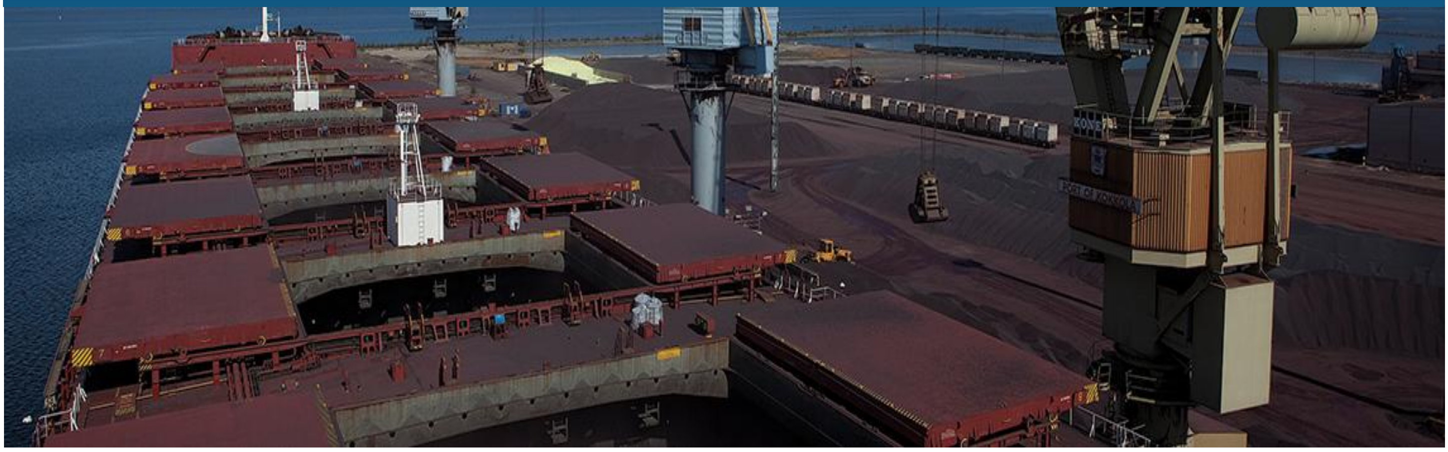
BalticBriefing

Baltic Exchange member news, views and events



Bulk report – Week 48 2016

Capesize

A busier Friday than normal, albeit lacking a lot of actual fixture details. Eurydice D was the Marmaras vessel fixed by BHP at $6.05. Whilst Jiangsu Steamship fixed the EPS vessel Mount Hedland (181,196 dwt built 2010) for west Australia to Qingdao for 19 December dates at $6.20.

The Alpha Century 170,415 dwt built 2000 fixed retro sailing Jintang 30 November for a Pacific roundvoyage at $9,800 with Jiangsu Steamship.

MOL covered their Esperance to Japan cargo for 15/24 December on t/c basis said to be region $14,000, however no vessel name has emerged.

A Richards Bay to Rotterdam cargo was fixed on CCL tonnage for 10/19 December dates at an improved $8.65 by Vattenfall.

The Anangel Brilliance 179,129 dwt built 2016 was said to have been fixed by Cargill for a Narvik to Messaied cargo on T/C basis with redelivery PMO, but no rate has emerged.

Panamax

The market remains firmly in positive territory. Of the two basins, the Atlantic has the upper hand with some stronger numbers being reported, whilst the Pacific market was of a more gentle push.

Demand remained from the Continent where a 87,000 dwt was fixed for an Atlantic round redelivery Skaw-Gibraltar at $18,500 daily. On the shorter Baltic rounds an 82,000 dwt was covered again in the mid $18,000s. For trips across, an 84,000 dwt was fixed basis delivery South Brazil redelivery Skaw-Gibraltar at $15,500 daily.

From east coast South America demand remained. An 82,000 dwt was covered basis delivery retro sailing Gangavaram 23 November for a bauxite run via Trombetas to India at $12,000 daily. Another 82,000 dwt managed to achieve $9,750 daily plus $475,000 ballast bonus basis delivery Cape of Good Hope via east coast South America redelivery Singapore – Japan.

In the East, an 87,000 dwt 2006-built was fixed basis delivery South Korea for a NoPac round at $9,000 daily. For the Australian rounds a 95,000 dwt 2012–built was fixed basis delivery Taiwan redelivery China at $9,750 daily. Some backhaul was seen where a 76,000 dwt was rumored fixed delivery Japan trip via Australia redelivery Gibraltar- Skaw at $5,500 daily.

Period activity remained steady: a 77,000-dwt 2014-built vessel open Machong was fixed for 5- 7 months trading redelivery worldwide at $9,000 daily. It will be interesting looking forward if this trend continues.

Supramax

It appeared to be a better week again for this size with some very strong numbers being reported especially from the north Atlantic. An ultramax was reported fixing a US Gulf fronthaul at $23,500 daily and a wood pellets cargo was fixed on another ultramax at $23,000 daily from US Gulf to Continent. Again here the market remained firm a 50,000 dwt was reported for a trip Skaw via the Baltic redelivery US Gulf at $10,250 daily. It was a little less active from east coast South America a 57,000-dwt was fixed basis delivery Imbituba early December via Recalada redelivery South Africa at $15,000 daily, whilst for an east coast South America trip, redelivery US Gulf a 58,000 was reported at $8,000 daily with pig iron. From the Mediterranean a Tess 58 achieved $15,000 daily basis delivery Piraeus redelivery West Africa, interestingly little came to light on the front haul run.

The Asian market remained steady, a Tess 52,000 open Karachi was fixed for two laden legs via the Persian Gulf with redelivery Indian Ocean – Far East range at $8,350 daily. For the popular inter Asia run, a 57,000-dwt was fixed basis delivery Cebu via Indonesia redelivery Thailand at $8,000 daily. Little was reported on the Nopac rounds, but earlier in the week a 58,000-dwt was rumoured fixed basis delivery Japan redelivery Far East at $6,900 daily.

On the period side of the business, activity remained. A 56,000 dwt was linked to an index based deal for 11-13 months worldwide trading delivery China basis BSI Index at 94%. A 53,000 dwt was taken from the Persian Gulf early December for four to six months trading redelivery worldwide at $7,000 daily, and a 53,000-dwt open east Mediterranean went for three to five months redelivery Atlantic at $9,500 daily.

Handysize

All routes showed an increase throughout the week . The market is generally much busier within the Atlantic and brokers are still reporting there is an overall lack of available tonnage within the US Gulf with expectations for another strong week ahead.

There have been increased reports of charterers/operators fixing or negotiating tonnage for a short period. US Gulf deliveries sources suggest that charterers have been paying in the region of $10,000-$10,500 per day for four to six months while a 32,000 tonner accepted $11,000 for 2-3 laden legs redelivery Atlantic. Another 32,000 dwt vessel covered 2-3 laden legs redelivery Atlantic at $9,500 daily basis delivery Klaipeda.

The Atlantic Daisy concluded $10,000 per day delivery Jorf Lasfar for a trip via the Baltic to West Africa. Inter US Gulf trade went at $15,000 per day with a 31,837 dwt vessel and a larger 35,000 dwt was linked to fixing delivery Caldera for a trip to the Continent at $9,500 per day. Brokers advised a 38,000 tonner concluded a front haul delivery Brazil to Singapore-Japan at $15,000 per day while a 37,000 dwt was fixed delivery Luanda trip via Brazil to Norway at $10,000 per day.

In Asia the Irongate 28,300 dwt built 2015 fixed a trip delivery Zhoushan redelivery South East Asia at $5,250 daily and brokers reported similar ships were accepting similar levels for inter Asian employment.

For daily dry bulk assessments from the Baltic Exchange please visit

www.balticexchange.com/market-information/