

Weekly Market Report

Week 33/2019 (12 Aug – 16 Aug)

Comment: Chinese Crude Oil Imports in 1H 2019

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Chinese Crude Oil Imports in 1H 2019

In the first 6 months of 2019 total crude oil imports into China increased by a strong 8.8 percent year-on-year to 244.6 million tonnes, according to the General Administration of Chinese Customs (GAC) data. The main driver was the rising demand coming from mammoth new refineries ramping up production or coming online this year.

Chinese Customs figures show that Saudi Arabia became China's largest crude oil supplier in the first half of 2019 with 37.8 million tonnes (15.44 percent of total imports), marginally overtaking Russia that followed with 37.7 million tonnes (15.41 percent). Angola followed with 25.3 million tonnes (10.35 percent). The list of largest supplier continues with Iraq, Brazil and Oman, with Iran ranking seventh.

Imports from Iran continued after the end of sanctions waivers (early May 2019) albeit dramatically reduced; in June 2019 imports decrease by 59 percent year on year to 0.9 million tonnes, while during January-June 2019 imports stood at 11 million tonnes, down 30 percent compared to the same period of 2018.

Shipments from the U.S., amid the Sino-American trade war, were null in January and March 2019 and fell by 76 percent on a half-yearly basis.

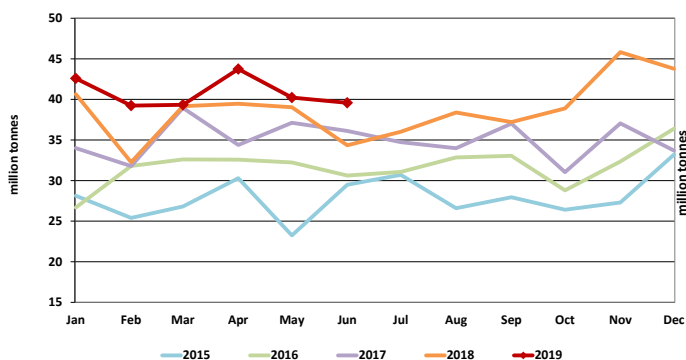
As China looks for alternatives for its crude oil supplies, imports from Saudi Arabia, Brazil and Russia have been increasing. In the first half of 2019, imports from Brazil saw a significant growth of 24.8 percent, while shipments from Russia strengthened by 15.2 percent compared to the first half of 2018.

Always during January-June 2019, Saudi Arabia has seen the strongest pick up in crude oil shipments to China, namely around + 38.4 percent year-on-year.

The Kingdom exports to China were also boosted by its enforced position into the Chinese energy market share and its new marketing strategy towards Chinese private entities, including agreements with Hengli Petrochemical and Rongsheng Petrochemical.

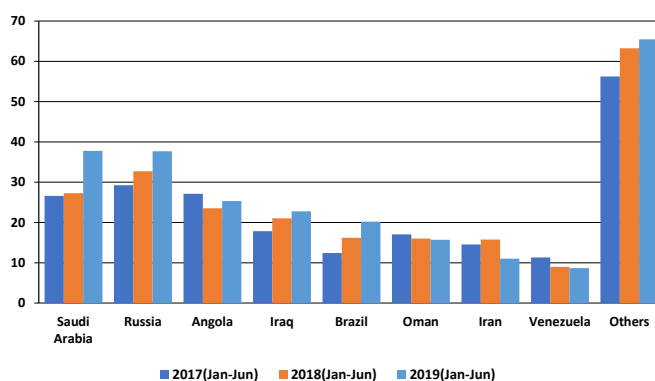
China - Monthly Crude Oil Imports - Seasonality

(Aug 2019 ; source: GAC ; in million tonnes)



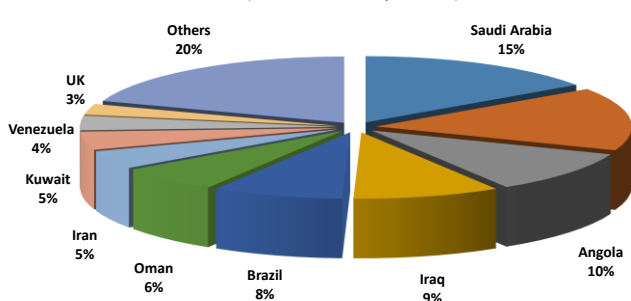
China - Jan-Jun Crude Oil Imports by Sources - last 3 years

(source: GAC ; in million tonnes)



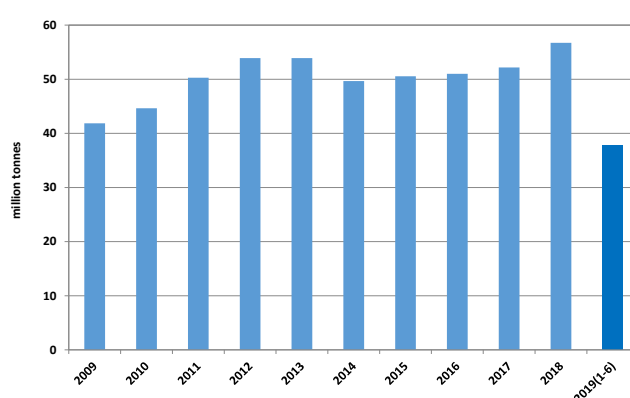
China - Crude Oil Imports by Source - Jan-June 2019

(source: GAC ; in % of import volume)



China Crude Oil Imports from Saudi Arabia

(source: comtrade + GAC ; in million tonnes)



Capesize Market

Capesize market quickly recovered last week in all basins with 5tc gaining more than \$5,000/d in a week and ending at \$29,624/d on Friday.

In the Pacific, the standard C5 improved more than 1 dollar from low \$9's/mt to mid \$10/mt for end-August dates. This was due to presence of all the miners in market, together with some vessels delaying at some Chinese ports because of bad weather which reduced vessels availability for prompt dates.

The Saldanha Bay/Qingdao route followed the trend accordingly, trading in the high/mid \$16's/mt for first half-September laycan.

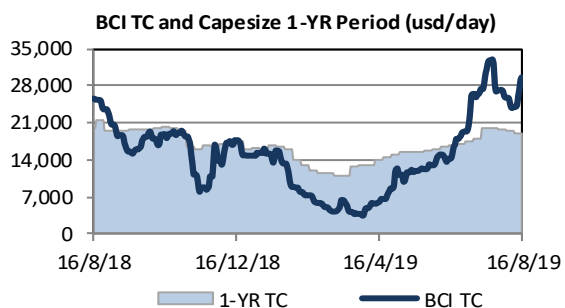
Out of Brazil, Vale was very active taking ships both for very prompt positions and first half-September dates, with rates rumoured in the \$23's/mt and high \$21's/mt respectively.

In the Atlantic, the Colombia/UKC quickly reached the low \$12's/mt for early-September dates and front haul remained strong at around \$50,000/d.

Although a healthy market, almost nothing was reported done for period.

Rates

	Unit	16-Aug	09-Aug	W-o-W	Y-o-Y
BCI TC Avg.	usd/day	29,624	24,022	+23.3%	+15.8%
C8 Transatlantic r/v	usd/day	31,625	24,700	+28.0%	+20.8%
C14 China-Brazil r/v	usd/day	26,877	22,332	+20.4%	+3.9%
C10 Pacific r/v	usd/day	29,329	22,867	+28.3%	+21.5%
1 Year TC Period	usd/day	19,000	19,500	-2.6%	-5.0%

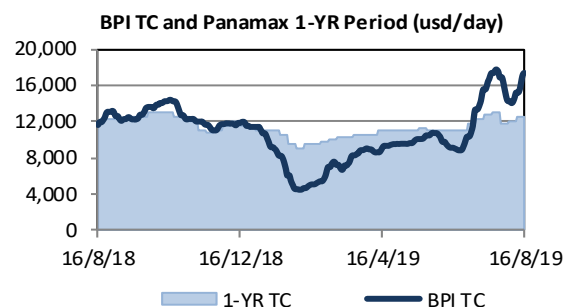


Panamax Market

During last week we have seen a positive upturn in the market with ECSAm front haul trips being reported fixed at \$18,500/d + \$850k bb basis aps delivery for redelivery Sing/Japan. Basis India delivery same trip was reported at \$16,700/d basis on a 79k dwt basis dop Kandla for ECSAm to Feast, while trips delivery Fazendinha via Trombetas to Aughinish were reported fixed at \$20,000/d + \$220k on a 95k dwt vessel. Trips basis MEG delivery via BSea to FEast were reported on a 98k dwt fixed at \$20,000/d basis Feast redelivery, while basis BSea delivery an 82k dwt was fixed at \$32,000/d for trip redelivery Sing-Japan. In Cont front haul trips were reported fixed at similar levels, where an 81k dwt has fixed trip via Baltic to FEast at \$31,000/d basis delivery Amsterdam. Two laden legs were also reported fixed on a 75k dwt at \$18,500/d basis Gibraltar for redelivery Skaw-Passero. In Feast, good levels were also seen with NOPAC rounds being fixed basis CJK delivery on 75k dwt at \$13,500/d for trip with redelivery MEG/India or Australia rounds basis CJK delivery at \$13,750/d, while trips via Indo to Japan were reported fixed on a 93k dwt at \$19,000/d basis dop Hong Kong.

Rates

	Unit	16-Aug	09-Aug	W-o-W	Y-o-Y
BPI TC Avg.	usd/day	17,359	15,169	+14.4%	+49.7%
BPI 82 TC Avg.	usd/day	18,601	16,281	+14.2%	+46.1%
P1 Transatlantic r/v	usd/day	20,060	17,790	+12.8%	+63.6%
P2 Skaw-Gib Trip East	usd/day	28,570	26,150	+9.3%	+46.3%
P3 Pacific r/v	usd/day	14,654	11,278	+29.9%	+48.0%
1 Yr TC Period Panamax	usd/day	12,500	12,000	+4.2%	+4.2%
1 Yr TC Period Kamsarmax	usd/day	14,500	13,750	+5.5%	+3.6%

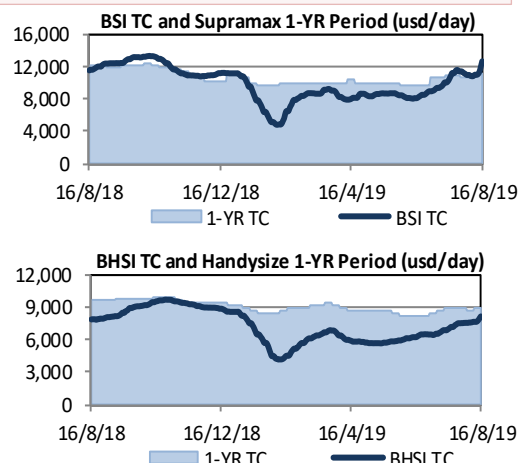


Supramax & Handysize Market

US Atlantic South America	<p>Supramax continued another week of optimism and high demand due to the short list of ships in the area and a lack of ballasters, which preferred dir ECSAm (where \$17,000/d +\$700k was fixed on Ultramaxes). The \$100/mt decrease on IFO prices helped rates to increase. We were in the \$17000's/d on Supramax for USG/Cont-Med and \$20-21,000/d for Ultramax, while trades with dir East were in the \$30,000/d. Handysize slowed on the spot; rates were in the \$12-13,000/d for USG to Med on 32/35k dwt and in the \$15-16,000's/d for larger 37/39k dwt. The ECSAm market, after a week of stabilization, started to grow again. Ultramax on front haul were asking in the mid/high \$15,000's/d + mid/high \$500k for ECSAm/East, while the transatlantic route remained at \$16,500/d. The large Supramax were asking \$15,000/d + \$500k for fixing ECSAm/Spore-Japan, back to the levels of fifteen days ago. Trip to Cont-Med was paid around \$16-16,500/d. The Handysize market was mostly stable last week, with \$15,500/d still the level for trip to Cont-Med and \$21,500/d for trip FEast. The Coastal route in Brazil didn't changed much either, getting \$14,000/d.</p>
N Europe Mediterranean	<p>The chartering interest from NEurope was still not large enough to push rates upwards; however, the limited available reports showed it was easy for owners to do better especially with the larger sizes. A Tess58 delivered at Belgium got a nice \$17,000/d for a trip via Poland to Algeria, while the rate for these sizes was in the low \$20,000/d for trips to the FEast. A 40k dwt performed a trip with fertilizers to ECSAm at \$11,400/d for 1st 40 days and \$14,000/d thereafter. \$11,800/d was the rate agreed on a 31.7k dwt from Skaw to carry timber into the EMed, while at the end of the week a slightly larger unit saw charterers willing to pay her \$13,000/d to carry scrap from Odense to the EMed. according to owners, BISea flooded by enquiries. Ultras were seeing \$30,000/d+ for front haul and for good/large Handies rates well into the \$11,000's/d for trips to the Cont.</p>
India S Africa	<p>After a small dip over the holidays last week, market seemed to have come back to its steady ways. A 58k dwt was fixed for period from WCI at \$14,000/d levels, while an Ultramax was heard fixed for short period in the mid-week around similar levels. Supramax in the MEG got around \$14,000/d for usual limestones trip to WCI and over \$16,000/d for redely ECI. Stronger ECSAm and Black Sea markets saw vessels being picked from Indian Ocean for the respective trades. A supra was heard to have fixed at low \$12,000/d dop WCI a front haul trip via ECSAm to FEast. Market apparently shrunk a bit only in ECI, with the drop in iron ore prices from India, even if Supras were seeing healthy \$14,000/d levels for China direction. A Supramax open Haldia was rumored to have fixed at mid \$16,000/d levels for iron ore to China. From SAfr a 58k dwt was fixed at low \$14,000/d+ \$425k levels for trip via SAfr to FEast.</p>
Far East Pacific	<p>Both Supramax and Ultramax markets showed a considerable rate improvement on all spot trades within SEAsia, FEast, Pacific and from these areas to MEast, and all these trades recorded a daily time charter rate increase over \$1,000/d. Dolphin types delivered at SEAsia were fixed at \$13,000/d via Indo and Philippines for trips to NCChina, while a 61k dwt delivered at Indo loadport got \$17,000/d to discharge at ECChina and a Tess58 was done at \$11,750/d from SChina via Indo to SKorea. Coal trade via Indo to India reported a 63k dwt fixed at \$9,650/d from Shanghai to WCI, a similar type delivered at SChina was paid \$12,750/d for a trip with intended redelivery ECI. A 61k dwt delivered at NEChina was fixed at \$11,750/d for a trip with grains via NPacific to SEAsia. Handysize trading was slower but rates were stable or slightly better with 38k dwt running on an average level of around \$8,500/d and around \$1,250-1,500/d less for the 28k dwt.</p>

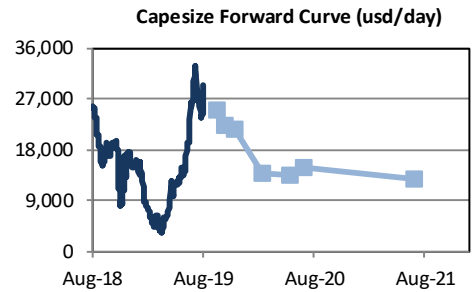
Rates

		Unit	16-Aug	09-Aug	W-o-W	Y-o-Y
Supramax	BSI TC Avg.	usd/day	12,753	11,074	+15.2%	+9.8%
	S4A 58 USG-Skaw/Pass	usd/day	18,463	15,450	+19.5%	-4.9%
	S9 58 WAF-ECSA-Med	usd/day	14,805	11,950	+23.9%	+64.5%
	S1B 58 Canakkale-FEast	usd/day	26,171	22,850	+14.5%	+23.2%
	S11 58 Pacific r/v	usd/day	10,488	9,460	+10.9%	+10.2%
	1 Year TC Period	usd/day	11,250	10,750	+4.7%	-8.2%
Handy	BHSI TC Avg.	usd/day	8,210	7,705	+6.6%	+3.5%
	1 Year TC Period	usd/day	9,000	8,750	+2.9%	-7.7%

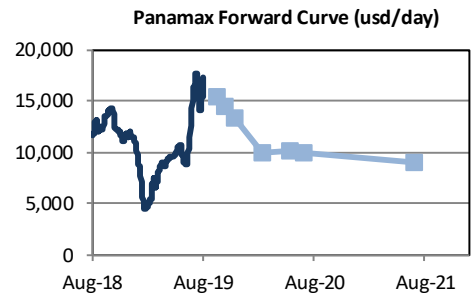


Dry Bulk FFAs (Baltic Forward Assessments)

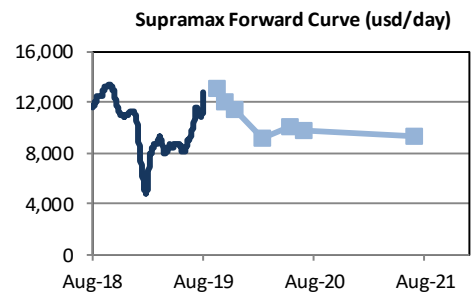
		Unit	16-Aug	09-Aug	W-o-W	Premium/ Discount
Capesize	Aug (19)	usd/day	27,213	24,438	+11.4%	-8.1%
	Sep (19)	usd/day	25,025	22,175	+12.9%	-15.5%
	Oct (19)	usd/day	22,213	20,975	+5.9%	-25.0%
	Q4 (19)	usd/day	21,827	20,982	+4.0%	-26.3%
	Q1 (20)	usd/day	13,875	13,504	+2.7%	-53.2%
	Q2 (20)	usd/day	13,446	13,288	+1.2%	-54.6%
	Cal 20	usd/day	14,860	14,817	+0.3%	-49.8%
	Cal 21	usd/day	12,892	12,817	+0.6%	-56.5%
	Cal 22	usd/day	12,971	12,988	-0.1%	-56.2%



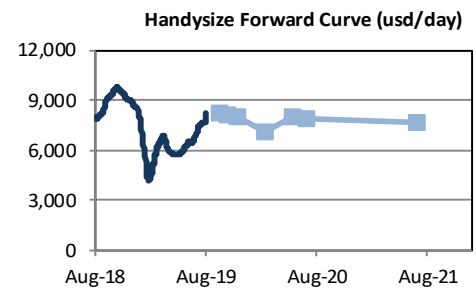
Panamax	Aug (19)	usd/day	16,225	15,625	+3.8%	-6.5%
	Sep (19)	usd/day	15,467	14,767	+4.7%	-10.9%
	Oct (19)	usd/day	14,433	13,404	+7.7%	-16.9%
	Q4 (19)	usd/day	13,391	12,774	+4.8%	-22.9%
	Q1 (20)	usd/day	9,958	9,596	+3.8%	-42.6%
	Q2 (20)	usd/day	10,229	9,913	+3.2%	-41.1%
	Cal 20	usd/day	9,874	9,599	+2.9%	-43.1%
	Cal 21	usd/day	9,046	8,896	+1.7%	-47.9%
	Cal 22	usd/day	8,658	8,608	+0.6%	-50.1%



Supramax	Aug (19)	usd/day	12,208	11,875	+2.8%	-4.3%
	Sep (19)	usd/day	13,033	11,975	+8.8%	+2.2%
	Oct (19)	usd/day	12,008	11,417	+5.2%	-5.8%
	Q4 (19)	usd/day	11,460	11,044	+3.8%	-10.1%
	Q1 (20)	usd/day	9,154	8,950	+2.3%	-28.2%
	Q2 (20)	usd/day	10,033	9,954	+0.8%	-21.3%
	Cal 20	usd/day	9,704	9,567	+1.4%	-23.9%
	Cal 21	usd/day	9,267	9,176	+1.0%	-27.3%
	Cal 22	usd/day	9,058	8,975	+0.9%	-29.0%



Handysize	Aug (19)	usd/day	7,925	7,888	+0.5%	-3.5%
	Sep (19)	usd/day	8,213	7,913	+3.8%	+0.0%
	Oct (19)	usd/day	8,131	8,000	+1.6%	-1.0%
	Q4 (19)	usd/day	7,983	7,948	+0.4%	-2.8%
	Q1 (20)	usd/day	7,150	7,263	-1.6%	-12.9%
	Q2 (20)	usd/day	8,013	8,150	-1.7%	-2.4%
	Cal 20	usd/day	7,844	7,863	-0.2%	-4.5%
	Cal 21	usd/day	7,650	7,706	-0.7%	-6.8%
	Cal 22	usd/day	7,575	7,644	-0.9%	-7.7%



Crude Oil Tanker Market

After a slower beginning of the week, VLCC rates jumped up again as September dates were released. 280,000 mt MEG/USG was done at WS24.25 Suez/Suez + 2 WS points if Cape/Cape, but probably worth 5 points more as of Friday.

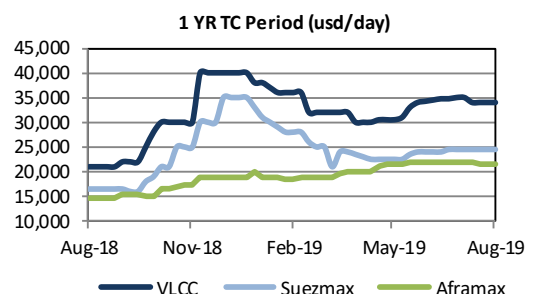
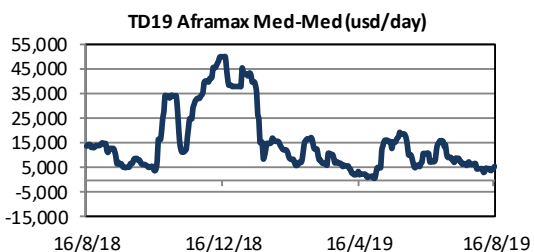
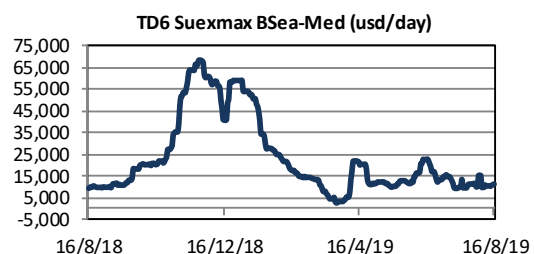
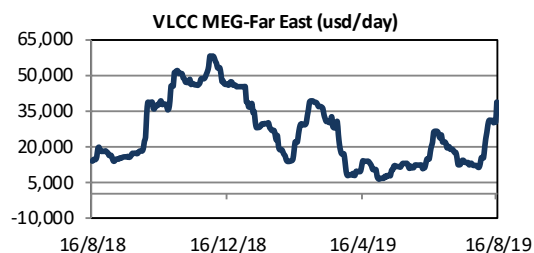
Meanwhile, Suezmax market remained stable, with 130,000 mt West Africa/Europe still around WS57.5 and 135,000 mt Black Sea/Med below WS70. A few cargoes ex Caribs/East Coast Mexico/USG to Europe paid around WS40 on 145/150,000 mt.

Basrah/Europe was pretty much uneventful, but activity is foreseen for the upcoming week.

Aframax rates remained pretty much stable in Med (WS70 ex Sidi Kerir – WS80 ex Black Sea on 80,000 mt) and in North West Europe (around WS55 for 100,000 mt Baltic/UKC) but moved up to the low seventies, pushed by good level of enquiry, for 70,000 mt USG/Europe. East remained the market with the best tce, despite local holidays.

Rates

	Unit	16-Aug	09-Aug	W-o-W	Y-o-Y	
VLCC	TD1 MEG-USG	ws	27.23	25.05	+8.7%	+16.8%
	TD1 MEG-USG	usd/day	5,619	2,331	+141.1%	+149.4%
	TD2 MEG-Spore	ws	61.96	54.75	+13.2%	+18.8%
	TD3C MEG-China	ws	61.25	54.40	+12.6%	+19.7%
	TD3C MEG-China	usd/day	38,679	30,959	+24.9%	+206.0%
	TD15 WAF-China	ws	60.38	55.32	+9.1%	+16.2%
	Avg. VLCC TCE	usd/day	22,149	16,645	+33.1%	+3421.3%
	1 Year TC Period	usd/day	34,000	34,000	+0.0%	+61.9%
Suezmax	TD6 BSea-Med	ws	68.81	70.00	-1.7%	-16.5%
	TD6 BSea-Med	usd/day	11,273	10,427	+8.1%	+26.1%
	TD20 WAF-Cont	ws	57.20	57.84	-1.1%	-9.5%
	MEG-EAST	ws	77.50	75.00	+3.3%	+19.2%
	TD23 MEG-Med	ws	32.29	32.50	-0.6%	+19.6%
	Avg. Suezmax TCE	usd/day	12,406	11,328	+9.5%	+78.4%
	1 Year TC Period	usd/day	24,500	24,500	+0.0%	+48.5%
Aframax	TD7 NSea-Cont	ws	84.72	84.44	+0.3%	-22.5%
	TD7 NSea-Cont	usd/day	3,759	4,045	-7.1%	-58.0%
	TD17 Baltic-UKC	ws	56.11	55.00	+2.0%	-29.9%
	TD17 Baltic-UKC	usd/day	2,581	2,025	+27.5%	-70.5%
	TD19 Med-Med	ws	73.33	74.31	-1.3%	-38.5%
	TD19 Med-Med	usd/day	5,485	4,595	+19%	-59.2%
	TD8 Kuwait-China	ws	103.61	103.33	+0.3%	-0.1%
	TD8 Kuwait-China	usd/day	14,698	13,986	+5.1%	+263.7%
	TD9 Caribs-USG	ws	75.63	72.97	+3.6%	-20.2%
	TD9 Caribs-USG	usd/day	4,618	2,685	+72.0%	+506.5%
	Avg. Aframax TCE	usd/day	7,265	6,641	+9.4%	+3.8%
1 Year TC Period	usd/day	21,500	21,500	+0.0%	+48.3%	



Product Tanker Market

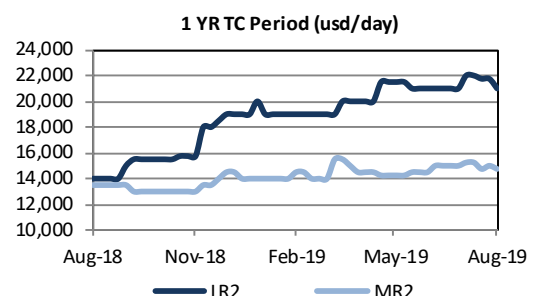
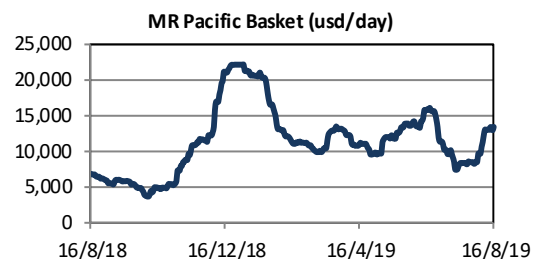
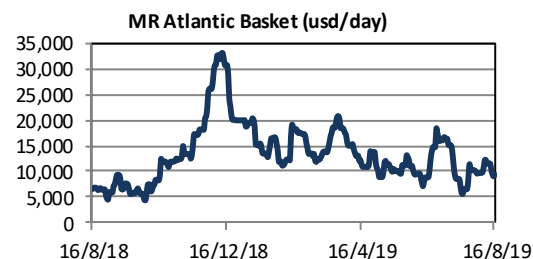
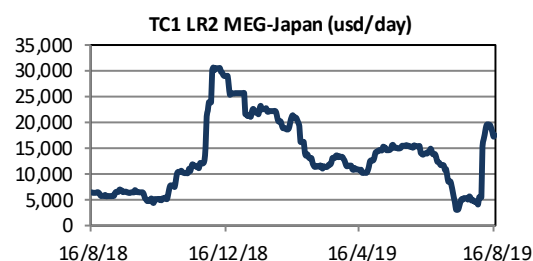
The LR2 rates to East lived a softening trend during the whole week with TC1 that passed from WS115 on Monday to WS106.88 on Friday; MEG/UKC slowed down too and stayed around \$ 1.675 mln. LR1 MEG/JPN followed the dropping tendency and TC5 lost about 10 WS points ending at WS103.61.

The negative scenario that has been lately characterizing the Mediterranean region did not stop: the huge availability of Handysize vessels forced rates to go down further, reaching WS100 for Cross Med; same rate was surprisingly recorded also for Black Sea lifting, with bad forecasts for the upcoming week.

Week 33 hasn't been exciting neither for Handies in the North, where liftings from Baltic maintained TC9 around WS115 and WS105 for CrossCont. Clean MRs in Cont saw a good availability of tonnage which soon brought TC2 rates to leave WS100 of previous week and reach WS90 as a new bottom. The other side of the Atlantic didn't experienced a positive trend too, with TC14 rates loosing about 10 WS points to WS82.50.

The dirty Handysize market in Med saw rates for CrossMed and Black Sea/Med trades absolutely flat during the whole week: CrossMed remained steady at WS120 and Black Sea/Med at WS130, amid a long position list and not enough cargoes able to make it shorter. On dirty MRs, a couple of Black Sea/Med fixtures were seen at WS105 basis 45,000 mt, recording no changes from previous week. In Cont, dirty market was slightly more nervous: thanks to a tight position list and a couple of cargoes quoted in the market, rates for 30,000 mt CrossCont trades move up to WS147.5. No changes again for the Panamax market, which hold steady at WS92.5 for 55,000 mt UKC or Med / TA runs.

Rates		Unit	16-Aug	09-Aug	W-o-W	Y-o-Y
Clean	TC1 MEG-Japan (75k)	ws	106.88	115.42	-7.4%	+9.3%
	TC1 MEG-Japan (75k)	usd/day	17,498	19,529	-10.4%	+184.8%
	TC8 MEG-UKC (65k)	usd/mt	26.07	27.00	-3.4%	+13.7%
	TC5 MEG-Japan (55k)	ws	103.61	115.42	-10.2%	+8.4%
	TC5 MEG-Japan (55k)	usd/day	11,521	13,681	-15.8%	+250.7%
	TC2 Cont-USAC (37k)	ws	90.00	101.11	-11.0%	-28.0%
	TC2 Cont-USAC (37k)	usd/day	4,051	5,660	-28.4%	-5.6%
	TC14 USG-Cont (38k)	ws	82.50	91.43	-9.8%	+9.5%
	TC14 USG-Cont (38k)	usd/day	3,743	4,706	-20.5%	+241.1%
	TC9 Baltic-UKC (22k)	ws	112.86	115.00	-1.9%	-9.7%
	TC6 Med-Med (30k)	ws	99.88	109.06	-8.4%	-16.8%
	TC7 Spore-ECAU (30k)	ws	171.00	171.94	-0.5%	-4.6%
	TC7 Spore-ECAU (30k)	usd/day	15,847	15,245	+3.9%	+52.0%
	TC11 SK-Spore (40k)	usd/mt	10.75	10.82	-0.6%	+28.3%
	MR Pacific Basket	usd/day	13,379	12,985	+3.0%	+96.1%
	MR Atlantic Basket	usd/day	9,380	11,573	-18.9%	+74.7%
LR2 1 Year TC Period	usd/day	21,750	21,750	+0.0%	+55.4%	
MR2 1 Year TC Period	usd/day	15,000	15,000	+0.0%	+11.1%	
Dirty	TD12 Cont-USG (55k)	ws	94.06	93.13	+1.0%	-13.8%
	TD18 Baltic-UKC (30k)	ws	149.17	140.83	+5.9%	-6.2%
	BSea-Med (30k)	ws	130.0	130.0	+0.0%	-18.8%
	Med-Med (30k)	ws	120.0	120.0	+0.0%	-25.0%



Delays at Turkish Straits for Daylight Restricted Vessels

	Unit	16-Aug	09-Aug	W-o-W	Y-o-Y
Northbound	days	1.5	2.0	-25.0%	+0.0%
Southbound	days	1.0	2.0	-50.0%	-33.3%

Containership Market

Despite the various holiday periods, some activity was recorded in the container market, leading to a small increase on hire levels particularly in the Far East area, whilst Mediterranean and Europe were still proceeding at reduced pace. A remarkable increase was recorded in the Panamax sector.

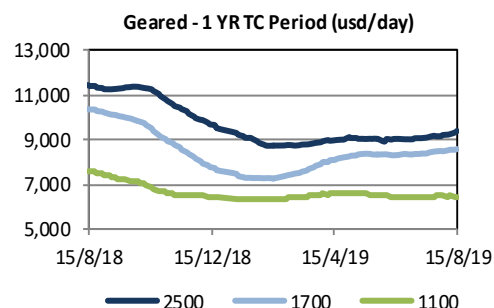
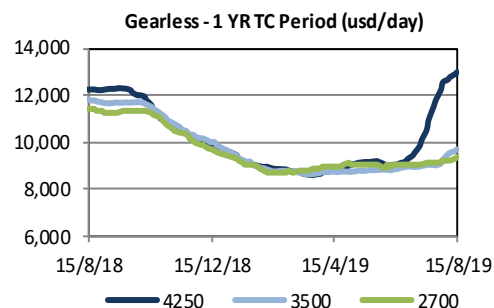
Recent Fixtures

Vessel Name	Built	TEUs	TEU@14	Gear	Fixture	Period	Rates
Telemann	2006	2,732	2,267	no	fixed to RCL	6 m	\$9,300/d
Cardiff Trader	2003	2,524	1,828	yes	extended to OOCL	6/8 m	\$9,150/d
Virginia Trader	2006	2,492	1,820	yes	extended to Hapag Lloyd	6/9 m	\$9,750/d
Macao Strait	2008	1,793	1,312	yes	fixed to Melfi	6/8 m	\$9,500/d
St Mary	2001	1,679	1,230	no	fixed to ONE	5/7 m	\$9,000/d
Bomar Rebecca	2008	1,118	700	yes	fixed to Seacon	4/6 m	\$7,200/d

VHSS Containership Timecharter Assessment

(source: Hamburg Shipbrokers' Association)

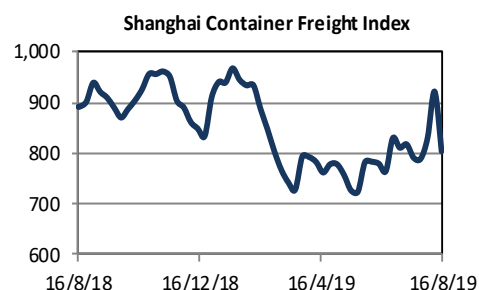
	Unit	15-Aug	08-Aug	W-o-W	Y-o-Y
ConTex	index	422	418	+1.0%	-15.3%
4250 teu (1Y, g'less)	usd/day	12,988	12,773	+1.7%	+6.0%
3500 teu (1Y, g'less)	usd/day	9,706	9,556	+1.6%	-17.6%
2700 teu (1Y, g'less)	usd/day	9,398	9,255	+1.5%	-17.6%
2500 teu (1Y, geared)	usd/day	8,993	8,895	+1.1%	-20.8%
1700 teu (1Y, geared)	usd/day	5,892	8,558	-31.2%	-41.3%
1100 teu (1Y, geared)	usd/day	6,461	6,498	-0.6%	-12.3%



Shanghai Containerized Freight Index

(source: Shanghai Shipping Exchange)

	Unit	16-Aug	09-Aug	W-o-W	Y-o-Y
Comprehensive Index	index	804	922	-12.8%	-9.9%
Services:					
Shanghai - North Europe	usd/teu	812	810	+0.2%	-12.5%
Shanghai - Mediterranean	usd/teu	1,017	974	+4.4%	+11.9%
Shanghai - WC USA	usd/feu	1,368	1,474	-7.2%	-34.4%
Shanghai - EC USA	usd/feu	2,543	2,660	-4.4%	-23.3%
Shanghai - Dubai	usd/teu	684	683	+0.1%	+91.6%
Shanghai - Santos	usd/teu	2,028	2,104	-3.6%	+26.2%
Shanghai - Singapore	usd/teu	120	125	-4.0%	-14.3%



Newbuilding Market

In the gas market, the Chinese shipyard of Hudong-Zhonghua received an order from CSSC Leasing for two VLGC (174k cu.m.); the delivery is set for 2022 and vessels to be compliant with ACR7 ice class specifications. Furthermore Huangpu Wenchong received an order for a 9,500 cu.m. capacity multi gas carrier able to carry LNG, ethylene and LPG from Tianjin Southwest Maritime (TSM) for delivery at the end of 2021

In the bulk segment, Wisdom Marine Lines has placed an order to Hakodate for one handy (37k dwt) to be delivered in March 2021.

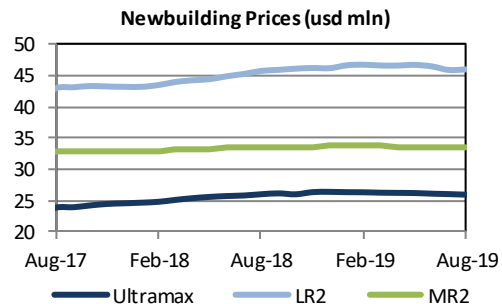
To conclude, in Japan two feeder container ships (1,900 TEU each) have been ordered by Oak Ship management (Singapore) at Naikai for delivery during the end of 2020.

Newbuilding Reported Orders

Type	Size	Built	Yard	Buyers	Price	Comment
LPG	174,000 cu.m.	2022	Hudong-Zhonghua	CSSC Leasing	n/a	2 units
Bulk	37,000 dwt	03-2021	Hakodate	Wisdom Marine Lines	n/a	1 unit
Cont	1,900 teu	END 2020	Naikai	Oak Ship management	n/a	1 unit

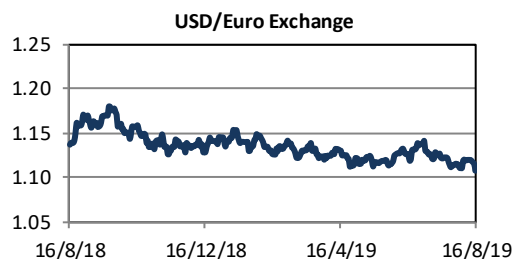
Indicative Newbuilding Prices (China)

	Unit	01-Aug-19	M-o-M	Y-o-Y
Capesize	usd mln	48.7	-0.2%	+2.7%
Ultramax	usd mln	25.9	-0.3%	-0.3%
Supramax	usd mln	23.1	+0.0%	+1.1%
VLCC	usd mln	84.1	+0.2%	+1.8%
LR2 Coated	usd mln	46.0	+0.2%	+0.5%
MR2 Coated	usd mln	33.5	+0.2%	-0.4%



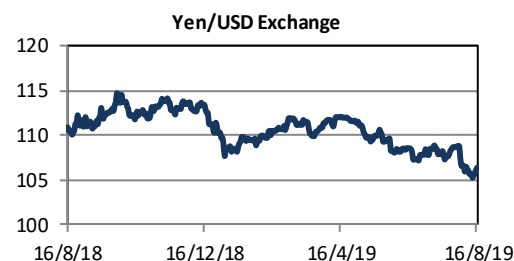
Interest Rates

	Libor USD	Libor Euro	Euribor Euro
6 Months	2.02	-0.45	-0.43
12 Months	1.95	-0.43	-0.39



Interest Rate Swaps

	3 yrs	5 yrs	7 yrs	10 yrs	15 yrs	20 yrs
USD	1.46	1.42	1.44	1.50	1.59	1.64
Euro	-0.54	-0.50	-0.41	-0.25	-0.01	0.11



Exchange Rates

	16-Aug	09-Aug	W-o-W	Y-o-Y
USD/Euro	1.11	1.12	-1.1%	-2.6%
Yen/USD	106.4	105.7	+0.7%	-4.1%
SK Won/USD	1,211	1,210	+0.1%	+7.2%

Secondhand Market

As we have entered into mid August holidays, probably the most quiet period for business, there's not much to be reported.

In the dry bulk, a Kamsarmax "KEY PACIFICO" around 81,800 dwt 2015 built Tsuneishi Japan, from Japanese Owners was sold within Japan at \$24,25 mln. An older Supramax "ACHAT" around 56,900 dwt 2010 built Jiangsu New Hantong was picked up by undisclosed at \$10,25 mln, fairly in line with the market.

In the tankers, Greek ship owners CENTROFIN have reportedly sold two older sister ships VLCC "KALYMNOS" and "CERIGO" around 299,000 dwt 2000 built Daewoo to undisclosed buyers for conversion en-bloc, at fairly firm price of \$25 mln each, possibly justified by long subjects. Another sister ship but one year younger and from compatriot Owners NGM, "VICTORY I" was sold for \$26 mil to UAE based buyers.

Finally the Chinese built MR2 "FPMC 19" around 46,800 dwt 2009 built Jinling achieved \$11 mln from a Greek buyer (rumors spreading the name of CENTROFIN) at \$11 mln basis SS/DD due in November. There are more than \$5 mln difference if compared to a similar Japanese built Vessel with a simple 'pumproom type' configuration or more than \$8 (!) mln if compared to a S. Korean - deepwell pumps configuration type.

Secondhand Reported Sales

TYPE	VESSEL NAME	DWT	BLT	YARD	BUYERS	PRICE	NOTE
Bulk	Golden Island	51,600	2012	Oshima	Undisclosed	12,5	
Bulk	Ivan Lopatin	33,000	2010	Yangzhou Ryuwa	Undisclosed	5,6	at auction
Crude	Victory I	300,000	2001	Daewoo	UAE buyers	26	
Crude	Cerigo	299,000	2000	Daewoo	Undisclosed	25	
Crude	Kalymnos	299,000	2000	Daewoo	Undisclosed	25	
Prod	Glenda Megan	47,000	2009	Hyundai Mipo	C.of Mingsheng	19	
Prod	FPMC 19	46,800	2009	Jingling	Greek buyers	11	SS/DD due in November
Prod	Alpine Duke	46,000	2009	Hyundai Mipo	Greek buyers	19	

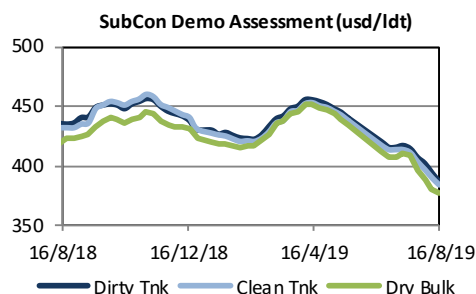
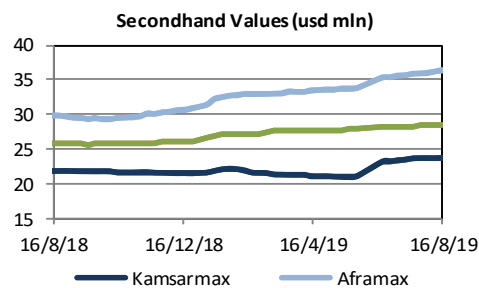
Baltic Secondhand Assessments

	Unit	16-Aug	09-Aug	W-o-W	Y-o-Y
Capesize	usd mln	35.6	35.6	+0.2%	-43.7%
Kamsarmax	usd mln	23.8	23.7	+0.4%	+8.8%
Supramax	usd mln	17.6	17.6	+0.2%	-4.6%
VLCC	usd mln	70.3	70.2	+0.2%	+13.6%
Aframax	usd mln	36.3	36.2	+0.3%	+21.6%
MR Product	usd mln	28.6	28.5	+0.1%	+10.1%

From June 2019, the Panamax BSPA benchmark changed into a Kamsarmax (82,500mt dwt on 14.43m, LOA 229m, beam 32.25m, 97,000cbm grain) and the benchmark BSPA Aframax specifications was amended to 115,000mt dwt and 44m beam

Baltic Ship Recycling Assessment (Subcontinent)

	Unit	16-Aug	09-Aug	W-o-W	Y-o-Y
Dry Bulk	usd/ldt	377.0	381.0	-1.0%	-10.0%
Dirty Tanker	usd/ldt	386.5	394.0	-1.9%	-11.3%
Clean Tanker	usd/ldt	384.0	390.0	-1.5%	-11.1%



Dry Bulk Commodities

China increases Russian coal imports

Russia's share of thermal coal imports to China increased by 1.2 percentage points on the year, to 9.4pc in January-June. Russia remains the third-largest supplier to China after Indonesia and Australia. The key Russian thermal coal suppliers to China are mining companies SUEK, Kuzbassrazrezugol, Kuzbasskaya Toplivnaya Kompaniya (KTK) and SDS-Ugol, Russian customs data show. China's imports from Indonesia, the largest supplier of thermal coal for Chinese consumers, rose by 10pc on the year to 76.4mn t in the first half of 2019. Indonesia has continued to increase bituminous coal exports to China since April, partly because of the restrictions on Australian coal. Indonesia's share of Chinese thermal coal imports rose by almost seven percentage points on the year to 76.4pc in January-June.

China set to deepen Argentine trade ties with bid for grains "superhighway"

Chinese state-owned construction giant CCCC is preparing a bid to dredge Argentina's Parana River, the country's main cargo superhighway that takes soy and corn from the Pampas farm belt to the shipping lanes of the south Atlantic and the world. Representatives of China Communications Construction Co Ltd and its Shanghai Dredging unit have met with Argentine government and local port officials to sound out the dredging concession, according to three people involved in the talks, which have not been previously reported.

China bought U.S. pork last week as Beijing declared halt in U.S. farm purchases

China made its biggest purchases of U.S. pork in seven weeks last week as Beijing said Chinese companies suspended purchases of American agricultural products, according to U.S. Department of Agriculture data issued on Thursday. The world's largest pork consumer bought 10,211 tonnes of U.S. pork between Aug. 2-8 for shipment in 2019 as a highly contagious swine disease continued to ravage the Chinese hog herd.

China to ease import ban on Myanmar sugar

The Chinese government will send a team of quality inspectors to Myanmar in a bid to allow the country to resume exporting sugar to China, the Myanmar Times reported Friday. The inspections will be carried out as part of an effort to secure a sales quota to China, U Win Htay, deputy chair of the Myanmar Sugar Merchants and Manufacturers' Association, said. "We expect the Chinese inspection team to come around October," Htay said. "They'll make their inspections and buy from the mills that pass their inspection. "The Chinese inspectors will be joined by the Ministry of Agriculture, the report said. China was previously the largest buyer of Myanmar sugar from 2015 to mid-2017, when the government banned refined sugar imports from the country.

NOPA July soy crush tops most estimates, jumps to 168.093 million bushels

The U.S. soybean crush in July topped most trade estimates and surged from a 21-month low in June to the sixth-highest for any month on record, according to National Oilseed Processors Association (NOPA) data released on Thursday. NOPA members, which handle about 95 percent of all soybeans processed in the United States, crushed 168.093 million bushels of soybeans in July, the highest-ever for the month and the largest monthly crush since March, according to NOPA data.

June coal shipments fall 21.4%, continuing downward trend in Colombian exports

Colombia exported 4.69 million mt of coal in June, a 21.4% decline from the 5.97 million mt shipped in June of last year and a 49.7% drop from the 9.33 million mt exported in May, according to data available Friday on the website of DANE, the government statistics agency that tracks foreign trade. The government gave no reason for the sharp May to June decline, although shipments in the past have been subject to sharp month to month variations due to accidents, leftist guerrilla attacks on freight trains, social protests and labor unrest.

Philippines' top high-grade nickel ore miner set to shut down

The Philippines' top exporter of high-grade nickel ore is expected to shut its mining operations soon as ore deposits at a project in the nation's southernmost province of Tawi-Tawi are nearly depleted, a ministry official told Reuters. SR Languyan Mining Corp will shut "most likely" later this year, said Jaynul Ali Sambarani, head of mines and geoscience services at the Ministry of Environment and Natural Resources for the Bangsamoro Autonomous Region of Muslim Mindanao. The closure will likely reduce the Philippines' monthly exports of nickel ore to top metals consumer China by 300,000 to 400,000 tonnes, based on estimates by the Mines and Geosciences Bureau (MGB).

Source: Refinitiv / Argus Media / Platts

Oil & Gas

Houthi drone attack on Saudi oilfield causes gas fire, output unaffected

A drone attack launched by Yemen's Houthi group on an oilfield in eastern Saudi Arabia on Saturday caused a fire at a gas plant but had no impact on oil production, state-run oil company Saudi Aramco said. A Houthi military spokesman said earlier that the group had targeted the Shaybah oilfield with 10 drones, in what he said was the "biggest attack in the depths" of the kingdom, the world's top oil exporter, by the Iran-aligned group. Saudi Energy Minister Khalid al-Falih described Shaybah as a "vital facility". "The target of this attack is the safety of global oil supply, not just the kingdom; it constitutes a threat to the global economy," he said in comments published by the official Saudi Press Agency. Saudi Aramco said there were no injuries and no interruptions to oil operations.

Iran tanker heads to Greece after release, Iran warns U.S against seizure attempt

An Iranian tanker sailed through the Mediterranean towards Greece on Monday after it was released from detention off Gibraltar, and Tehran said that any at U.S. move to seize the vessel again would have "heavy consequences". The Grace 1, renamed the Adrian Darya 1, left anchorage off Gibraltar about 11 p.m. (2100 GMT) on Sunday. Refinitiv ship tracking data showed on Monday that the vessel was heading to Kalamata in Greece and was scheduled to arrive next Sunday at 0000 GMT.

China CNPC suspends Venezuelan oil loading, worried about U.S. sanctions

China National Petroleum Corp, a leading buyer of Venezuelan oil, has halted August loadings following the latest set of U.S. sanctions on the South American exporter, two Beijing-based senior sources with direct knowledge of the matter told Reuters on Monday. The Trump administration in early August froze all Venezuelan government assets in the United States and U.S. officials ratcheted up threats against companies that do business with Venezuela.

OPEC sees bearish oil outlook for rest of 2019, points to 2020 surplus

OPEC delivered a downbeat oil market outlook for the rest of 2019 on Friday as economic growth slows and highlighted challenges in 2020 as rivals pump more, building a case to keep up an OPEC-led pact to curb supply. In a monthly report, the Organization of the Petroleum Exporting Countries cut its forecast for global oil demand growth in 2019 by 40,000 barrels per day (bpd) to 1.10 million bpd and indicated the market will be in slight surplus in 2020.

Lower Venezuela cargo demand weighs on Aframax

Between 1 April and 15 August, the Caribbean-US Gulf coast rate for Aframax averaged \$7.14/metric tonne, down 11pc from the same period in 2018, according to Argus assessments. And since 1 July, the rate has averaged \$6.51/t, down 9pc from July 2018. The stark decrease follows US sanctions against national oil company PdV issued starting in late January, which were phased in throughout the year. Only 41 Aframax crude cargo movements occurred out of Venezuela from February through July, according to oil analytics firm Vortexa. In the same period in 2018 that number was 137. Despite persistently weak Aframax rates in the Americas, very large crude carrier rates in the region rose to five-month highs on 9 August, and Suezmax rates rose to two-week highs on 15 August.

U.S. drillers add oil rigs for first week since June

U.S. energy firms this week increased the number of oil rigs operating for the first time in seven weeks despite plans by most producers to cut spending on new drilling this year. Companies added six oil rigs in the week to Aug. 16, the biggest increase since April, bringing the total count to 770, General Electric Co's Baker Hughes energy services firm said in its closely followed report on Friday. RIG-OL-USA-BHI In the same week a year ago, there were 869 active rigs. The oil rig count, an early indicator of future output, has declined over the past eight months as independent exploration and production companies cut spending on new drilling as they focus more on earnings growth instead of increased output.

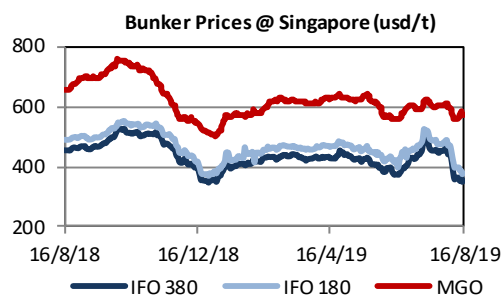
Kenya set for first crude oil exports after striking ChemChina deal

Kenya is set to export its first crude oil after its government and a group led by explorer Tullow Oil picked trading company ChemChina UK Ltd to buy its first shipments, the Petroleum and Mining Ministry said. "ChemChina UK Ltd has been selected as the buyer for Kenya's first crude oil exports," Petroleum Principal Secretary Andrew Kamau said in a statement on Thursday. He did not give details on when shipments would commence. Tullow and its partner Africa Oil discovered commercial oil reserves in the Lokichar basin in Kenya's far northern county of Turkana in 2012. Total has since taken a 25% stake in the project.

Source: Refinitiv / Argus Media / Platts

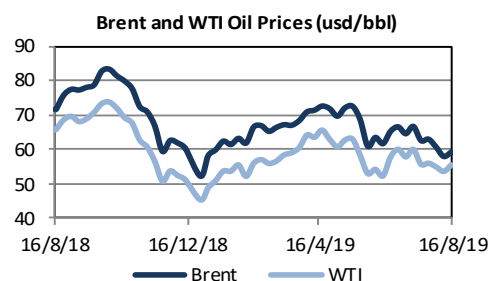
Bunker Prices

		Unit	16-Aug	09-Aug	W-o-W	Y-o-Y
IFO 380	Rotterdam	usd/t	284.0	301.5	-5.8%	-31.2%
	Gibraltar	usd/t	320.5	333.5	-3.9%	-27.9%
	Singapore	usd/t	354.0	363.0	-2.5%	-22.1%
IFO 180	Rotterdam	usd/t	313.0	332.5	-5.9%	-31.3%
	Gibraltar	usd/t	351.5	363.0	-3.2%	-26.0%
	Singapore	usd/t	378.0	397.0	-4.8%	-22.8%
MGO	Rotterdam	usd/t	541.0	529.5	+2.2%	-13.0%
	Gibraltar	usd/t	597.0	578.0	+3.3%	-11.4%
	Singapore	usd/t	573.5	561.0	+2.2%	-12.5%



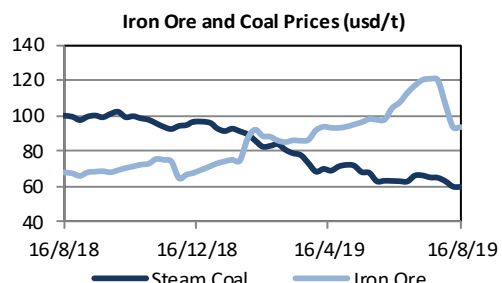
Oil & Gas Prices

	Unit	16-Aug	09-Aug	W-o-W	Y-o-Y
Crude Oil Brent	usd/bbl	59.3	58.0	+2.3%	-17.2%
Crude Oil WTI	usd/bbl	55.5	53.6	+3.5%	-15.6%
Crude Oil Dubai	usd/bbl	59.1	58.2	+1.5%	-16.3%
Natural Gas Henry Hub	usd/mmbtu	2.19	2.12	+3.3%	-25.0%
Gasoline Nymex	usd/gal	1.67	1.65	+1.2%	-15.7%
ICE Gasoil	usd/t	559.5	555.5	+0.7%	-13.2%
Naphtha Tokyo	usd/t	465.2	462.1	+0.7%	-27.7%
Jet-Kerosene Asia	usd/bbl	74.1	73.8	+0.3%	-14.0%



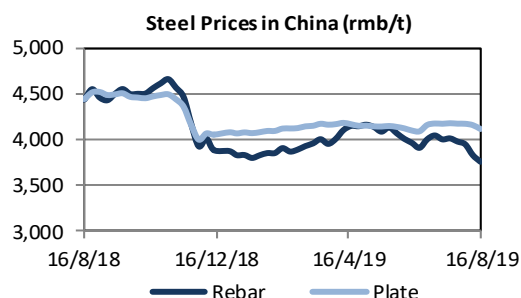
Coal Prices

	Unit	16-Aug	09-Aug	W-o-W	Y-o-Y
Steam @ Richards Bay	usd/t	59.8	60.0	-0.3%	-40.2%
Steam @ Newcastle	usd/t	66.4	67.8	-2.1%	-43.8%
Coking Coal Australia	usd/t	156.5	157.0	-0.3%	-13.5%



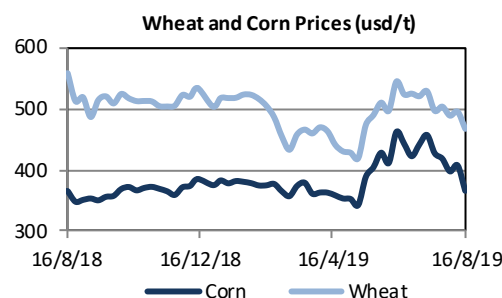
Iron Ore and Steel Prices

	Unit	16-Aug	09-Aug	W-o-W	Y-o-Y
Iron Ore (Platts)	usd/t	93.6	93.6	+0.0%	+37.7%
Iron Ore China @Tangshan	rmb/t	737.0	772.0	-4.5%	+44.2%
Rebar in China	rmb/t	3,758	3,830	-1.9%	-15.3%
Plate in China	rmb/t	4,115	4,157	-1.0%	-7.4%
HR Coil in China	rmb/t	3,862	3,907	-1.2%	-12.7%
CR Sheet in China	rmb/t	4,351	4,344	+0.2%	-9.0%



Agricultural

	Unit	16-Aug	09-Aug	W-o-W	Y-o-Y
Wheat	usd/t	467.0	495.0	-5.7%	-16.2%
Corn	usd/t	365.8	407.3	-10.2%	+0.1%
Soybeans	usd/t	861.3	869.8	-1.0%	-3.6%
Palm Oil	usd/t	524.6	508.8	+3.1%	-3.8%



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