CAPESIZE

The Capesize market declined early in last week without much support from either of the basins. The timecharter average, however, started to pick up midweek. The direction of the Brazil to Qingdao run changed after the force majeure was lifted, which was declared after the landslide incident last week. This helped the demand out of Brazil with few ballasters to make the second half of April loading, but a wide spread between bids and offers remained. In the Pacific, the C5 run was priced between mid $8s to the low $9s during the week, with the transpacific round voyage sitting above $17,000 before the weekend approached.

Trading was extremely quiet as the new week opened, with all index routes off last dones.

In the Atlantic, Cargill covered an April 1-10 ore loading from Seven Islands to Rotterdam at $8.00 fio.

Even by recent standards it was a quiet start to the week in the Pacific. There was only a single C5 fixture reported. Rio Tinto fixed their April 11-13 Dampier/Qingdao stem at $8.35 fio.

On the period front, it emerged that a 2005-built 205,000 dwt newcastlemax was fixed late last week May 15-30 delivery North China for 11-13 months trading at $19,500 daily, without any word of who was the charterer involved.

A pretty tepid start Tuesday as owners/charterers continued to feel each other out with only one of the Aussie miners in for C5 and conflicting reports about force majeure and railway closures were going around. It had been confirmed that the railway line to Saldanha was fully restored and in any case there was sufficient stockpiles to meet upcoming shipments anyway. The force majeure in Brazil was similarly a non-event with schedules running as per normal and although charterers backed their C3 bids off Monday and there was talk of early tonnage building up, overall the market remained relatively stable given the worldwide macro picture.

Tuesday was busier with more fixtures reported in however at lower rates than last done, with owners conceding on rates for cover. Charterers appeared in no hurry to fix, with little heard done from either the C3 or C5 routes.

In the Atlantic Trafigura fixed a vessel for their April 15 ore loading from Sudeste to Qingdao at $20.75 fio.

In the Pacific, PacBulk covered their April 11-13 C5 stem at $7.90 and Rio Tinto their April 12-14 from Dampier at $7.80. Elsewhere Vale fixed their Teluk/Qingdao stem for 12 April onwards at $5.75 fio.

Period trading heard Costamare fixing a 2009-built 180,661 dwt caper April 01 delivery Yosu for a year index linked at 107% of BCI.

The paper quickly dropped $1k Monday on the prompt before being bid all day; however Tuesday's morning saw one or two probing offers.

We surprisingly did not see any C5 miners prior lunch time Wednesday in Singapore, but we desperately needed a few if we were to stave off any decrease in freight in the afternoon. We saw a couple of fresh coal cargoes come in for April dates but once the 2 x JFE tenders for mid-April ex Australia were gone, the cupboard was looking a bit thin out east. However WC Africa/Brazil for end April dates, could potentially play out very differently as enquiry was decent and the fairly solid coal and iron ore demand from South Africa for April dates could help absorb those ballasters. It would be interesting to watch if anyone could make a play for this and would be a nice distraction from the woes of the far-east!

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Wednesday was a mixed day for the market with limited activity reported in the Pacific, again only one major with orders. However this was offset by activity in the Atlantic with fixtures reported from Brazil and West Africa.

A jump in enquiry in the Atlantic, particularly with West Africa options. There were reports of a C3 fixture for 20-30 April At $21.00. Later in the day there were reports of a Nouadhibou to China fixture for end April dates at $21.00.

Pacific remained dull with only a few reports of concluded business emerging. Reported fixtures included Pacbulk covering their April 12 canceling Dampier/Qingdao at $7.90 fio. Rio Tinto fixed an April 13-15 loading on the same route at $7.80 and RWE covered with a newcastlemax its April 11-13 canceling 190,000 Port Hedland stem at $7.70. Mercuria were linked to a C5 fixture for 16-18 April at $7.55 also on a newcastlemax, but this could not be confirmed. Elsewhere Vale covered an April 4-6 loading from Teluk Rubiah to Qingdao at $5.75 fio.

Thursday was the penultimate day of March and Q1. It's been quite a start to the year so far and if Q1 is anything to go by, then Q2 and the balance of the year could spring a few surprises. The index turned green Wednesday and the paper had an up day. The curve was holding a significant carry now and would require the physical to follow through. We saw a very cautious start in the morning from Asia with buyers/sellers happy to watch and wait to see how the C5 and EC Australia coal flows would look. More activity was seen again with two of the three majors in the market from West Australia and further action in the South Atlantic, particularly from West Africa. The market in the North remained quiet with little to report. Some were suggesting that the clear out of tonnage in the Pacific could lead to further rate improvements rises in the short term, but in the Atlantic the market was still waiting for further Brazil cargoes to appear.

Again the Atlantic seemed to be sentiment driven, however on the back of solid demand from West Africa. Vale covered 25 April-4 May C3 cargoes with the spread around $19.75-$20.50.

In Asia Rio Tinto were reported to have fixed a Dampier to Qingdao stem for 15-17 April at $7.85 fio and a 14-16 loading at $7.70. Also BHP covered a newcastlemax stem from Port Hedland 15-17 April dates at $7.70. In addition Mingwah also fixed ex Port Hedland basis April 14 canceling at $7.85 fio. Vale covered another Teluk/Qingdao 8-10 April loading at $5.50, whilst a Posco 12-16 April coal tender from Newcastle to Gwangyang was awarded at low $11s however details could not be confirmed.

Period business heard that Costamare fixed a 2012-built 180,330 dwt vessel April 20-30 delivery South Korea for 1-years trading at 108% of the BCI index.

Business remained lively despite the approach of the weekend. Sentiment in the Atlantic was still positive. A transatlantic was heard that $10,000 daily without any further details heard. Trafigura also covered their newcatlemax Sudeste/Qingdao 20 April stem but again further details were not available. Classic fixed a 2015-built 181,000 dwt caper for a fronthaul at $35,000 daily for the first 65 days and thereafter until 22 June-22 August at 118 pct of 5TC average. On C3 Cargill fixed a vessel basis full May loading with West Africa option at $22.00 fio and Vale covered their Tubarao/Qingdao April 25-May 4at $19.99.

In the Pacific, Rio Tinto covered a Dampier/Qingdao 16-18 April loading at $7.90 fio. Earlier Cosco had fixed a vessel same dates ex Port Hedland also at $7.90. Elsewhere Jindal covered their Nacala/Gangavaram 18-22 April coal stem at $10.70 basis 1.25% commission.

A disappointing week overall, with poor fixing at numbers below last done. BCI was down 130 to end at 1,665, while the BCI 5TC average lost $1,082 standing on Friday at $13,806 daily.

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PANAMAX

Overall a week of slow erosion for the market. This was despite some resistance and a midweek push on FFAs. Again, the North Atlantic returned a distinct lack of mineral requirements. This continued undermining the market here and there were few transatlantic grain deals of note, whilst fronthaul volumes from the were lacking with limited reports.

A typically quiet start to the week for the sector, with rates slightly off last dones on the lack of activity. The Atlantic remained largely grain centric with relatively flat rates but the week begun slowly; so a watching brief whilst the mineral trade continued to lack any momentum. In the East, charterers were slow to move, despite a steady stream of new cargoes, assessing the market and where it might be going.

A real sideways market continued to emanate Tuesday with limited activity of note. The Atlantic returned a largely EC South America centric market with the north still lacking any impetus. Slightly better levels were seen ex South America for index dates, but the jury remained very much out on whether this was sustainable/supported. Better activity seen ex Asia, again mostly from the south with some fresh demand adding some gravitas to tonnage open in the south.

A static market in the North Atlantic with little fresh demand and prompt vessels competing against the same business. A 2002-built 74,077 dwt panamax went to Pacific Basin April 5-11 delivery EC South America on a trip to UK-Continent at $18,000 daily. Cofco Agri were originally linked -but then subsequently refuted- as charterers of a 2011-built 81,276 dwt kamsarmax 12 March delivery retro-sailing Singapore for an EC South America round back to Singapore/Japan at $15,000 daily. Tuesday North Atlantic was still lacking fresh demand, with some ships seeking already employment from other regions, as tonnage was building up. P6 was the only route to show signs of recovery, yet momentum did not improve significantly, as owners refused to drop offers for late April arrivals on fronthaul trips. Some earlier arrivals did remain under pressure, but overall charterers were not prepared to bid up. In conclusion, the bid/offer gap remained wide, as owners anticipated to see a better market this week. Fixture list included ae 2008-built 81,407 dwt kamsarmax gone to an undisclosed charterer April 20-30 delivery EC South America on a trip to Singapore/Japan at $17,250 daily plus a ballast bonus of $725,000. On the same route Bunge fixed a 2010-built 82,158 dwt vessel 17 April delivery EC South America at $17,000 daily plus a $700,000 ballast bonus, Cargill agreed $16,600 daily plus a ballast bonus of $660,000 with a 2012-built 81,533 dwt vessel delivery EC South America, whilst a 2012-built 82,177 dwt kamsarmax reportedly fixed an unnamed charterer March 18 delivery retro-sailing Gopalpur on a trip via EC South America redelivery Southeast Asia at $15,250 daily.

A stand off Monday in the Pacific, as FFAs remained volatile, whilst owners and charterers alike adopted a wait and see approach. IMC fixed a 2011-built 74,962 dwt panamax March 29-30 Xiamen for a trip via Australia back to China at $12,500 daily.

The deflated FFA market was still affecting the market's performance Tuesday and in conjunction with poor demand in the Pacific rates came under pressure. Reported fixtures included Oldendorff taking a 2016-built 81,301 dwt kamsarmax March 29 passing Taiwan on a trip via Indonesia redelivery in the Philippines at $16,000 daily. Bunge fixed a 2012-built 81,404 dwt vessel April 15 Qingdao for a NoPac round at $12,500 daily, whilst ST Shipping covered their April 19-23 coal loading from Hay Point to Ijmuiden at $21.00 fio.

Wednesday accompanied by a firmer FFA market the physical appeared to show something of a turnaround particularly ex EC South America with a morning push for end April arrivals. The North Atlantic still remained mixed with some parts feeling the tonnage count looked long with talk of sub $10,000 being fixed for a mineral transatlantic round whilst some others conversely considered route P1A being undermarked and felt there was some support emanating in the North with good demand ex NC South America and US Gulf. Asia too was a confused affair, with sentiment changing daily this week but with a pickup ex EC South America expectancy was abound for the positions in the south likely to see better

levels, but the outlook was far from clear with other areas less supported.
Thursday trading saw a further uptick in rates for both basins. In the Atlantic, both fronthaul and transatlantic business were both fixing at better than last dones. Pacific was slightly firmer, with much of the focus on grain clean tonnage for NoPac rounds. There was also some talk of period business fixed.

Midweek brought some good news for the Atlantic, with reports of concluded business jumping and charterers actively taking tonnage for EC South America. North Atlantic activity remained muddled, with talk of lengthy tonnage lists depressing rates, however others portrayed a more optimistic view as a pick-up in inquiry from NC South America and the US Gulf were seen as a harbinger of better days ahead. Paper values were stronger and this was felt to offer additional support to the market. Pacific activity found more support for rates in the south as demand for ballasters to EC South America appeared to be increasing. However the northern half of the basin was hard to call, with little direction evident. Some additional period business was fixed and rates were steady-to-stronger.

Wednesday the EC South America market saw plenty of activity in fixtures with vessels arriving mid-end April dates. Most rates observed were on aps basis, while it was interesting to note that the gap between bid/offers was not such wide as in previous days. Bunge fixed a 2014-built 81,944 dwt kamsarmax April 10-15 delivery NC South America on a trip to the Continent at $21,000 daily. Further south Koch Trading agreed $18,250 daily plus an $825,000 ballast bonus with a 2014-built 81,043 dwt kamsarmax April 19 delivery EC South America for a trip to Singapore-Japan. On the same run a 2014-built 82,050 dwt scrubber-fitted vessel went to an undisclosed charterer April 15-25 at $17,750 daily plus a ballast bonus of $775,000 with the scrubber benefit for owners account, whilst Norden was linked with a 2010-built 74,967 dwt panamax April 14-15 on a trip to Southeast Asia at $16,500 daily plus $650,000 ballast bonus. The charterer also secured at the same rate a 2013-built 81,628 dwt kamsarmax April 15 again for Southeast Asia.
Thursday in the Atlantic the FFA market slipped after Wednesday's big rise, with the physical market's sentiment being negatively affected by this inversion across both basins. In the North, owners did not appear too keen to drop ideas. For transatlantic a few vessels were reported being fixed. In the South, EC South America fronthaul demand for end April arrivals remined, however after quite a few vessels being picked up, the bid/offer gap remained with the general mood in the South being quiet. Thursday's fixture list included Olam International fixing a 2022-built 81,989 dwt kamsarmax April 10 delivery EC South America for a trip to Singapore-Japan at $18,000 daily plus a ballast bonus of $800,000. It also emerged that earlier Cargill took on the same run a 2017-built 81,277 dwt vessel March 29-31 delivery Jorf Lasfar at $23,500 daily. A 2010-built 80,414 dwt vessel was also reported fixed April 1-5 delivery Ennore on a trip via EC South America redelivery Southeast Asia at $14,250 daily, but charterer's identity was not forthcoming.

A slightly lower cargo volume for the Pacific basin, except for the NoPac region, where we observed few fresh stems. Few fixtures were reported and a still wide gap between bids and offers. Reported fixtures included Norvic paying $14,500 daily a 2011-built 81,147 dwt scrubber-fitted vessel March 28 delivery Onahama for a NoPac round basis scrubber benefit for the charterer's account and Cofco Agri secured also for NoPac round a 2011-built 81,123 dwt vessel March 30 delivery Incheon at $11,500 daily. A 2013-built 82,263 dwt kamsarmax went to an unnamed charterer spot delivery Hong Kong for a trip via Indonesia redelivery South Korea at $13,500 daily. Tata NYK will pay $13,150 daily a 2014-built 81,004 dwt vessel March 26 delivery Rizhao on a trip via Australia to India and Panocean fixed a 2010-built 93,114 dwt post pamamax March 31 delivery Kwangyang for a trip via Australia to Taiwan at about $11,900 daily, whilst SAIL awarded their April 15-24 Gladstone/ Visakhapatnam coal tender at $17.80 fio.
Thursday, although we noted more exchanges from the North, the overall volume of fixing in the Pacific declined, as charterers tried to pressure the market further. Further South, Indonesia was far quieter, and in view of holidays in Taiwan next week, the market felt softer. Thursday's fixtures list included Jera Trading taking a 2016-built 81,777 dwt kamsarmax April 3-4 delivery Machong on a trip via Port Latta to Singapore/Japan at $14,500 daily. Richland agreed $14,250 daily with a 2015-built 81,296 dwt vessel March 28

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delivery Machong for a trip via EC Australia to redelivery India at $14,250 daily. On the same run Adani fixed a 2020-built 82,057 dwt kamsarmax April 01 delivery Tianjin at $13,750 daily and Bainbridge Navigation booked a 2017-built 82,084 dwt vessel April 02 delivery CJK at $13,500 daily. Ex Indonesia, an unnamed charterer fixed a 2002-built 75,735 dwt panamax April 2-3 delivery Hong Kong on a trip to South China at $11,500 daily and a 2013-built 75,321 dwt vessel April 02 delivery Luoyuan also to South China at $10,500 daily. Elsewhere Oldendorff fixed a 2005-built 76,508 dwt panamax spot delivery ex-dry-dock Zhoushan for a NoPac round at $11,000 daily. Finally SAIL awarded their April 20-29 EC Austrakla/ Visakhapatnam coal tender at $17.80 fio.

Norden was active on the period front. The charterer took a 2011-built 81,565 dwt kamsarmax April 8-10 delivery South China for 8-10 months trading at $17,250 daily and a 2013-built 81,383 dwt vessel May 5-15 ex-drydock CJK for 1-year at $17,000 daily.

Thursday despite the market looking negative, we heard some more period deals being discussed. A 2012-built 76,249 dwt panamax was reported fixed to an undisclosed charterer March 31-April 01 delivery Qinzhou on 3-5 months trading at $14,750 daily.

In the Atlantic after last couple of days volumes and push in rates, the market, was expected to take a breather on the approach of the weekend. However a few fronthaul deals came to light together with some inter-Mediterranean deals. Raffles fixed a 2002-built 74,133 dwt panamax retro-Surabaya at $12,500 daily. On this run Trafigura took a 2013-built 75,906 dwt vessel retro-Kakinada 22 March at $15,750 daily, whilst unnamed charterers fixed a 2011-built 80,415 dwt kamsarmax Ennore 1-5 April basis redelivery Southeast Asia at $14,250 daily and a 2022-built 81,800 dwt super-eco vessel retro-New Mangalore 25 March at an impressive $19,500 daily. Otherwise LDC was active in Mediterranean taking a 2008-built 77,008 dwt panamax Port Said 11-12 April for a trip via Novorossisk redelivery Mediterranean at $22,000 daily and a 2006-built 76,781 dwt vessel Haifa 05 April for the same trip also at $22,000.

The sentiment remained in favour of charterers in the Pacific with activity further muted. As the week drew to end owners' options appeared very limited. Cobelfret fixed a 2018-built 81,828 dwt kamsarmax ex drydok Qingdao April 6 for a NoPac round at $15,500 daily and Element a 2022-built 82,938 dwt eco-type vessel Yokohama 06 April also for a NoPac round at $18,000 daily. Otherwise Dooyang booked a 2013-built 82,937 dwt vessel Yosu 07 April for a trip via Yantai to South Korea at $14,000 daily.

Norden had further interest in period fixing and continued its deals, taking this time a 2011-built 80,328 dwt kamsarmax Hong Kong 1-5 April for 4/6 months trading at $15,500 daily. It further emerged that the charterer has taken earlier a 2012-built nicely described vessel open -9 April for 10/12 months at $17,000 daily.

The week ended with lower fixing volume mainly in the east where Charterers widened the bid/offer spread, leading owners to a wait and see stance.

SUPRAMAX – HANDYMAX - HANDYSIZE

EAST COAST SOUTH AMERICA / WEST AFRICA

Dull sentiment in the Atlantic throughout the week with little fresh information surfaced. More specifically, supramaxes in Ecsa could get around mid/low 10’s for trips to Med/Continent range with same route paying slightly more for Ultramaxes. Fronthauls to Singapore/Japan were paying Supramaxes around $14.000 + $400.000 gbb basis Ecsa delivery and mid/high 10ies basis delivery West Africa. Handies in Ecsa were around mid-10's for trips to west med/continent range and mid for coastal, while front hauls to far east were paying mid/high teens.

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MEDITERRANEAN/ CONTINENT / BLACK SEA

Market in both Continent and Mediterranean was steady this week , despite the limited fresh enquiry arising from the Continent.
Continent remained firm with little activity arising. On the supramax sector, we heard scrap runs to east Mediterranean were paying close to $14,000 on supramaxes while backhaul trips could worth around $10,000. At the same time trips to to Far East were reported fixed at $16,000 while south Africa redelivery could worth around $14,500. Lastly shorter inter-continent trips were fixed at very low-teens. The handy segment was bit more sluggish this week as not many fresh cargoes faced the market. Trips to Mediterranean with scrap were fixed at $14,000 on big handies while iron ore runs for same direction were paying around 12,000. Moreover, trips to ECSA and US Gulf were paying around $10,000 with clean cargo. Also we heard hear a grain run via Rouen to Abidjan was covered at $13,000.
Mediterranean, was tad more active this week but fixtures reported were close to the last dones . Backhaul trips were fixed at mid-high teens levels whilst not many of those were reported. Furthermore, dirty cargoes to West Africa worth high-teens levels and fronthaul trips were trading at low 20s basis Canakkale delivery. Handy market was busy this week ,despite the fact West Mediterranean candidates had a hard time to find prompt employment. Short inter-med trips were fixed close to $14,000, whilst back haul trips to ECSA and Us Gulf were paying low-teens with clean cargo and mid-teens for runs with dirty cargoes.
On the period side, we heard here a 38k dwt vessel open at Italy was fixed for 3/4 months at $13,500 and an ultramax was rumored fixed for 4/6 months at $20,500.

FAR EAST/ INDIA

(**Below info on the basis of an average 58k dwt vessel - basis our views/feeling/information on the market)
An admittedly difficult week for the entire Dry Bulk sector is coming to an end, with much slower activity and flow of fresh cargo and rates retreating for all routes. A decent 58 could barely get $14,000/14,500 basis Philippines for a coal shipment via Indonesia to full India while Australia rounds have been paying around $12,000/12,500 basis CJK, subject to the cargo/duration and actual destination. Limestone via Persian Gulf to Bangladesh would pay around $19,000/20,000 basis Mina Saqr while levels via South Africa have been fluctuating around $19,500 plus $195,000 passing Durban for ores to Far East or more like $18,000 plus $180,000 afsps Richards Bay for coal to India. On the period front, interest has been limited in view of market's rapid drop and big gaps between physical market for single trips and period market/paper/sentiment, however it looks like a 58 could get fixed at around $14,250/14,750 basis Far East for 4/6 months or closer to $15,250/15,750 basis Persian Gulf, subject to vessel's design and flexibility offered.

FFA

Another eventful week with the physical market dropping further this Monday and the paper market following suit. On the capes Apr 23 traded $16,850, while May 23 closed off at $20,350. Losses incurred across the whole curve with Cal24 closing at $15,900 and Cal25 at $16,000. On panamax Apr23 traded at $14,600 and May 23 at $16,100 and similarly to the cape across the curve values closed lower. A negative start on the capes on Tuesday with Apr 23 trading below $16,500, before settling at $16,300 and May 23 at $20,050, while Cal 24 closed off at $15,850 and Cal25 at $16,100. On panamax, prompt contracts trading was fairly limited on the day, with Apr23 at $14,450 and May23 $15,750, At the end of the curve we saw Cal 24 traded at $13,150 and Cal 25 at $12,650, showing that

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bidding confidence on the day remained on the calendars. Midweek we saw the market turning positive with the physical granting a boost on the derivative trades. Apr 23 traded at $17,500, May 23 at $21,500, Q2 23 at $20,500 and Q3 23 at $23,250. Good trading volume at end of the curve with Cal 24 at $16,250 and Cal 25 at $26,350. Wednesday, started slowly on panamax with eventually Apr 23 climbing up to $15,750, May 23 at $17,000, while Q2 23 printed up to $16,650 and Q3 23 at $17,000. Small gains however on Cal24 with closing price $13,250 and Cal25 at $12,700. Thursday we saw the cape market take another deep with the market losing ground from the Pacific's opening Apr 23 trended at $16,800, while May 23 dropped to $21,100. The market remained volatile throughout the day with Cal 24 closing off at $16,000 and Cal 25 at $16,100. A negative rollover into the panamax market, with a trade down in the am as Apr 23 trended lower at $14,900 and May 23 at $16,400. The forward side of the curve was not severely affected, as Cal 24 traded at $13,150 and Cal 25 at $12,650. Friday saw some pre-weekend correction, as March 23 cleared and we moved into April. We saw Apr 23 trading up to $17,750 and May 23 at $21,700 post index. Gains were seen across the curve with Cal24 trading at $16,100 and Cal 25 at $16,150, however we saw a slowdown post index, with the spreads April v May legged -$4,000 and May v June -$1,000 bid ($22,000 v $23,000). Once again panamax followed the cape's optimism as we saw Apr 23 trading at $15,275 and May23 at $16,600. Post index we noted Q2 23 trading at $16,200 and looking for more offers, while Cal 24 trended positively at $13,325 and Cal25 at $12,650. As capes remained very volatile this week, it remains to be seen if buyers will come back next week for some pre-Easter trading.

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