CAPESIZE

Following mid-week's pressure, trading saw a recovery Friday last. As a result previous week drew to a close with the majority of index routes moving up.

Crude and refined product futures settled higher August 30 as the market assessed the impacts of Hurricane Ida on US Gulf Coast energy infrastructure. Port and navigational /vessels movements status for the New Orleans and Baton Rouge harbors was expected to be updated after the Port Coordination Team meeting, but ever, may likely not be until at least Tuesday or Wednesday that the river would reopen for inbound and outbound deep draft vessel navigation. Unfortunately, Ida had been a very slow moving historical hurricane and the reopening of the port will depend upon such variables as pilot availability, what kind of damages SW Pass and Pilot town sustained together with the outcome of river surveys, damage assessments, roadway access and of course labor availability as many people had left the New Orleans and surrounding areas under voluntary and/or in some cases mandatory evacuation. Hurricane Ida knocked out power throughout all of New Orleans and suburbs to nearly every area within her path. Over a million homes and businesses were at the time without power.
Meantime Lloyd's List Intelligence data showed almost 6% of global fleet of 11,850 bulk carriers was at anchor in China, underpinning soaring rates. Coronavirus restrictions that had delayed berthing were responsible for worsening already lengthy queues as ports did struggle to deal with surging grain, minerals and iron ore imports.
The biggest choke point was in northern China, where 238 bulkers exceeding 16.3m dwt were tied up and waiting to berth at grain and coal terminals at Jingjiang, Tianjin, Qinhuangdao and Jinhou.
Congestion had been rising for the past two months and appeared to be steadying in the country's north. Cargo operations on ships calling from foreign countries could not begin and the vessels had to wait at anchorage until PCR tests have been carried out on all crew, a port operations manual cited by Lloyd's List showed. At some ports, the tests were carried out when the vessel berths, while at others any ships whose last call was India, or another country where there are high rates of infection, the ship must quarantine at anchor outside the port for between two weeks and 28 days. Port congestion at this scale has not been seen in China since the halcyon days of the 2000s, when China's entry into the World Trade Organization triggered the commodities super-cycle that spurred bulk carrier rates into levels beyond $200,000!! daily by 2008. Tonnage supply remained very tight in the Atlantic for September dates, analyst Burak Cetinok said.
While congestion stabilized recently, it remained well above the long-term average; as of the end of last week, about 17% of the capsize fleet was tied up in congestion globally. If congestion remains elevated over the next few days, capesize earnings should push higher this week.

After Monday's holiday in the UK, trading slowed and rates dropped Tuesday. Upon opening the BCI and time charter average paused the upwards trend from last week, falling below the benchmark of 6,000 points and $50,000 respectively. Most of the routes lost ground particularly with the C5 and C3 Brazil declining.
In the Atlantic there was talk of CSN fixing a newcastlemax on their CSN to Qingdao run in mid-September dates at $35.50, however this was not reconfirmed.
Out of the Pacific, it emerged that previous Friday BHP covered a September 16-18 loading from Port Hedland to Qingdao at $15.00. Monday Rio Tinto took two ships from Dampier to Qingdao at $14.70 and $14.40 for 16-18 September dates. Tuesday the charterer

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

covered on the same run at $13.75 for 17-19 September loading and at $13.90 for September 15-20 and FMG fixed their Port Hedland to Qingdao at $14.10, basis 15 September onwards dates.

Mid-week the market appeared to be in stand-off mode on the main Brazil C3 and West Australia C5 routes to China. While no new trades were heard the sentiment appeared softer. Several fixtures from the past couple of days surfaced providing insight on this volatile region.

The Atlantic basin still retained a premium over the Pacific. Rio Tinto fixed one of their iron ore stems from Seven Islands to Oita on 23-29 September loading at $41.00. NSC also covered their Pointe Noire to Japan 15-24 September loading but a rate was not heard. Rogesa was linked with Newcastlemax tonnage for their min 175k/max 185k iron ore cargo from Sept-Iles to Rotterdam on 21-30 September loading at $12.90.

No fixtures were heard executed on West Australia to China C5 while the sentiment had softened further.

The market improved a bit on the approach of the week-end even though only limited reports of concluded deals surfaced.

In the Atlantic Oldendorff covered an 180,000mt 10% stem from Tubarao to Rotterdam at $16.85 on 17 September-1 October dates. Berge Bulk was rumoured to fix a similar size cargo from CSN to Qingdao on 21 to 30 September at $34.75 and Pacific Bulk covered its 130,000mt shipment from Norfolk to Jingtang at $53.00 basis 21 to 30 September loading.

In Asia there was talk of FMG fixing two stems from Port Hedland to Qingdao on 14 to 15 September and 18 to 20 September at $13.90. Rio Tinto was rumoured to have fixed from Dampier to Qingdao at $13.85 with 18 September onwards dates.

A disappointing week overall ! ! !

PANAMAX

Atlantic trading finished previous week down on the lack of fresh inquiry, despite an uptick in demand from the US Gulf.

On the other hand, improved enquiry along with the congestion in Chinese ports kept the Pacific firm.

With a UK public holiday Monday, a short week for some but it did little to prevent the Atlantic market from coming under further pressure with major corrections abound. Rumours of $28,000 and less being agreed a couple of times for authentic trans-Atlantic trips and weaker bids seen on front haul trips further dampened spirits with no sign of any fresh trans-Atlantic demand, some felt it looked inevitable further softening would likely continue, routes. In Asia, the opposite played out. Charterers in the US Gulf looked to the Pacific for available tonnage. As a result the basin continued its recent firm trend with healthy activity still prevalent out of SE Asia and Indonesia in particular; talk of the North of the region firming as tonnage continued to be tight with congestion still impacting along with further fresh enquiry from NoPac and the US Gulf. There was more inquiry heard for period business as well.

After UK holiday Monday and the initial FFA sell-off, bids were hard to come Tuesday in the Atlantic. The North had been under pressure with a dearth of vanilla trans-Atlantic stems, and with tonnage slowly lengthening resurgence in enquiry was needed to prevent further losses. The drop in BPI index and further negative sentiment from paper meant bids were also few and far between in the South with anyone considering fixing having to at a discount to last done. ADMI was linked with a 2013-built 82,138 dwt kamsarmax La Coruna 31 August for a trip via US Gulf

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

redelivery Continent at $28,750 daily. From the US Gulf came reports of Bunge fixing a 2016-built 82,039 dwt Neo Panama fitted vessel Tianjin spot for a trip via US Gulf redelivery Far east at $36,000 daily whilst Oldendorff booked a 2011-built 79,508 dwt vessel August 27 delivery retro-Tuticorin for a trip via EC South America option South Africa redelivery in the Far East at $35,000 daily. In the Pacific the week, having got off to a slow start Monday without reported indices, appeared Tuesday morning to spring to life in the area, with interest to move coming aggressively from prompter Australia and Indonesia requirements, and owners quick to rally in pushing their ideas up. However, a sell off on FFAs brought about a more sedate feel to the market. Having said that, on the physical side clear interest remained at similar to last done levels, and continued disruption in many ports with a steady flow of fresh cargo, was giving owners little cause for concern. From Australia, a 2005-built 76,440 dwt panamax agreed $35,000 daily August 30-September 3 delivery Qingdao for a trip via Australia redelivery Vietnam, but the charterer involved was not identified, and a 2013-built 75,492 dwt vessel was reportedly fixed to an undisclosed charterer August 30-September 2 delivery Tianjin for redelivery Southeast Asia at $33,000 daily. From Indonesia Elim was linked with a 2008-built 75,131 dwt vessel August 31 delivery Hong Kong for a trip via Indonesia to China at $34,500 daily. On the same run, Nas Shipping fixed a 2000-built 73,992 dwt panamax prompt Singapore at $34,000 daily and Richland booked a 2004-built 77,598 dwt panamax August 29-31 delivery Pohang. Otherwise Panocean fixed a 2017-built 82,217 dwt kamsarmax prompt delivery Taixing for a NoPac round at $37,750 daily and KCT agreed $36,000 daily with a 2006-built 75,580 dwt panamax spot delivery Haldia for a coastal trip redelivery EC India. Voyages in the East reported RINL awarded their September 18-27 coal tender from Abbot Point to Gangavaram at $30.65 fio.

Period business heard Uniper fixed a 2013-built 87,146 vessel August 1 delivery retro-CJK for a period up to minimum July 1/maximum September 15 2022 at a lower $28,000 daily. Oldendorff fixed & failed a 2011-built 81,188 dwt kamsarmax open Taiwan mid-September for one year at $31,500 daily, whilst a 2019-built 81,119 dwt kamsarmax Xiamen 29-30 August was rumoured gone for 11/13 months trading at 106.5-107% of the BPI82 index and a 2013-built 82,265 dwt vessel Ulsan 4-6 September was heard fixed for minimum 4 up to about 6 months at $33,500 daily.

Mid-week the market continued to see further easing in the Atlantic basin whilst a quieter day ensued in Asia as the bid/offer spread appeared wider. Nervousness continued to shroud the Atlantic market with some murmurs of Force Majeure measures being enforced in the US Gulf following hurricane IDA although it was too early to assess fully, but with a continual lack of fresh demand some of the nearby tonnage scrambled to fix at discounted levels only adding to the weaker sentiment here. Some talk of activity abating in Asia as some held back assessing where market true value might be, but overall rates remained relatively flat especially for the good spec units.

Wednesday was a reasonably active day of trading in the Atlantic, with the Black Sea being the main focus. A tightening tonnage list in the Mediterranean coupled with a flurry of 2nd half September Black Sea cargoes saw rates at least holding here, and some charterers looking towards the Indian Ocean to cover as owners became more realistic from this delivery view the comparatively quiet/softer EC South America market. Consequently, the early vessels on the Continent had to drop their offers considerably to fix with some mineral trans-Atlantic cargoes fixing TC equivalent of region $23,000 basis Gibraltar as there was a distinct lack of early trans-Atlantic cargoes. EC South America was quiet again, and it seemed like some owners were looking more towards the US Gulf or Black Sea instead of EC South America to fix. Outlook was uncertain/negative in most areas, but with pockets of positivity. Cargill booked a scrubber fitted 2007-built 92,567 dwt post panamax delivery Canakkale 2-3 September for a trip via Black Sea redelivery Egypt at $39,000 daily with scrubber benefit to Charterers. Louis Dreyfus were linked with a 2012-built 81,678 dwt kamsarmax Jorf Lasfar 30 August for a trip via NC South America redelivery Continent at $26,000 daily, a 2011- built 75,486 dwt panamax delivery Recalada 7 September for a trip redelivery Poland at $40,000 daily. The charterer also fixed but eventually failed a 2011-built 75,486 dwt panamax on the same run delivery

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

Recalada 7 September also at $40,000 daily. Oldendorff booked a 2013-built 82,165 dwt kamsarmax delivery Tyne 31 August-1 September for a trip via Baltic redelivery Skaw-Gibraltar at $29,000 daily. Earlier Cargill fixed a 2010-built 79,289 dwt vessel delivery EC South America 18-20 September for a trip redelivery Skaw-Gibraltar at $44,000 daily. Olam took a 2014-built 81,955 dwt kamsarmax Gibraltar 5 September for a trip via US Gulf to Rotterdam at $27,500 daily and Cargill a 2016-built 82,025 dwt vessel delivery retro-Kohsichang 31 August for an EC South America round at $35,500 daily. Voyage business in the basin included Rogesa covering their 15-20 September iron ore loading from Ust Luga to Rotterdam at $11.25 fio and TS Global their 11-15 September coal loading from Vysotsk to Ijmuiden at $11.95 fio.

Wednesday was very similar day in the Pacific as Tuesday, as the market commenced trading on firm footing, with fresh demand emanating from all basins, namely Australia, with coal to Japan. Bids were largely better, but most charterers had the time to assess the derivatives market, which proved to be slow off the mark, as any sign of a push was once again curtailed. The Pacific market itself, felt very well supported, but in need of further assistance from the wider fundamentals in order to show clear signs of improvement. MOL fixed a 2011-built 81,565 dwt kamsarmax Iyomishima 7 September for a trip via EC Australia redelivery Japan at $37,500 daily. Oldendorff were linked to a 2008-built 82,562 dwt vessel sailed south Meizhou 27 August for a trip via South Australia but little else emerged. Jera fixed in direct continuation a 2011-built 87,447 dwt vessel Kinuura 7-10 September for a trip via CIS Pacific redelivery Japan however rate details had yet to come to light. D'Amico fixed a 2012-built 81,361 dwt kamsarmax Hong Kong 6 September for a trip via Indonesia redelivery Philippines at $38,000 daily, whilst unnamed charterers took a 2004-built 76,830 dwt kamsarmax delivery Kushiro 4 September for a NoPac round at $34,500 daily. Great Prosperity fixed for 2-3 laden legs a 2005- built 76,343 dwt panamax Qinzhou 10-12 September at $35,000 daily and Lordship took for the same trade a 2007- built 76,509 dwt vessel Sanya 5 September at $36,500 daily. Elsewhere TaHo booked a 2009-built 82,072 dwt kamsarmax Soma 1 September for a trip via EC Australia to Taiwan at $35,250 daily.

Overall a fairly inactive approach of the week-end, although some limited talk of things getting concluded under the table.

Atlantic remained much the same story as previous days with very little fresh demand and despite some prompt tonnage fixing away sentiment was still weaker overall. Asia too appeared to have a weaker feel especially on the nearby position despite healthy looking volume; some said perhaps confidence dented by erosions in the Atlantic and FFA market in recent days.

After improved fixing volumes earlier, Atlantic trading activity was limited in both the North and South Atlantic. The Black Sea continued to be the one area with support, with a healthy replenishment of cargoes for both trans-Atlantic and fronthaul. The North Atlantic consequently remained under pressure, with a fundamental lack of options for owners open on prompt dates, where possible the shorter mineral round voyages have been heavily discounted by vessels this week. Further South, EC South America was thin on cargoes and bids which were only highlighting the negative sentiment in the Atlantic, however, with some resistance from owners. Tonnage open in PG/India range however did still had Black Sea as an alternative as tonnage in the Mediterranean remains relatively tight.

Jera covered a US East Coast to Jorf Lasfar coal lift at approximately $17.50 fio levels but further details remained scarce. In the South Atlantic, came reports of Copa fixing a 2010-built 76,549 dwt panama delivery Itaguai 8 September for a trip via EC South America redelivery AG at $34,000 + $1.2 million ballast bonus.

A quieter day in the East, with less urgency on the bid side to secure tonnage, with slightly less demand than we have seen earlier in the week, from Australia and NoPac.

A 2019-built 82,002 dwt scrubber fitted vessel Inchon 6 September was said to have fixed for a trip via EC Australia redelivery India at $36,500 daily, further details remained elusive.

The Market remains flat however a positive derivatives market will bolster owners' belief that the market has further potential upside next week.

SUPRAMAX – HANDYMAX - HANDYSIZE

EAST COAST SOUTH AMERICA / WEST AFRICA

A very quiet week comes to an end, with very few fixtures indicating market's tendency for supramax/ultramax size.

The market showed a downward trajectory throughout the week with the routes ending up inevitably with a negative sign. A typical ultramax could get paid around $27,000 /$28,000 + $1,75 mil bb for trip via Brazil to Singapore/Japan.

Unfortunately the week closing without any fixing evidence for the handy size segment, however market had similarly negative tendency.

MEDITERRANEAN/ CONTINENT / BLACK SEA

Another week for the entire dry bulk sector is coming to an end and segment saw signs of weakness as rates were tick less comparing previous week.

Market in Black Sea/Med/Continent reported softening tones although rates remained still strong. A small negative move in handies and in Supramaxes tonnage.

Large handies could gain around $35,000 basis Canakkale for the usual Intermed run with grains and $38-39,000 levels for steels cargoes to Usg/Caribs area.

On the period front for the handies from west med a 2013-built 33,000-dwt fixed basis delivery Algiers on a minimum of 5-to about 7-months trading with redelivery in the Atlantic at $34,500 daily.

On the supramax/ultramax sector, rates remained still firm but seems less cargoes were in the market. A 57,000-dwt basis east med fixed at $36,500 Izmit for ferts cargo to Recalada whilst another 57,000-dwt fixed at $42,000 for trip to Ecsa with steels. The Intermed grain run for supramax was at low 40's but a 62,000-dwt ultramax fixed at $45,000 basis Passero.

There were roumors that a 56dwt open in Black Sea area fixed for fronthaul at mid-50s for trip to Pakistan but no exact details came to light.

From west med a 2019-built 62,600 dwt fixed basis delivery Gibraltar on a trip via Oran with redelivery Douala at $51,500 daily.

Continent area remained more firm.

From the Continent and handies sector a 38,000-dwt fixed for a trip the US Gulf-US East Coast with a cargo of packaged Lumber at $41,000 whilst a 35dwt which was opened in Anwerp fixed at $35,000 on a trip to South Africa.

On the period front a 37,000-dwt open in Poland was heard that fixed for minimum 5 months redelivery Atlantic at $31,000.

As far supramaxes, a 56,000-dwt open in Dunkirk fixed at $32,000 for a trip to East Coast South America Another 55.000-dwt open in Belfast was fixed or a trip via Ghent alternatively in Charters Option Montoir to Nemrut Bay with an intended cargo of Scrap at $36,000. Finally, a 63,000-dwt basis A-R-A-G fixed on a trip with redelivery South Africa at $45,000.

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

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 retreated for the 1st time after a few weeks – question of course being if that is just a break or we will have to see levels getting corrected downwards. Needless to say, charterers are of the latter opinion and step back while interest for period has diminished. Owners on the other hand resist and keep their levels up, in anticipation of a better next week. General impression is that taking into account market's fundamentals and big number of ships still waiting their turn to discharge in China, market is not going to lose much of its ground and soon would be expected at least to stabilize at current levels – next week will give us a better picture of how all this would develop.

A decent 58 could now secure around $32,000/33,000 basis dlosp CJK for a coal shipment via Indonesia to WCI. Australia rounds still had to pay the strong $37,000/38,000 levels basis same delivery, *depending* on the cargo/duration and actual destination. NOPAC rates have been hovering at around $34,000/35,000 basis South Korea and again depending on cargo/duration/discharging port. An eco 58 could secure around $47,000/48,000 basis Pakistan for an aggregates shipment via PG to ECI while South Africa has been moving at $31,000 plus $650,000 afsps Richards Bay for a coal shipment to Pakistan or closer to $31,000 plus $1,000,000/1,100,000 passing Durban for ores to Far East.

Interest for period has been limited, however it looks like a 58 could aspire towards $35,000/36,000 for 4/6 months basis Far East or closer to $39,000/40,000 basis Pakistan, subject to flexibility offered and actual vessel's design.

FFA

The short week started on Tuesday softer for both sizes with some profit taking and a softer pacific affecting paper negative both sizes. Wednesday continued to be negative for cape but panamax was trading in a tight range. Thursday cape turned positive but panamax even though started firmer ended softer. Week ended with good volume for both sizes.

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