Ukraine. Initially benefiting from high prices, Russia's fiscal situation has become more precarious as oil prices have declined, with its breakeven price estimated at US$115 per barrel.

In the tanker market, segments across saw rates remain unchanged at the end of June, with weakening summer demand continuing to cast uncertainty on the prospects for stronger rates in the near term. For the VLCC, MEG/China route rates saw a slight weekly increase but have declined over 20% from the previous month. The Atlantic mirrored this trend, with the West Africa to China route experiencing a 2% rise but an overall monthly decline of about 17%. Despite this, optimism persists for tankers in the face of a challenging macroeconomic environment.

VLCC:

MEG is showing signs of balance as July mid-month fixtures progress. Despite limited chartering demand during the summer season, rates have settled into a range around WS50 for MEG/ China routes, closing the week steadily. A notable increase in charter has absorbed much of the available tonnage, leading to a slight rebound mid-week.

Suezmax:

Suezmax faced challenges this week with USG seeing weakness, prompting some Atlantic charterers to convert to VLCCs. This has led to subdued demand across the segment. Meanwhile, West African market remained quiet, ending the week on a soft note due to lackluster demand. 130,000mt Nigeria/UKC fell some 10 points to WS100.

Aframax:

In the MEG, markets closed lower, pressured by stagnant demand and continued weakness in the larger segments. There is a noticeable lack of demand in the region. On the Med route, demand seems to be picking up, but owners faced some resistance pushing rates higher. 80,000mt Ceyhan/Lavera closed the week at WS152 levels.

Clean:

LR: Despite an increase in fixtures at the start of the week for MEG/Far East routes, LR2 saw a significant downturn. Levels closed at WS180, marking discounts of 18 points. Similar was also noted in the LR1 in the UKC region with little activities recorded. TC16 closed the week lower at WS138.

MR: MEG markets fared badly this week with TC17 to E.Africa falling some 55 points to WS248. This is expected to continue next week due to mounting pressure in the region. In the Far East, the market initially saw rates improve, driven by a surge in cargo influx. However, this was tempered as charterers felt the pinch of rising rates, with cargo conversion to LR tankers for B/H voyages.

Baltic Exchange Tanker Indices

INDICES	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE	Y-O-Y CHANGE
BDTI	1,108	1,150	934	-3.65%	+18.63%
BCTI	819	834	605	-1.80%	+35.37%

Tankers Values

(Weekly)

TYPE	DWT	NB CONTRACT	NB PROMPT DELIVERY	5 YEARS	10 YEARS	15 YEARS
VLCC	310,000	130	145	115	85	58
SUEZMAX	160,000	89	99	83	68	50
AFRAMAX	115,000	75	86	72	62	44
LR1	73,000	62	64	54	44	32
MR	51,000	52	54	47	39	28

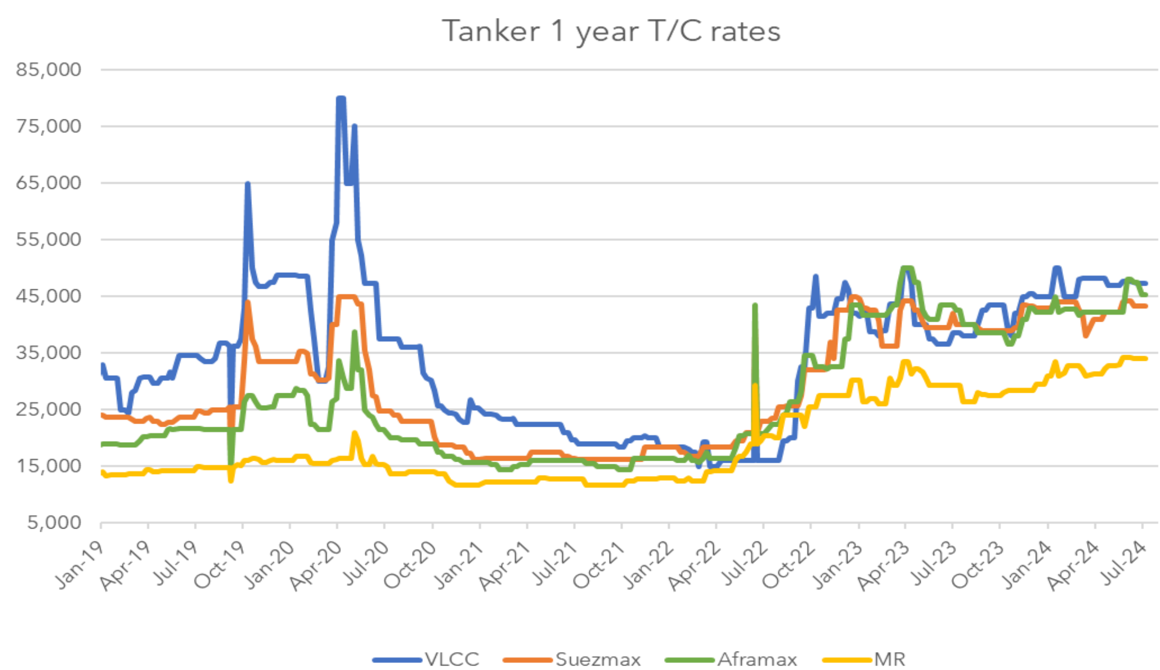
**(amount in USD million)*

Tanker 12 months T/C rates average (in USD/day)

TYPE	DWT	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE	Y-O-Y CHANGE
VLCC	310,000	47,500	47,500	38,500	0	+23.38%
SUEZMAX	150,000	43,500	43,500	40,000	0	+8.75%
AFRAMAX	110,000	45,000	45,000	42,500	0	+5.88%
LR1	74,000	37,000	37,000	29,250	0	+26.50%
MR	47,000	30,000	30,250	26,000	-0.83%	+15.38%

Tankers S&P Report

VESSEL NAME	TYPE	DWT	YEAR	BUILT	PRICE (MILLION) USD	COMMENTS / BUYERS
PUSAKA JAVA	AFRA	108,524	2018	JAPAN	69.8	EASTERN PACIFIC
PGC COMPANION	LR1	72,825	2005	CHINA	18.0	UNDISCLOSED
TRF MEMPHIS / TRF MOBILE	MR	37,596	2016	S. KOREA	69.0 ENBLOC	NORWEGIAN BUYERS



Containers

The prolonged high freight rates are prompting shippers to opt for early shipments, exacerbating port congestion and vessel capacity shortages. China's average container prices have reached a two-year high, with FEU now priced at US$3,600, more than double the US$1,700 average seen in March-April 2024.

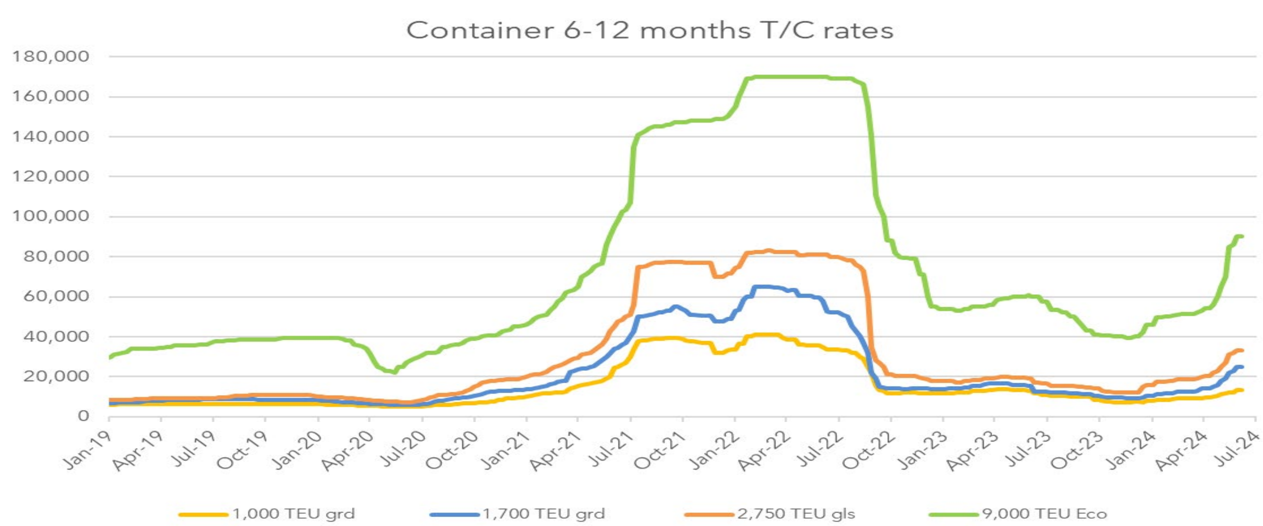
While Asian port congestion for North American routes is easing due to carriers repositioning empty containers and terminals resuming operations, shippers are still opting for early bookings to account for potential delays. This week, SCFI saw a modest 1% increase, reaching 3,734 points. Similarly, the Shanghai to USWC route witnessed rates climbing 4% weekly to US$8,103 per FEU.

Containers S&P Report

VESSEL NAME	TYPE	TEU	YEAR	BUILT	PRICE (MILLION) USD	COMMENTS / BUYERS
VEGA DAYTONA	FEEDER	1,868	2023	CHINA	32.7	GREEK BUYERS
HANSA WOLFSBURG	FEEDER	1,732	2007	CHINA	14.0	UNDISCLOSED

Containers Values

CONTAINERS (BY TEU)	GEARED / GEARLESS	NB CONTRACT	NB PROMPT DELIVERY	5 YEARS	10 YEARS	15 YEARS
900 – 1,200	Geared	24	24	17	14	8
1,600 – 1,850	Geared	29	32	25	18	15
2,700 – 2,900	Gearless	41	43	34	27	22
5,100	Gearless	79	77	61	35	32
*(amount in USD million)						



Ship Recycling Market Snapshot

DESTINATION	TANKERS	BULKERS	MPP/ GENERAL CARGO	CONTAINERS	SENTIMENTS / WEEKLY FUTURE TREND
ALANG (WC INDIA)	510 ~ 520	500 ~ 510	510 ~ 520	530 ~ 540	WEAK /
CHATTOGRAM, BANGLADESH	520 ~530	510 ~ 520	490~ 500	530 ~ 540	WEAK /
GADDANI, PAKISTAN	520 ~ 530	510 ~ 520	500 ~ 510	530 ~ 540	STABLE /
TURKEY **For Non-EU ships. For E.U. Ship, the prices are about USD 20-30/ton less*	360 ~ 370	330 ~ 340	340 ~ 350	380 ~ 390	STABLE /

- All prices are USD per light displacement tonnage in the long ton.
- The prices reported are net prices offered by the recycling yards.
- Prices quoted are basis simple Japanese / Korean-built tonnages trading units. Premiums are paid on top of the above-quoted prices based on quality & quality of Spares, Non-Fe., bunkers, cargo history, and maintenance.

5-Year Ship Recycling Average Historical Prices

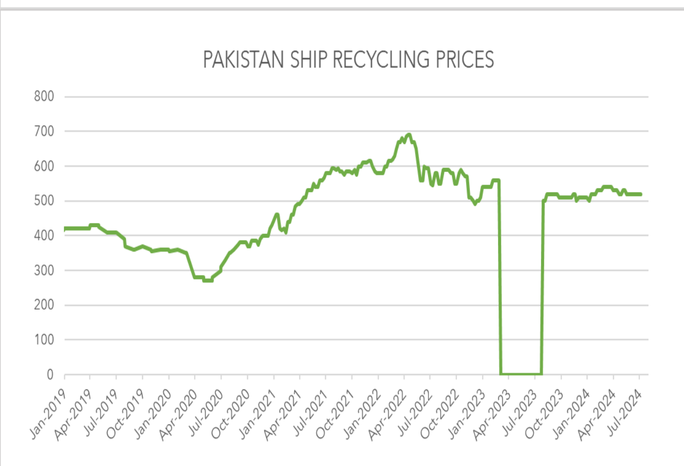
(Week 27)

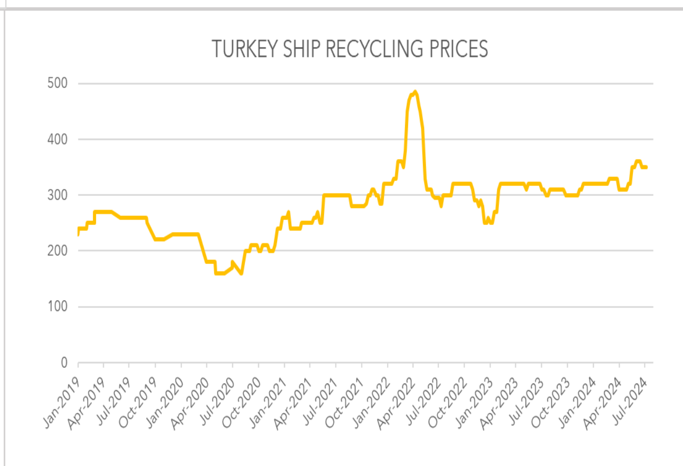
DESTINATION	2019	2020	2021	2022	2023
ALANG, INDIA	425	270	550	570	530
CHATTOGRAM, BANGLADESH	420	300	550	590	565
GADDANI, PAKISTAN	410	305	680	580	530
ALIAGA, TURKEY	270	210	190	300	325

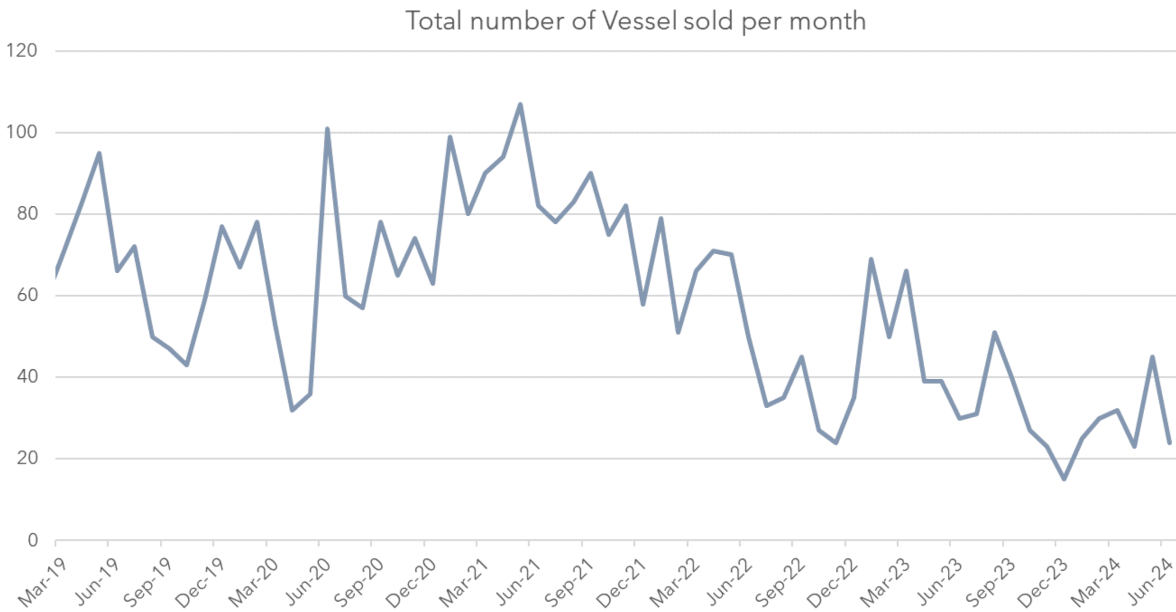
Ships Sold for Recycling

VESSEL NAME	LDT	YEAR / BUILT	TYPE	PRICE (USD/LDT LT)	COMMENTS
KAI 1	2,404	1994 / S.KOREA	CONTAINER	530	DELIVERED CHATTOGRAM

Recycling Ships Price Trend






Total number of Vessel sold per month
120
100
80
60
40
20
0
Mar-19
Jun-19
Sep-19
Dec-19
Mar-20
Jun-20
Sep-20
Dec-20
Mar-21
Jun-21
Sep-21
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Mar-22
Jun-22
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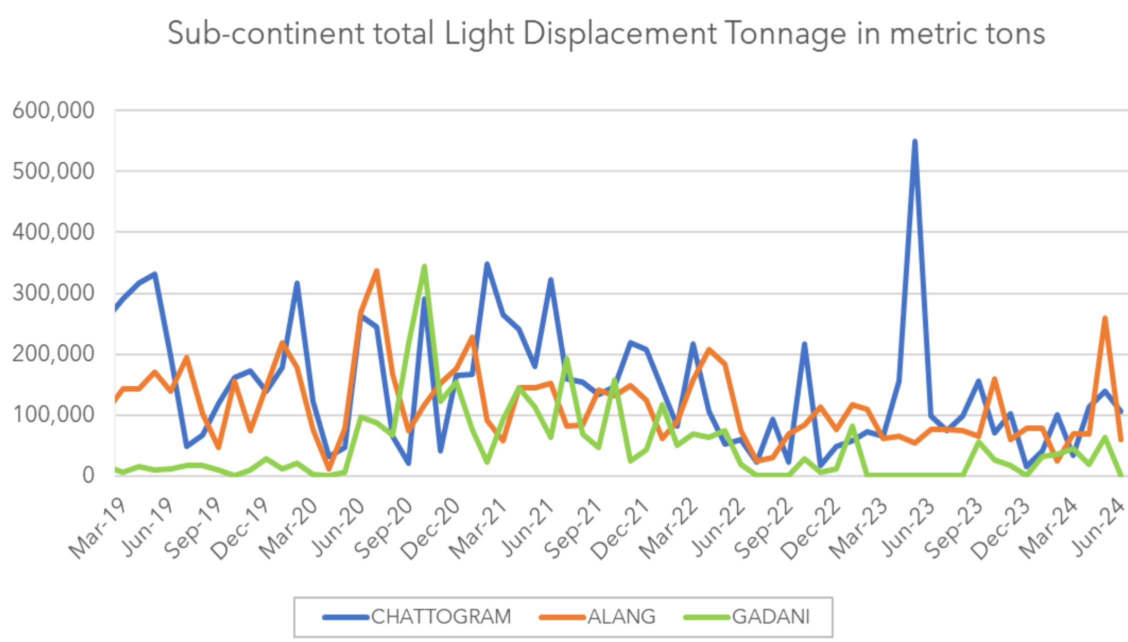
Dec-23
Mar-24
Jun-24


Sub-continent total Light Displacement Tonnage in metric tons
600,000
500,000
400,000
300,000
200,000
100,000
0
Mar-19
Jun-19
Sep-19
Dec-19
Mar-20
Jun-20
Sep-20
Dec-20
Mar-21
Jun-21
Sep-21
Dec-21
Mar-22
Jun-22
Sep-22
Dec-22
Mar-23
Jun-23
Sep-23
Dec-23
Mar-24
Jun-24
CHATTOGRAM
ALANG
GADANI

Insight

This week marked a dramatic slowdown in the ship recycling industry across the Sub-Continent region, driven by weakening domestic ship scrap prices and declining domestic demand. The industry, already struggling with economic pressures, has been further impacted by the seasonal monsoons, which have traditionally hampered the activities.

Lately, the weakening of domestic ship scrap prices has been a critical factor contributing to the slowdown and softening of sentiments in the Sub-Continent region. As prices continue to decline, recyclers face diminishing margins, leading to a cautious approach towards new acquisitions. This price drop reflects broader economic challenges and fluctuating market conditions within the steel sector.

The demand for steel, in general, is also seeing a downturn. The construction and manufacturing sectors, major consumers of recycled steel, are witnessing slower growth, reducing the overall demand for ship scrap.

Alang, India

The mood in Alang has significantly dampened as domestic ship scrap prices have taken a nosedive. Recyclers are currently hesitant to make offers and struggling to comprehend the sharp price declines. Recent ship sales are now viewed as costly acquisitions, with many hoping for a significant price rebound to make these purchases viable. Some recyclers are attempting to buy more to average the previous purchases.

Market experts attribute the price pressure to weak demand and the monsoon season, predicting continued challenges ahead. Additionally, India faces a significant challenge from cheap Chinese imports, with hot-rolled coil (HRC) prices for commercial-quality base grades offered at US$530-$535 per ton, further complicating the situation for domestic steel mills.

In response to the influx of cheap Chinese imports, Indian ministers reportedly discussed potential measures to curb rising imports, particularly from China. Domestic producers have called for an increase in customs duties to protect local industries. However, according to sources, any governmental action remains speculative at this point, with no immediate measures expected.

Indian export activity to Europe remains minimal due to persistent weak demand and limited offers from Indian mills. The country continues to stay off the export market, focusing on domestic challenges instead.

Looking ahead, the outlook for ship recycling markets remains bleak. Prices continue to lag, with some recyclers showing interest in revised, lower prices in an effort to average out previous high-value purchases. The market remains in a state of uncertainty, awaiting potential government interventions and hoping for a turnaround in demand.

However, if one looks at the larger picture, India's ambitious infrastructure initiatives are projected to drive steel demand to unprecedented levels, ranging between 221 to 275 million tons by FY34, according to a recent report. This surge highlights the pivotal role of infrastructure projects in advancing the steel industry. With such substantial growth anticipated, the sector is set for remarkable expansion, fueled by strong government initiatives.

Anchorage & Beaching Position (July 2024)

VESSEL NAME	TYPE	LDT	ARRIVAL	BEACHING
-	-	-	-	-

Chattogram, Bangladesh

This week witnessed a notable decline in domestic ship scrap prices, ending a prolonged period of stability. This trend mirrors similar developments in India, creating discomfort and confusion among recyclers. The abrupt drop has prompted industry participants to reassess its impact and seek clarity on future market directions.

In Bangladesh, the onset of the monsoon season traditionally signals a slowdown in activity. Recyclers, however, have accumulated substantial inventories, particularly from Chinese domestic ships, ensuring they remain occupied in the coming months as they closely monitor market conditions.

Overall, the Bangladeshi ship recycling market continues to adopt a cautious stance, with limited demand as recyclers navigate a period of uncertainty. Current market conditions have led many industry players to remain on the sidelines, awaiting clearer trends before making significant moves.

Anchorage & Beaching Position (June 2024)

VESSEL NAME	TYPE	LDT	ARRIVAL	BEACHING
XIANG	BULK	3,947	01.07.2024	AWAITING
XING TONG 313	LPG	1,909	26.06.2024	AWAITING
YUN TAI LONG 66	CONTAINER	2,090	26.06.2024	03.07.2024

Gadani, Pakistan

The markets are witnessing a large influx of cheap semi-finished and finished steel products from China, dampening sentiment and mood. The underlying demand for scrap in a limited mill capacity has turned around the dynamic lately. Very few recyclers are keen to acquire ships for recycling, while a vast majority turn into traders of finished steel products.

The markets sentiments in Pakistan have soften dramatically as lack of ships initially also played a frustrating role amongst the recycling community, leading diversifications.

To bring the lost sentiments back to normal may require a lot of parameters in check, including the ailing demand for steel due to the domestic economy slowing down.

Anchorage & Beaching Position (July 2024)

VESSEL NAME	TYPE	LDT	ARRIVAL	BEACHING
ALPS	BULKER	10,191	21.06.2024	03.07.2024
DIYAA B	BULKER	6,956	20.06.2024	05.07.2024

Aliaga, Turkey

The Turkish scrap market is experiencing a period of stagnation, with prices remaining largely stable and Turkish mills showing limited interest in new purchases. The mills, having largely secured their July shipment requirements, are showing weak interest in scrap purchases for August shipments, primarily due to sluggish steel sales.

While a significant electricity price hike by the Turkish energy regulator EPDK has not directly impacted steel producers due to industrial exemptions, mills still consider current energy costs high and are seeking reductions.

Levels for ship recycling remain at an average of US$340/LT regions with the Lira closing 0.18% higher this week at 32.67 to USD.

BEACHING TIDE DATES 2024

Chattogram, Bangladesh : 05 ~08 July | 21 ~ 24 July

Alang, India : 02 ~ 11 July | 19 ~ 27 July

BUNKER PRICES (USD/TON)			
PORTS	VLSFO (0.5%)	HSFO (3.5%)	MGO (0.1%)
SINGAPORE	640	561	767
HONG KONG	639	547	754
FUJAIRAH	637	520	856
ROTTERDAM	580	515	776
HOUSTON	619	496	795

EXCHANGE RATES			
CURRENCY	JULY 5	JUNE 28	W-O-W % CHANGE
USD / CNY (CHINA)	7.26	7.26	0
USD / BDT (BANGLADESH)	117.54	117.51	-0.03%
USD / INR (INDIA)	83.48	83.34	-0.17%
USD / PKR (PAKISTAN)	278.38	278.42	+0.01%
USD / TRY (TURKEY)	32.67	32.73	+0.18%

Sub-Continent and Turkey ferrous scrap markets insight

Overall, the Sub-Continent scrap markets exhibited diverse trends, with India's disinterest in imports, Pakistan's logistical challenges, Bangladesh's seasonal factors, and Turkey's stable outlook shaping the week's activities.

Indian buyers continued to show little interest in imported scrap due to substantial bid-offer gaps and the availability of more economical domestic alternatives. Shredded scrap from the US and UK/Europe was priced at US$410-415 per ton CFR Nhava Sheva, but there were no takers at these levels. Offers for West African and UK/European HMS (80:20) were assessed at US$385-390 per ton CFR.

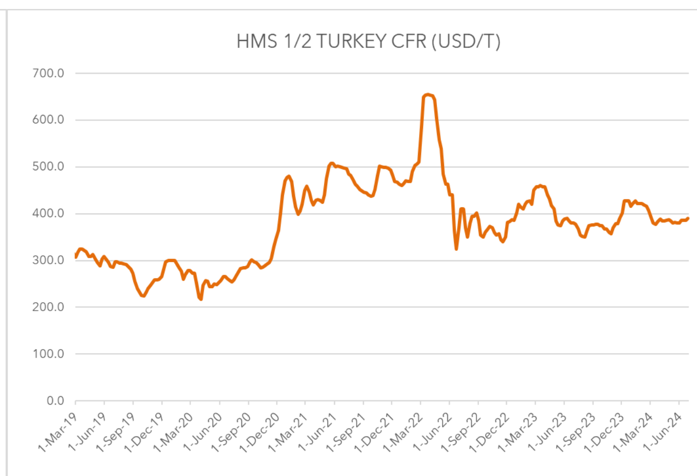
In **Pakistan**, demand for imported scrap slowed as buyers adjusted purchases amid domestic market volatility and rising imported scrap prices. Offers for shredded scrap from the UK/Europe were evaluated at US$425-430 per ton CFR Qasim.

"Container shortages are affecting suppliers, likely increasing freight costs similar to the spikes seen during the 2020 pandemic," noted a steel mill official. "Safety issues on the Red Sea route have led vessels to divert through the longer Cape Town route to South Asia, raising shipping times and operational expenses. Given these logistical challenges, a reduction in freight rates appears unlikely in the near future."

Bangladesh maintained moderate demand for imported ferrous scrap, influenced by a sluggish domestic steel market during the rainy season. Buyers shifted their preference towards Australian and Singapore-origin scraps. Reports indicated the booking of two bulk vessels from Singapore, each carrying 8,000 tons of HMS 70:30 at an average price of US$400 per ton CFR Chattogram. Freight rates from Singapore to Bangladesh hovered around US$40-45 per ton. Additionally, around 3,000 tons of HMS (80:20) were booked from Australia at US$405 per ton CFR Chattogram.

The **Turkish** imported scrap market remained stable following a recent US-origin deal, with offers for HMS (80:20) holding steady at US$390 per ton CFR. European recyclers faced competitive pressures with offers slightly below US-origin prices, while Turkish mills expressed cautious optimism amid market quietude.

HMS 1/2 & Tangshan Billet



Commodities

Iron ore futures prices have reached their highest level in four weeks, marking the fourth consecutive session of gains. This upward trend is driven by strong near-term demand in China. The most actively traded September iron ore contract on China's Dalian Commodity Exchange (DCE) closed 2.6% higher at 864 yuan (US$118.79) per metric ton, a level not seen since June 3. Similarly, the benchmark August iron ore on the Singapore Exchange jumped 3.1% to US$113.35 per ton.

Market sentiment has been bolstered by positive signals from recent property sector stimulus measures announced by Beijing. These initiatives aim to revive China's struggling property market, which is the largest consumer of steel. Transaction volumes of portside iron ore have also seen a significant increase, further indicating solid demand.

Other steelmaking ingredients and steel benchmarks also posted gains, reflecting a broader positive sentiment in the ferrous metals market. However, while the current trend is bullish, market participants remain cautious, awaiting concrete policy announcements and sustained economic recovery signals from China.

Copper led a decline in the base metals sector as hawkish remarks from Federal Reserve Chairman Jerome Powell dampened risk appetite. The sentiment was further strained by disappointing economic data. Industrial firms in China reported a 13% year-on-year drop in profits for May, highlighting weak domestic demand. This downturn has fueled calls for additional support from Beijing, although details of any potential stimulus are not expected until July.

Iron Ore

COMMODITY	SIZE / GRADE	THIS WEEK USD / MT	W-O-W	Y-O-Y	LAST WEEK USD / MT	LAST YEAR USD / MT
Iron Ore Fines, CNF Rizhao, China	Fines, Fe 62% (Aust. Origin)	114	+7.54%	+4.58%	106	109
Iron Ore Fines, CNF Qingdao, China	Fines, Fe 62.5% (Brazil Origin)	117	+8.33%	+7.33%	108	109

Industrial Metal Rates

INDEX	UNITS	PRICE	CHANGE	%CHANGE	CONTRACT
Copper (Comex)	USD / lb.	463.10	+9.75	+2.15%	Sep 2024
3Mo Copper (L.M.E.)	USD / MT	9,882.50	+14.50	+0.15%	N/A
3Mo Aluminum (L.M.E.)	USD / MT	2,522.50	-25.50	-1.00%	N/A
3Mo Zinc (L.M.E.)	USD / MT	2,986.50	-4.50	-0.15%	N/A
3Mo Tin (L.M.E.)	USD / MT	33,158.00	-205.00	-0.61%	N/A

Crude Oil & Natural Gas Rates

INDEX	UNITS	PRICE	CHANGE	%CHANGE	CONTRACT
WTI Crude Oil (Nymex)	USD / bbl.	84.34	+0.46	+0.55%	Aug 2024
Brent Crude (ICE.)	USD / bbl.	87.80	+0.37	+0.42%	Sep 2024
Crude Oil (Tokyo)	J.P.Y. / kl	87,900.00	-350.00	-0.40%	Jul 2024
Natural Gas (Nymex)	USD / MMBtu	2.36	-0.05	-2.23%	Aug 2024

Note: all rates as at C.O.B. London time July 5, 2024

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