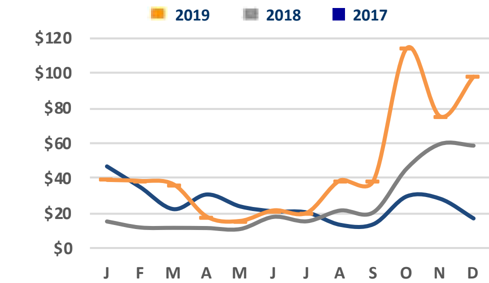
WEBER WEEKLY TANKER REPORT

WEEK 51 – 20 December 2019 **ISSUE 51 – 2019**

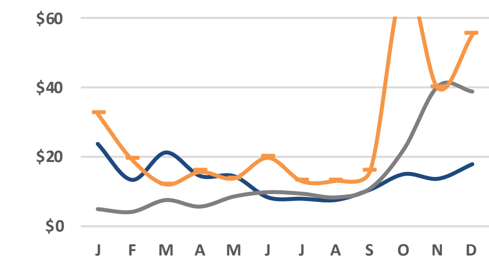
Spot Market	WS/LS	TCE	WS/LS	TCE
VLCC (13.0 Kts L/B)	Week Ending 13-Dec		Week Ending 20-Dec	
AG>USG 280k	61.00	--	65.50	--
AG>SPORE 270k	108.50	$97,592	114.00	$102,751
AG>JPN 265k	106.00	$98,978	113.10	$106,117
AG>CHINA 270k	109.10	$96,109	117.50	$104,469
WAFR>CHINA 260k	105.50	$91,774	111.00	$97,164
USG>SPORE 275k	10.21m	$89,955	11.02m	$98,108
AG>USG/USG>SPORE/AG	--	$130 950	--	$142,132
VLCC Average Earnings		*$98,988*		*$106,230*
SUEZMAX (13.0 Kts L/B)				
WAFR>USG 130k	137.00	$60,422	143.50	$63,573
WAFR>UKC 130k	142.00	$56,228	148.50	$59,220
BSEA>MED 140k	145.00	$73,273	148.50	$75,590
CBS>USG 150k	145.00	$79,880	153.00	$85,106
USG>UKC 150k	105.50	$49,176	122.50	$60,029
CBS>USG/USG>UKC/WAFR	--	$67,415	--	$78,093
AG>USG 140k	62.50	$30,510	73.00	$38,605
USG>SPORE 130k	5.75m	--	6.40m	--
AG>USG/USG>SPORE/AG	--	$66,202	--	$77,106
Suezmax Average Earnings		*$55,392*		*$58,654*
AFRAMAX (13.0 Kts L/B)				
N.SEA>UKC 80k	213.00	$100,720	235.00	$116,013
BALT>UKC 100k	181.70	$84,550	201.88	$96,584
CBS>USG 70k	201.00	$49,295	259.00	$69,541
USG>UKC 70k	190.50	$45,479	225.00	$56,562
CBS>USG/USG>UKC/NSEA	--	$77,556	--	$98,675
MED>MED 80k	178.50	$56,263	198.50	$65,119
AG>SPORE 70k	178.50	$43,990	227.00	$58,875
Aframax Average Earnings		*$63,042*		*$77,669*
PANAMAX (13.0 Kts L/B)				
CBS>USG 50k	200.00	$31,048	258.00	$44,803
CONT>USG 55k	174.50	$32,846	187.30	$35,994
ECU>USWC 50k	250.00	$38,389	251.00	$38,894
Panamax Average Earnings		*$31,291*		*$38,439*
LR2 (13.0 Kts L/B)				
AG>JPN 75k	152.70	$36,362	159.60	$38,035
AG>UKC 80k	2.93m	$35,516	2.98m	$36,037
MED>JPN 80k	2.97m	$34,333	2.96m	$33,826
AG>UKC/MED>JPN/AG	--	$42,010	--	$42,028
LR2 Average Earnings		*$38,242*		*$39,365*
LR1 (13.0 Kts L/B)				
AG>JPN 55k	154.50	$25,861	160.00	$26,720
AG>UKC 65k	2.02m	$21,619	2.16m	$23,900
UKC>WAFR 60k	176.88	$33,692	184.15	$35,353
AG>UKC/UKC>WAFR/AG	--	$32,856	--	$35,224
LR1 Average Earnings		*$29,359*		*$30,972*
MR (13.0 Kts L/B)				
UKC>USAC 37k	175.50	$19,971	175.00	$19,449
USG>UKC 38k	120.50	$10,986	125.63	$11,633
USG>UKC/UKC>USAC/USG	--	$29,051	--	$29,356
USG>CBS (Pozos Colorados) 38k	487k	$16,036	638k	$25,735
USG>CHILE (Coronel) 38k	1.62m	$28,612	1.63m	$28,528
CBS>USAC 38k	165.00	$20,797	166.25	$20,750
WCIND>JPN/ROK>SPORE/WCIND	--	$28,395	--	$28,595
MR Average Earnings		*$24,274*		*$25,178*
Handy (13.0 Kts L/B)				
MED>EMED 30k	263.40	$48,383	302.80	$59,069
SPORE>JPN 30K	177.00	$16,500	185.00	$17,327
Handy Average Earnings		*$27,978*		*$32,354*

Average Earnings weighted proportionally to regional activity share of each size class' worldwide market (including routes not necessarily shown above).

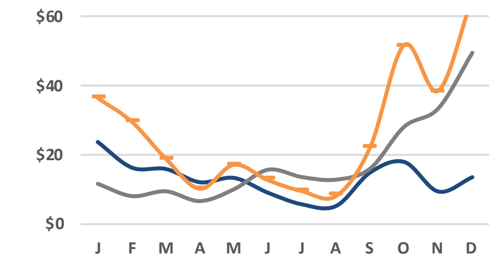
Time Charter Market *$/day (theoretical)*	1 Year	3 Years
VLCC	$48,000	$35,000
Suezmax	$38,000	$30,000
Aframax	$28,000	$22,000
LR 1	$17,500	$17,000
MR	$18,000	$17,000
Handy	$15,000	$14,000



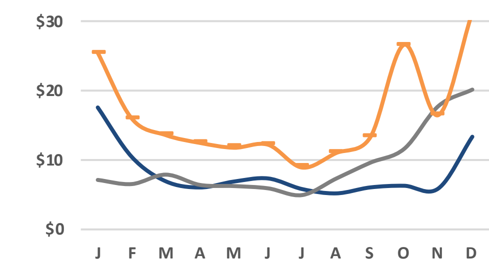
VLCC Average Earnings | **MTD Average** ~$106,230/Day | **Month y/y** ▲ +66%



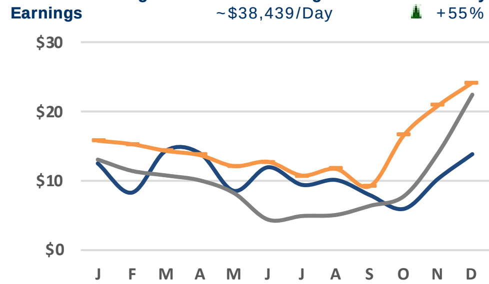
Suezmax Average Earnings | **MTD Average** ~$58,654/Day | **Month y/y** ▲ +42%



Aframax Average Earnings | **MTD Average** ~$77,669/Day | **Month y/y** ▲ +32%



Panamax Average Earnings | **MTD Average** ~$38,439/Day | **Month y/y** ▲ +55%



MR Average Earnings | **MTD Average** ~$25,178/Day | **Month y/y** ▲ +7%

SPOT MARKET SUMMARYs

VLCC

It proved an active week on the VLCC sector as Charterers advanced through their first decade January programs ahead of the holiday shortened weeks to end 2019. Upward pressure picked up over the week, but gains were muted as Owners did not want to miss out on some of the strongest returns of the year. The next couple of weeks will prove interesting as disjointed periods will have Charterers looking to secure some 50 more cargoes (covering the first two decade) over six to ten actual working days, which varies depending upon country. Will Owners be looking to take advantage of the disjointed activity and to push the market or look to lock in still stout returns?

There were 34 fixtures reported this week, bringing the January cargo tally to 41. This brings us most of the way through the first decade of January, leaving some 50 or so cargoes to go through the second decade. This compares with a position list that shows some 70 vessels over that same period.

Eastbound rates fluctuated throughout the week, starting off at ws100, moving up into the ws120's, dipping back into the mid ws110's before bouncing back up to ws120 +. The latest fixture a replacement voyage to China of early month dates at ws130. TCE's hovered around the $85,000 - $90,000 per day level, even as VLSFO prices rose to $700/ldt at Fujairah. Westbound business was largely out of play, but arguably increased to ws70, maintaining the highest possible tce returns as AG to the USG followed by USG to Singapore yields a tce of over $130,150 per day over the two voyages.

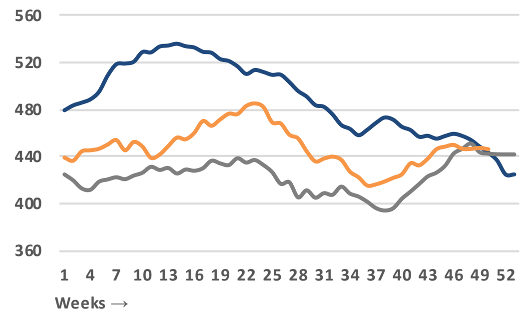
Suezmax

Another interest week for the West Africa Suezmax market as demand was relatively flat from last week however, busier secondary markets helped absorb excess tonnage from the list keeping rates pushing higher from last week's levels. The TD20 route rallied to an increase +2 pts off the back of improved market fundamentals and rising rates in AG and Mediterranean markets. TD20 TCE levels also showed a moderate increase on the week improving to just under $69,000 pdpr. The BSEA – MED route added +12.5 points, which elevated TD6 up to ws155 and yielding a TCE of around $79,700 pdpr. In the USG/CBS region, increased demand in both North and South America coupled with a patchy tonnage list have left rates in a promising position going into the short holiday week here in the States. The USG-TA route received a boost from the active Aframax TA market which kept Suezmax rates up around the ws155 barrier basis 145k MT cargo size. The big move this week was in the USG-Far East route, which received boost from owners' resistance to lock in the long East voyages in Q4 pushing rates up to $6.8m (1:1) lump sum for Singapore discharge. BDTI - TD20 ended the week settling at 160.91 which is up (+20.46) from this time last week.

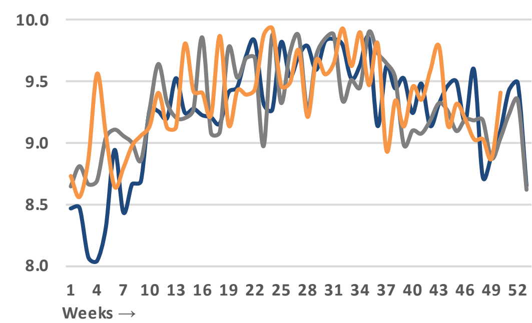
Aframax

The market remains very firm as the last full working week of the decade comes to a close. The week started off strong and ended even stronger with ECMEX/USG cargoes fixing near ws300 and USG/TA cargoes fixing near ws250 earning owners 80k p/d and 110k p/d respectively. Daily lightering rates and demurrage rates also jumped significantly, trading at 80k or more p/d. Similar to previous weeks, TA cargoes dominated the market and with Europe still trading strong owners have incentive, other than the 110k p/d, to send ships across. Now, with the Holidays closing in, owners remain optimistic in their expectations and are confident that the momentum will continue well into the new year.

Across the pond, European markets continue to bring solid returns with cross UKC trading at ws235 which is earning owners over 100k p/d. Baltic/Cont and cross Med closed near ws190 and ws197.5 earning 90k p/d and 63k p/d respectively. The week finished rather quietly and as the holidays close in, it seems as if the market is slowly finding some balance and stabilizing as Charterers take a breather before the Christmas rush.



US Crude Stocks (EIA)	Last Week	Week y/y
	446.8 MnBbls	▲ +1.1%



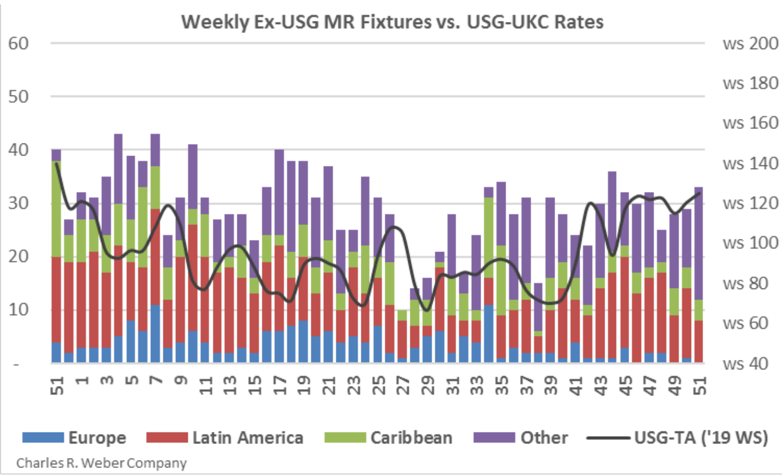
US Gasoline Demand (EIA)	Last Week	Week y/y
	9.411 MnB/d	▲ +4.2%

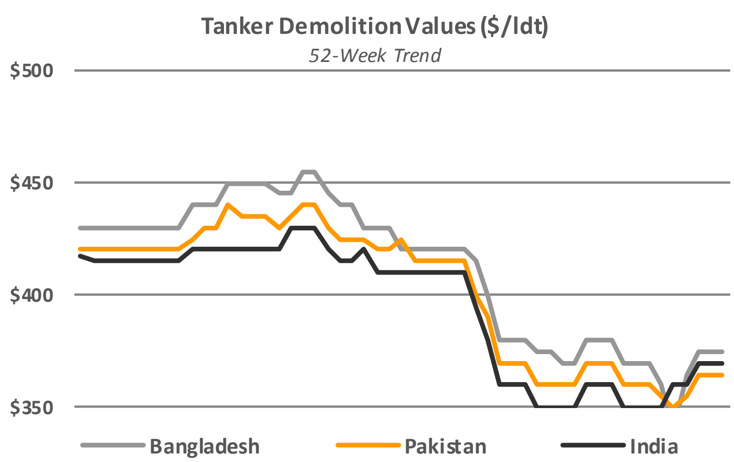
2019 2018 2017

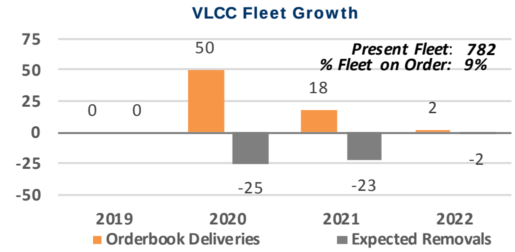
WEBER WEEKLY TANKER REPORT

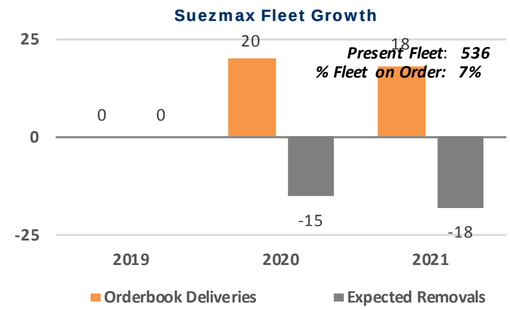
MR

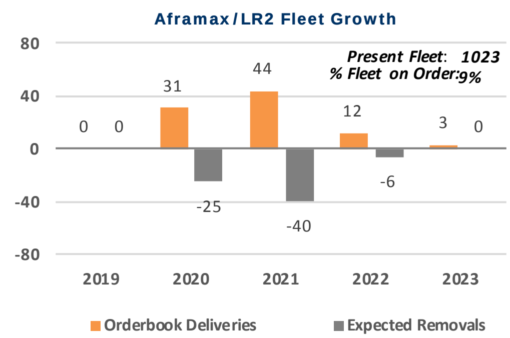
Pre-holiday fixing kicked into high gear this week as rates climbed steadily each day in Europe. TC2 now stands 37 x ws190-195 levels with WAFR differentials presently 20-25 pts. Rates should continue to push upwards at least early next week before majority of players leaves for Christmas break. The USG market held steady for the most part as a fair balance of supply/demand and long/short haul cargoes kept the front end tonnage employed. As with most markets, we should expect a further short term burst of activity early next week, before activity wanes. Rates should hold and presently stand 38 x ws125-130 UKC-M, ws200 BRZL, low 400k's / 600k's for ECMEX and Caribs respectively.

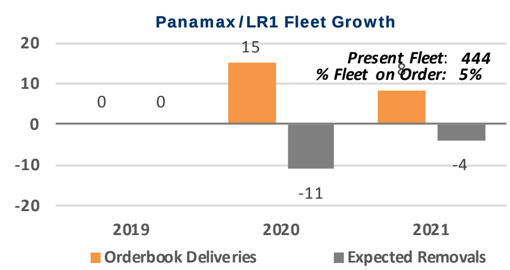


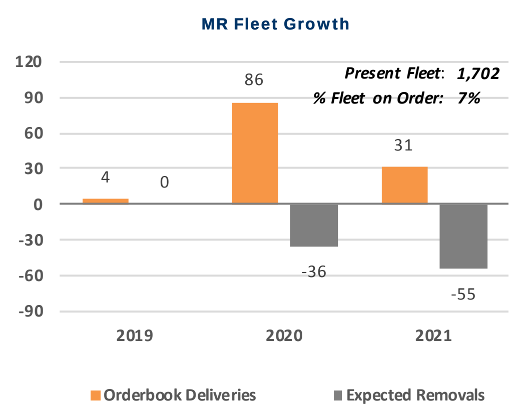












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