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Bulk report – Week 43 2018

Capesize

A market of two halves for most of the week with rates in the Atlantic firming and easing in the East for most of the week, but then, West Australia/China staged a recovery, with a rumour \$9.00 was done as well as \$8.90, up from \$8.40, fixed 24 hours earlier. Timecharter rates appeared to be moving, with a 2011 175,000dwt fixing from Richards Bay to South Korea at \$20,000 plus almost a one million dollar ballast bonus. Brazil/China trading has been spasmodic, but at least many of the early ballasters have been absorbed with the Tubarao rate for second half November nearer to the mid \$21.00s, with \$22 and \$23 paid for 1-10 December. Rates also firmed from Brazil to the Continent with trading more active with a Tubarao/Rotterdam fixed near \$10.00 and this route attracting Atlantic tonnage. From Colombia, there was talk that the rate was moving above \$10.50. Front haul rates for ships open in the North hovered around the \$34,000 to \$36,000 daily for the run East.

Panamax

It was a week of falling rates in all areas. The Atlantic saw owners with early November ships in the North discounting to fix quick round voyages, with rates paying in the mid-to-high teens for Baltic rounds. South American trade has also slowed with first half November tonnage

discounting last done to fix and more failing evident. A 2006-built Kamsarmax failed at \$16,300 and \$630,000 for 5-7 November for a trip to South-East Asia. A long list of tonnage combined with a slowdown in cargoes from Australia, Indonesia and the NoPac, saw rates slide. Rates for Kamsarmaxes fixing NoPac rounds were barely in the mid \$12,000s, while a 6-year-old 75,000dwt agreed \$10,000 daily for a trip from Yuhuan via East Coast Australia to China. Period trading was in short supply, but a well-described 82,000dwt failed on charter-party details at \$15,500 for a year, with South China delivery early November.

Supramax

It was a lacklustre week with rates failing in a number of areas. The Continent saw vessels ballast away due to a lack of cargo. A 56,000dwt open Rotterdam went at \$12,000 for sulphur via the Baltic to Morocco. The Mediterranean maintained some reasonable rates, but largely for October, cancelling vessels, with a 63,000dwt fixed at \$25,500 basis delivery Canakkale to South-East Asia. The US Gulf traded sideways, brokers advised. Elsewhere, there was a split in demand from South America, with October vessels from the northern region seeing better demand than further south. A 63,000dwt fixed delivery Barcarena trip to the Mediterranean in the mid \$21,000s. The Asian area saw falling rates, with a 61,000dwt fixing delivery Kohsichang trip via Indonesia, redelivery India, at \$10,500. Further north a 63,000dwt fixed at \$12,000 basis delivery Tianjin via Vancouver back to Indonesia. Period activity remained, but less than last done.

Handysize

It was a slow week in general. The US Gulf market improved, but it was a flat in the Pacific, with some owners preferring to wait for the next moves before making a commitment. There was talk of tight tonnage availability, with October dates in East Coast South America, but as yet, the market direction for November was unclear. However, more short period fixtures were reported this week, with a 33,000-dwt booked from Nemrut for a 10 to 12 month period at a strong \$12,000. A similar-sized open Cotonou early November fixed at \$10,500 for three to five months, while a 35,000dwt went for three to five months at \$14,000 basis delivery Recalada, all worldwide redelivery.

A 37,000dwt open Cabedelo fixed at \$16,500 for a trip to Algeria. In the East, a 28,000dwt fixed from Singapore at \$8,000 to move sugar from East Australia to Japan. A 33,000dwt open Thailand and a 28,000dwt open Vietnam both went to move sugar from Thailand to Indonesia at mid-to-high \$8,000s.

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