



Fearnleys Weekly Report

Week 51 - December 18, 2024

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01 Tankers

VLCC

The VLCC market has remained sideways all week, with daily returns close to OPEX for the older guard, and it's been hard for charterers to drive it down any further. Earnings at this time of a year are uncharacteristically low but here we are! Current returns on TD3C have forced owners will big fleets to explore further away in hope for a more active Western market, which has failed to deliver too. As a result, west tonnage list coupled with lack of activity resulted in rates being driven down to 6.5m for a USG/East voyage. As things stand, Saudi stem dates are expected within today/tomorrow and charterers are running against time to clear their desk before the holidays kick in next week. This leaves a window of 4-5 days to cover their requirements and clear subjects. We expect owners to push back now and take advantage of this situation to try and achieve low WS 40's at least. And as we know, in a market things can turn quickly and suddenly we are in the mid WS 40's. That's the best it seems owners will get this year, and we start with a new slate in 2025.



Don't call us Scrooge, but the week prior to Christmas normally heralds a buyer's market, and this year is unlikely to be the exception. Whilst there has been positive market chatter relating potential upside in the US Gulf, we conclude that December is done (or close to) with zero pressure on early January dates. TD6 remains under downward pressure with WS 87.5 on subjects for a 13-15/January stem, leaving owners on a backward footing for now. West Africa has a slew of ships lining up to fix mid/high WS 80's which suggests that a correction is likely on the cards, moderate as that may be. In the East, BOT/UKCM last traded WS 52.5 (Cape) with a steady feel.

Aframax

Rates in the North Sea look likely to remain in a sideways trend for the time being with the majority of volume for the rest of December being covered on relets and Suezmax. Tonnage has balanced out somewhat, but the potential for things to tighten as vessels continue to ballast to the US is still there, though it will take a certain increase in activity for pressure on rates to materialize in this market.

With December dates selling out owners in the Mediterranean have marginally pushed rates higher showing caution to keep a safe distance from larger vessels. Activity and USG ballasters has significantly thinned out tonnage, and further to this the number of ballasters from UKC to the US has been substantial of late, and as a result Continent positions have been fixed out of West Mediterranean. The fate of Aframax moving forward looks to be in the hands of Suezmax for one more time this year.

Rates

Dirty
(Spot WS 2024, Daily Change)

 [Click rate to view graph](#)

MEG/WEST

28

280'

-1▼



40

280

-1▼

MEG/Singapore

280'

40

-2▼

WAF/FEAST

260'

46

-2.5▼

WAF/USAC

130'

85

0➤

Sidi Kerir/W Med

135'

87.5

7.5▲

N. Afr/Euromed

80'

152.5

15▲

UK/Cont

80'

130

0➤

Caribs/USG

70'



1 Year T/C

(USD/Day, Weekly Change)

Click rate to view graph

VLCC

\$38,500

Modern

\$0 >

Suezmax

\$36,500

Modern

-\$2,500 ▼

Aframax

\$36,000

Modern

-\$500 ▼

VLCCs

Click rate to view graph

Fixed in all areas last week

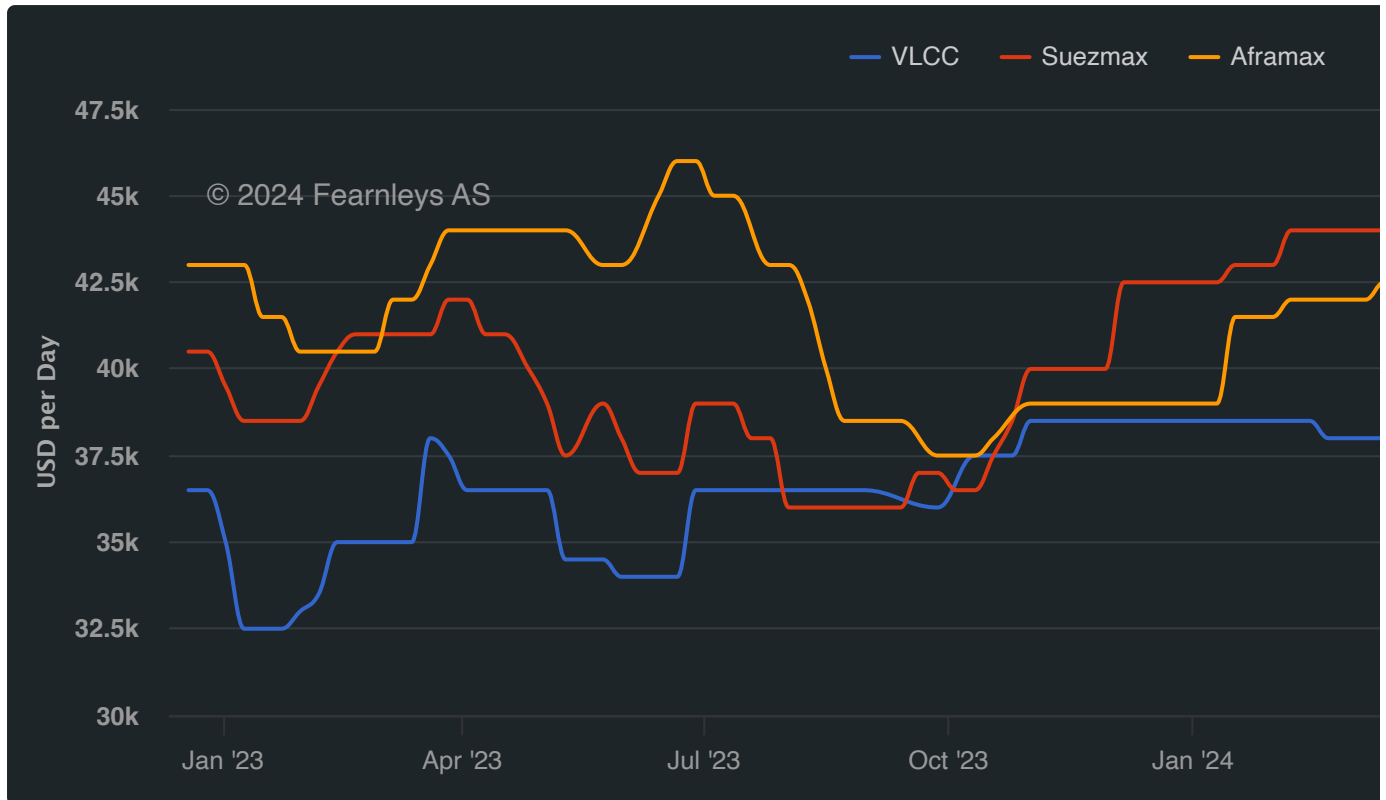
68

10 ▲

Available in MEG next 30 days

133

-2 ▼



02

Dry Bulk

Capesize

On the West Australia front, miners and operators enquiring primarily for early January dates. Overall, the number of players enquiring for freight have dropped compared to last week. Volumes out of East Australia remain flat with a decent number of WCSA enquiries for late January to early February dates. For C3 ex Brazil to China, some operators are out primarily for second half of January. On the West Africa front, there seems to be some delays experienced. Far East spot tonnage remains heavy for prompt, spot and several positions coming up for forward dates. Ballasting tonnage level remains ample for full January with some still able to make



on Monday, retreating to mid-high USD 6 pmt levels by mid-week. On US, fixtures concluded at low-mid USD 16 pmt levels for mid January.

Panamax


The Panamax market has faced further downward pressure this week, with rates continuing to slide amid weak sentiment and oversupply across both the Atlantic and Pacific regions. In the Atlantic, despite slightly improved transatlantic volumes, the abundance of available tonnage – particularly in the East Mediterranean – has kept rates under strain, while fronthaul routes remain depressed due to limited Black Sea activity and pressure from ballasting towards Gibraltar. The Pacific saw minimal cargo replenishment, with bid-offer spreads narrowing further as vessel oversupply continues to dominate. Owners are under pressure to accept lower rates, with no clear floor yet in sight. Looking ahead, optimism is pinned on record-high Brazilian soybean exports expected to begin early next year, but for now, the market remains subdued as it heads into the holiday season.

Supramax

Activity remained limited, with very few new fixtures reported. Pacific markets consistently struggled with negative sentiment and declining activity. The 11TC average steadily declined throughout the week, signaling weak overall market conditions. In the Atlantic, the ECSA and US Gulf showed occasional signs of stability with some fresh volumes, however the long list of tonnage did not help with pushing up markets. Across all regions, fresh enquiry and fixing activity remained sparse, contributing to a subdued tone. Period market remains quiet with not being much reported in the past week.

Rates


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

 [Click rate to view graph](#)


TCE Cont/Far East

**Australia/China****\$6.5****-\$0.36**▼**Pacific RV****\$16,464****\$1,496**▲**Panamamax**

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

 Click rate to view graph**Transatlantic RV****\$9,665****\$445**▲**TCE Cont/Far East****\$14,147****\$6**▲**TCE Far East/Cont****\$5,150****-\$156**▼**TCE Far East RV****\$6,433****-\$380**▼



 Click rate to view graph

Atlantic RV

\$15,209

-\$99▼

Pacific RV

\$12,575

\$19▲


TCE Cont/Far East

\$19,179

-\$259▼

1 Year T/C

(USD/Day, Weekly Change)

 Click rate to view graph

Newcastlemax

208'

\$21,115

\$115▲

Kamsarmax

82'

\$11,550

-\$150▼

Ultramax

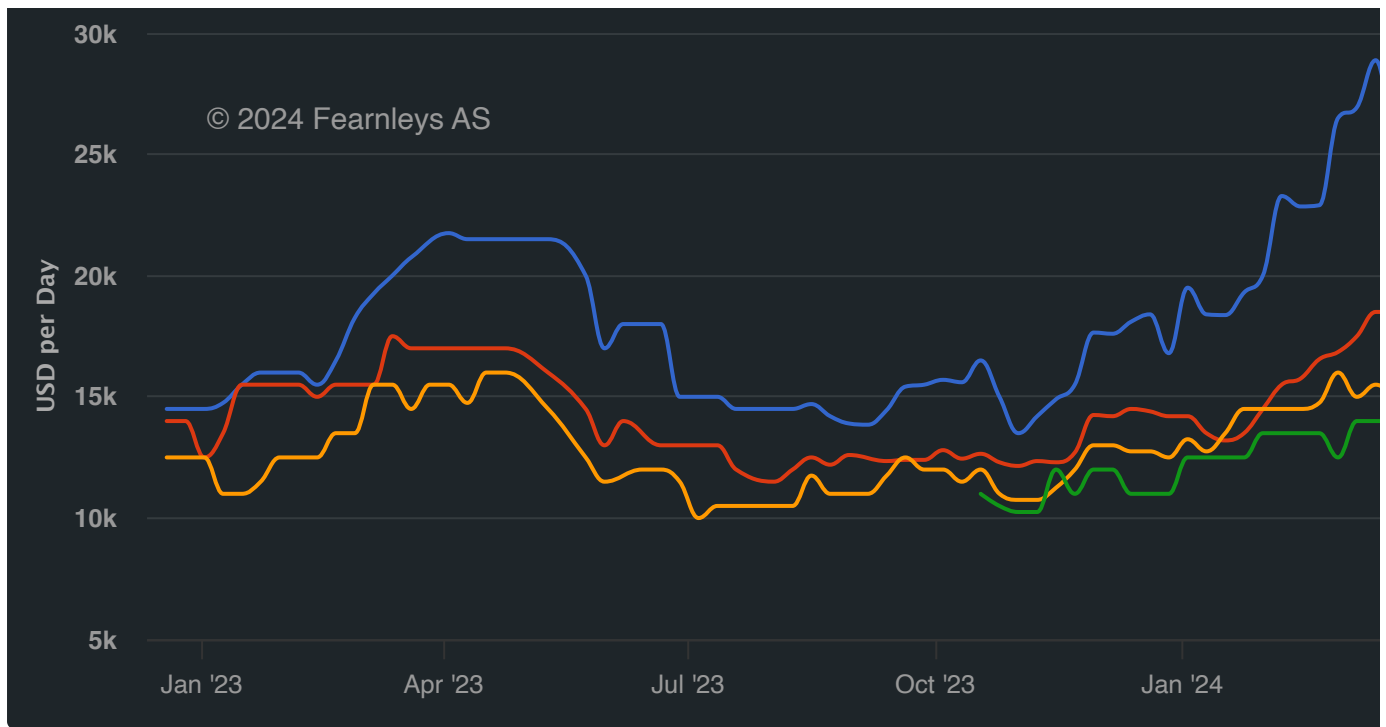
64'

\$12,500

\$0 ➤

**Capesize****180'****\$17,115****\$115^****Panamax****75'****\$10,200****-\$200v****Supramax****58'****\$12,000****\$0 >****Handysize****38'****\$10,500****-\$500v****Baltic Dry Index (BDI)****\$1,028****-\$25v**

1 Year T/C Dry Bulk



03

Gas

Chartering

EAST

Fixing activity in the East is moving slow so far this week as the market awaits more clarity from Saudi. An Indian PSU was fixed yesterday at a small premium to Baltic which indeed can be taken as a sign of optimism. However, with the West market coming off lately there is now a theoretical parity in the East which could limit the potential upside somewhat.

WEST


A spot tender out of the US Gulf was concluded earlier this week several dollars below last done, which has pushed Western freight rates slightly lower, and now we



In the first and second decade of January is seemingly finished with currently no available vessels left this period. In the last decade there still remain 7-8 open positions before we move into February. At the time of writing a couple players are out looking end January dates in the USG.

LPG Rates

Spot Market
(USD/Month, Weekly Change)

 Click rate to view graph

VLGC

84'

\$1,250,000

\$0 >

LGC

60'

\$900,000

\$0 >

MGC

38'

\$850,000

\$0 >

HDY SR

20-22'

\$890,000

\$0 >

HDY ETH

17-22'

\$1,150,000

\$0 >

**\$630,000**0-12
\$0 >

SR


6.5'

\$500,000**\$0 >**

COASTER Asia

\$280,000**\$0 >**

COASTER Europe (3 500-5 000 cbm)

\$460,000**\$10,000 ^****LPG/FOB Prices (Propane)**
(USD/Tonne, Weekly Change) Click rate to view graph

FOB North Sea/Ansi

\$547**\$0 >**

Saudi Arabia/CP

\$635**\$0 >**

MT Belvieu (US Gulf)

\$399**\$3 ^**



Sonatrach/Bethioua

\$585

\$0 >

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

Click rate to view graph

FOB North Sea/Ansi

\$510.5

\$0 >

Saudi Arabia/CP

\$630

\$0 >

MT Belvieu (US Gulf)

\$504

\$11 ^

Sonatrach/Bethioua

\$585

\$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

\$15,000

\$0 >

1 Year T/C 155-165k TFDE

\$25,000

\$0 >

04

Newbuilding

Activity Levels

Tank Activity

Strong

Dry Bulk Activity

Moderate

Other Activity



Prices

VLCC

300'

\$127

\$0 >

Suezmax

150'

\$86

\$0 >

Aframax

110'

\$70.5

\$0 >

Product

50'

\$48.5

\$0 >

Newcastlemax

210'

\$73

\$0 >

Kamsarmax

82'

\$38

\$0 >

Ultramax

64'



LNGC (MEGI) (cbm)

\$264

170'

\$0 >

05

Sale & Purchase

Prices

Dry	5 yr old	10 yr old
Capesize	\$60.0	\$42.0
Kamsarmax	\$34.0	\$26.0
Ultramax	\$34.5	\$26.0
Handysize	\$26.0	\$19.5

Wet	5 yr old	10 yr old
VLCC	\$110.0	\$85.0
Suezmax	\$82.0	\$66.0
Aframax / LR2	\$70.0	\$55.0



Market Brief

Exchange Rates

USD/JPY

153.98

-0.08▼

USD/NOK

11.21

0.05▲

USD/KRW

1,235.5

-7.3▼

EUR/USD

0.95

0>

Interest Rates

SOFR USD (6 month)

5.1%

0>

**Brent Spot****\$72.5****-\$1** ✓

Bunker Prices

Singapore

380 CST**\$460.5****-\$3** ✓**MGO****\$682****-\$3.5** ✓**Spread MGO/380 CST****\$221.5****-\$0.5** ✓

Rotterdam

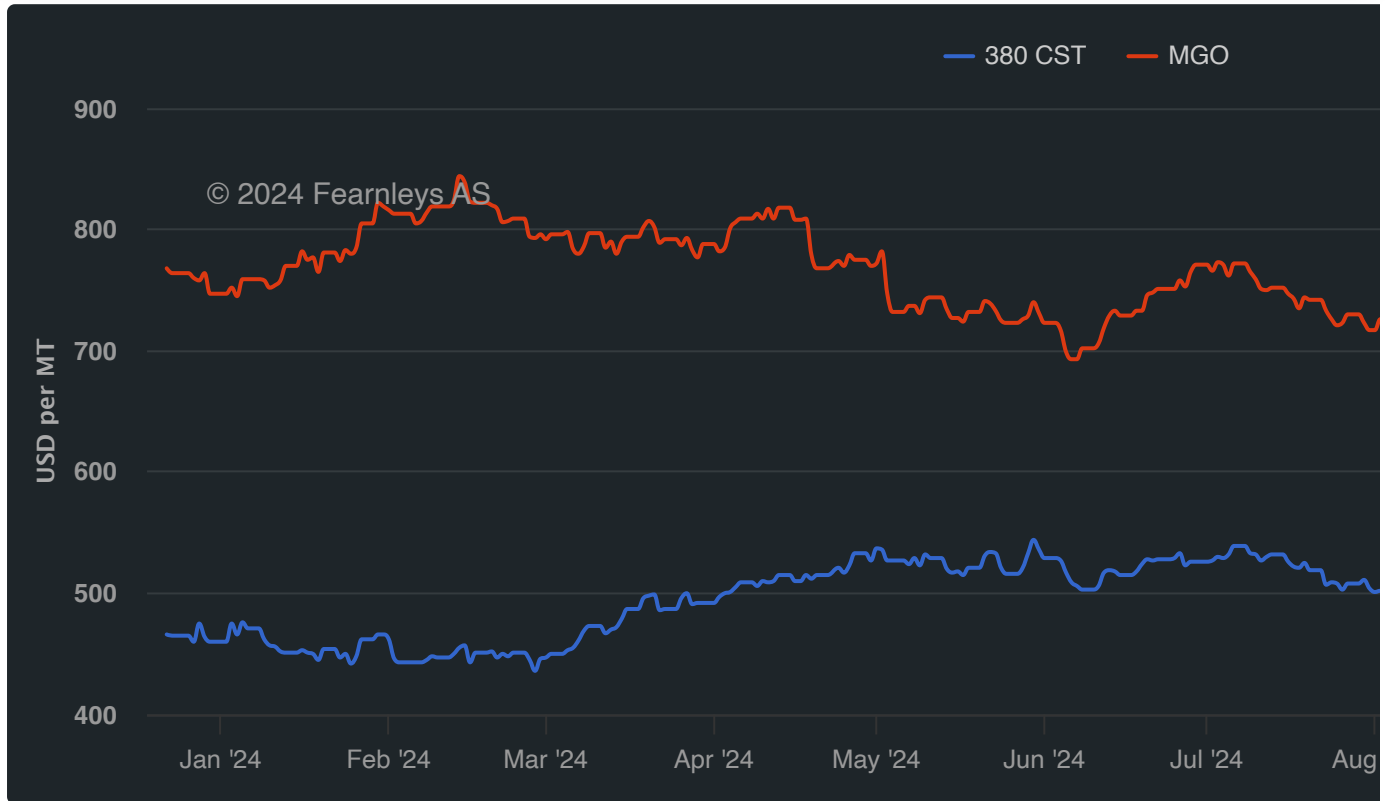
380 CST**\$449****-\$6** ✓**MGO**



Spread MGO/380 CST

\$199.5

\$5^



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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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