CAPESIZE

The market showed no sign of losing power previous week, with index routes moving to new highs. Concluded business was done at firmer rates and tonnage lists were rapidly shortening. Owners were in command and charterers appeared to have little leverage. This despite a long weekend and Golden Week holidays next week, so it will be interesting to see which way things break new week.

There was no slowdown in the market on the return after the long weekend, with rates and index values still moving up sharply. The Atlantic saw good levels of inquiry and the Pacific ore cargoes from West Australia figured prominently and were quick to fix, suggesting another rates hike might be imminent, dismissing any fears that Golden Week could bring a subduing effect. Miners were active picking up any relatively cheaper tonnage.

Tuesday in the Atlantic, CSE covered a May 15-20 loading from Seven Islands to Luoyu & Kaohsiung at $33.75 fio, basis 1.25% commissions and LDC their June 1-10 C3 cargo Tubarao to Qingdao at $29.95. Also Ore & Metals awarded their May 22-28 tender from Saldanha Bay to Qingdao at $21.79, basis 1.25% commissions.

In the Pacific, a 2009-buit 169,021 dwt vessel was linked with Richland basis May 7-8 delivery Dandong for a Nopac option West Coast Canada round trip at $44,000 daily. C5 business heard Olam fixed a May 20-25 loading at $14.45 fio. FMG was active covering at $14.00 two May 18-20 cargoes from Port Hedland to Qingdao.

Asia residual fuel market was expected to see mixed drivers in May, as an inflow of arbitrage cargoes will drop from the West, but the downstream bunker market is facing tough competition with China, where bunker prices have been lower than Singapore. Spot bunker prices in the Americas started the week on a firm note, supported by bullish global oil prices and renascent demand, but on the Gulf Coast, competition remained strong. Crude oil settled higher May 3, clawing back most of the previous session losses on the back of a weaker US dollar and robust US economic data. The daily increase in COVID-19 cases in India was worrying investors, which was one of the reasons why we saw some investors take profit, Fat Prophets' Lennox said. The volume of physical FOB Singapore fuel oil traded in the Platts Market on close assessment process in April declined 26.7% month on month to 590,000 mt, Platts data showed May 3, even as the volume of low sulfur fuel oil arbitrage from the West to Singapore was expected to decline. Platts Singapore MOC fuel oil swap trades inched up 0.3% on month in April. The total volume of fuel oil swaps traded during the Platts Market on close assessment process in Singapore inched up 0.3% month on month to 10.63 million barrels in April, S&amp P Global Platts data showed, with a fall in high sulfur fuel oil trades offsetting a rise in 0.5%S Marine Fuel. Brazil's crude oil exports advanced 2.5% year on year in March as soaring coronavirus infections dampened domestic demand, according to data published by the National Petroleum Agency. The Asian middle distillates market was set to enter the week of May 3-7 on a steady-to-weaker note. Crude oil futures on May 4 settled at the highest since mid-March as improved demand outlooks in Europe, the US and China overshadowed the downside impacts of regional pandemic lockdowns.

Mid-week despite a lack of concluded business being reported as fixture information was patchy, Capesizes continued to make great strides, with index routes showing gains across the board. Dry bulk freight futures soared as trading volumes hit 13-year high.

It would appear that the holidays in various countries in the Pacific finally caught up with the Capesizes Thursday. All index routes were sharply down however despite this downturn, the basic strength seen in recent weeks

Carriers Chartering Corp. S.A.
Kaplanon 7 & Massalias Street, 106 80 Athens, Greece | Telephone: +30-210 3668700
Email Address: capespmx@carriers.gr, handy@carriers.gr, snp@carriers.gr
www.carrierschartering.gr

remains unaffected and sentiment remained strong.

In the Atlantic Oldendorff covered their end-June/early-July C3 loading from Tubarao to Qingdao at $29.00 fio. It also emerged that earlier Louis Dreyfus covered a May 31-June 1 loading at $29.95. TransAtlatic business heard Erdemir awarded their Sudeste/Erdemir & Isdemir May 22-30 tender at $22.75 fio, basis 1.25% commissions. Thursday Vale appeared active on C3. The charterer covered a May 20-30 Tubarao to Qingdao loading at $29.25 and a second one on the same window at $29.00 fio, whilst Glencore fixed its newcastlemax June 1-7 loading from Pointe Noire to Qingdao at $32.00 fio. Ore & Metals awarded their Saldhanha Bay to Qingdao May 26-June 1 tender at $23.40 fio basis 1.25% total commissions.

From the Pacific, Simec covered their May 21-25 loading from Whyalla to Qingdao at $19.80 and Rio Tinto was rumoured to have fixed at high $15's one of their standard Dampier cargoes. It also emerged that Olam fixed its May 20-25 loading at $14.45. On Thursday FMG covered a May 21-23 loading from Port Hedland at $15.00 and Rio Tinto a May 22-24 from Dampier to Qingdao at $14.60. Elsewhere Olam fixed tonnage for its June 5-14 cargo from Huasco to Qingdao at $30.50 plt.

On the oil front Crude futures settled mixed May 5 as an unexpected US gasoline build added headwinds to an overnight rally. Singapore Marine Fuel 0.5%S front-month June-July time spread flipped to a contango of 25 cents/mt on May 5, for the first time since March 31 when it was assessed at minus 20 cents/mt, Platts data showed. The UAE's Port of Fujairah stands to lose out on crude oil and refined product exports and bunker sales if the spiraling COVID-19 crisis in India translates into slowing economic growth for Asia's third-largest economy. Crude oil futures finished a second session lower May 6 as demand uncertainty and rising supply outlooks prompted profit-taking.

Approaching end of the week the market was quiet. EZDK awarded its May 22-31 tender from Ponta do Ubu to El Dekheila at $19.25.

After some time the Baltic Cape Index experienced losses this shortened week. BCI dipped 398 to 5006 and BCI 5TC average lost $3,303 standing this Friday at $41,524 daily, however the general feeling is that this is a temporary breather for the market after its recent rally, as the fundamentals have not changed.

PANAMAX

Panamax trading was steady on previous week's closing, with rates firming in both basins and all index routes moving up, before the Greek Orthodox Easter long weekend and preparations underway for the Golden Week holidays.

Trading was slow off the mark Tuesday, although sentiment remained positive and rates were holding around last dones.

Visibility in the Atlantic was thin with a wide bid/offer gap but short tonnage lists in the basin should lift rates once inquiry from the US Gulf and EC South America hits the market. Holidays in China and Japan kept a lid on trading, but rates firmed for Indonesian and NoPac rounds. The good close of FFA values last week sustained interest in period fixing.

In the Atlantic, with an extended weekend for some, and continuing holidays for others resulted to a rather muted Tuesday. The North remained firm and steady albeit with limited bids/offers seen. Ex EC South America there continued to be a distinction between end May and June dates but with both seeing improved bids. Sentiment remained robust on the back of Cape gains, and we are heading into the week.

Phaethon booked a 2006-built 76,629 dwt panamax May 6 delivery Safi for a trip via the US East Coast redelivery China at $35,000 daily.

Asia was busy despite China was still off and much of Europe had just returned from holiday. Grain ex NoPac was seeing some decent bids, generally above index. Equally, regardless repositional or not, mineral trips seemed to be

Carriers Chartering Corp. S.A.
Kaplanon 7 & Massalias Street, 106 80 Athens, Greece | Telephone: +30-210 3668700
Email Address: capespmx@carriers.gr, handy@carriers.gr, snp@carriers.gr
www.carrierschartering.gr

paying in line with NoPac. Indonesian coal, after a busy few weeks, started positively and saw the most amount of trading activity in particular into India, with numbers being exchanged at least at last done levels, and more for very prompt cargoes. It emerged that a 2003-built 75,834 dwt panamax fixed an unnamed charterer May 9-13 delivery Singapore for a trip via Indonesia redelivery South China at $33,000 daily, whilst a 2010-built 87,334 dwt kamsarmax also went to undisclosed charterers May 10-15 delivery Manila to Taiwan at $30,000 daily. In addition Oldendorff booked a 2016-built 81,866 dwt kamsarmax 3 May delivery Sual to the Philippines at $29,000 daily. Ex NoPac COFCO was linked with a 2020-built 82,057 dwt vessel spot delivery Caofeidian for a NoPac round at $27,000 daily, whilst earlier Caravel fixed a 2012-built 81,641 dwt kamsarmax May 5 delivery Qingdao at $26,000 daily and Chinese charterers a 2011-built 81,123 dwt vessel May 5 delivery CJK at $24,000 daily. Elsewhere Libra booked on subjects a 2017-built 81,704 dwt kamsarmax May 8-10 delivery Gunsan for a trip via EC Australia redelivery India at $30,000 daily and ADMI a 2005-built 76,598 dwt panamax April 24-25 delivery Singapore for an EC South America round at $24,000 daily. Coal tenders to India featured again on the voyage scene. SAIL awarded their May 10-19 tender from Gladstone to Visakhapatnam at $30.85 fio and from Hay Point, same loading window, at $32.95.

FFA's positive start off the back of the Cape surge, ignited healthy period interest once again, with firmer levels seen across the board. It emerged that Panocean recently fixed a 2014-built 81,565 dwt kamsarmax April 21 delivery Singapore for 12 months trading at $22,000 daily, whilst unnamed charterers secured a 82,400 dwt new-building ex Yard JMU Maizuru 26 May for 14-18 months at 120% index linked to BPI82.

Mid-week, although the recent flurry of holidays across both basins might have been expected to dampen enthusiasm, this was not the case. Wednesday's trading remained active across most routes.

Fresh inquiry from the US Gulf and Continent/Med regions held steady.

Although little emerged for transAtlantic trades, the routes were firming. With Golden Week holidays in Japan, China and South Korea this week, traders surprised us by continuing to grab up tonnage at stronger levels. Indonesian coal cargoes still surged and Panamax index routes maintained a strong improvement. Sentiment remained largely positive on Thursday with the majority of the concluded business focused in the East. Atlantic trading remained quiet from EC South America and the US Gulf, though there was some business reported done in the Baltic. Most of the index routes showed a positive return although papers values made a sharp downturn and the knock-on effect saw a number of vessels fixed and failed. Period business that was mainly done prior to the FFA correction. In the Atlantic, with an early push on FFA levels and firmer rates seen in the Pacific for SE Asia tonnage, rates climbed upwards quickly for June loaders. Several vessels were picked off in early trade and the list of rated tonnage offering for June arrivals remained thin. In the North, transAtlantic continued to make gains particularly for the shorter round voyages, although reported fixtures for the longer rounds were fairly limited. With owners still optimistic, the bid/offer gap for frontHaul remained fairly wide but sentiment was still firm. Cargill fixed a 2018-built 82,083 dwt kamsarmax May 7-8 delivery Gibraltar for a trip via NC South America redelivery in the east at $36,500 daily. The charterer also booked a 2012-built 81,283 dwt vessel May 4-6 delivery Dunkirk for a trip via NC South America back to Skaw-Gibraltar range at $18,500 daily. Voyage business heard SAIL awarded their 10-19 May coal tender from Gladstone to Visakhapatmam at $35.45 fio. Thursday following Wednesday's spur of fixing and paper sell off, activity had been limited. All areas remained fundamentally firm, and the FFA drop has just slowed the rapid increase in both transAtlantic and frontHaul and given the index a chance to catch up with the true market. Where possible, grain houses attempted to reshuffle and take end May loaders in EC South America which were comparatively cheaper than the June position. The bulk of owners and operators continued to be bullish.

Cape splits in the North Atlantic added fuel to the fire with quicker transAtlantic routes seeing the largest gains, but with very few ships open in the next week, activity has slowed and rates have stabilised at these higher levels. Oldendorff was very active having booked a 2017-built 82,170 dwt kamsarmax May 13-17 delivery Poland for a trip via the Baltic redelivery Morocco at $30,000 daily. The charterer also fixed a 2017-built 81,193 dwt vessel May 12-14 delivery Gdynia for a trip via the Baltic redelivery Skaw-Gibraltar at $26,250 daily. SwissMarine fixed a 2010-built 75,566 dwt panama prompt delivery Stade for a trip via Ust Luga redelivery Safi at $22,000 daily.

Pacific experienced more fixing volume Wednesday with solid gains in all areas. Activity was rife, with charterers picking off LMEs where possible for NoPac or paying a premium for well positioned larger units. The South also saw its positive momentum continue, with owners offering into the $30s, leaving charterers with no option but to increase their bids. Period interest was the dominant factor with sentiment echoing down from the Cape market. This was driven by the FFA's, and despite a smaller cargo profile than recent weeks, tonnage remained tight. Outlook continued to be optimistic, with the remainder of those on holiday returning and the potential for rising demand. EC South America grain business linked Cargill with a 2017-built 81,960 dwt kamsarmax April 30 delivery retro-sailing Ennore for a round trip redelivery Singapore/Japan at $26,900 daily. On the same run unnamed charterers fixed a 2015-built 81,084 dwt vessel May 8 delivery Songxia at $28,500 daily and a 2012-built 81,649 dwt kamsarmax May 7-8 delivery Lumut at $26,500 daily. Australia business heard a 2015-built 81,917 dwt kamsarmax taken May 5-7 delivery Inchon for a trip via EC Australia to India at $29,000 daily, whilst earlier MOL booked on the same route a 2014-built 82,624 dwt vessel May 6-8 Kakogawa at $28,500 daily. NoPac business reported Oldendorff fixed a 2012-built 81,852 dwt kamsarmax May 5-7 delivery Tianjin for a NoPac round at $25,000 daily. The charterer secured an Australia option.

Raffles booked a 2005-built 76,812 dwt panamax May 13-14 delivery Xingang for a NoPac round at $25,750 daily. Elsewhere it emerged that Refined Success fixed a 2005-built 76,596 dwt panamax May 5-8 delivery Nansha for a trip via Indonesia redelivery South China at $30,000 daily. Thursday the market felt well supported in early trading, with rates being concluded higher than last done across the basin and fresh orders being introduced by charterers returning from holiday. However, a sell off on FFA dampened spirits, resulting in a few period vessels failing and some owners deciding to secure their best bid, albeit at significant levels still. Despite the drop on paper, Pacific fundamentals appeared to be unchanged, with tonnage tight and period interest still relatively strong. Moreover, there is still expectancy that we will see a further influx of demand going into next week. Out of Indonesia, a 2009-built 75,843 dwt panama Singapore 11-12 May was fixed for a trip via Indonesia redelivery South China at $36,000 daily and for the same trip came reports of a 2011-built 92,841 dwt post panamax Pagbilao 16-22 May fixed however details remained private. In addition a 2006-built 82,790 dwt kamsarmax Kohsichang 10-11 May was placed on subjects for an Indonesian round at $32,500 daily whilst Klaveness fixed tonnage for their trip via East Kalimantan redelivery South China 12-17 May but details remained sketchy. NoPac business heard Raffles failed a 2008-built 75,886 dwt panamax open Kushiro for a NoPac round at $29,900 daily, whereas Cofco Agri fixed a 2012-built 82,250 dwt kamsarmax May 15 delivery Hachinoe on at $31,000 daily. Elsewhere ASL fixed a 2010-built 95,650 dwt scrubber-fitted post panamax May 14-20 delivery passing Muscat for a trip redelivery Singapore-Japan at $35,100 daily. The scrubber benefit will be to the owner's account.

Period business heard a 2013-built 81,963 dwt kamsarmax fixed to undisclosed charterers May 4 delivery Port Kelang for3-5 months trading at $29,000 daily. Klaveness fixed on subjects a 2005-built 76,498 dwt panamax May 10-16 delivery Huangpu for 5-7 months trading at $23,500 daily. Longer period deals included Portline taking in for 5 years an 81,000 dwt new-building Sasebo 1-30 August at $15,000 daily, while a 2015-built 81,788 dwt scrubber-fitted kamsarmax fixed with an undisclosed charterer June 10-17 delivery Nansha for 2 years trading at $22,000 daily. Cofco Agri agreed $21,000 daily with a 2010-built 80,306 dwt vessel May 11-12 delivery CJK for 12-14 months trading and a 2012-built 76,536 dwt panamax went to Viterra June 1-10 delivery South China for 12-14 months at $20,000 daily, whilst Panocean fixed but failed on c/p details a 2019-built 81,788 dwt kamsarmax CJK 20 May for 11-13 months at $25,000 daily.

Approaching the weekend the market was recovering its breath.

Friday's trading as anticipated, was slower.

In the Atlantic Norden booked a 2013-built 74,200 dwt panamax Imjuiden 6 May for a short coal trip via Murmansk redelivery Gibraltar/Skaw range at $26,500 daily, amongst rumours that Bunge possibly fixed a 2016-built 84,858 dwt kamsarmax in excess of $25,000 daily delivery Gibraltar May 11-12 for a transAtlantic round redelivery Skaw-Gibraltar range.

In Asia, EC South America remained in full action. A 2020-built 81,200 dwt scrubber fitted vessel went to unnamed charterers retro-Singapore May 6 for an EC South America round at an impressive $30,000 daily but with the scrubber benefit to the charterers' account, whilst Cofco booked a 2020-built 82,000 dwt kamsarmax retro-Singapore 4 May at $28,000 daily. In addition Comerge fixed also at $28,000 a 2010-built 82,447 dwt vessel retro-passing Muscat 1 May with the routing to EC South America east of Magadascar. NoPac rounds heard that Cofco fixed a 2014-built 76,067 dwt panamax open Qingdao 10-15 June!! But full details remained unavailable.

A good week 18 for the sector ended with most owners confident about the market going forward.

SUPRAMAX – HANDYMAX - HANDYSIZE

EAST COAST SOUTH AMERICA / WEST AFRICA

Slow start for the supramax/ultramax sector with very little fresh fixtures heard and overall the week followed the same sentiment.

The Mv Triton Sawn (61,457 2012) fixed at $19.000 for a trip basis delivery Nouakchott to East Coast Mexico. Contrastingly once again the Handy size was louder.

Large Handy rumored fixed on subs at $22.000 basis delivery dlosp south Brazil for a trip via Plate to Morocco.

Lauritzen fixed Mv Interlink Mobility (38,767 2015) at $23.000 delivery Vila Do Conde on a trip to USEC.

The Mv Eldoris (36,045 2011) fixed with Al Ghurair for a trip basis delivery WWR River Plate to Tunisia at $17,000.

Bunge fixed mv Handy Perth (35,177 2013) basis delivery Dlosp Dakar for a trip via Bara Dos Coqueiros to Black Sea at $16.000.

MEDITERRANEAN/ CONTINENT / BLACK SEA

After the long weekend of orthodox Easter and with many in the East still on holiday it was a week with limited fresh activity in Med/Cont area.
Both owners and charterers were mostly in collecting mode before any clear direction becomes apparent.

Marker indices although moved up with most of routes making gains.

Positive sentiment returned to the Atlantic in general, with a feeling that we may see more improvements next week after a period of flatness.
Large Handies could gain $15,000 basis Canakkale for the usual Intermed run with grains whilst trips to Cont were paying int the mid 13's.

As far backhaul trips to ECSA or USG were close to 16/17 k always subject vessels specs and duration.
A super nice 37,000-dwt fixed at 17K aps Iskenderun to Caribs whilst a 46,000-dwt Handymax fixed $15,000 basis delivery Cape Passero for 1 tct via black sea to Israel.
There was limited action in Supramax/Ultramax sector from the black sea.
For Supramaxes the usual grain Intermed run was around $20,000 passing Canakkale.
As far as the fronthaul trips a 52,000-dwt open Constanta was linked to a trip to the far east at $26,000.

Carriers Chartering Corp. S.A.
Kaplanon 7 & Massalias Street, 106 80 Athens, Greece | Telephone: +30-210 3668700
Email Address: capespmx@carriers.gr, handy@carriers.gr, snp@carriers.gr
www.carrierschartering.gr

Continent had little to show this week regarding fixtures and activity.

Large Handies could gain basis Arag high $17,000 for the usual scrap to Emed and backhauls to ECSA around $15,000 levels.
A 31,000-dwt open in Rotterdam was rumoured to have fixed a trip to the US Gulf at $15,500.

Details of concluded business for the Supramax /Ultramax sizes were slow to emerge, but sources indicated the market was holding steady.
A 53,000-k dwt open Bilbao roumored that has been fixed for 5/7mos at around $22,500 redelivery Atlantic.

FAR EAST/ INDIA

(**Below info on the basis of an average 58k dwt vessel - basis our views/feeling/information on the market)

Market's sentiment remained robust this week – with the most interesting fact worth to be mentioned being that ships in Far East have still been enjoying rates almost equally strong to the ones ex India or Pakistan. An eco 58K could aspire towards $27,000/28,000 levels basis Philippines for a coal shipment to West Coast India or closer to $30,000/31,000 levels if for China direction. Pacific rounds have been paying $27,500/29,000 basis CJK delivery on a nice 58, subject to the cargo/duration and actual destination of course. Ships could secure around $29,000/30,000 levels basis Pakistan delivery for aggregates via PG to Bangladesh. Levels have been fluctuating around $17,000 plus $700,000 Afsps Richards bay for coal to Pakistan or closer to $18,000 plus $800,000 passing Durban if for Far East direction. On the period font, levels have been fluctuating around $25,000/26,000 basis Far East for 4/6 months period on an eco 58 and similar have been the levels basis Pakistan delivery (if not slightly lower!) – Subject to actual vessel's design and flexibility offered.

FFA

After long holidays Tuesday was really strong and was pushing on higher levels for both Cape and Panamax, on Wednesday though the day started firm later on a lot of sellers appeared and levels drifted. Thursday Cape was sold off till the closing where levels stabilized and Panamax was rather volatile. End of the week both sizes were active with good volume.

Carriers Chartering Corp. S.A.
Kaplanon 7 & Massalias Street, 106 80 Athens, Greece | Telephone: +30-210 3668700
Email Address: capespmx@carriers.gr, handy@carriers.gr, snp@carriers.gr
www.carrierschartering.gr