



CAPE SIZE

The market did not manage to find supporting levels previous week. Lacklustre activity combined with longer tonnage lists and general lack of cargoes resulted to a steady slide in rates.

A slow Monday had Charterers and Owners wide apart on rates resulting to minimal fixing activity. Australia was off on public holiday, a good reason for quieter market with most content to sit back looking to the week ahead. Activity improved Tuesday with various trades heard across numerous routes except C5 that remained relatively muted.

In the Atlantic Trafigura covered a C3 20-30 June stem from Tubarao to Qingdao at \$20.00 with a Sudeste option at \$20.80.

It also emerged that last week Pacbulk covered a June 18-22 loading from San Nicolas to Qingdao at \$25.15. Tuesday, Vale fixed a vessel for June 20-30 loading from Tubarao to Qingdao at \$20.10 whilst Swissmarine covered their spot cargo on the same route at the same rate. Also TKSE covered a Newcastlemax June 28-July 7 loading from Saldanha to Rotterdam at \$7.70 and Kepco awarded their June 21-30 coal tender from Richards Bay to Taean at \$15.45.

In the Pacific, Panocean fixed a 2020-built 182,514 dwt caper basis prompt delivery Tianjin for a Pacific round redelivery South Korea at \$29,500 daily. Tuesday, Kepco awarded their 17-22 June coal tender from Dalrymple Bay to Younghueng at \$11.95 fio.

On the oil front crude and refined product futures settled lower Monday as the market looked for fresh drivers amid mixed global demand outlooks, despite bullish sentiment. The drop in crude futures was less a reflection of softening market fundamentals, more a consequence of the multi-year highs seen in Brent crude at the end of last week, according to analysts.

Midweek the market saw a small turn around. Several fixtures were heard and possibly a floor was found as confidence was pushing rates higher. Still a couple of backhaul fixtures such as Saldanha Bay and Tubarao to Rotterdam were both fixed at negative timecharter equivalent levels on prompter dates. Ballasters on earlier positions for Brazil, some idle off South Africa, were still giving Charterers the luxury of easy fixing their prompt cargoes. At the same time later dates for July loading were being seen to rise on better prospects. Further north several stronger fronthaul fixtures brought some optimism in the Atlantic. The push pull of these earlier and latter positions could take the market in either direction. Thursday the market surged with paper led gains across all routes.

In the Atlantic Vale covered a June 15-24 loading from Tubarao to Rotterdam at \$7.80 and TKSE a June 28-July 7 loading from Saldanha Bay to Rotterdam at \$7.70. On fronthaul LKAB was rumoured to have fixed their Narvik to China June 23-July 03 cargo at \$20.80. Thursday bids on C3 for mid-July continued to strengthen. Rumours of a \$23.50 fixture for a C3 on 20-30 June dates was heard but further details did not emerge. Vale was rumoured securing something in the low 20's but again no further details came to light and Trafigura was heard fixing their 20-30 June loading at \$25.00 however the trade was eventually denied. Elsewhere Rio Tinto covered a June 29-July 5 loading from Seven Islands to Oita routed via the Cape of Good Hope at \$29.00 and LKAB their June 23 loading from Narvik to Zhanjiang and Jingtang at \$27.80 fio, basis a 1.25% commission.

In Asia, on C5 FMG was heard to have covered a Port Hedland to Qingdao on 23-25 June loading at \$9.55 and Rio Tinto with a Dampier cargo at \$9.50 but further details were not heard. It also emerged that on Monday BHP has covered a June 21-26 cargo at \$9.55 and Rio Tinto a June 22-24 loading from Dampier at

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\$9.15. Also Kepco awarded their June 23-27 coal tender from Gladstone to Kwangyang at \$12.00 and Swissmarine was rumored to have fixed their coal cargo from Roberts Bank to Hamburg (via Panama) at \$20.95. Pacific was a quiet affair on Thursday with minimal fixtures heard but the region was definitely affected by the general positive sentiment. BHP was heard to have taken tonnage for a Port Hedland to Qingdao on 25-27 June loading window at \$10.45, with Rio Tino rumored to have fixed at \$10.70 but further details were not available.

The market held strong in the approach to the weekend despite limited activity. The sentiment in the market remained positive with all routes being talked higher. The Baltic Cape Index changed course this week.

BCI climbed 879 to 3346 and BCI 5TC average gained \$7,294 standing on Friday at \$27,752 daily.

Week 24 looks very promising ..

PANAMAX

Atlantic finished previous week on a positive note. Despite limited mineral demand, tonnage in the North Atlantic remained tight thanks to a healthy supply of grain cargoes ex NC South America. Consequently we saw good gains on both Trans-Atlantic and frontHaul trips. Further South, EC South America remained well supported, with rates ticking up slowly throughout.

Pacific was relatively uneventful. Market conditions remained pretty flat as the week progressed, with some nearby pressure on prompt ships being the exception early on. NoPac grain was a big disappointment, but reasonably healthy Australian coal and a strong Indonesia enquiry prevented any decline in rates, despite a long tonnage profile. With the Atlantic looking more promising, some positivity was expected for the new week within the Pacific as well.

A quiet commencement of this week with EC South America more active than normal for a Monday and the Pacific lacking direction. Cargoes were being circulated but tonnage was building up in both basins.

A steady start in the Atlantic with a typically modest amount of activity for a Monday, but general positive sentiment emanating across the basin. Levels were increasing in the North with longer grain Trans-Atlantic being bid up and a lengthening cargo book for frontHauls lengthening, particularly ex US Gulf. EC South America was slow but seemingly flat at worst with few bids to discuss but support still there for end June as well as July. A typical Monday

and a build up of tonnage in the North with little enquiry to offer support although some felt EC South America could come under pressure. On Tuesday charterers were scrambling for tonnage in the North, and gains were seen across the board. The North saw both Trans-Atlantic and FrontHaul pushing on the back of a tightening tonnage list, and continued grain demand ex Brazil particularly for Trans-Atlantic with fixing levels approaching the \$27,000 mark for kamsarmaxes. As a result the mineral Trans-Atlantics had to pay up too. Furthermore, with EC South America still looking positive on the end June and early July dates, many owners in the North Atlantic were digging their heels in and either not offering or offering well above last done. As a result charterers eventually had to pay up. Sentiment had been further bolstered by improvements in FFA values, especially on the front months. Seatrans fixed a 2015-built 82,293 dwt kamsarmax spot delivery Ghent for a trip via the US Gulf to China at \$39,000 daily. Oldendorff took a 2016-built 81,200 dwt vessel June 12-18 delivery Algeciras for a trip via Kamsar redelivery Skaw-Gibraltar at \$26,500 daily and Norden a 2012-built 75,124 dwt panamax prompt delivery Auginish for a trip via Murmansk & Plomin redelivery Gibraltar at \$24,000 daily. In the North a scrubber fitted 2013-built 81,994 dwt kamsarmax Gibraltar 11 June was rumored fixed to Aquavita for a trip via Baltic redelivery at China with some putting the rate up to \$41,000 daily but confirmation was lacking. Viterra fixed and failed on subjects a 2010-built 81,466 dwt scrubber fitted vessel

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Tilbury 14-15 June for a trip via the NC South America redelivery in the Far east at \$38,000 daily.

In the Pacific, there are wide spreads between owners and charterers with a possible build up of tonnage that could bring a softening in rates throughout the week, but with a holiday in Australia Monday there had been limited fixing reported. Fresh injection of demand Tuesday was minimal. Our previously reliable Indonesian cargo count was a bit underwhelming compared with last week, and enquiry ex Nopac and EC Australia was significantly down. This change was accentuated by both prompt vessels left over from last week and fresh tonnage coming into the market. North was somewhat oversupplied and the South a little more balanced, with EC South America providing the option to ballast. A few charterers had been placing opportunistic bids, which did not manage to raise much interest from owners. The Pacific market was clearly dependent on the Atlantic, namely EC South America to bolster activity and sentiment and stop any potential negative impact. A 2013-built 82,620 dwt kamsarmax that sailed Kunsan 5 June was rumored fixed for a trip via EC Australia redelivery India at around \$29,000 daily and a 2011-built 82,012 dwt vessel went to unknown charterers June 9-12 delivery Nantong for the same business at \$28,000 daily. Further South, Honour Ocean agreed \$26,000 daily with a 2012-built 81,336 dwt kamsarmax spot delivery Kaohsiung for a trip via Indonesia redelivery South China, and Fuyuan \$23850 daily with a 2001-built 73,931 dwt panamax June 10-15 delivery for a trip via Bahodopi redelivery Fangcheng. Also a 2004-built 76,267 dwt panamax Shantou 9 June was heard fixed for a trip via Indonesia redelivery South China at \$24,500 daily.

Finally Louis Dreyfus booked a 2007-built 75,949 dwt panamax Haldia 6-11 June for a trip via EC South America redelivery Singapore-Japan at \$28,000 daily.

An eventful mid-week saw all indices improving with the Atlantic market advancing further on its recent positive push. Talk of charterers clambering for tonnage on the nearby position for both mineral and grain demand led to further gains being made, with further anticipated rises to follow. EC South America also appeared well supported with a clutch of fixtures for July arrival comfortably

breaking through the \$30,000 mark and beyond. Asia appeared to perk up too, possibly on the back of EC South America with rates in the South picking up a tick whilst elsewhere it appeared relatively flat. The market advanced a further Thursday as all routes were seemingly absorbed into the current firm trend with no sign of the market abating. Aided by a fervent FFA market first thing, the Atlantic continued to push with both the South and North America's providing the focus still and improved offers getting hit more frequently now, the few that stood still that is. Asia not to be outdone saw vastly improved numbers too from NoPac as well as Indonesia. A bunch of Australia to India coal enquiries coupled with a more influential demand from the Americas only further enhanced rates.

In the Atlantic we had already seen a sharp upward movement in rates in the North for both Trans-Atlantics and frontHauls early this week against a tight tonnage book, but levels gained further momentum with a jump in FFAs adding to the positive sentiment. We were left with a generally wide gap on the bid/offer. In the South, EC South America followed suit aided by the paper push with flurry of early morning activity and some offers were being quickly hit. Slower in the afternoon after some owners increased their ideas during the course of the day.

The outlook remained firm. Itiro fixed & failed a 2018-built 81,874 dwt kamsarmax June 13-15 delivery Damietta for a 35 days trip via the Black Sea & Dhamra redelivery Tuticorin at \$52,000 daily. Cargill booked a 2012 -built 82,043 dwt vessel June 14-20 delivery EC South America for a trip redelivery Skaw-Gibraltar at \$34,000 daily. Nordic agreed \$27,500 daily with a 2007-built 82,514 dwt kamsarmax June 14-18 delivery Hamburg for a short trip via Murmansk redelivery on the Continent. Swissmarine took a 2020-built 82,039 dwt Bunge-relet vessel June 13-18 delivery Amsterdam for a trip via Baltic to Morocco at \$27,000 daily and Bunge was linked with a 2018-built 82,052 dwt kamsarmax spot delivery Safi for a round trip via NC South America and with a 1998-built matured lady but redelivery Skaw-full Mediterranean at \$21,000 daily plus a ballast bonus of \$400,000.

Voyage business in the Atlantic heard TS Global covered their June 29-July 3 coal loading from

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Hampton Roads & Baltimore to Ijmuiden at \$17.60 fio.

Thursday the market quickly gathered momentum in almost all areas from the start, with EC South America as expected, taking hold of most of the action.

Charterers ex EC South America did not hang around in taking cover with a healthy amount of tonnage being fixed for July loading at substantially higher levels. With better numbers being fixed from almost all loading areas in the Atlantic this was giving added credibility to the surge in paper values. As the week drew to a close confidence of further gains, albeit a little quieter Thursday after the volumes fixed this week. Amarante booked a 2012-built 81,547 dwt vessel June 17-18 delivery Stade for a trip via the US East Coast redelivery India at \$44,750 daily.

The tonnage profile in the Pacific remained unchanged, with the North oversupplied and the South more balanced, if not edging towards the tighter side. NoPac saw a noteworthy increase in stems come onto market, while EC Australia minerals were still relatively weaker. The basin experienced healthy fixing volume on Wednesday, with levels edging up compared with last done. The increase in rates was mostly due to the firming Atlantic and EC South America market, boosting owners' sentiment and encouraging them to raise their offers. The gains on paper are also providing a healthy floor and attracting a lot of owners to commit to period. Bunge agreed \$30,000 daily with a 2010-built 82,226 dwt kamsarmax June 13-18 Singapore for an EC South America round whilst a 2001-built 74,540 dwt panamax went to an unnamed charterer June 7 delivery retro Singapore at \$25,000 daily. On the EC Australia/India run unnamed charterers fixed a 2013-built 82,620 dwt vessel prompt delivery CJK at \$28,750 daily and 2017-built 81,791 dwt kamsarmax spot delivery Yingkou at \$28,500 daily. A 2013-built 81,711 dwt vessel went to Oldendorff for June 10-11 delivery Wakayama for a NoPac round at \$28,000 daily. NYK took a 2020-built 81,566 dwt kamsarmax or June 10-12 delivery Tianjin for a trip via North China redelivery Japan at \$27,500 daily. Indonesia business included a 2011-built 93,258 dwt post panamax fixed with an unnamed charterer June 10-15 delivery Phu My for a trip via Indonesia redelivery South China at \$26,500 daily whilst Bulk Marine was linked with a 2009-built 75,539 dwt panamax June 11-14 delivery

Machong for a to India at \$26,000 daily. Elsewhere a 2004-built 75,583 dwt panamax fixed with an undisclosed charterer June 10-15 delivery Nagoya for a trip via Abbot Point redelivery South Korea at \$25,000 daily. Thursday was an active day of fixing. Tonnage in the South is tight, with EC South America picking off vessels out of South China and SE Asia, forcing Indonesia round voyage cargoes to pay up or take vessels on period. That being said, the oversupply of vessels in the North persists, however a few fresh stems ex EC Australia and NoPac, combined with better US Gulf interest, have aided the situation. Owners remained in the driving seat, and their confidence has been boosted by another day of strong gains in both FFA and the Atlantic market. From EC South America Comerge was linked with a 2015-built 81,014 dwt vessel end-June/early-July Fujairah for a trip via EC South America redelivery Singapore/Japan range at \$34,000 daily. On the same route, Olam took a 2018-built 81,781 dwt kamsarmax May 29 retro-Singapore, whereas ADMI agreed he same rate for a 2012-built 81,877 dwt ship June 14-15 delivery passing Sunda Strait.

Cargill also booked a 2009-built 81,373 dwt kamsarmax Ennore June 19-24 at 31,500 daily and an unnamed charterer fixed a 2009-built 75,196 dwt panamax \$27,250 daily plus a ballast bonus of \$750,000 June 16-17 delivery passing the Cape of Good Hope. Additionally Cofco Agri took a 2011-built 74,940 dwt mid-June delivery Singapore redelivery Southeast Asia at \$27,000 daily, basis 2.50% commissions. A 2012-built 82,099 dwt kamsarmax went to an undisclosed charterer June 10 delivery retro-Mormugao at \$31,000 daily. Elsewhere a 2019-built 81,800 dwt kamsarmax with June 8 delivery passing Muscat for a trip via the Black Sea for redelivery Iran at \$35,000 daily. Cofco Agri took a 2019-built 81,795 dwt vessel at \$32,000 daily June 18-20 delivery Kinura on a trip via the US Gulf redelivery Singapore-Japan. Oldendorff fixed a 2007-built 92,710 dwt scrubber fitted post panamax June 12-15 delivery South Korea for a NoPac round at \$30,500 daily. The scrubber benefit was to the charterer's account. Panocean was linked with a 2011-built 87,477 dwt kamsarmax June 12-15 delivery Nagasaki for a trip via EC Australia to Taiwan at \$30,000 daily.

A push on FFA's clearly added some momentum to the physical market with a raft of

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period deals heard too. Cargill was heard fixing a scrubber fitted 81,800 dwt new-building delivery ex yard Nantong end June/early July for 11-13 months period at \$27,000 daily with scrubber benefit to charterers. A 2011-built 81,586 dwt kamsarmax went to unreported charterers June 4 delivery Tanjung Bin for 7-9 months trading at \$26,000 daily. Also a 2004-built 77,834 dwt panamax went to an unnamed charterer June 15-17 delivery Haldia for a minimum of 8 months trading at \$25,000 daily. Thursday the period market remained well-supported on the back of a strong FFA push. Bunge fixed a 2009-built 83,611 dwt kamsarmax delivery Liverpool 29 June for 28/32 months period at \$18,750 plus \$1,250,000 ballast bonus but this had yet to be verified.

The surge continued on the approach of the week-end.

In the Atlantic Cofco fixed a 2011-built 92,932 dwt post panamax delivery EC South America 29 June for a trip to Singapore/Japan at \$24,000 daily plus \$1,500,000 ballast bonus and Cargill booked a 2018-built 81,874 dwt kamsarmax delivery Gibraltar 20-25 June for a

NC option EC South America round redelivery Skaw-Gibraltar at \$32,000 daily.

In Asia, for EC South America business Reachy booked a 2004-built 76466 dwt panamax retro Singapore 7 June redelivery Singapore/Japan at \$26,250 daily, Olam took a 2012-built 81,782 dwt kamsarmax retro Singapore at \$32,250 daily, Cargill a 2008-built 81,373 dwt vessel at \$32,000 daily and LDC a 2013-built 80,554 dwt kamsarmax Jaigarah 9 June at \$30,650 daily. Elsewhere Oldendorff fixed a 2007-built 92,710 scrubber fitted post panamax South Korea 12-15 June for a WC Australia round at \$30,500 daily.

The scrubber benefit was to the charterer's account. Bunge booked for a NoPac round a 2017-built 81,276 dwt kamsarmax Okha 10-11 June at \$32,500 daily, unnamed charterers fixed a 2015-built 84867 dwt scrubber fitted vessel Koksichang 16 June for a trip via Indonesia to Japan at \$35,000 daily.

The scrubber benefit is to the charterer's account and Oldendorff a 2011-built 93,203 dwt post panamax Mizushima 16 June for 2 kaden legs redelivery Singapore/Japan at \$32,500 daily.

SUPRAMAX – HANDYMAX – HANDYSIZE

EAST COAST SOUTH AMERICA / WEST AFRICA

A very quiet week comes to an end, without any reported fixture indicating market's tendency for supramax/ultramax size.

Although the routes on the BSI end up positively. On the handies at least, market was more demonstratively, with trips ex ECSA to Continent maintain the last week levels.

MEDITERRANEAN/ CONTINENT / BLACK SEA

The Atlantic market advancing further and more activity in Black Sea/Continent region showed further gains this week also.

Emed and Black Sea was still the driving force.

The mv Halki (34,905 2011) fixed with WBC at \$27,000 for a trip basis delivery Paranagua to Fredrikstad.

The Mv Saronic Spire (32,355 2004) fixed at \$26,000 for a trip to Continent via South Brazil.

As far large handies there was a rumor that a 34,000-dwt fixed at \$27,000 Canakkale for tct with clay via black sea to Italy, but might be basis voyage, whilst trips to Continent were paying in the low 20's.

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From West Med a 37,000-dwt open in Tarragona fixed on a trip at East Coast Mexico at \$18,000 daily.

On the supramax sector a 52,000-dwt open Taranto was fixed for a trip via east Mediterranean back to the Far East with steel at \$27,000 although was heard that bigger supramaxes were seeing above 30k for such redelivery.

As far the intermed run a 55,000-dwt in Yalova fixed \$32,000 dop for trip to Morocco with Sulphur.

On the period sector, a 56,000-dwt fixed short period basis Varna delivery at high 20's with redelivery in the Atlantic and a was heard that

FAR EAST/ INDIA

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

Week began on a quiet mode however mid-week onwards; a sharp improvement on market's sentiment and paper has been noticed. An eco 58K could secure around \$24,500/25,500 levels basis Philippines delivery for a coal shipment via Indonesia to West Coast India or closer to \$27,500/28,500 basis same delivery in case of China direction. Pacific rounds have been paying around \$25,500/26,500 basis CJK delivery subject to

a 63,000-dwt got \$34,000 dop Oran but with worldwide redelivery.

The Continent market is starting to show signs of firming as still seeing more fresh requirements.

The usual scrap run from the Continent to Eastern Mediterranean for large handies was in the region of \$17,000 whilst the backhauls trips to USG or ECSA region were at very high 19's always subject vessels specs and trip duration. Details of concluded business for the Supramax/Ultramax sizes were slow to emerge but there were rumors that backhauls for USG/ECSA redelivery at mid 20's.

the cargo/duration and actual destination. Vessels opening WCI could aspire towards \$36,000/37,000 levels for Vietnam direction while iron ore via ECI to China would pay closer to \$32,000/33,000. Ballasters could secure around \$18,500 plus \$850,000 afsp Richards Bay for a coal shipment to India or closer to \$19,000/19,250 plus \$900,000/925,000 passing Durban for ores to Far East. On the period font, a decent 58K could get fixed at around \$26,000/27,000 for a 4/6 months period basis Far East or closer to \$30,000/31,000 if basis WCI delivery, always subject to vessel's design and flexibility offered.

FFA

The week started softer for cape and panamax was quieter and later traded in a tight range. Tuesday started with a sell off which later rebounded in positive territory and panamax

followed the same pattern. Mid of the week was a positive day for both sizes, on Thursday the levels continued to increase and the week ended positively with good volume taking place.

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