



Fearnleys Weekly Report

Week 8 - February 21, 2024

info@hellenicshippingnews.com

01 Tankers

VLCC

A week of contrasts.... We sit today exactly where we were at this time last week (in last done terms), however, with a clear and striking contrast in sentiment. Last Wednesday, the market sat at WS 75 MEG/China and WS 75 West Africa/China. We then shot up to the dizzy WS 90's, only to come crashing down within a few deals earlier this week. 'Next done' however, will be on the lower side and by quite how much, depends on owners' backbone. An MEG/China quoted cargo got 10+ offers this morning and charterers will take their time, while everyone waits and watches.

Given the current tightish position list (almost everyone available has offered on the MEG/China stem), the owning community may have missed an opportunity to push things a little more. But, in fairness, lack of activity, coupled with the fact that the returns on the bottom line of an owner's Calc still look pretty damn good, a turn was always possible, and we often see a quick rise followed by a quick fall. Charterers will



and we can regain some ground.

Suezmax

At the end of last week, East and West markets were exhibiting a little promise but they have now run out of steam with a topy feel in both hemispheres. Throw into the mix a VLCC market that has fallen off a cliff and there doesn't appear to be any obvious support. MEG/East prices maximum WS 120 whilst a BOT/UKCM will threaten the WS 70 mark (cogh) but we need to see an increase of enquiry to support these levels.

TD20 will trade max' WS 115 with possible downside unless we further enquiry whilst TD6 is max WS 127.5 and steady.

Aframax

NORTH SEA

A slow start to the week came alive yesterday with a mixture of prompt and clearing end month stems. Market has remained steady, but sentiment slightly firmer for good itinerary vessels for anything end/early month. Tonnage list should start to open up going into early March. The US market is softer but still attractive currently for vessels to ballast away.

MEDITERRANEAN

The bullish sentiment of last week seems to have dropped off somewhat as we hit the mid-way point and activity has slowed for both the Mediterranean and CPC runs. On the front end of the tonnage list there are a few prompt vessels looking for cargoes but overall, looking forward it looks to be a pretty balanced list. Rates are moving sideways for the time being and demand is lining up to be the driver for the next fixing window.

Rates

Dirty
(Spot WS 2024, Daily Change)

[Click rate to view graph](#)



	200
40	0 >
MEG/Japan	280'
70	-2 v
MEG/Singapore	280'
70	-3 v
WAF/FEAST	260'
72.5	-2.5 v
WAF/USAC	130'
107.5	-2.5 v
Sidi Kerir/W Med	135'
117.5	-2.5 v
N. Afr/Euromed	80'
190	10 ^
UK/Cont	80'



Caribs/USG

70'

205

-10▼

1 Year T/C

(USD/Day, Weekly Change)

[Click rate to view graph](#)

VLCC

Modern

\$38,000

-\$500▼

Suezmax

Modern

\$44,000

\$0 >

Aframax

Modern

\$42,000

\$0 >

VLCCs
[Click rate to view graph](#)

Fixed in all areas last week

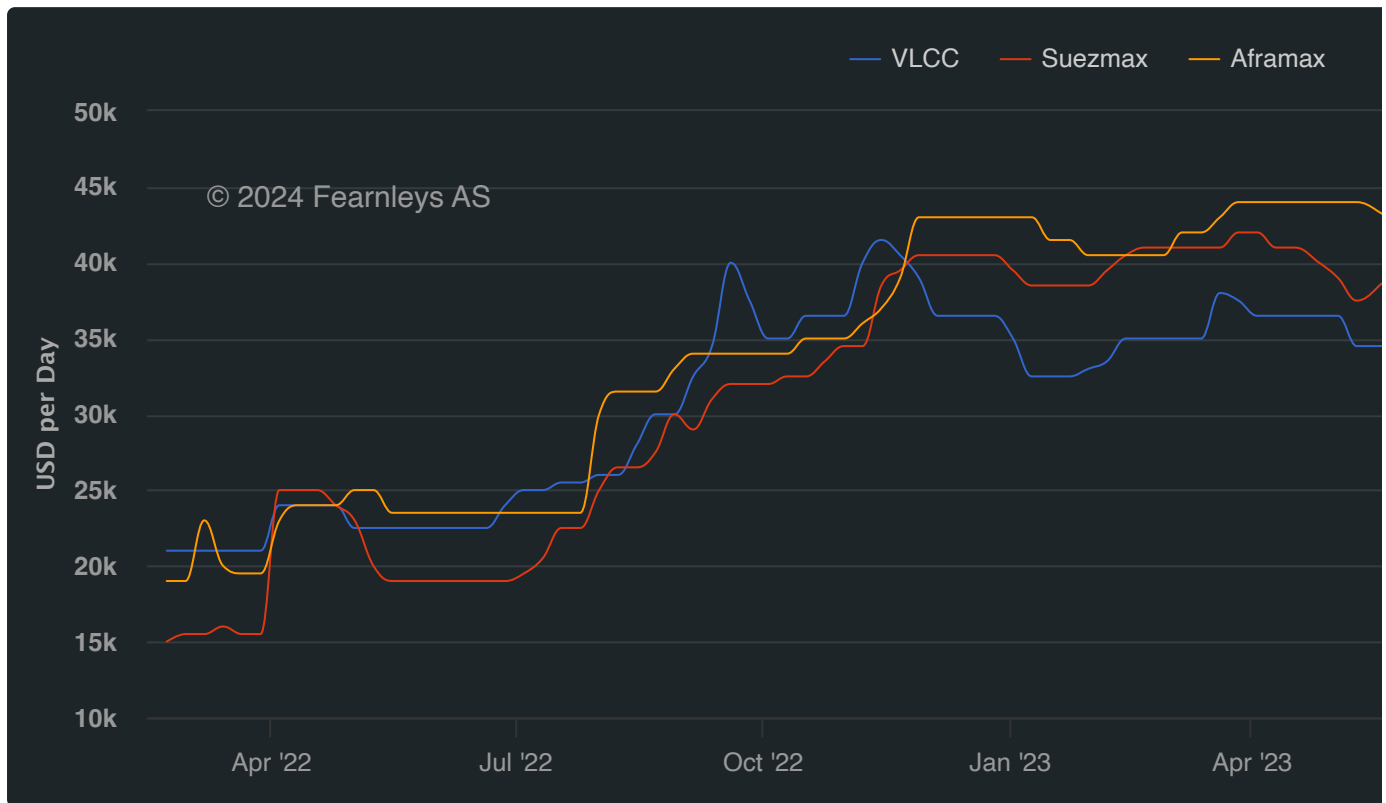
59

-5▼

Available in MEG next 30 days



1 Year T/C Crude



02 Dry Bulk

Capesize

On the C5 front, we see healthy volumes from miners, operators, and several tenders alike for first half of March dates. In comparison, things are quieter on the East Australia, Pacific, and Indian business front with limited enquiries. Volumes on South Africa ticked up slightly from last week. On C3 ex Brazil to China and West Africa, enquiries are present primarily for mid-March dates. Far East tonnage is moderately



NUMBER OF BALLASTERS FOR FEBRUARY IS SCARCE WHILE NUMBERS FOR FIRST HALF OF MARCH ARE THINNING. ON C5, THE WEEK STARTED OFF WITH MID-HIGH USD 9 PMT LEVELS, RETREATING TO MID USD 9 PMT LEVELS BY MID-WEEK. ON C3, RATES HELD UP FROM LAST WEEK, CONCLUDING AT HIGH USD 23 PMT TO LOW USD 24 PMT LEVELS FOR MID-MARCH DATES.

Panamax

This Panamax market outlook indicates a potential rise in the Kamsarmax index to the low twenty thousand USD per day within the next month, driven by ECSAM grain exports and an expected seasonal pattern, although the peak might slightly lower at around USD 18,000-19,000 per day. The BPI timecharter index has also seen an increase, with the Pacific basin showing significant gains while the Atlantic remained sluggish. The market momentum in the Pacific has been robust, particularly with the P6 route seeing rates climb, signaling a busy start post the Chinese New Year holiday. However, the North Atlantic shows a flat outlook with low grain and mineral route activities, potentially softening unless new volume emerges. Overall, the sentiment is marginally positive with expectations for the market level depending on increased volume, especially with China's return to work post-holiday.

Supramax

It seems like seasonality is playing out as usual. The ballaster/laden vessel ratio have dropped to around the lowest levels seen the last few years, which reflects the high shipment volume growth (9% year on year in January). A high share of the fleet is positioned in the North Atlantic/Mediterranean/Continent. A still low share of the fleet is positioned in the South Atlantic.

Rates

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

 [Click rate to view graph](#)

TCE Cont/Far East

\$38,125

\$312 

**Australia/China****\$9.64****\$0.16** ^**Pacific RV****\$16,464****\$1,496** ^**Panamax**

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

Click rate to view graph

Transatlantic RV**\$14,235****-\$450** v**TCE Cont/Far East****\$24,755****-\$36** v**TCE Far East/Cont****\$6,081****\$281** ^**TCE Far East RV****\$15,067****\$1,219** ^**Supramax**

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



Atlantic RV

\$14,716**-\$281**▼

Pacific RV

\$10,438**\$563**▲

TCE Cont/Far East

\$25,996**-\$154**▼**1 Year T/C**

(USD/Day, Weekly Change)

Click rate to view graph

Newcastlemax

208'

\$26,900**\$50**▲

Kamsarmax

82'

\$18,000**\$1,000**▲

Ultramax

64'

\$16,750**\$250**▲

Capesize

180'



Panamax

75'

\$16,550

\$800^

Supramax

58'

\$14,750

\$250^

Handysize

38'

\$13,500

\$0 >

Baltic Dry Index (BDI)

\$1,632

\$3^

1 Year T/C Dry Bulk



03

Gas

Chartering

EAST

A couple of market tenders and an Australia cargo helps keep the momentum in the East. Although the market has been coming up significantly the last few days there is a notable length for March overall. This coupled with the current large East premium could mean freight gains will take a breather, however with reports of more uncovered prompt cargoes and talks of a late running ship for another, previously fixed, Australia cargo we could see even more upside, at least for certain dates.

WEST

With the East on a steady rise, we see the discount in the West getting bigger -



position list is getting tighter as we see 6 open positions left and with only 5 spot fixtures done in the last decade of the month, we should expect some more cargoes to appear before moving into April. Western freight is set to increase.

LPG Rates

Spot Market
(USD/Month, Weekly Change)

Click rate to view graph

VLGC	84'
\$1,800,000	\$750,000

LGC	60'
\$1,100,000	\$0

MGC	38'
\$950,000	\$0

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

HDY ETH	17-22'
\$1,250,000	\$0

ETH	8-12'
-----	-------



SR	6.5'
\$480,000	\$0 >

COASTER Asia	
\$280,000	\$0 >

COASTER Europe	
\$400,000	\$10,000 ^

LPG/FOB Prices (Propane)

(USD/Tonne, Weekly Change)

[Click rate to view graph](#)

FOB North Sea/Ansi	
\$498	\$0 >

Saudi Arabia/CP	
\$630	\$0 >

MT Belvieu (US Gulf)	
\$470.5	-\$1.5 v

**\$520****\$0 >****LPG/FOB Prices (Butane)**
(USD/Tonne, Weekly Change)[Click rate to view graph](#)

FOB North Sea/Ansi

\$564**\$0 >**

Saudi Arabia/CP

\$640**\$0 >**

MT Belvieu (US Gulf)

\$419.5**-\$19.5 v**

Sonatrach/Bethioua

\$540**\$0 >**

LNG Rates

Spot Market
(USD/Day, Weekly Change)[Click rate to view graph](#)

East of Suez 155-165k CBM



West of Suez 155-165k CBM

\$40,000

\$0 >

1 Year T/C 155-165k TFDE

\$54,000

\$0 >

04 Newbuilding

Activity Levels

Tank Activity

Increasing

Dry Bulk Activity

Moderate

Other Activity



Prices

VLCC	300'
\$125	\$0 >

Suezmax	150'
\$83.5	\$0 >

Aframax	110'
\$67.5	\$0 >

Product	50'
\$46.5	\$0 >

Newcastlemax	210'
\$66.5	\$0 >

Kamsarmax	82'
\$36.5	\$0 >

Ultramax	64'
----------	-----



LNGC (MEGI) (cbm)

170'

\$263

\$0 >

05

Sale & Purchase

Prices

Dry	5 yr old	10 yr old
Capesize	\$56.5	\$39.0
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

150.32

0.34^

USD/NOK

10.49

0 >

USD/KRW

1,334.6

-0.4 v

EUR/USD

1.08

0 >

Interest Rates

SOFR USD (6 month)

5.39%

0 >



Brent Spot

\$82.5

-\$1▼

Bunker Prices

Singapore

380 CST

\$446.5

-\$5▼

MGO

\$817

-\$3▼

Spread MGO/380 CST

\$370.5

\$2^

Rotterdam

380 CST

\$458.5

-\$8▼

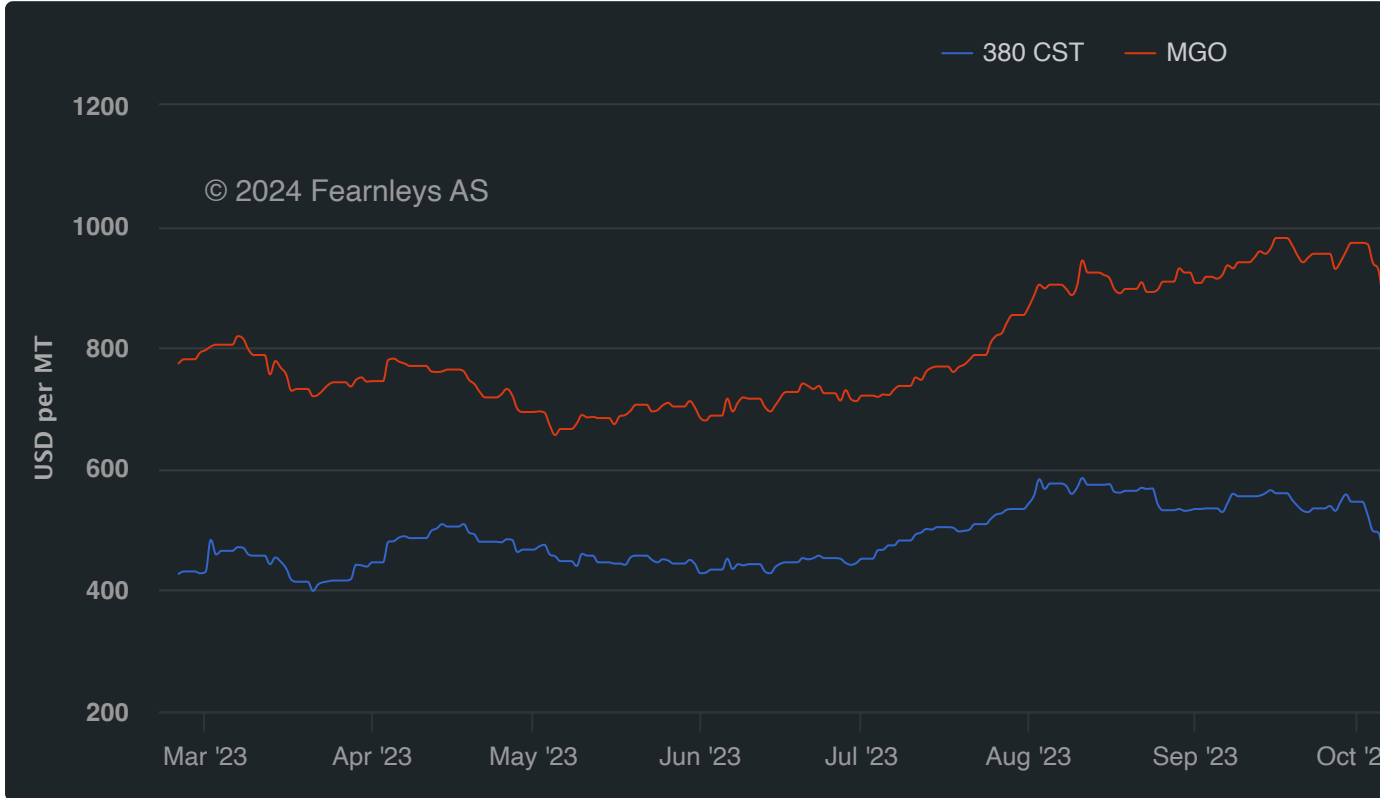
MGO



Spread MGO/380 CST

\$364.5

-\$3.5



Week 8 - February 21, 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.'

[Disclaimer](#)



An Astrup Fearnley Company

© 2024 Fearnleys AS