



Fearnleys Weekly Report

Week 52 - December 27, 2023

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01 Tankers

VLCC

A quiet Christmas break for the VLCCs as tonnage has risen for the next 30 days over the festive period. Still there are early cargoes being worked ex MEG. Second decade barely touched, and we should see some more activity here over the next few days. Middle East troubles continue with reports of a drone which has been reported to have been fired from Iran, hitting a tanker in the Indian Ocean. Let's hope it doesn't escalate any further, but this market could fly at any moment with tensions still high, but for the time being we still should see a weaker market in general going forward. West volumes lagging especially from USG, but a lifeline from the smaller siblings (Suez/Afra) could help owners as there are relatively few ballasters from the East at the time of writing.

Suezmax



ask for Cape or Good Hope options causing thirsty refineries in the west to quickly reorganize their import schedules. Backhaul rates are the main beneficiary of this disruption with Cape rates probably trading close to WS 85-90.

In the Atlantic, there will be some positive spillover from events in the Red Sea at some stage, but with the market stuck in the twilight zone (betwixt Christmas and New year), we will have to wait for the market to properly awaken from its holiday slumber in early January to see the full benefits.

Aframax

Last week of the year and the activity in both the North Sea and the Mediterranean has been slow after last week's fixing frenzy that helped owners to push rates higher than last-done levels on every fixture. Sentiment is positive but with charterers having fixed well-ahead into next year we might see some quiet days next week. Overall, the end of the year find owners enjoying healthy returns while the uncertainties and geopolitical risks that are growing could add more fuel to the fire.

Rates

Dirty
(Spot WS 2023, Daily Change)

[Click rate to view graph](#)

MEG/WEST	280'
35	2.5^

MEG/Japan	280'
55	0 >

MEG/Singapore	280'
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WAF/FEAST

57

260'

0 >

WAF/USAC

102.5

130'

7.5 ^

Sidi Kerir/W Med

112.5

135'

2.5 ^

N. Afr/Euromed

190

80'

10 ^

UK/Cont

180

80'

0 >


Caribs/USG

132.5

70'

0 >

1 Year T/C
(USD/Day, Weekly Change)

 Click rate to view graph



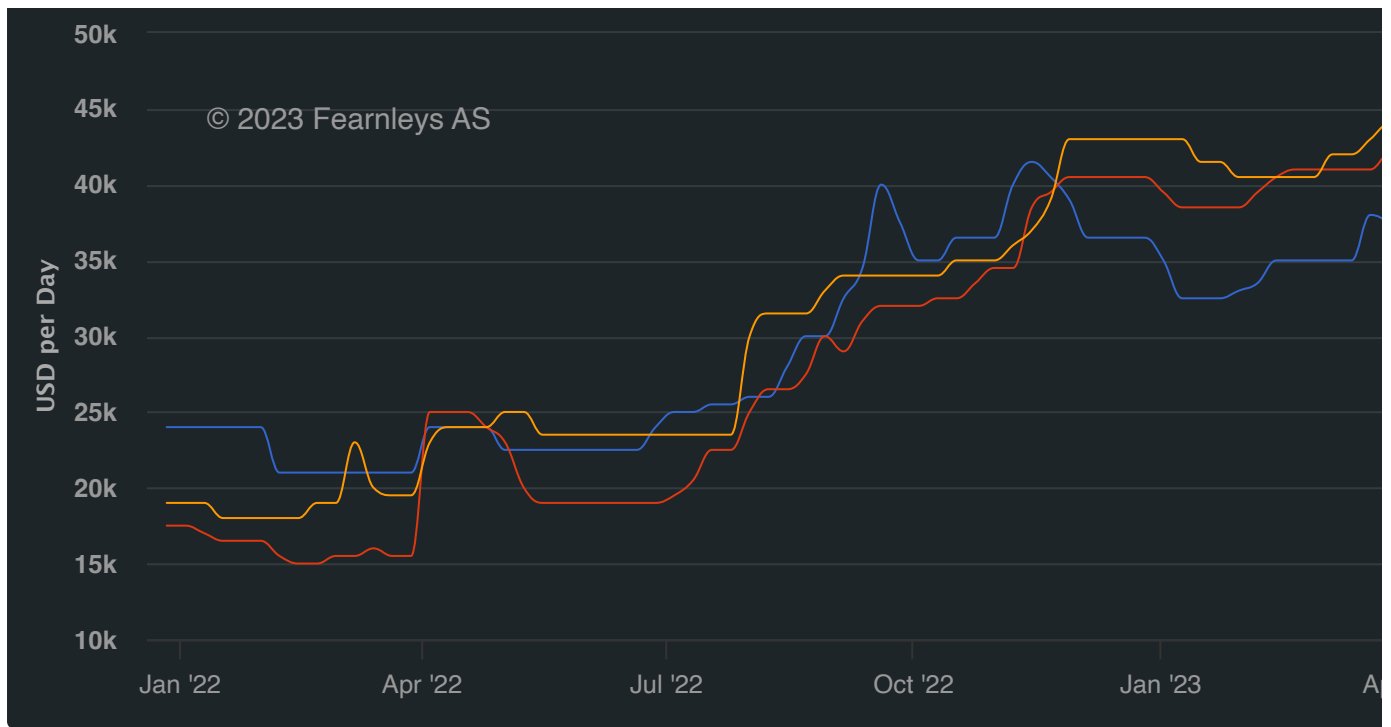
\$38,500	Modern \$0 >
Suezmax \$42,500	Modern \$0 >
Aframax \$39,000	Modern \$0 >

VLCCs

Click rate to view graph

Fixed in all areas last week 40	-21
Available in MEG next 30 days 167	10

1 Year T/C Crude



02

Dry Bulk

Capesize

We see volumes holding consistent with enquiries from miners and operators on C5 for mid-January dates. On the East Australia coal and Pacific front, we see several fresh enquiries and an uptick in volumes from previous week. On South Africa and Indian business, we see limited enquiries primarily for mid to late January stems. On C3 ex Brazil to China and West Africa, we see enquiries for mid to late January. Far East tonnage seems to be slightly tight. Ballasting tonnage weighs heavily on mid-January onwards. On C5, we see conclusions at high USD 10 pmt at start of week and mid USD 10 pmt levels by mid-week. On C3, we see limited fixtures concluding at USD 25 pmt levels for 2nd half of January and several adopting a wait and see approach.



The Panamax market has shown mixed signals over the past week, with a correction due to abundant available tonnage and limited inquiries. Freight rates from the Continent to the Far East remained stable at USD 39/tonne. Since July, the Panama Canal's reduced transit capacity to 32 daily transits (regular daily transit is between 38 and 40) has significantly influenced the market. Additionally, the market in the Pacific was subdued, with limited fresh inquiry from Asia, notably from Indonesia and NoPac, affecting rates and demand. This overall decline in demand and the continuous decrease in Panamax ballasters highlight the current challenges with a simultaneous decline in supply and demand. This can lead to a more balanced or stagnant market rather than a clear benefit to owners or charterers.


Supramax

A lot more activity on the Indian Ocean and the Pacific side last week prior holiday season with more cargo orders flowing in. Hearing WC India-China Supra voyages being fixed at last done levels. The usual Indonesia-India trips being fixed around 10k levels. ECSA-Far East Supra trips being fixed around 23k levels. With the coal & grain season coming to an end, we can expect to see a seasonal slowdown in the coming weeks. Position lists still have plenty on offer, especially in the Pacific, but even here rates are holding well – however, people are happy, or resigned, to pay what it says on the ticket. As we near the end of the holiday season, we can expect more activity in the coming week.

Rates

Capesize

(USD/Day, USD/Tonne, Daily Change)

 [Click rate to view graph](#)

TCE Cont/Far East

\$38,125

\$312 

Australia/China



Pacific RV

\$16,464

\$1,496 ▲

Panamax

(USD/Day, USD/Tonne, Daily Change)

 [Click rate to view graph](#)

Transatlantic RV

\$21,210

-\$233 ▼

TCE Cont/Far East

\$27,923

\$146 ▲

TCE Far East/Cont

\$6,431

-\$14 ▼


TCE Far East RV

\$13,548

-\$75 ▼

Supramax

(USD/Day, USD/Tonne, Daily Change)

 [Click rate to view graph](#)

Atlantic RV



Pacific RV

\$8,931**\$0 >**

TCE Cont/Far East

\$26,071**-\$46 v****1 Year T/C**

(USD/Day, Weekly Change)

[Click rate to view graph](#)

Newcastlemax

\$20,800

208'

-\$1,600 v

Kamsarmax

\$15,200

82'

-\$250 v

Ultramax

\$14,500

64'

\$0 >

Capesize

\$16,800

180'

-\$1,600 v



\$14,200

-\$200 ▼

Supramax

58'

\$12,500

-\$250 ▼

Handysize

38'

\$11,000

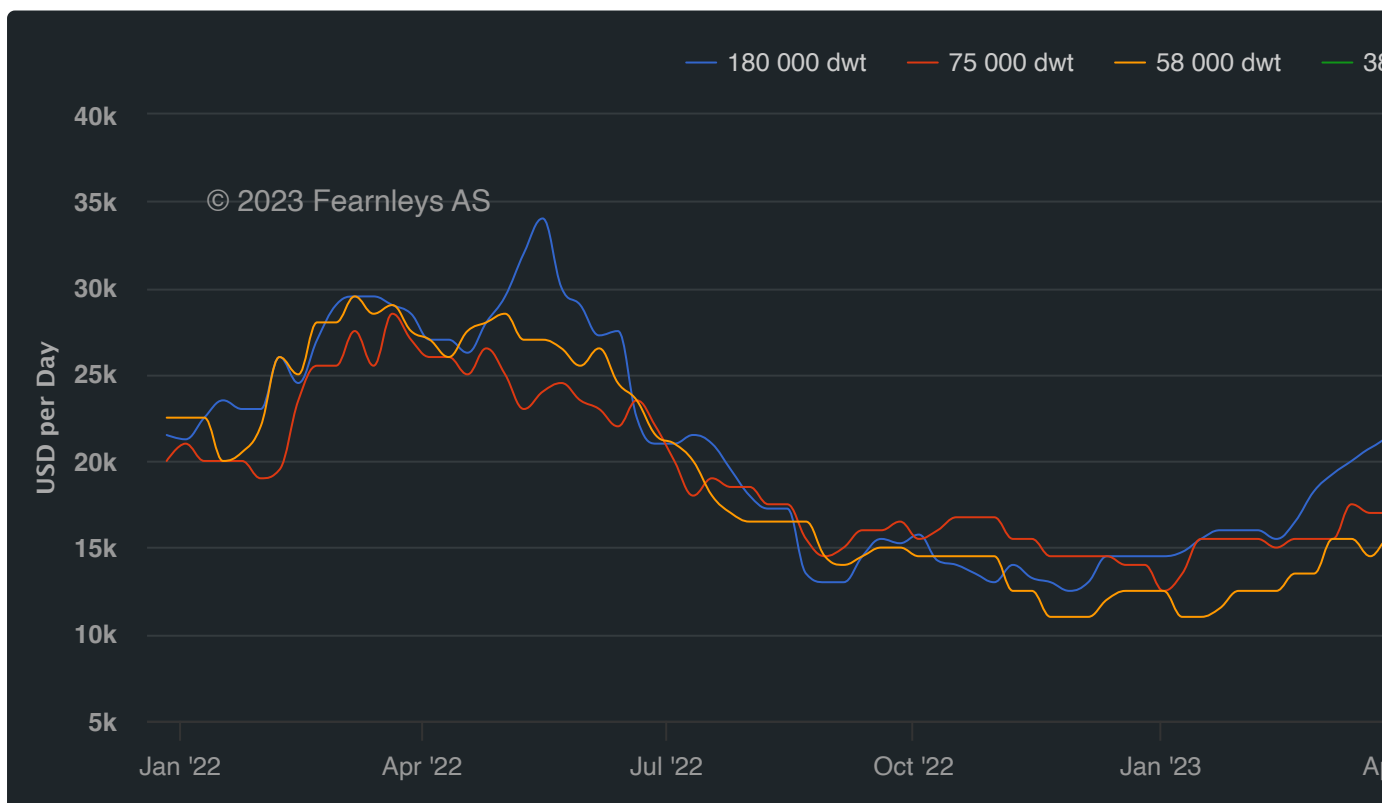
\$0 ➤

Baltic Dry Index (BDI)

\$2,094

\$7 ▲

1 Year T/C Dry Bulk






Chartering

As the year draws to a close, market has been quiet this week and there is not much activity to report East or West. Market looking strong with last done deals at mid 270s H/C v Cape and mid 130s RT/C.

LPG Rates

Spot Market
(USD/Month, Weekly Change)

 [Click rate to view graph](#)

VLGC	84'
\$3,750,000	\$0 >

LGC	60'
\$2,000,000	\$0 >

MGC	38'
\$1,650,000	\$0 >

HDY SR	20-22'
\$950,000	\$0 >



\$1,250,000

11-22

\$0 >

ETH

\$570,000

8-12'

\$0 >

SR

\$470,000

6.5'

\$0 >

COASTER Asia

\$280,000

\$0 >

COASTER Europe

\$330,000

\$0 >

LPG/FOB Prices (Propane) (USD/Tonne, Weekly Change)

Click rate to view graph

FOB North Sea/Ansi


\$475.5

\$0 >

Saudi Arabia/CP

\$610

\$0 >

**MT Belvieu (US Gulf)****\$337****\$0 >****Sonatrach/Bethioua****\$520****\$0 >****LPG/FOB Prices (Butane)**
(USD/Tonne, Weekly Change) Click rate to view graph**FOB North Sea/Ansi****\$511****\$0 >****Saudi Arabia/CP****\$620****\$0 >****MT Belvieu (US Gulf)****\$460****\$0 >****Sonatrach/Bethioua****\$540****\$0 >**

LNG Rates



Click rate to view graph

East of Suez 155-165k CBM

\$74,000

-\$1,000

West of Suez 155-165k CBM

\$105,000

\$0

1 Year T/C 155-165k TFDE

\$69,000

\$0

04 Newbuilding

Activity Levels

Tank Activity

Increasing

Dry Bulk Activity



Other Activity

Strong

Prices

VLCC	300'
\$124	\$0 >

Suezmax	150'
\$82	\$0 >

Aframax	110'
\$66	\$0 >

Product	50'
\$46	\$0 >

Newcastlemax	210'
\$66	\$0 >

Kamsarmax	82'
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Ultramax

\$34

64'

\$0 >

LNGC (MEGI) (cbm)

\$261

170'

\$0 >

05

Sale & Purchase

Prices

Dry	5 yr old	10 yr old
Capesize	\$48.0	\$33.5
Kamsarmax	\$32.5	\$23.0
Ultramax	\$29.0	\$23.0
Handysize	\$25.0	\$18.0

Wet	5 yr old	10 yr old
VLCC	\$100.0	\$75.0



Suezmax	\$77.0	\$61.0
Aframax / LR2	\$68.0	\$55.0

06

Market Brief

Exchange Rates

USD/JPY

142.2

-0.05▼

USD/NOK

10.22

-0.08▼

USD/KRW

1,296

-2.3▼

EUR/USD

1.1

0>



LIBOR USD (6 month)

5.2%

0 >

NIBOR NOK (6 month)

3.12%

0 >

Commodity Prices

Brent Spot

\$81

\$2 ^

Bunker Prices

Singapore

380 CST

\$459.5

-\$5 v

MGO

\$759.5

-\$4 v

Spread MGO/380 CST



Rotterdam

380 CST

\$459

\$0 >

MGO

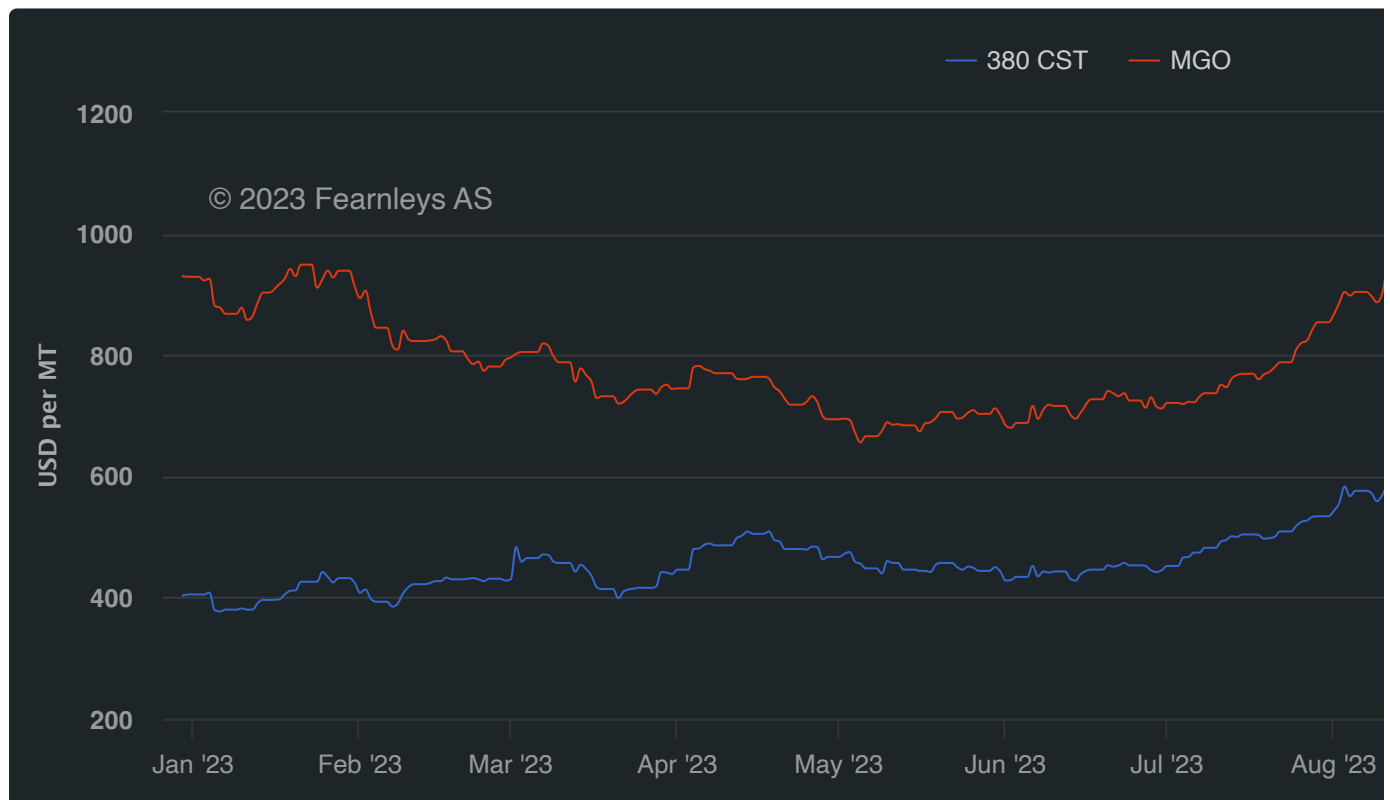
\$771.5

\$0 >

Spread MGO/380 CST

\$312.5

\$0 >





All rates published in this report do not necessarily reflect actual transactions occurring in the market. Certain estimates may be based on prevailing market conditions. In some circumstances, rates for certain vessel types are based on theoretical assumptions of premium or discount for particular vessel versus other vessel types.'

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