



# Fearnleys Weekly Report

Week 5 - January 31, 2024

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## 01 Tankers

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### VLCC

After a couple of weeks of a gently sliding market, we see a bit of a pre-Chinese New Year rush. Charterers have booked multiple ships, taken off the market with no details attached. As such, no real tangible up-tick in rates as deals done in the shadows are rarely above last done, or anything of any real excitement. Charterers coming to the fixing table later this week or early next will find fewer options, but there remains plenty of tonnage to soak up any immediate demand. The MEG/East market sits in the mid-high WS 50's depending on the tonnage age/quality. As for the Atlantic market, again, plenty of available vessels. Rates for West Africa/East sit a little under WS 60 and USG/Ningbo around USD 9m.

VLCC's are the size likely least affected by the current situation in the Red Sea, however, any improvements in the Suezmax and Aframax markets as a result will likely



upward signs for the market in the coming weeks.

## Suezmax

Suezmax market feels poised in both East and West hemispheres. The Middle East Gulf has been extremely active off-market as charterers look to work quietly in an effort to prevent stoking the fire (rate-wise). Geopolitical aspects have positively impacted rates for back haul cargoes with Basrah/UKCM trading around the WS 100 mark (via Cape of Good Hope) with no evident downside. Bearing in mind how frequent Red Sea attacks have been and how many ships are being rerouted via the Cape, rates have a firm foundation for the near/medium term.

In the Atlantic there have been steady activity with rates in West Africa last pricing WS 110 (TD 20) but with potential to slide to WS 105-107.5 before rates possibly bouncing again to recapture WS 110 levels very quickly (due to active USG market balancing out enquiry in the Atlantic).

## Aframax

Market has a softer feel as we head into February, the 1st decade seems to be mainly relets being programmed with limited activity. Surrounding areas still look attractive to owners with a resulting steady movement of tonnage out of the area. Natural dates moving into the 2nd decade. A somewhat erratic feel to rates in the Mediterranean this week with Aframax owners keeping up the pressure and enjoying strong returns on local runs. The tonnage keeps finding its way back into position with owners in the region slightly lacking in diversity and so could continue to have a chance at holding their ground, though Suezmaxes remain a potential threat waiting in the wings. No sign of further upward potential on CPC runs as owners await 3rd decade stems.

## Rates

**Dirty**  
**(Spot WS 2024, Daily Change)**

 [Click rate to view graph](#)

MEG/WEST

280'



MEG/Japan

57

280'

-2.5▼

MEG/Singapore

58

280'

-2▼

WAF/FEAST

59

260'

-3.5▼

WAF/USAC

105

130'

-7.5▼

Sidi Kerir/W Med

117.5

135'

-2.5▼

N. Afr/Euromed

205

80'

30▲

UK/Cont

172.5

80'

-7.5▼



Caribs/USG

70'

215

-40▼

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

Click rate to view graph

VLCC

Modern

\$38,500

\$0 &gt;

Suezmax

Modern

\$43,000

\$0 &gt;

Aframax

Modern

\$41,500

\$0 &gt;

## VLCCs

Click rate to view graph

Fixed in all areas last week

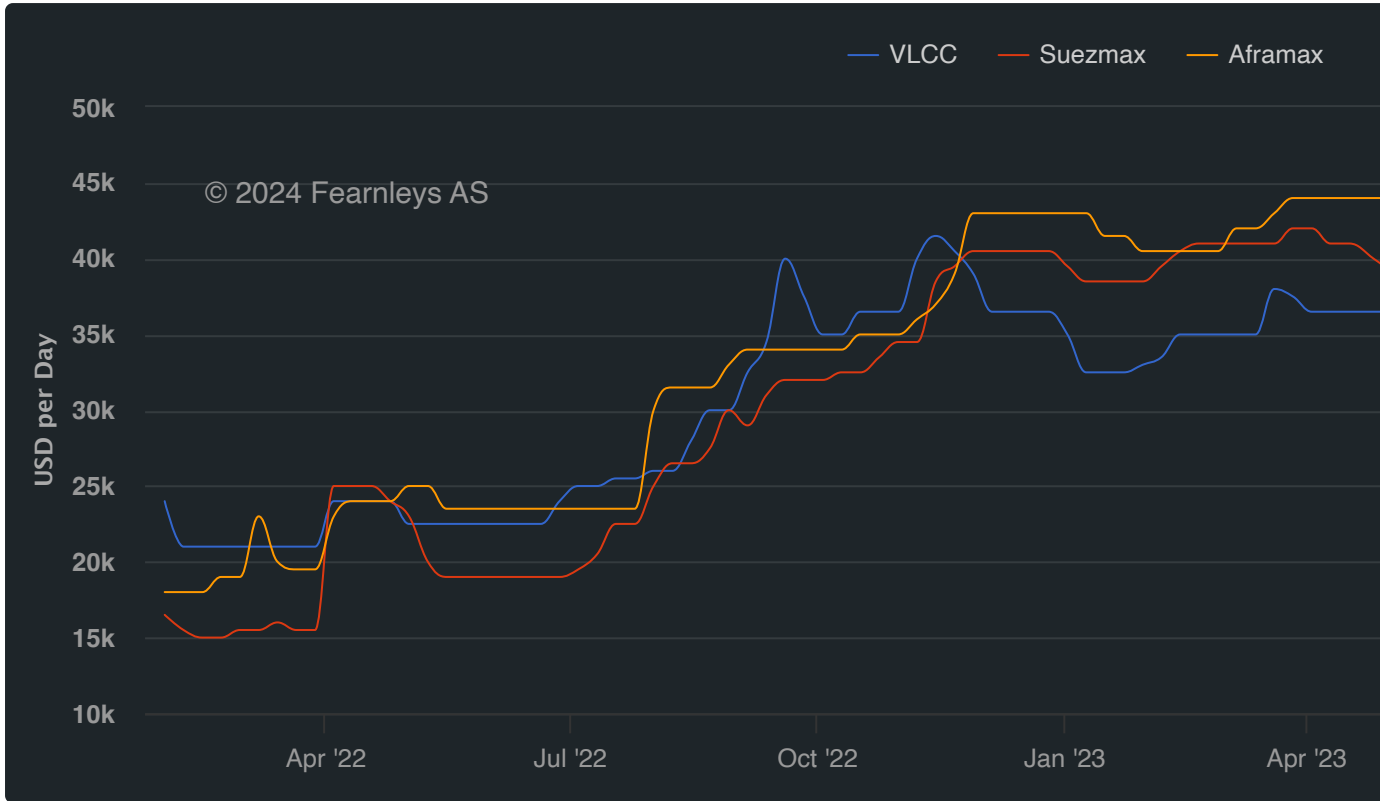
66

-10▼

Available in MEG next 30 days

150

5^



# 02

## Dry Bulk

### Capesize

On the C5 front, we see volumes holding up from miners and operators alike. Enquiries are primarily for mid to late February dates and several for early March forward dates. On the East Australia coal front, volume has been dampened with a slight rise at the start of the week. On South Africa and Indian business, we see limited increase in enquiries. On C3 ex Brazil to China and West Africa, we see operators present for second half of February and March dates. Far East tonnage is moderately abundant while ballasting tonnage weighs heavily on the second half of February. On C5, we see fixtures concluding at high USD 7 pmt to USD 8 pmt levels



the period front, we see a fixture of a scrubbered 207K dwt, 2012-built, for 1 year at USD 29,000 per day.

## Panamax

The Panamax market is currently strained, with the Atlantic and Pacific basins facing challenges. In the Atlantic, increased tonnage and competitive rates are causing downward pressure, while optimism from EC South America is waning. The Pacific market is sluggish, with low rates for Australian and NOPAC voyages leading vessels to seek alternatives. This situation is affecting market sentiment, though the period market remains active as players look to secure positions for 2024. The overall market lacks clear direction, with a need for increased activity to stabilize rates.

## Supramax

The sentiment on the Supra market is very volatile and driven mainly by FFA directions. We need stability and a firm spot market to justify owners' expectations. The lack of cargo flow in the USG, the weak Far Eastern market results in an overall uncertain market direction. The rates in USG dropped to USD 25,000 pd for trips to Singapore-Japan, and around USD 15,000 pd for transatlantic trade. ECSA market improved from previous weeks with fixtures reported better than last done. Nice Ultra 63,000 dwt, built 2019, was fixed at USD 18,000 pd plus 800,000 GBB delivery Santos with grain cargo redelivery Chittagong.

The Black Sea and Mediterranean markets are paying premiums due to the lack of tonnage driven by the present situation of the Red Sea and Suez Canal. The trips to the Far East paid around USD 26,000 pd, and clinker across from Mediterranean to West Africa improved substantially, with owners demanding above USD 20,000 pd compared to low-mid USD 10,000 pd from the previous week.

The market in the Far East remained unexcited, sideways, and bearish. Period rates asked by owners are much more optimistic based on FFA support; however, they are discouraged by spot rates.

## Rates



 [Click rate to view graph](#)

TCE Cont/Far East

**\$38,125**

**\$312** 

Australia/China

**\$7.96**

**\$0.47** 

Pacific RV

**\$16,464**

**\$1,496** 

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

 [Click rate to view graph](#)

Transatlantic RV

**\$15,840**

**-\$595** 

TCE Cont/Far East

**\$25,127**

**-\$505** 

TCE Far East/Cont

**\$5,425**

**-\$138** 



### ICE Far East RV

**\$11,875**

**-\$335**

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

[Click rate to view graph](#)

#### Atlantic RV

**\$14,391**

**-\$116**

#### Pacific RV

**\$9,150**

**-\$225**

#### TCE Cont/Far East

**\$25,413**

**\$546**

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

[Click rate to view graph](#)

#### Newcastlemax

**\$24,000**

208'

**\$700**

#### Kamsarmax

**\$16,000**

82'

**\$1,150**



**Ultramax**

64'

**\$16,500****\$500** ^**Capesize**

180'

**\$20,000****\$700** ^**Panamax**

75'

**\$14,500****\$1,000** ^**Supramax**

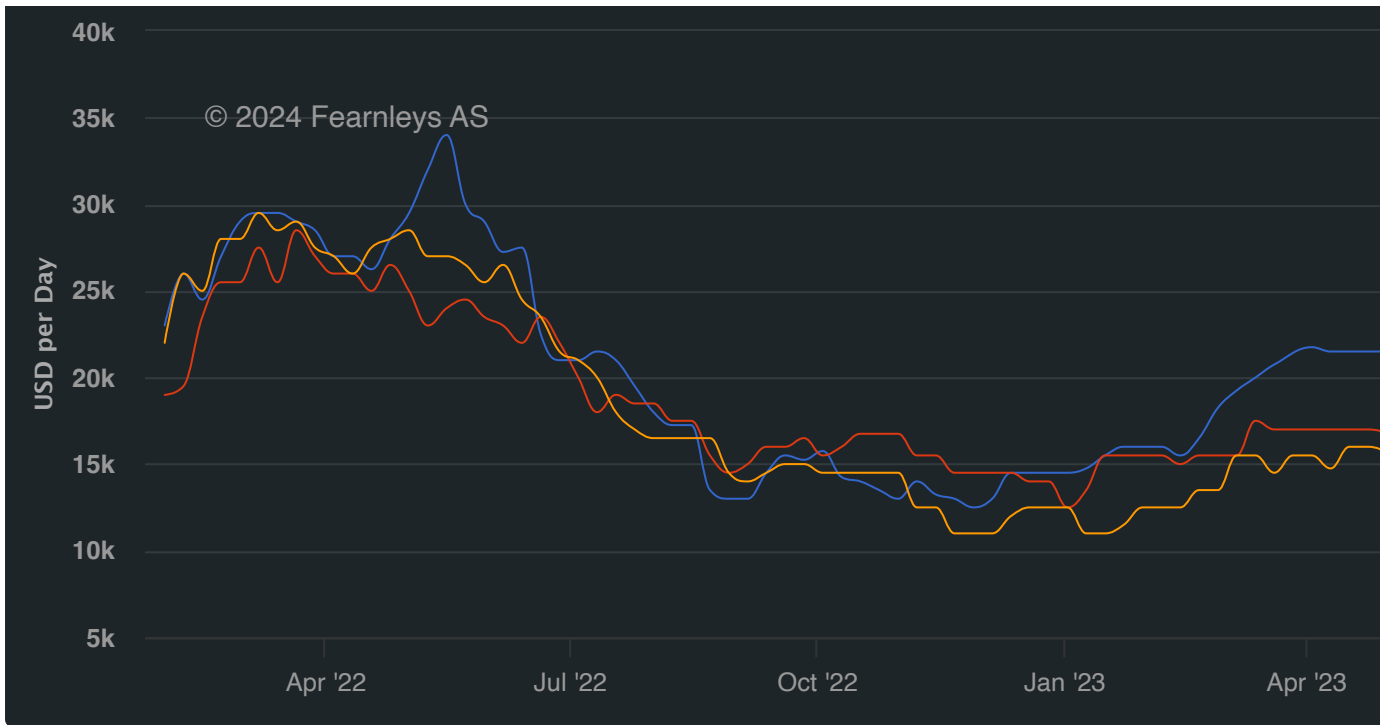
58'

**\$14,500****\$0** >**Handysize**

38'

**\$13,500****\$1,000** ^**Baltic Dry Index (BDI)****\$1,397****-\$63** v

## 1 Year T/C Dry Bulk



# 03

## Gas

## Chartering

In the Eastern hemisphere, a highly welcomed uptick in activity surfaced this week. VLGCs available in the spot market are still too many compared cargo enquiries ex MEG, however, hopes are that second half February comes into play rather soon. So far in second half February, there have only been a handful of deals done and as such should have more in store.

The West market has been rather quiet this week so far. Focus has largely been concentrated around a few last decade February FOBs and there are still talks of a few more available for sale, however, it has yet to aid the freight market which remains



is expected for the end of first decade of the month likely tomorrow.

# LPG Rates

**Spot Market**  
(USD/Month, Weekly Change)

[Click rate to view graph](#)

VLGC

84'

**\$500,000**

**-\$100,000**

LGC

60'

**\$1,100,000**

**\$0**

MGC

38'

**\$1,200,000**

**-\$100,000**

HDY SR

20-22'

**\$950,000**

**\$0**

HDY ETH

17-22'

**\$1,250,000**

**\$0**

ETH

8-12'

**\$620,000**

**\$20,000**



SR

6.5'

**\$480,000**

\$0 &gt;

COASTER Asia

**\$280,000**

\$0 &gt;

COASTER Europe

**\$390,000**

\$20,000 ^

**LPG/FOB Prices (Propane)**  
**(USD/Tonne, Weekly Change)** **Click rate to view graph**

FOB North Sea/Ansi

**\$491**

\$0 &gt;

Saudi Arabia/CP

**\$620**

\$0 &gt;

MT Belvieu (US Gulf)

**\$428**

\$0 &gt;

Sonatrach/Bethioua



## LPG/FOB Prices (Butane) (USD/Tonne, Weekly Change)

[Click rate to view graph](#)

FOB North Sea/Ansi

**\$499.5**

\$0 >

Saudi Arabia/CP

**\$630**

\$0 >

MT Belvieu (US Gulf)

**\$453**

\$0 >

Sonatrach/Bethioua

**\$540**

\$0 >

## LNG Rates

### Spot Market (USD/Day, Weekly Change)

[Click rate to view graph](#)

East of Suez 155-165k CBM

**\$42,500**

**-\$2,500** ✓



WEST OF SUEZ 155-165K CBM

\$40,000

-\$5,000

1 Year T/C 155-165k TFDE

\$54,000

-\$1,000

# 04 Newbuilding

## Activity Levels

Tank Activity

Increasing

Dry Bulk Activity

Moderate

Other Activity

Strong



VLCC

**\$125**

300'

**\$0.5** ^

Suezmax

**\$83**

150'

**\$0.5** ^

Aframax

**\$67**

110'

**\$0.5** ^

Product

**\$46.5**

50'

**\$0.5** ^

Newcastlemax

**\$66**

210'

**\$0** >

Kamsarmax

**\$36**

82'

**\$0** >

Ultramax

**\$34**

64'

**\$0** >



\$263

170  
\$2^

# 05

## Sale & Purchase

### Prices

Dry	5 yr old	10 yr old
Capesize	\$55.0	\$35.0
Kamsarmax	\$32.5	\$23.0
Ultramax	\$30.0	\$24.0
Handysize	\$25.0	\$17.5

Wet	5 yr old	10 yr old
VLCC	\$105.0	\$80.0
Suezmax	\$81.0	\$66.0
Aframax / LR2	\$68.0	\$55.0





# Market Brief

## Exchange Rates

USD/JPY

147.32

-0.9▼

USD/NOK

10.45

0>

USD/KRW

1,329.5

-7.4▼

EUR/USD

1.08

0>

## Interest Rates

SOFR USD (6 month)

5.39%

0>

**Brent Spot****\$83****\$0.5** ^

## Bunker Prices

### Singapore

380 CST

**\$465.5****\$0** >

MGO

**\$818.5****-\$3** v

Spread MGO/380 CST

**\$353****-\$3** v

### Rotterdam

380 CST

**\$454.5****\$0.5** ^

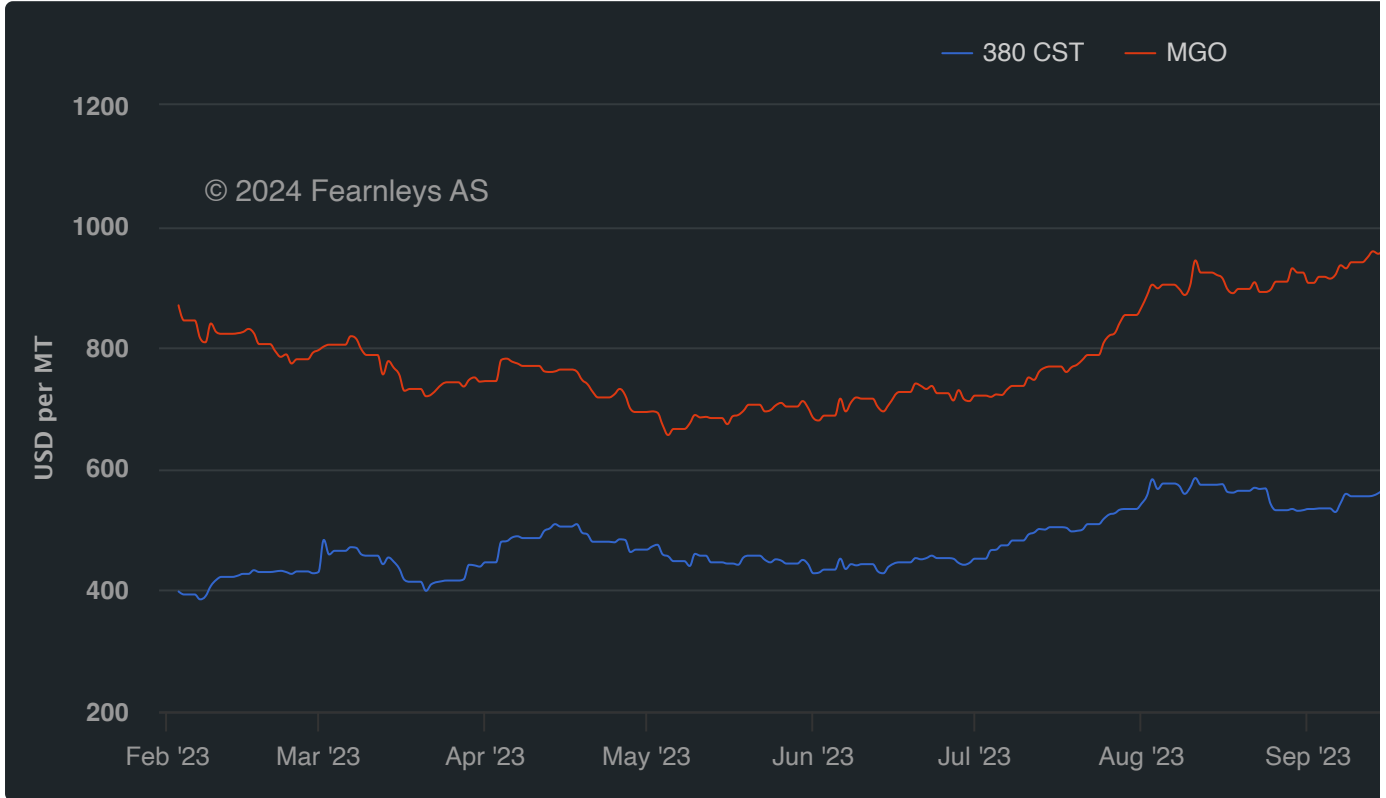
MGO



### Spread MGO/380 CST

**\$360**

**\$3^**



### Week 5 - January 31, 2024

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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