

Market Commentary:

Despite being the world largest coal producer, China has imposed strict limits on domestic coal production, whilst boosting imports of coal over the past years. The hit from the world's energy crunch is starting to ripple throughout the globe, with countries imposing power use curbs on energy-intensive industries such as steel, aluminum & cement. China has already started to aggressively target imports of natural gas, and this will add to global gas price pressure. If electricity shortages & production cuts continue within China, this could hamper global supply chain and Chinese produced exports. The extreme electricity shortage in the world's largest exporter is set to hurt China's own growth, and the knock-on impact to the global supply chain could crimp a global economy already struggling to emerge from the pandemic.

The price of coal is not regulated in China and is priced according to market forces such as availability & demand. Beijing has refused to buy Australian coal, driving up its energy costs. This is one of the main reason we had seen prices soaring. The price of coal has shot up more than four times from \$60 per ton early in 2021 to a peak of USD 269.5/ton early this week, correcting to USD 238.5/ton on 8th of October. China ordered more than 72 mines in Inner Mongolia to boost their coal production by 98.4mil tons, from their annual capacity of 178.5mil tons. The proposed increase would make up nearly 3% of China's total thermal coal consumption. Major power plants have stockpiles of around 10 days, down from more than 20 days last year, and coal inventories at major Chinese ports last week are now at a 10-year low, at 52.34mil tons, down by 18% from the same period last year. China in its attempts to raise coal imports to levels on par with last year, has even released Australian coal from bonded storage despite a one-year unofficial import ban on coal imports from Australia, and has tapped rare supply sources like Kazakhstan and the United States.

India is also dealing with a major energy crunch, following China, Europe & countries in the Middle East. The Indian government said the coal supply squeeze could last six months, as power plants are reported to only have enough coal reserves for an average of four days production. Internal commodity shortages are obviously good news for Bulker owners. Substantial percentage of Drybulk tonnage are also benefiting from the increasing port congestion of Bulker ships waiting outside Chinese ports. Port congestion has jumped again in recent weeks, as supply chain disruptions interfere with ports' ability to ship orders. China has approved the stimulus package of 1.5 trillion over the next 5-year period with emphasis on infrastructure investments. The materializing of these investments will result in a demand increase of raw materials & energy, which will boost seaborne volumes. This positive sentiment is not only reflected in Capesize spot rates but also reflected in the futures markets and in period fixtures, with substantial daily rates reported across most Drybulk size segments.

On the secondhand sales, dry segment remains strong whilst tankers have begun to gain more momentum. The Kamsarmax "Vorana Manx"-82K/2021 Tsuneishi Zhousan sold for USD 42.2mills to Greek Buyers & the Panamax "Banazol"-72K/2001 Oshima reported sold at rgn USD 14mills. On the Handysize segment, we mention the sale of modern "Xing Zhi Hai"-34K/2015 which went for region USD 22 mills & the sale of vintage "Mel Pride"-32K/1999 Kanda Kawajiri which was sold for low-mid USD 8 mills. Clients of Jinhui Shipping bought the Supra "Tesoro"-53K/2007 Shanghai Shipyard for USD 15.75mills. On the Tanker sales, the LR1 "Justice Victoria"-75K/2010 Minaminippon changed hands for USD 17.5 mills and the MR2 "Ivy Express"-51K/2009 STX sold region USD 15mills (Both rumored sold to Greek Buyers).

BALTIC DRY INDICES						
BALTIC INDICES	Week 40	Week 39	±%	Average Indices		
				2021	2020	2019
BDI	5,526	5,202	6.2%	2,847	1,064	1,353
BCI	10,112	9,066	11.5%	3,843	1,752	2,261
BPI	3,866	3,992	-3.2%	2,935	1,101	1,387
BSI	3,417	3,383	1.0%	2,358	743	880
BHSI	2,015	1,987	1.4%	1,347	444	491

BALTIC TANKER INDICES						
BALTIC INDICES	Week 40	Week 39	±%	Average Indices		
				2021	2020	2019
BDTI	680	630	7.9%	607	722	855
BCTI	473	496	-4.6%	502	586	607

DRY NEWBUILDING PRICES						
Size Segment	Oct/21	Oct/20	±%	Average Prices		
				2021	2020	2019
Capesize	\$ 60.2	\$ 46.5	29.4%	\$ 54.8	\$ 47.6	\$ 50.6
Kamsarmax	\$ 36.0	\$ 27.4	31.4%	\$ 30.6	\$ 29.7	\$ 33.4
Ultramax	\$ 32.4	\$ 24.1	34.3%	\$ 28.2	\$ 24.6	\$ 25.9
Handysize	\$ 30.0	\$ 22.9	30.9%	\$ 26.0	\$ 23.1	\$ 23.9

WET NEWBUILDING PRICES						
Size Segment	Oct/21	Oct/20	±%	Average Prices		
				2021	2020	2019
VLCC	\$ 106.3	\$ 85.4	24.4%	\$ 95.5	\$ 88.6	\$ 92.6
Suezmax	\$ 73.0	\$ 56.0	30.4%	\$ 64.0	\$ 58.6	\$ 61.5
Aframax	\$ 59.3	\$ 46.3	28.0%	\$ 51.8	\$ 47.8	\$ 48.5
Panamax	\$ 50.8	\$ 42.5	19.4%	\$ 45.6	\$ 43.6	\$ 44.5
MR2	\$ 40.5	\$ 34.0	19.1%	\$ 36.4	\$ 34.6	\$ 36.4

DEMOLITION PRICES (usd/ldt)						
Demo Country	BULKERS			TANKERS		
	Week 40	Week 39	Change	Week 40	Week 39	Change
INDIA	\$ 575	\$ 575	\$ -	\$ 585	\$ 585	\$ -
BANGLADESH	\$ 590	\$ 590	\$ -	\$ 600	\$ 600	\$ -
PAKISTAN	\$ 585	\$ 585	\$ -	\$ 595	\$ 595	\$ -
TURKEY	\$ 270	\$ 270	\$ -	\$ 280	\$ 280	\$ -

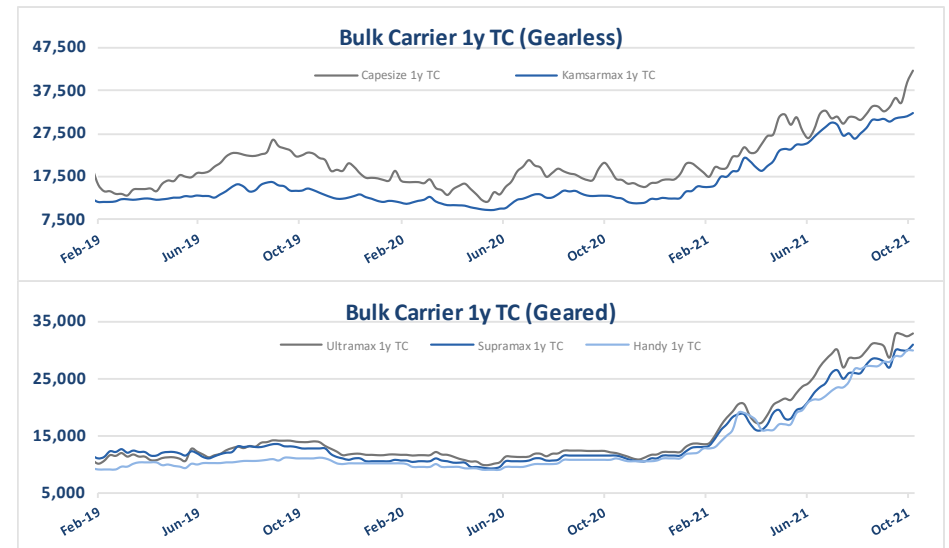
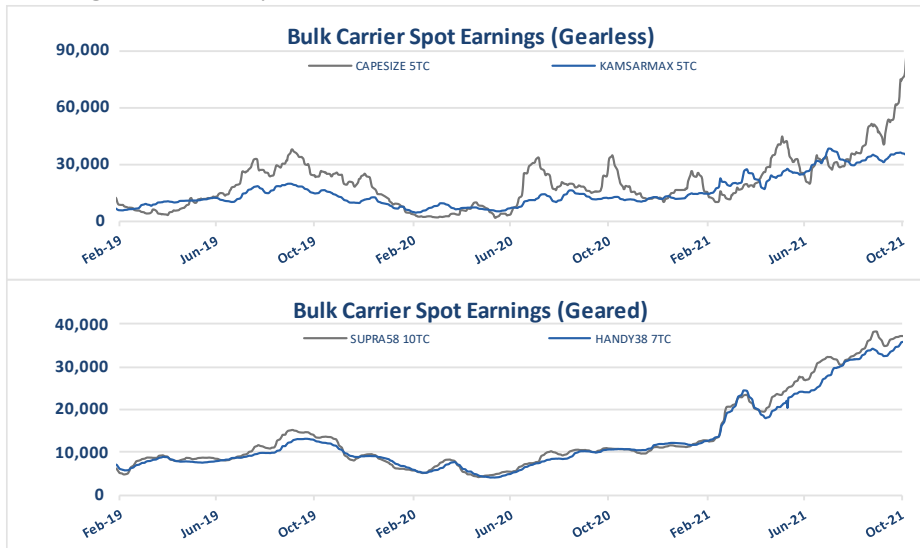
Capesize: the average of the Capesize 5T/C Routes started the week at levels of USD 75,190/day and closed the week much firmer by more than \$8.6k at USD 83,865/day, after having peaked at USD 86,953/day one day earlier. Trip from Cont. to F.East is this week much firmer at USD 118,950/day, Transatlantic Return voyage is up by more than \$10k/day at USD 95,550/day, while Pacific Return voyage holds firm at USD 77,692/day. Capesize 1 year T/C rate is USD 40,750/day, while eco 180k Capesize is USD 42,250/day. It is worth noting that the BCI peaking at 10,485 points on 7th Oct, is the highest level since 29th Aug 2008.

Panamax: the BPI-82 5T/C route average closed the week softer at USD 34,794/day. Trip from Skaw-Gib to F.East is USD 48,082/day, while Pacific Return voyage is 37,783/day, while Atlantic R/V is 29,800/day. Kamsarmax 1 year T/C rate is USD 32,500/day, while Panamax 1 year T/C is USD 30,250/day.

Supramax: the BSI-58 10T/C route average closed the week at USD 37,585/day. South China trip via Indonesia E.C.India is at USD 36,790/day, W.Africa trip via ECSA to N.China at USD 44,257/day, Med/BI Sea to China/S.Korea at USD 51,783/day, Atlantic R/V pays USD 38,628/day, while Pacific Return voyage pays USD 35,307/day. 1 year T/C rate for Ultramax is at USD 33,250/day with 1 year T/C for Supramax at USD 30,000/day.

Handysize: the BHSI-38 7T/C closed the week firmer at USD 36,329/day. Brazil to Continent softened and pays USD 37,472/day, S.E.Asia trip to Spore-Japan at 36,506/day, U.S.Gulf to Continent is much firmer at USD 31,979/day. 1 year T/C rate for 38k Handy is USD 29,250/day, 1 year T/C for 32k Handysize in Atlantic region is USD 26,250/day, whereas 1y T/C for 32k Handy in Pacific region is 25,750/day.

DRY SECONDHAND PRICES							
Size	Oct/21	Oct/20	12m ch (%)	12m diff	Average Prices		
					2021	2020	2019
Capesize 180k Resale	\$ 58.3	\$ 49.0	19.0%	\$ 9.3	\$ 52.6	\$ 49.4	\$ 52.0
Capesize 180k 5y	\$ 46.8	\$ 34.5	35.7%	\$ 12.3	\$ 41.5	\$ 35.3	\$ 35.3
Capesize 180k 10y	\$ 32.5	\$ 19.8	64.1%	\$ 12.7	\$ 27.6	\$ 20.3	\$ 23.9
Capesize 180k 15y	\$ 22.0	\$ 12.5	75.6%	\$ 9.5	\$ 18.4	\$ 12.5	\$ 14.4
Kamsarmax 82k Resale	\$ 40.0	\$ 29.5	35.6%	\$ 10.5	\$ 33.2	\$ 29.6	\$ 31.2
Kamsarmax 82k 5y	\$ 33.6	\$ 22.6	48.4%	\$ 11.0	\$ 28.1	\$ 22.6	\$ 22.6
Panamax 76k 10y	\$ 25.0	\$ 13.4	87.3%	\$ 11.7	\$ 20.2	\$ 13.2	\$ 13.9
Panamax 76k 15y	\$ 17.9	\$ 8.2	117.7%	\$ 9.7	\$ 14.0	\$ 8.7	\$ 9.2
Ultramax 64k Resale	\$ 37.1	\$ 26.3	40.9%	\$ 10.8	\$ 30.9	\$ 26.8	\$ 28.1
Ultramax 61k 5y	\$ 31.4	\$ 18.1	73.7%	\$ 13.3	\$ 24.6	\$ 19.1	\$ 19.1
Supramax 58k 5y	\$ 26.1	\$ 15.3	70.0%	\$ 10.7	\$ 20.8	\$ 15.8	\$ 17.7
Supramax 56k 10y	\$ 23.1	\$ 10.7	116.9%	\$ 12.5	\$ 16.1	\$ 11.1	\$ 13.2
Supramax 52k 15y	\$ 15.8	\$ 6.7	135.1%	\$ 9.1	\$ 11.3	\$ 7.2	\$ 8.2
Handy 38k Resale	\$ 29.8	\$ 20.5	45.1%	\$ 9.3	\$ 25.2	\$ 21.3	\$ 23.7
Handy 37k 5y	\$ 25.0	\$ 14.7	70.1%	\$ 10.3	\$ 19.8	\$ 14.9	\$ 14.9
Handy 32k 10y	\$ 17.0	\$ 8.4	102.4%	\$ 8.6	\$ 12.8	\$ 8.5	\$ 10.5
Handy 28k 15y	\$ 11.0	\$ 5.0	121.2%	\$ 6.0	\$ 7.4	\$ 5.2	\$ 6.3



Crude:

VLCC average T/CE ended the week down at USD -7,041/day. M.East Gulf to China trip reduced at USD 2,354/day, US Gulf to China at USD improved at USD 10,183/day, M.East Gulf to Singapore down at USD 4,872/day, W.Africa to China down at USD 5,634/day, M.East Gulf to US Gulf reduced at USD -16,435/day. 310k dwt D/H Eco VLCC 1 year T/C is USD 25,750/day.

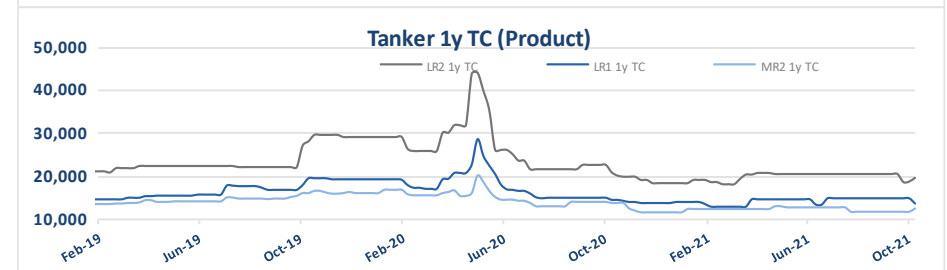
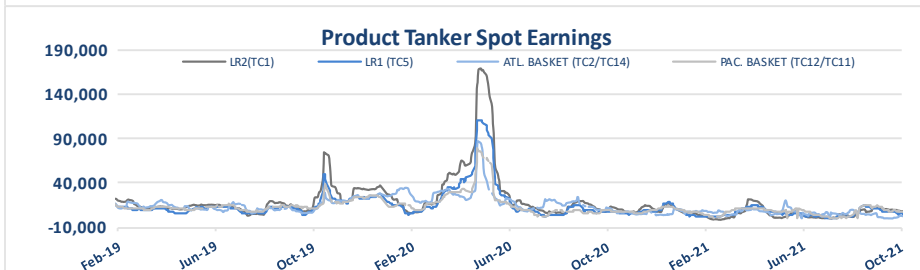
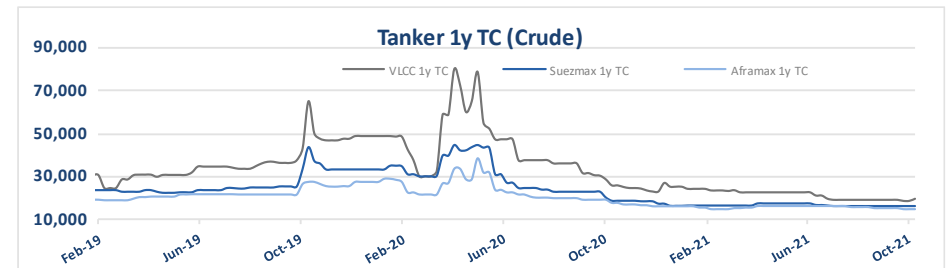
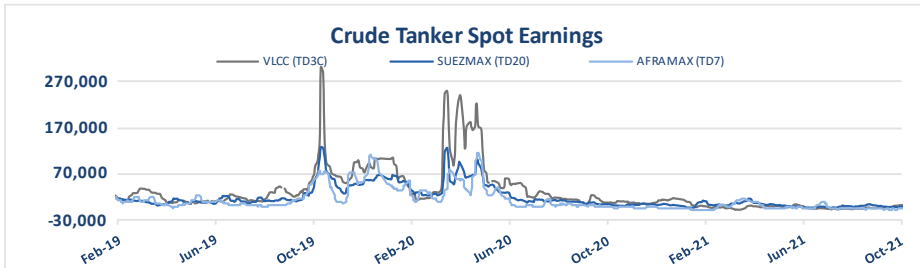
Suezmax average T/CE closed the week greatly improved at USD 3,938/day. Trip from W.Africa to Continent is significantly improved at USD 6,101/day, BL.Sea to Med is much firmer at USD 1,774/day, Middle East Gulf to Med improved but still negative at USD -11,726/day. 1 year T/C rate for D/H Eco 150k dwt Suezmax is at USD 21,250/day.

Aframax average T/CE closed the week improved at USD 3,426/day. Trip from N.Sea to Continent is up by \$4.5k/day at USD 949/day, trip from Kuwait to Spore at USD 91/day, trip from Carribs to US Gulf up by \$5.3k/day at USD 2,539/day and S.E.Asia to EC Australia at USD 4,031/day. 1 year T/C rate for Aframax is at USD 16,250/day.

Products:

The **LR2** route (TC1) M.East Gulf to Japan is this week down at USD 5,948/day. Trip from Middle East to F.East is reduced at USD -8,018/day, while the **LR1** (TC5) route Middle East Gulf to Japan is down at USD 3,835/day. Amsterdam to Lome is softer at USD 1,494/day. The **MR** Atlantic Basket earnings is reduced this week at USD 1,446/day, with MR route from Cont. to USAC at USD -1,284/day, US Gulf to Cont. down at USD -4,683/day, US Gulf to Brazil down at USD 3,092/day, ARA to W.Africa at USD 130/day. Eco MR2 1 year T/C rate is at USD 14,600/day.

WET SECONDHAND PRICES								
Size	Oct/21	Oct/20	12m ch (%)	12m diff	Average Prices			
					2021	2020	2019	
VLCC 320k Resale	\$ 97.0	\$ 90.0	7.8%	\$ 7.0	\$ 93.8	\$ 95.5	\$ 96.1	
VLCC 320k 5y	\$ 70.0	\$ 65.0	7.7%	\$ 5.0	\$ 68.9	\$ 70.5	\$ 70.5	
VLCC 300k 10y	\$ 46.9	\$ 44.0	6.5%	\$ 2.9	\$ 47.4	\$ 47.9	\$ 47.7	
VLCC 300k 15y	\$ 33.4	\$ 30.0	11.2%	\$ 3.4	\$ 33.8	\$ 33.5	\$ 32.9	
Suezmax 160k Resale	\$ 66.5	\$ 60.0	10.8%	\$ 6.5	\$ 63.4	\$ 64.9	\$ 67.6	
Suezmax 160k 5y	\$ 48.0	\$ 44.0	9.0%	\$ 4.0	\$ 46.5	\$ 48.7	\$ 48.7	
Suezmax 150k 10y	\$ 32.0	\$ 30.0	6.7%	\$ 2.0	\$ 31.3	\$ 33.7	\$ 34.2	
Suezmax 150k 15y	\$ 22.1	\$ 22.0	0.5%	\$ 0.1	\$ 22.0	\$ 23.2	\$ 19.4	
Aframax 110k Resale	\$ 54.5	\$ 46.6	17.0%	\$ 7.9	\$ 51.3	\$ 51.0	\$ 52.0	
Aframax 110k 5y	\$ 40.0	\$ 33.8	18.3%	\$ 6.2	\$ 37.8	\$ 37.7	\$ 37.7	
Aframax 105k 10y	\$ 25.9	\$ 22.1	17.2%	\$ 3.8	\$ 24.4	\$ 26.0	\$ 24.8	
Aframax 105k 15y	\$ 15.8	\$ 14.4	9.7%	\$ 1.4	\$ 15.3	\$ 15.9	\$ 14.8	
MR2 52k Resale	\$ 38.0	\$ 36.0	5.6%	\$ 2.0	\$ 36.9	\$ 37.5	\$ 38.6	
MR2 51k 5y	\$ 27.8	\$ 26.0	6.7%	\$ 1.8	\$ 27.6	\$ 27.9	\$ 27.9	
MR2 47k 10y	\$ 17.7	\$ 17.0	4.1%	\$ 0.7	\$ 18.7	\$ 18.2	\$ 18.3	
MR2 45k 15y	\$ 11.1	\$ 11.0	0.9%	\$ 0.1	\$ 12.1	\$ 11.7	\$ 10.3	



BULK CARRIER SALES							
NAME	DWT	YEAR	COUNTRY	YARD	BUYERS	PRICE	NOTES/ COMMENTS
STELLA BELLA	250,380	2016	CHINA	QINGDAO BEIHAI	EASTERN PACIFIC SHIPPING	rgn \$60	TC ATTACHED TILL 2026, SS: 10/2026 - DD: 08/2024
STELLA IVY	262,000	2015	CHINA	QINGDAO BEIHAI	EASTERN PACIFIC SHIPPING	rgn \$58	TC ATTACHED TILL 2027, SS: 11/2025 - DD: 02/2023
BAOGANG GLORY	207,826	2008	JAPAN	UNIVERSAL	CHINESE	\$31.5	BBHP, SS: 11/2023 - DD: 11/2021
TRUE ENDURANCE	179,147	2012	S. KOREA	HHI	BEKS	rgn \$32.5/33	SS/DD: 04/2022
VORANA MANX	82,000	2021	CHINA	TSUNEISHI ZHOUSAN	GREEK	\$42.2	DELY DEC 2021, TIER III, EEDI PHASE 2
ZEPHYRUS	81,800	2019	CHINA	YZJ	CHELLARAM	\$36.5	BWTS & SCRUBBER FTD, SS: 03/2024 - DD: 03/2022
GOLDEN ENDURER	79,457	2011	CHINA	JINHAI	UNDISCLOSED	\$37.2	BWTS FTD, SS: 01/2026 - DD: 02/2024
GOLDEN OPPORTUNITY	75,825	2008	CHINA	JIANGSU RONGSHENG			BWTS FTD, SS/DD: 08/2023
BANASOL	72,562	2001	JAPAN	OSHIMA	CHINESE	rgn \$14	COMBINATION CARRIER, WILL BE DELIVERED TO BUYERS AS STANDARD PANAMAX. BWTS FTD. SS: 01/2026 - DD: 01/2024
MEDI OKINAWA	56,118	2011	JAPAN	mitsui	UNDISCLOSED	\$23.5	BWTS FTD, SS: 10/2025 - DD: 10/2023
MARINER	56,784	2009	CHINA	HANTONG	ASIAN	\$16.75	SS: 07/2024 - DD: 06/2022
TESORO	53,350	2007	CHINA	SHANGHAI SHIPYARD	JINHUI SHIPPING	\$15.75	SS/DD: 03/2022
SILVER EAGLE	50,337	2003	CHINA	JIANGNAN	CHINESE	\$13.5	SS: 12/2023 - DD: 11/2021
XING ZHI HAI	34,443	2015	JAPAN	NAMURA	UNDISCLOSED	rgn \$22	BWTS FTD, SS: 12/2205 - DD: 12/2023
ORIANA C	34,417	2012	S. KOREA	SPP	GREEK	high \$16	SS/DD: 02/2022
GAIL	29,966	2011	CHINA	NEW CENTURY	CHINESE	rgn \$13	SS/DD: 10/2021
MEL PRIDE	32,260	1999	JAPAN	KANDA	UNDISCLOSED	low-mid \$8	SS/DD: 01/2022
AMIRA MARIAM	24,159	1997	JAPAN	KANDA	UNDISCLOSED	\$6.9	SS/DD: 12/2022

TANKER SALES

NAME	DWT	YEAR	COUNTRY	YARD	BUYERS	PRICE	NOTES/ COMMENTS
SCF URAL	159,314	2002	S. KOREA	HHI	ARABIC	rgn \$16	SS/DD: 02/2022
JUSTICE VICTORIA	74,902	2010	JAPAN	MINAMINIPPON	GREEK	\$17.5	LR1, SS: 10/2025 - DD: 12/2203
IVY EXPRESS	51,442	2009	S. KOREA	STX	SPRING MARITIME	rgn \$15	BWTS FTD, SS/DD: 02/2024
CHEMBULK VIRGIN GORDA	34,614	2004	JAPAN	KITANIHON	VIETNAMESE	rgn \$9	StSt, SS: 12/2024 - DD: 01/2023
CHEMBULK BARCELONA	33,573	2004	JAPAN	SHIN KURUSHIMA	VIETNAMESE	rgn \$9	StSt, SS: 01/2024 - DD: 01/2022
CHEMBULK NEW ORLEANS	32,363	2004	JAPAN	SHIN KURUSHIMA	VIETNAMESE	rgn \$9	StSt, SS: 08/2023 - DD: 10/2021
OCEAN PITTA	9,551	2013	CHINA	NANJING TIANSHUN	SOUTH AMERICAN	rgn 4	AUCTION SALE, SS/DD: 03/2023

COMMODITIES AND CURRENCIES						
Energy	Price	+/-	Day	Weekly	Monthly	YTD
Crude Oil	79.59	1.29	1.65%	4.89%	16.80%	64.04%
Brent	82.5	0.63	0.77%	4.06%	15.47%	59.27%
Natural gas	5.606	-0.071	-1.25%	-0.23%	11.43%	120.80%
Gasoline	2.3685	0.0341	1.46%	5.27%	12.80%	67.97%
Heating oil	2.4737	0.0141	0.57%	3.82%	17.03%	66.69%
Ethanol	2.207	0	0.00%	0.00%	0.00%	54.01%
Naphtha	743.69	5.05	0.68%	4.09%	14.40%	71.87%
Propane	1.46	-0.01	-0.41%	-1.75%	21.77%	126.69%
Uranium	38.5	-1	-2.53%	-11.60%	-4.70%	25.41%
Methanol	3670	183	5.25%	0.00%	25.38%	51.90%
TTF Gas	96.58	-11.61	-10.73%	-1.22%	74.69%	405.07%
UK Gas	245.51	-27.94	-10.22%	-2.26%	75.79%	335.30%
Metals						
Gold	1,756.8	1.5	0.09%	-0.20%	-2.11%	-7.37%
Silver	22.654	0.075	0.33%	0.60%	-5.88%	-14.05%
Platinum	1,024.3	44.98	4.59%	5.38%	4.84%	-3.90%
Industrial						
Copper	4.284	0.033	0.78%	2.16%	0.01%	21.74%
Coal	235	3.1	1.34%	3.07%	32.39%	191.93%
Steel	5,910	75	1.29%	0.89%	12.94%	40.05%
Iron Ore	116	6	5.45%	5.45%	-10.42%	-26.81%
Aluminum	2,961.0	17.75	0.60%	3.16%	4.43%	49.49%
Iron Ore Fe62%	122.86	4.76	4.03%	6.13%	-8.19%	-21.16%
Currencies						
EUR/USD	1.15699	0.001	0.09%	-0.20%	-2.15%	-5.29%
GBP/USD	1.3611	-0.0003	-0.02%	0.50%	-1.64%	-0.46%
USD/JPY	54425.21	609.22	1.13%	14.13%	21.33%	87.72%
USD/CNY	112.22	0.56	0.50%	1.14%	2.22%	8.68%
USD/CHF	6.44561	-0.0063	-0.10%	0.19%	-0.08%	-0.87%
USD/SGD	8.9415	0.0718	0.81%	0.98%	6.06%	20.31%
USD/KRW	94.11	-0.107	-0.11%	0.08%	1.76%	4.64%
USD/INR	20.6968	0.0329	0.16%	1.29%	3.81%	4.00%

Bunker Prices	VLSFO	IFO380	MGO	Spread VLSFO-IFO380
Singapore	591.50	519.50	696.50	\$72.0
Rotterdam	578.00	478.00	693.50	\$100.0
Fujairah	598.50	512.00	741.50	\$86.5
Houston	595.00	452.00	739.00	\$143.0

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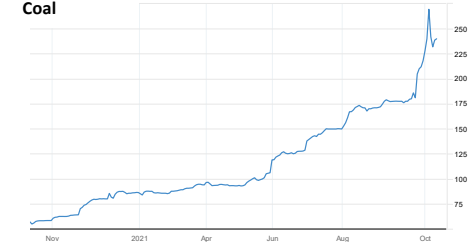
WTI Crude Oil



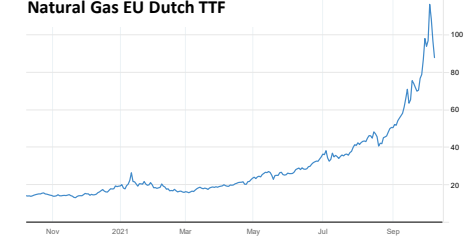
Iron Ore



Coal



Natural Gas EU Dutch TTF



- The 3 major US indices increased since last week, with the Nasdaq Composite Index closing at 14,579.54, the S&P 500 Index at 4,391.34 and the Dow Jones Industrial at 34,746.25.
- WTI crude oil price closed the week just below USD 80 a barrel, which is the highest price since November 2014.
- With rising prices of natural gas and coal, oil will benefit as a cheaper and preferred fuel for energy-intensive industries. There are varying estimates of the potential oil demand bump, JP Morgan expects a rise as high as 2mil b/d, with 750,000b/d by March to be more realistic, International Energy Agency (IEA) estimates 200,000 b/d & says the switch will be more rampant in Indonesia, Pakistan, Mid.East & Bangladesh, & Saudi Aramco says 500,000bpd.
- US Natural gas futures are trading around USD 5.5650/million British thermal units, with a decline of around 13% since the 7 year high we saw on 6th of October. This drop in price follows Russia's announcement to boost export supplies to Europe via Ukraine. Domestic storage of gas in the US remains below 5-year average levels.
- Coal, on 5th Oct peaked at record high price of USD 269.5metric ton, closing the week at USD 235metric ton after a sharp drop of 12.8%. However, coal price is up by 32% m-on-m & 191% y-on-y.
- India's wheat exports estimated to four-fold compared to last year & to reach highest level of the past 8 years.
- Sugar price has increased to a 4-1/2-year high at 20.4 USD/Lbs.
- USD dollar index high, at strong levels not seen since Sep 2020, with Euro trading at \$1.155 lowest since July 2020, amidst concerns over mounting inflationary pressure due to rising energy prices and prospects of policy tightening across the globe. ECB's President Lagarde tried easing-off the market's inflation fear by mentioning that ECB expects supply shortages or rising energy prices to be transitory.
- Japan crude steel output estimated to increase by 9.6% in Q4 2021, comparing with same period of 2020.
- Shanghai steel is trading around CNY 5,900/tonne close to its record high (CNY 6,198 a tonne) recorded in May 2021.

Members of:

