



## Thanksgiving prompts a rapid start to the week

TD3C is unchanged on the week, standing at WS 109.25 on Thursday evening, according to the Baltic Exchange. Gains were impressive last week but have failed to materialise again. Earnings are up around the USD 100,000 per day mark. However, TCE values are beginning to separate as the investment owners have made early on is starting to pay off, as the HSFO/LSFO bunker spread increases.

The MEG market is likely to be sensitive to any uptick in WAF/USG/NSEA cargo volumes, because local tonnage there is sparse, and the market was under some pressure yesterday amidst a quiet period from those regions.

The USG market is quiet as Thanksgiving weekend begins; enquiry has slowed significantly across all sizebands. There are some committed ballasters heading south from USWC, as well as East, who are ready to pounce on any Brazilian cargoes entering the market.

After a steady climb at the beginning of the week in the Suezmax market, rates have seen slight downward corrections. Delays in the Bosphorus have been around five days for the last two weeks, but are starting to lower, currently averaging three days, possibly freeing up tonnage in the market.

The majority of Black Sea and Libya programs have been covered, with last done levels being repeated. WAFR has a healthy tonnage list and low levels of enquiry, pushing rates down. On Thursday, TD20 finished WS 2.27 points down week-on-week to stand at WS 120. It's likely rates will continue to drop but not drastically. The Baltic Exchange has assessed down the FFA figure for December's average to WS 149.7.

Looking at the Aframax market, the full December Urals loading programme has been released, which reveals that

there will be 17 cargoes available from Novorossiysk, a significant increase on November's 13 cargoes, and a key driver behind TD19's sustained momentum. In the Baltic Sea, there will be a total of 54 cargoes available throughout the whole of December, compared with 50 in November.

West Africa should see some improvement soon because, with the spike in Med market rates, ballasters are being attracted that way to then discharge in the East. Attracting ballasters into West Africa is difficult at the moment due to the strength of other markets.

MR rates from MEG to EAFR have begun to erode with TC17 dropping WS 13 points on Wednesday to close at WS 188.33, it's currently at WS 182.08. Average MR laden speed has also been dropping over the week, but unladen spiked on Wednesday, owners likely rushing to pick up cargo elsewhere before rates crumble.

Handysize rates have seen decent gains due to strong demand, as well as Turkish strait delays of seven days northbound and eight southbound, pushing rates up. Argus assessed cross-Med voyages at WS 337.5, with the main driving force for high rates being high chartering demand. It's been a string of steady days for the North Asian market, enquiry has been well balanced with the available tonnage. Rates have held at USD 510,000, with a fixture being reported at USD 540,000.

The LR market has been very quiet for both vessel sizes; the big question is whether there will be enough cargoes to test the market or will freight just be at last done levels?

The Singapore market has too much tonnage for things to pick up just yet, with two fixtures reported at USD 220,000, but it has seen a fair share of activity over the last week.

	BDTI	BCTI	
	1082	603	
Δ W-O-W	↓Softer	↓Softer	
BDA			
(USD/LDT)	TKR/LRG	TKR/MED	TKR/SML
This week	372.5	372.7	364.3
Δ W-O-W	2.3	2.7	1.3

BALTIC TCE DIRTY				
	Route	Qnt	USD / Day	Δ W-O-W
TD1	ME Gulf / US Gulf	280,000	46,881	↑Firmer
TD3C	ME Gulf / China	270,000	90,768	↓Softer
TD6	Black Sea / Med	135,000	58,854	↑Firmer
TD8	Kuwait / Sing.	80,000	42,045	↑Firmer
TD9	Caribs / US Gulf	70,000	43,131	↑Firmer
TD14	Asia / Australia	70,000	39,492	↓Softer
TD17	Baltic / UKC	100,000	47,470	↑Firmer
TD20	WAF / Cont	130,000	46,952	↓Softer

BALTIC TCE CLEAN				
	Route	Qnt	USD / WS	Δ W-O-W
TC1	ME Gulf / Japan	75,000	34,067	↑Firmer
TC2	Cont / USAC	37,000	20,359	↑Firmer
TC5	ME Gulf / Japan	55,000	24,073	↓Softer
TC6	Algeria / EU Med	30,000	WS 335	↑Firmer
TC7	Sing. / ECA	30,000	23,077	↑Firmer
TC8	ME Gulf / UKC	65,000	WS 33	↑Firmer
TC9	Baltic / UKC	30,000	WS 211	↑Firmer