

# Baltic Briefing

Baltic Exchange member news, views and events



## Bulk report – Week 37 2019

### Capesize

Overall it was a negative week for the Capesize market, with many routes losing ground. A limited amount of timecharter appeared, with most activity seemingly centred on voyage basis. However, a 176,000dwt vessel was rumoured fixed delivery China, mid-September, for a west Australian round at \$30,000. The highlight of the week was on the C5 route, which initially lost ground, before bouncing back to around the \$11.00 mark as the week closed, with talk of BHP fixing this level. For the C3 route, limited fresh information surfaced. However, the Newcastlemax, 'Stamatis', was linked to 190,000/10 iron ore, for early October dates at around \$25.25- \$25.50 level. For trans-Atlantic runs, a 182,000dwt ship was reported fixed for 160,000/10 coal, from Puerto Bolivar to Rotterdam for end September/early October dates, at \$14.10, with an Iskenderun option at \$15.30. Elsewhere, 130,000/10 iron ore, from Saldanha Bay to Hamburg, basis 1/10 October dates, was covered in the mid-low \$13.00s.

### Panamax

Another week without fireworks. The market drifted lower again, with only the Atlantic index returning to positive territory at the end of the week, mainly due to an increase in shorter Baltic trades and a tightening of tonnage on the North Continent. A modern Kamsarmax fixed at

\$25,000 from the Continent to Italy, redelivery Gibraltar. The Pacific round rate dropped over \$1,250, the most during the week, with the paper market affecting sentiment, several vessels being reported as failed, and holidays in Asia at the end of the week. The futures market did recover towards the end of the week, but physical trade volumes had already dwindled by then. South America was not as active as usual, however, brokers felt levels were holding up quite well, especially for the better described units. Understandably there was little period market news again.

### **Supramax/Ultramax**

The Baltic Supramax Index (BSI) had a weaker start to the week and the softening trend continued. The US Gulf remained relatively slow, but the rates stayed firm. Brokers reported no signs of recovery from East Coast South America and pressure remained on the tonnage open in Far East. A 64,000dwt vessel open early October in China was fixed on subjects for two years, with worldwide redelivery, at \$12,250. From East Coast South America, a 55,000-tonner was fixed to Algeria with grains at \$24,000. From the Mediterranean, a 56,000dwt ship, open Canakkale, achieved \$13,500 for a trip to the US Gulf. A 61,000dwt vessel, open in the Gulf, was fixed to China at \$31,000, possibly with concentrates. More stems were noticed going to Vietnam from Indonesia, with a 56,000dwt ship, open South China, and a similar-sized vessel open Thailand, both fixing in the mid \$12,000s. North Pacific fixtures were reportedly failed on an Ultramax new building at \$14,000 and concluded in the \$10,000s for a Dolphin 57 type, open North China, with redelivery in the Singapore-Japan range.

### **Handysize**

The Baltic Handysize Index (BHSI) recorded the highest point since January 2014 at 692. However, the trend was paused on Thursday, declining a point. Like the Supras, rates from the Mediterranean/Continent region and East Coast South America softene. The Pacific remained slow throughout the week. On the period front, a 34,000dwt grabber, open Malaysia, was fixed for about seven to ten months in the mid \$10,000s. A 28,000dwt ship, open in the Spanish Mediterranean, was fixed for a short period trading at a rate close to \$11,000 with redelivery in the Atlantic. A 32,000dwt vessel was fixed from Milos for a trip to the Continent at \$10,000, while a 35,000dwt ship was fixed for a trip from Santos to Brake at \$18,250. In the East, a larger 44,000dwt ship was booked for a trip via Indonesia to CJK at \$16,000 basis Singapore delivery.

For daily dry bulk assessments from the Baltic Exchange please visit

<http://www.balticexchange.com/market-information/>