weekly
market
report

Week 47/2020 (16 Nov – 22 Nov)

Comment: Kuwait’s crude oil exports

banchero costa
RESEARCH

KUWAIT'S CRUDE OIL EXPORTS

Kuwait is the fourth largest exporter of crude oil in the Middle East after Saudi, Iraq and the UAE.

Exports have been pretty stable in recent years, and perhaps surprisingly, remain stable this year as well, despite all that's happening in the world.

This has been aided, no doubt, by a strong focus on Asian markets. As much as 92% of Kuwait's crude exports are shipped east of Suez.

Almost all Kuwaiti exports are loaded at the Mina al Ahmadi terminal. About 60 percent of volumes are carried in VLCCs.

In the first 10 months of 2020, Kuwait exported at least 83.4 mln tonnes of crude oil by sea, according to vessel tracking data from Refinitiv.

This represents a net increase of +0.5% y-o-y, compared to the 83.0 mln tonnes exported in the same ten-month period of 2019.

Export volumes this year have been strongly affected by OPEC quota policies.

When OPEC turned open its tabs in the early part of 2020, Kuwait exports remained very high on a seasonal basis, but when OPEC started imposing production cuts, exports were slashed from June onwards.

Therefore, the first quarter of 2020 was very positive, with Kuwait exporting 27.5 mln tonnes of seaborne crude oil, which was a strong +9.8% increase on the same period last year.

However, the second quarter of 2020 already proved to be much more negative, with oil prices in freefall and demand from Europe and Asia evaporating.

In the period April-June 2020, seaborne crude oil exports from Kuwait declined by -3.9% year-on-year to 23.6 mln tonnes.

In June 2020, with OPEC now again implementing production curbs, Kuwait export volumes tumbled to just 6.9 mln tonnes, which was down -13.1% year-on-year, and the lowest monthly figure since 2016.

Things were equally disappointing in the third quarter.

In the Jul-Sep period, Kuwait exported 23.9 mln tonnes of crude oil, which was -6.4% decline from the 25.5 mln tonnes exported in the same quarter last year.

The vast majority of Kuwaiti exports are shipped to East Asia.

Of total exports this year from Kuwait, 25.4% or 21.2 mln tonnes were destined for Mainland China.

Volumes to China this year increased by +19.2% y-o-y.

A further 6.9 mln tonnes were shipped to Taiwan, representing 8.3% of Kuwaiti crude exports.

However, volumes to Taiwan declined this year by -11.2% y-o-y.

Another 15.2 mln tonnes, accounting for 18.2% of the total, were shipped to South Korea.

Shipments to South Korea also declined this year, by -13.7% y-o-y.

On the other hand, exports to Japan increased by +2.5% y-o-y to 10.1 mln tonnes, with Japan accounting for 12.1% of Kuwait's total exports.

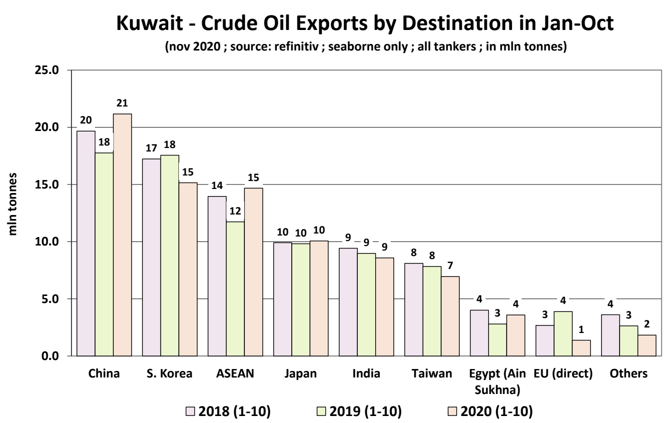
Shipments to ASEAN also increased, by +25.1% y-o-y to 14.7 mln tonnes.

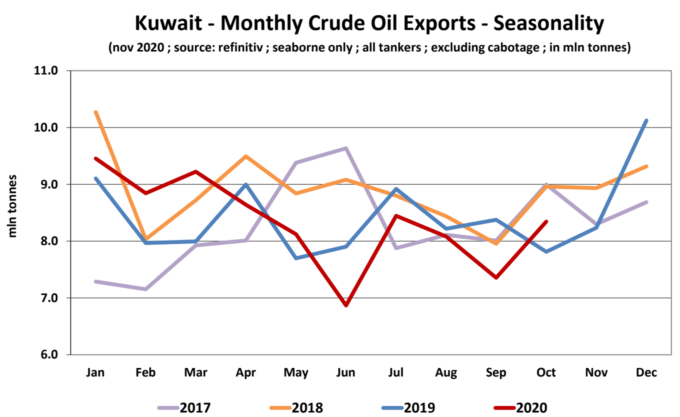
Of these, 8.1 mln tonnes were shipped to Vietnam, 3.4 mln t to Singapore, 1.4 mln t to Myanmar.

Shipments to ASEAN account for 17.6% of Kuwait's exports.

Exports to India are slightly down, by –4.4% y-o-y to 8.6 mln tonnes.

Volumes to the USA are down -66.2% y-o-y to just 0.7 mln tonnes.





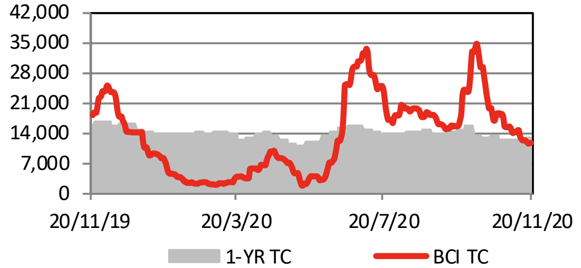
DRY CARGO

CAPESIZE MARKET

The Capesize market still struggled to have some stability: 5TC average lost $500/d closing the week at $11,900/d.
Tubarao-Qingdao was a bit less active: it went slowly down from Friday to Friday losing $0.30/mt closing the week at $13.40/mt for first half December laycan.
Brazilian RV was under pressure as well touching low $10,000/d.
Saldanha Bay-Qingdao followed the same trend: it lost $0.30/mt closing the week at $10.65/mt.
W Australia-Qingdao tried to be stronger: it was quite stable at the beginning of the week and then it gained $0.40/mt closing on Friday a tick below $7/mt. Pacific RV gained $1,500/d from Friday to Friday closing the week at $14,750/d.
In the Atlantic basin activity was quite low: rates started decreasing from the middle of the week onward. Fronthaul lost $3,000/d closing at $23,500/d. TransAtlantic RV followed the same path: it reached $10,600/d after losing $2,000/d.

	Unit	20-Nov	13-Nov	W-o-W	Y-o-Y
BCI TC Avg.	usd/day	11,897	12,498	-4.8%	-35.2%
C8 Transatlantic r/v	usd/day	10,685	12,210	-12.5%	-33.2%
C14 China-Brazil r/v	usd/day	10,223	10,845	-5.7%	-41.3%
C10 Pacific r/v	usd/day	14,771	13,158	+12.3%	-33.5%
1 Year TC Period	usd/day	13,000	12,500	+4.0%	-18.8%

BCI TC and Capesize 1-YR Period (usd/day)

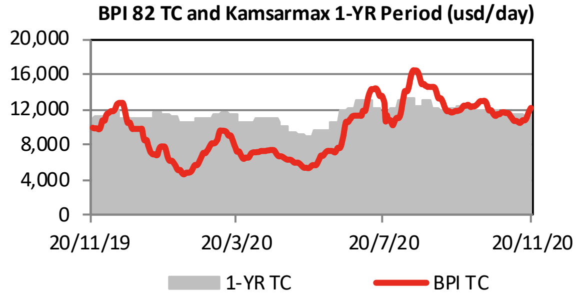


PANAMAX MARKET

Levels improved across different areas in the Atlantic basin. Nice Panamaxes were fixed in the $16,000/d at the end of the week on quick Baltic RV and similar levels were recorded on longer TA RV: a Kamsarmax was fixed at $16,000/d basis dely aps NCSA for a trip to Skaw/Passero while a Kamsarmax at $14,000/d basis dely aps ECSAm on a TA RV. Rates on Fronthaul from USG remained stable with Kamsarmaxes fixed at $15,750/d + 575,000 bb basis dely aps USG (via neo Panama Canal). Grain activity from BSea remained quite active with more volumes coming in: a nice eco Kamsarmax was fixed at $14,750/d basis dely WCI for a trip via BSea to F East. The Pacific basin faced some improvements as well, despite political tensions between Australia and China which threatened the Pacific area. Indonesian coal remained an important player since Indonesia is one of China's supplier: a Panamax was fixed at $13,000/d basis dely dop Malaysia for a trip Indo-China. Kamsarmaxes were rumoured in the $11,000/d for such trips with coal cargoes. NoPac grain activity also played a role during the week: Kamsarmax units were fixed between low-mid $11,000/d and $12,000/d basis dely dop N China/Japan range. SAfr was busy too: standard trips Richards Bay-India with coal cargoes finally reached $12,000/d + 200,000 bb on Panamax/Kamsarmax units while mineral cargoes from SAfr to China were fixed on a Kamsarmax at low $11,000/d basis dely dop ECI.

	Unit	20-Nov	13-Nov	W-o-W	Y-o-Y
BPI 74 TC Avg.	usd/day	10,840	9,444	+14.8%	+19.6%
BPI 82 TC Avg.	usd/day	12,176	10,780	+12.9%	+22.5%
P1_82 Transatlantic r/v	usd/day	14,490	11,845	+22.3%	+61.4%
P2_82 Skaw-Gib Trip F. East	usd/day	20,486	18,800	+9.0%	+13.0%
P3_82 Pacific r/v	usd/day	11,227	10,330	+8.7%	+19.8%
1 Yr TC Period Panamax	usd/day	10,000	10,000	+0.0%	+5.3%
1 Yr TC Period Kamsarmax	usd/day	11,250	11,500	-2.2%	+2.3%

BPI 82 TC and Kamsarmax 1-YR Period (usd/day)



SUPRAMAX & HANDYSIZE MARKET

US ATLANTIC SOUTH AMERICA

There was rush in activity in the Supramax and Ultramax segments: anyway, the scenario was still balanced between units and cargoes. On TransAtlantic RV, Supramax units were fixed around $15,000/d and Ultramaxes around $17,500/d. On Fronthaul, rates on Supramax were around $21,000/d and on Ultramax units in the $23/24,000/d. In the Handysize segment the position list was not too long against cargoes which were quoted. 32/35,000 dwt units were rumoured on TA RV at $11,500/12,000/d while larger 36/39,000 dwt units in the $14,500/15,000/d.

Another week of stable market in ECSAm, both on Handies and on Supramax units. In the Handysize segment, slightly better levels were recorded from N Brazil compared to ECSAm loadings. A 28,000 dwt was rumoured at $10,500/d basis dely Recalada for one time charter trip with grains to E Med while a 31,000 dwt 2005 built was fixed at $14,000/d basis dely aps N Brazil to Cont, 30 days duration wog. In the Supramax/Ultramax segment no activity recorded except for a nice 61,000 dwt fixed at the beginning of the week at $14,000/d + 400,000 bb, 55/60 days duration wog: this rate showed a stable level compared to previous week rates on Fronthaul.

N EUROPE MEDITERRANEAN

Solid and firm-up trend on Handies in Cont: a fair number of fresh cargoes were quoted during the week and owners tried waiting until the very last moment before fixing in order to have the best rate possible. 31,000 dwt units were fixed at $13,500/d basis dely aps N Cont on trips to W Med with grains, while larger 39,000 dwt units at $16,000/d. 35,000 dwt units were fixed at $16/17,000/d with scrap to E Med. Modern Handies were fixed at $15,000/d basis dely dop UK for trips to ECSAm. In the Supramax/Ultramax segment the sentiment was similar to the one recorded on Handies, probably even more bullish. Rates on Cont RV were at $18/18,500/d, depending on size and dely. Rates on trips to E Med for Supramaxes with dely Baltic were at $19,000/d and at $20,000/d on Ultramaxes. Rates on trips to USG/ECSAm were in the $12,000/d on Supramax and in the $13,000/d on Ultramax units basis dely N Cont. On Fronthaul, Supramaxes were fixed in the $20,000/d and Ultramax in the $21/22,000/d. There was again a swinging trend in BSea/Med area, especially on Handies. Some routes saw some improvements while some others lost points. Supramax/Ultramax segment on the contrary took a downwards direction. Rates on Handies went from $10,000/d to $10,500/d on inter Med biz while Fronthaul was still at $15/15,500/d. Rates on trips to USG/ECSAm started losing a bit: despite the index was at $13,000/d, fixtures were in the mid $11,000/d. Fronthaul decreased down to $17,000/d on Supramax and down to $18,000/d on Ultramax units, after losing $1,000/d. Rates on inter Med biz were now at $10,500/11,000/d.

INDIA S AFRICA

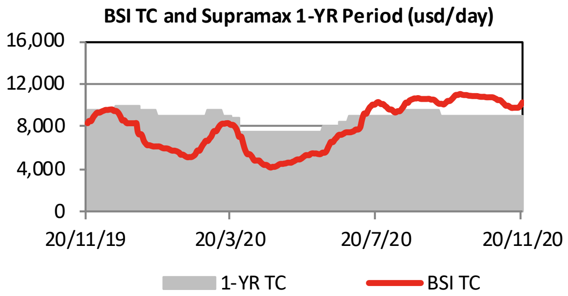
The market was more or less stable at the beginning of the week in the area and then it was on a firmer note towards the weekend. From MEG, an Ultramax was rumoured around mid $12,000/d basis dely dop Pakistan for a trip via MEG to Bangladesh. Another Ultramax from WCI was rumoured around mid $13,000/d for a trip to F East. In general, the market in ECI remained around $8,000/d / under$9,000/d for ECI iron ore cargoes to China on Supramax units. Towards the end of the week it seemed that there was a rush for iron ore indicating the market could get more firm. SAfr seemed to be steady with Ultramax units fixed around $12,000/d + 200,000 bb for coal cargoes to Pakistan/WCI redely. A 63,000 dwt was rumoured at mid $11,000/d basis dely dop India for a trip via SAfr to China.

SUPRAMAX & HANDYSIZE MARKET

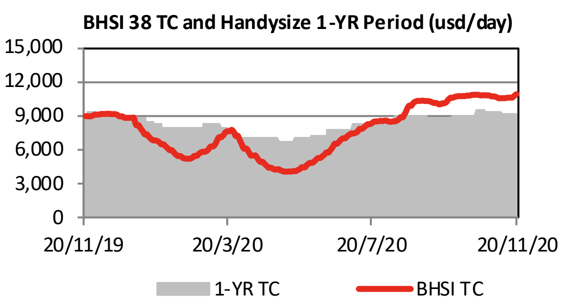
FAR EAST PACIFIC

After some weeks of stable trend, the market in F East started again showing some positive signs especially on Supramax units where indices showed almost $1,000/d more than last week.
The market on Handies remained more or less stable.
A 57,000 dwt with dely S China was fixed at $8,750/d for a trip via Indonesia to China, a 56,000 dwt took $750 more for the same trip but with a clinker cargo. A 52,000 dwt with dely S Korea was rumoured at $7,500/d for a trip via NoPac to Spore/Japan range.
Regarding inter SE Asia trips, a 55,000 dwt with dely Indonesia was fixed at $9,800/d for a trip via Indonesia to Thailand and a similar vessel size with dely Taiwan took $7,000/d for the same trip.
Regarding West direction, a 60,000 dwt with dely Philippines was rumoured at $10,500/d for a trip via Indonesia to WCI. No fixtures were reported on Handies.

SUPRAMAX	Unit	20-Nov	13-Nov	W-o-W	Y-o-Y
BSI TC Avg.	usd/day	10,226	9,728	+5.1%	+23.2%
S4A_58 USG-Skaw/Pass	usd/day	15,800	14,979	+5.5%	+19.2%
S1C_58 USG-China/S Jpn	usd/day	21,750	21,147	+2.9%	+4.1%
S9_58 WAF-ECSA-Med	usd/day	8,635	8,168	+5.7%	+34.4%
S1B_58 Canakkale-FEast	usd/day	17,589	18,068	-2.7%	+19.6%
S2_58 N China Aus/Pac RV	usd/day	8,683	8,167	+6.3%	+12.3%
S10_58 S China-Indo RV	usd/day	9,413	8,619	+9.2%	+47.2%
1 Year TC Period Supramax	usd/day	9,000	9,000	+0.0%	-5.3%
1 Year TC Period Ultramax	usd/day	10,000	10,000	+0.0%	-7.0%



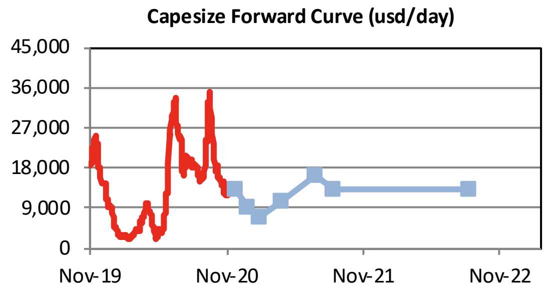
HANDYSIZE	Unit	20-Nov	13-Nov	W-o-W	Y-o-Y
BHSI_28 TC Avg.	usd/day	8,872	8,575	+3.5%	+23.3%
BHSI_38 TC Avg.	usd/day	10,838	10,541	+2.8%	+21.3%
HS2_38 Skaw/Pass-US	usd/day	13,171	13,350	-1.3%	+39.6%
HS3_38 ECSAm-Skaw/Pass	usd/day	12,694	11,061	+14.8%	+14.1%
HS4_38 USG-Skaw/Pass	usd/day	13,214	12,350	+7.0%	+33.8%
HS5_38 SE Asia-Spore/Japan	usd/day	9,506	9,466	+0.4%	+10.5%
HS6_38 Pacific RV	usd/day	8,275	8,259	+0.2%	+7.6%
1 Year TC Period 32,000 dwt	usd/day	8,000	8,000	+0.0%	-3.0%
1 Year TC Period 38,000 dwt	usd/day	9,100	9,100	+0.0%	n.a.



DRY BULK FFAS (Baltic Forward Assessments)

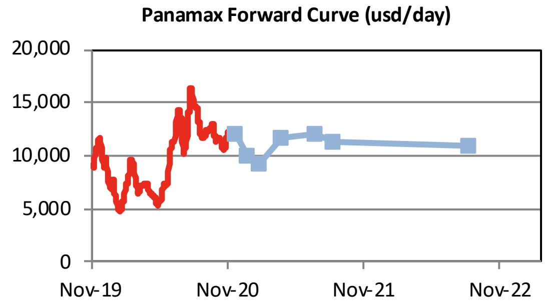
CAPESIZE

	Unit	20-Nov	13-Nov	W-o-W	Premium/ Discount
Nov-20	usd/day	13,250	13,444	-1.4%	+11.4%
Dec-20	usd/day	13,338	13,406	-0.5%	+12.1%
Jan-21	usd/day	9,200	9,694	-5.1%	-22.7%
Feb-21	usd/day	7,119	6,853	+3.9%	-40.2%
Q1 21	usd/day	8,139	8,130	+0.1%	-31.6%
Q2 21	usd/day	10,491	10,481	+0.1%	-11.8%
Q3 21	usd/day	16,259	16,263	-0.0%	+36.7%
Cal 21	usd/day	12,992	13,033	-0.3%	+9.2%
Cal 22	usd/day	13,216	13,266	-0.4%	+11.1%



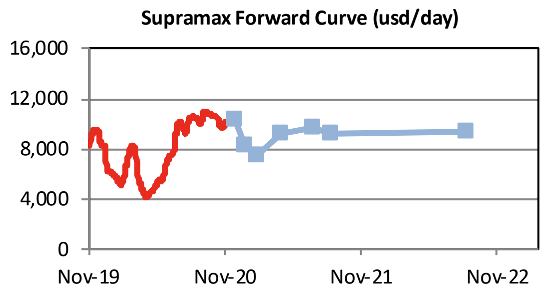
PANAMAX (82k)

Nov-20	usd/day	11,442	11,080	+3.3%	-6.0%
Dec-20	usd/day	11,964	11,130	+7.5%	-1.7%
Jan-21	usd/day	9,933	9,349	+6.2%	-18.4%
Feb-21	usd/day	9,258	8,949	+3.5%	-24.0%
Q1 21	usd/day	9,962	9,602	+3.7%	-18.2%
Q2 21	usd/day	11,608	11,424	+1.6%	-4.7%
Q3 21	usd/day	11,970	11,977	-0.1%	-1.7%
Cal 21	usd/day	11,302	11,149	+1.4%	-7.2%
Cal 22	usd/day	10,936	10,802	+1.2%	-10.2%



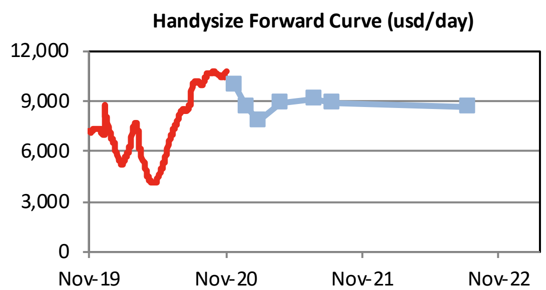
SUPRAMAX (58k)

Nov-20	usd/day	10,054	9,825	+2.3%	-1.7%
Dec-20	usd/day	10,286	9,743	+5.6%	+0.6%
Jan-21	usd/day	8,361	8,025	+4.2%	-18.2%
Feb-21	usd/day	7,554	7,464	+1.2%	-26.1%
Q1 21	usd/day	8,189	8,031	+2.0%	-19.9%
Q2 21	usd/day	9,200	9,118	+0.9%	-10.0%
Q3 21	usd/day	9,675	9,707	-0.3%	-5.4%
Cal 21	usd/day	9,163	9,125	+0.4%	-10.4%
Cal 22	usd/day	9,321	9,193	+1.4%	-8.8%



HANDYSIZE (38k)

Nov-20	usd/day	10,529	10,460	+0.7%	-2.9%
Dec-20	usd/day	9,941	9,779	+1.7%	-8.3%
Jan-21	usd/day	8,660	8,591	+0.8%	-20.1%
Feb-21	usd/day	7,854	7,822	+0.4%	-27.5%
Q1 21	usd/day	8,281	8,231	+0.6%	-23.6%
Q2 21	usd/day	8,866	8,854	+0.1%	-18.2%
Q3 21	usd/day	9,166	9,160	+0.1%	-15.4%
Cal 21	usd/day	8,881	8,862	+0.2%	-18.1%
Cal 22	usd/day	8,672	8,666	+0.1%	-20.0%

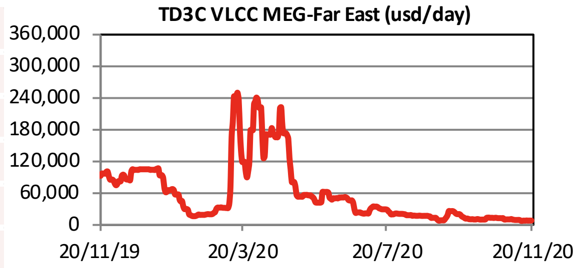


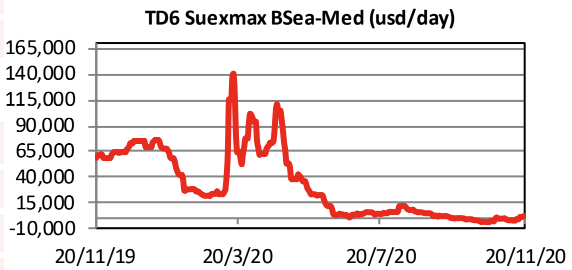
TANKER

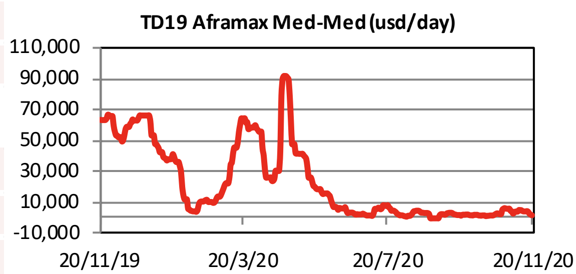
CRUDE OIL TANKER MARKET

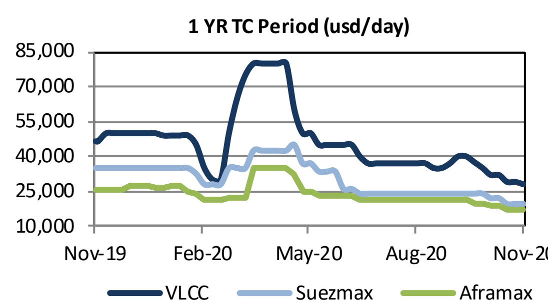
Another disappointing week in the VLCC segment with rates pretty much unchanged: 270,000 mt cargoes from MEG to F East were fixed at WS26 and 260,000 mt cargoes from WAfr to China at WS29.
Hound Point-S Korea deal was on subs at $4.3 mln.
Previous week assumptions did not find confirmation in the Suezmax segment. Rates for 130,000 mt cargoes on WAfr-Europe went down to mid WS thirties and rates on Basrah-Med went down to 140@20. Rates on MEG-East remained around 130@45.
In Med, a CPC-S Korea deal was rumoured at $2.7 mln.
In the Aframax segment, the market in Med softened: rates from Ceyhan went down to 80@57.5 and from BSea down to 80@62.5.
In Baltic/UKC area, on the other hand, the market was stable at 80@75 and 100@45 respectively.
Rates were steady in the Americas with 70,000 mt cargoes from USG to UKC/Med assessed at WS67.5.

VLCC	Unit	20-Nov	13-Nov	W-o-W	Y-o-Y
TD1 MEG-USG	ws	15.09	15.09	+0.0%	-73.9%
TD1 MEG-USG	usd/day	-5,804	-5,633	-3.0%	-113%
TD2 MEG-Spore	ws	26.46	26.33	+0.5%	-76.1%
TD3C MEG-China	ws	26.04	25.79	+1.0%	-76.2%
TD3C MEG-China	usd/day	6,326	6,209	+1.9%	-93.1%
TD15 WAF-China	ws	29.42	29.17	+0.9%	-73.4%
Avg. VLCC TCE	usd/day	261	288	-9.4%	-99.6%
1 Year TC Period	usd/day	28,000	29,000	-3.4%	-39.8%
SUEZMAX					
TD6 BSea-Med	ws	51.67	47.61	+8.5%	-63.0%
TD6 BSea-Med	usd/day	2,318	-814	+384.8%	-96.1%
TD20 WAF-Cont	ws	36.32	39.30	-7.6%	-70.3%
MEG-EAST	ws	45.00	42.50	+5.9%	-65.4%
TD23 MEG-Med	ws	20.00	22.00	-9.1%	-65.5%
Avg. Suezmax TCE	usd/day	3,465	2,638	+31.3%	-93.5%
1 Year TC Period	usd/day	19,500	19,500	+0.0%	-44.3%
AFRAMAX					
TD7 NSea-Cont	ws	75.00	69.69	+7.6%	-60.9%
TD7 NSea-Cont	usd/day	-261	-3,362	+92.2%	-100.4%
TD17 Baltic-UKC	ws	45.00	40.94	+9.9%	-71.5%
TD17 Baltic-UKC	usd/day	1,956	-241	+911.6%	-97.0%
TD19 Med-Med	ws	60.03	65.63	-8.5%	-71.0%
TD19 Med-Med	usd/day	807	3,326	-75.7%	-98.7%
TD8 Kuwait-China	ws	55.28	50.83	+8.8%	-69.3%
TD8 Kuwait-China	usd/day	1,999	453	+341.3%	-95.2%
TD9 Caribs-USG	ws	86.56	75.31	+14.9%	-46.5%
TD9 Caribs-USG	usd/day	11,113	6,717	+65.4%	-66.9%
Avg. Aframax TCE	usd/day	3,325	1,443	+130.4%	-93.6%
1 Year TC Period	usd/day	16,750	17,000	-1.5%	-35.6%





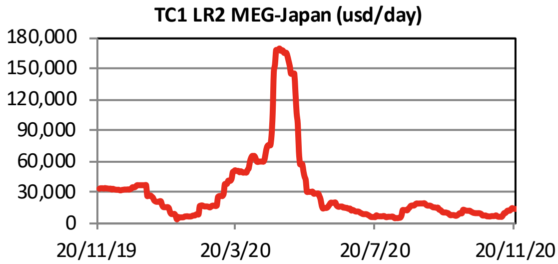


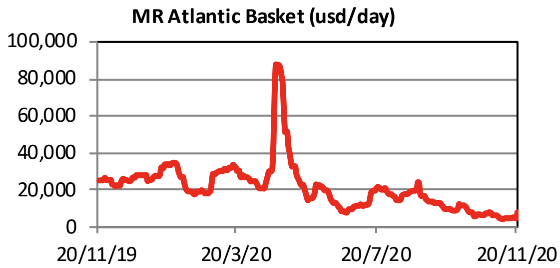


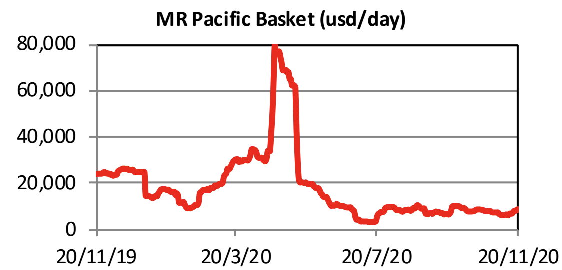
PRODUCT TANKER MARKET

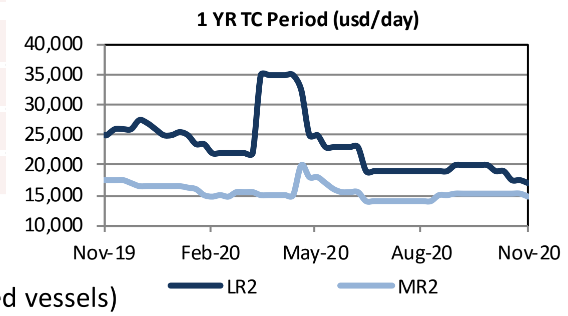
Firm days for LRs and MRs in the East: LR2s managed to push the market up leading MEG-Japan to WS80/85 and MEG-UKC deals at $1.8 mln. Rates on LR1s increased with MEG-Japan at WS80 while East-Cont deals at $1.25/1.3 mln. Stable scenario for Handies in Med: the position list was more than sufficient to satisfy the demand in the market with CrossMed still at WS70, with usual plus 10 points for BSea loadings. Thanks to an increased number of cargoes that came out lately, MR units faced stronger tendency. The position list started shortening helping rates on Cont-USAC to gain some points up to WS100, plus WS10 points in case of WAfr discharge. Softening scenario up in N Europe for Handies: rates on Baltic-Cont went down to WS85 and around WS5 points less on CrossCont. The dirty market in the Handysize segment was busier during the first half of the week but then it became quiet during the second half. Rates on CrossMed remained stable at 30@90/92.5 during the week. The MR segment was again very quiet: no 45,000 mt cargoes were quoted so owners had to fix again basis 30,000 mt cargoes. Rates on CrossMed still at 45@80 and at WS85 from BSea. Slow activity in Cont: the position list started building up and rates on Baltic-UKC lost few points down to 30@100. MRs were extremely quiet in UKC too with rates on CrossCont still at 45@80. No changes reported in the Panamax segment that was very quiet: rates on TA RV from UKC were still at 55@55.

	Unit	20-Nov	13-Nov	W-o-W	Y-o-Y
TC1 MEG-Japan (75k)	ws	81.67	76.67	+6.5%	-40.6%
TC1 MEG-Japan (75k)	usd/day	14,178	12,531	+13.1%	-50.3%
TC8 MEG-UKC (65k)	usd/mt	21.05	20.46	+2.9%	-33.9%
TC5 MEG-Japan (55k)	ws	81.43	76.07	+7.0%	-47.3%
TC5 MEG-Japan (55k)	usd/day	9,494	8,212	+15.6%	-60.3%
TC2 Cont-USAC (37k)	ws	100.83	75.56	+33.4%	-39.7%
TC2 Cont-USAC (37k)	usd/day	8,416	3,644	+131.0%	-53.0%
TC14 USG-Cont (38k)	ws	50.00	49.29	+1.4%	-59.2%
TC14 USG-Cont (38k)	usd/day	-966	-1,218	+20.7%	-108.6%
TC9 Baltic-UKC (22k)	ws	85.71	88.21	-2.8%	-46.4%
TC6 Med-Med (30k)	ws	71.19	70.31	+1.3%	-66.5%
TC7 Spore-ECAu (30k)	ws	101.69	101.00	+0.7%	-49.2%
TC7 Spore-ECAu (30k)	usd/day	7,176	7,140	+0.5%	-66.5%
TC11 SK-Spore (40k)	usd/day	1,480	1,532	-3.4%	-90.1%
MR Pacific Basket	usd/day	8,282	6,384	+29.7%	-63.2%
MR Atlantic Basket	usd/day	7,984	4,918	+62.3%	-67.1%
LR2 1 Year TC Period	usd/day	17,000	17,500	-2.9%	-32.0%
MR2 1 Year TC Period	usd/day	14,750	15,250	-3.3%	-15.7%
TD12 Cont-USG (55k)	ws	55.00	55.00	+0.0%	-56.8%
TD18 Baltic-UKC (30K)	ws	100.00	105.50	-5.2%	-62.4%
BSea-Med (30k)	ws	102.5	100.0	+2.5%	-69.4%
Med-Med (30k)	ws	92.5	90.0	+2.8%	-71.5%









DELAYS AT TURKISH STRAITS (for daylight restricted vessels)

	Unit	20-Nov	13-Nov	W-o-W	Y-o-Y
Northbound	days	3.5	3.0	+16.7%	-50.0%
Southbound	days	4.0	2.0	+100.0%	-42.9%

CONTAINERS

The ConTex doubled its level in just 4 months reaching 646 points: during the week it gained another 6.6% mainly thanks to the 2500 TEU and 5700 TEU segments which were mostly influenced on the back of new longer-term charters. Shippers and carriers will enter next year's Transpacific contract negotiation season with capacity being a bigger concern than prices: contracts that will be signed for next year will be influenced by the experiences of 2020.

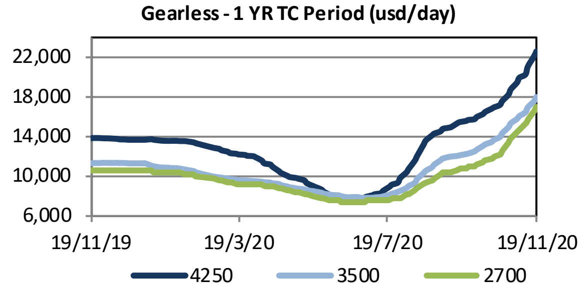
FIXTURES

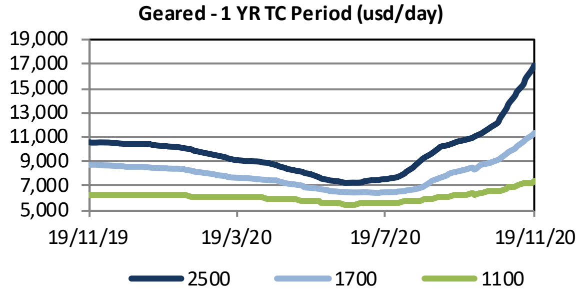
Vessel Name	Built	TEUs	TEU@14	Gear	Fixture	Period	Rates
Navios Vermillion	2007	4241	2801	no	extended to Cosco	11/13 m	$21,500/d
GH Zonda	2008	3534	2353	no	fixed to Msc	22/26 m	$16,000/d
Nsc Kingston	2008	2553	1900	no	extended to Evergreen	5/6 m	$15,000/d
Spirit of Cape Town	2000	2262	1730	yes	extended to Xpress	8/10 m	$12,600/d
Adilia I	2004	956	637	no	extended to Maersk	4/6 m	$8,250/d
Max Stability	2006	724	440	no	fixed to Mell Sea Chart	4/6 m	$6,550/d

VHSS CONTAINERSHIP TIMECHARTER

(source: Hamburg Shipbrokers' Association)

	Unit	19-Nov	12-Nov	W-o-W	Y-o-Y
ConTex	index	646	606	+6.6%	+46.5%
4250 teu (1Y, g'less)	usd/day	22,558	21,019	+7.3%	+64.1%
3500 teu (1Y, g'less)	usd/day	17,921	16,883	+6.1%	+59.7%
2700 teu (1Y, g'less)	usd/day	16,948	15,881	+6.7%	+59.9%
2500 teu (1Y, geared)	usd/day	14,546	13,296	+9.4%	+47.1%
1700 teu (1Y, geared)	usd/day	11,364	10,843	+4.8%	+30.3%
1100 teu (1Y, geared)	usd/day	7,350	7,184	+2.3%	+17.3%

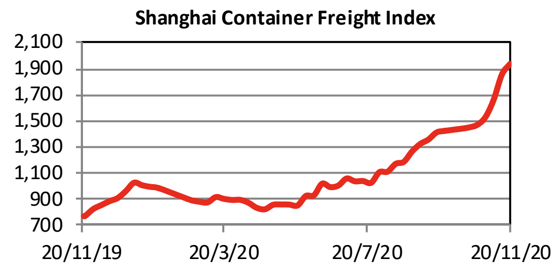




CONTAINERIZED FREIGHT INDEX

(source: Shanghai Shipping Exchange)

	Unit	20-Nov	13-Nov	W-o-W	Y-o-Y
Comprehensive Index	index	1,938	1,857	+4.4%	+153.2%
Services:					
Shanghai - North Europe	usd/teu	1,644	1,508	+9.0%	+134.2%
Shanghai - Mediterranean	usd/teu	1,797	1,674	+7.3%	+160.8%
Shanghai - WC USA	usd/feu	3,913	3,887	+0.7%	+218.4%
Shanghai - EC USA	usd/feu	4,682	4,676	+0.1%	+107.5%
Shanghai - Dubai	usd/teu	1,374	1,267	+8.4%	+78.0%
Shanghai - Santos	usd/teu	4,403	4,294	+2.5%	+170.6%
Shanghai - Singapore	usd/teu	802	728	+10.2%	+386.1%



NEWBUILDINGS / FINANCE

Everest Venture Capital China placed a Newbuilding order for 7 x 300,000 dwt VLCC units at Hyundai Heavy (South Korea) for dely from 2nd half 2022 until August 2023; furthermore, they placed orders for 3 x 300,000 dwt units at Samho Heavy (South Korea) for dely from 2nd half 2022 until August 2023 at a level of $85 mln per unit: all vessels will be scrubber fitted and built to high specifications.

Latsco Shipping ordered 2 x 300,000 dwt VLCC scrubber fitted units at Hyundai Heavy for dely 6-9/2022 at $89.3 mln per unit.

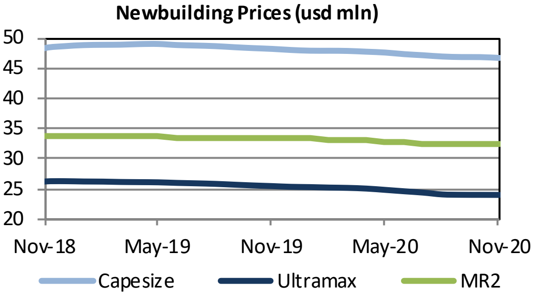
Centrofin Greece placed an order at Samsung for 3 + 2 157,000 dwt Suezmax units (scrubber fitted) for dely within 4Q 2022 and 1Q 2023 at level of $58.2 mln per unit.

NEWBUILDING REPORTED ORDERS

Type	Size	Built	Yard	Buyers	Price	Comment
Tank	300,000	2022/2023	Hyundai Heavy	Everest Venture Capital China	n.a.	7 units
Tank	300,000	2022/2023	Samho Heavy	Everest Venture Capital China	85	3 units scrubber fitted
Tank	157,000	2022/2023	Samsung	Centrofin Greece	58.2	3 units, 2 options scrubber fitted

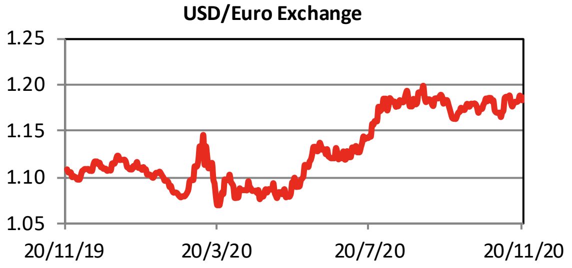
INDICATIVE NEWBUILDING PRICES (CHINA)

	Unit	01-Nov-20	M-o-M	Y-o-Y
Capesize	usd mln	46.8	-0.3%	-3.1%
Kamsarmax	usd mln	25.9	+0.0%	-5.1%
Ultramax	usd mln	24.1	-0.0%	-5.8%
VLCC	usd mln	82.6	+0.0%	-1.9%
LR2 Coated	usd mln	44.8	-0.1%	-2.2%
MR2 Coated	usd mln	32.4	+0.1%	-3.3%



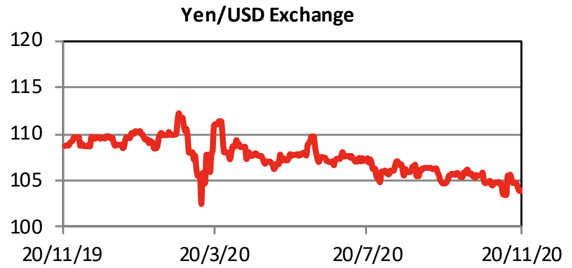
INTEREST RATES

	Libor USD	Libor Euro	Euribor Euro
6 Months	0.25	-0.52	-0.51
12 Months	0.34	-0.47	-0.48



INTEREST RATE SWAPS

	3 yrs	5 yrs	7 yrs	10 yrs	15 yrs	20 yrs
USD	0.32	0.47	0.64	0.86	1.07	1.18
Euro	-0.52	-0.47	-0.38	-0.26	-0.07	0.04



EXCHANGE RATES

	20-Nov	13-Nov	W-o-W	Y-o-Y
USD/Euro	1.19	1.18	+0.4%	+7.0%
Yen/USD	103.86	104.63	-0.7%	-4.4%
SK Won/USD	1,114	1,116	-0.1%	-5.4%
Ch Yuan/USD	6.56	6.61	-0.7%	-6.7%

SECONDHAND / DEMOLITION

3 x Japanese controlled Kamsarmaxes were inviting for offers: Leda 82,000 dwt built in 2013 at Tsuneishi (SS/DD due 2023/2021), Cetus Ocean 82,000 dwt built in 2013 at Sanoyas (BWTS fitted) and Key Evolution 83,000 dwt built in 2010 at Sanoyas. Client of Newport were behind purchase of Bacco 82,000 dwt built in 2011 at Tsuneishi (BWTS fitted) sold at $15.4 mln. Scorpio sold 4 x Kamsarmaxes: SBI Jive, SBI Swing, Sbi Mazurka 81,000 dwt built in 2017 at Shanghai Shipyard and Sbi Reggae 81,000 dwt built in 2016 at Hudong to client of Centrofin at $81 mln en bloc: all vessels were BWTS fitted and first three scrubber fitted. In the Supramax segment, there was a strong appetite from Chinese buyers. After offers were invited, Asia Emerald I 58,000 dwt built in 2011 at Dayang & IV 58,000 dwt built in 2012 at Dayang (Crown design tier II) are now sold en bloc at $18.2 mln to Chinese buyers. Greek controlled Kavo Platanos 57,000 dwt built in 2011 at Jingling was purchased by Chinese interest at $9.4 mln. Niton Cobalt 52,000 dwt built in 2004 at Tsuneishi was sold at $5.5 mln, last week we reported sale of V Petrel 52,000 dwt built in 2004 at Oshima (BWTS fitted) at $6.3 mln. Offers were invited to the Handysize bc Asia Pearl V 35,000 dwt built in 2010 at Nantong: vessel is now committed at $5.2 mln to Chinese buyers. One month ago, always from German 2 x Great Eastern controlled Suezmaxes Jag Laadki' 150,000 dwt built in 2000 at Nippon Kokan (SS/DD passed) & 'Lag Lateef' 147,000 dwt built in 2000 at Samsung (DD 8/2021, SS 8/2023) were sold at $12.4 mln each en bloc. Sri Vishnu 152,000 dwt built in 2000 at Hyundai was sold at $11.5 mln basis DD due.

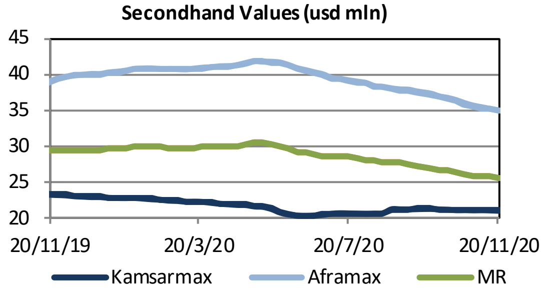
SECONDHAND REPORTED SALES

TYPE	VESSEL NAME	DWT	BLT	YARD	BUYERS	PRICE	NOTE
Bulk	**Nirai**	91,000	2003	Oshima	Chinese buyers	7.4	DD 1/2022 SS 1/2024
Bulk	**Jacob Oldendorff**	61,000	2019	Dacks	CDB Leasing		en bloc, 5+2+1 years BB back on a floating rate. No sale and leasback and no re-purchase obligations.
Bulk	**Jens Oldendorff**	61,000	2019	Dacks			
Bulk	**Jonas Oldendorff**	61,000	2019	Dacks			
Bulk	**Jan Oldendorff**	61,000	2019	Nacks			
Bulk	**August Oldendorff**	60,000	2015	JMU			
Bulk	**Alwine Oldendorff**	60,000	2014	JMU			
Bulk	**Kastro**	58,000	2008	Tsuneishi Zhoushan	Greek buyers	8.75	SS/DD 1/2023
Bulk	**GMB Athena**	53,000	2010	Zhejiang	Cosco	34	en bloc
Bulk	**GMB Asteria**	53,000	2010	Zhejiang			
Bulk	**GMB Alcmene**	53,000	2009	Zhejiang			
Bulk	**GMB Artemis**	53,000	2009	Zhejiang			

BALTIC SECONDHAND ASSESSMENTS

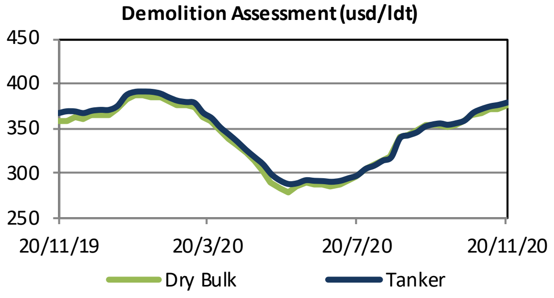
	Unit	20-Nov	13-Nov	W-o-W	Y-o-Y
Capesize	usd mln	31.9	31.9	-0.1%	-8.5%
Kamsarmax	usd mln	21.0	21.1	-0.2%	-9.7%
Supramax	usd mln	15.1	15.1	+0.0%	-12.1%
VLCC	usd mln	64.8	64.9	-0.2%	-13.2%
Suezmax	usd mln	44.4	44.6	-0.4%	n.a.
Aframax	usd mln	34.9	35.1	-0.6%	-10.5%
MR Product	usd mln	25.7	25.8	-0.3%	-12.3%

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



SHIP RECYCLING ASSESSMENT

	Unit	20-Nov	13-Nov	W-o-W	Y-o-Y
Dry Bulk	usd/ldt	375.3	371.2	+1.1%	+4.9%
Tanker	usd/ldt	379.8	377.2	+0.7%	+3.3%



DRY BULK NEWS

China steel output slips amid environmental restrictions, cooling demand

China's crude steel output fell for the second straight month in October, slipping 0.4% from a month earlier, official data showed on Monday, as production was curtailed by environmental restrictions and an easing demand outlook for winter.

The world's top steelmaker produced 92.2 million tonnes of crude steel last month, the National Bureau of Statistics (NBS) said, compared with 92.56 million tonnes in September. Though slightly down from the previous month, the number showed a 13% jump from October 2019.

Average daily output stood at 2.97 million tonnes in October, according to Reuters calculations based on the NBS data, dropping back from the daily record of 3.09 million tonnes logged in September.

Production at steel mills are typically disrupted by the country's 'winter cuts' - which mainly target the industrial sector in smog-prone northern cities - from November to March, with plants failing to meet environmental requirements being forced to curb their output.

But this year, the measures are not expected to have the same impact as most mills have completed environmental upgrades.

The average weekly capacity utilisation rates at blast furnaces in 163 Chinese mills stood at 84.3% in October, cooling from 84.6% a month earlier but above 79.1% in October 2019, Mysteel's data showed.

For the first 10 months of the year, China churned out 873.93 million tonnes of the industrial metal, up 5.5% from the same period in 2019, the statistics bureau data showed.

China Oct aluminium output hits monthly record high

China's monthly aluminium output in October rose 9.7% from a year earlier to a record high, official data showed on Monday, as new smelting capacity ramped up to cash in on strong prices.

The world's top aluminium-producing country churned out 3.20 million tonnes of the primary metal last month, which was up 1.2% from 3.162 million tonnes in September, the National Bureau of Statistics said.

National output in the first 10 months of 2020 rose 3.5% year-on-year to 30.63 million tonnes, the bureau said, keeping China on course to set a new annual production record this year after a rare drop in 2019.

Unlike previous years, analysts expect Chinese smelters to cut little or no aluminium output over the 2020/21 peak winter heating season in northern China as most have upgraded facilities to meet new emissions standards and are not required to reduce production for environmental reasons.

Smelters can therefore make the most of strong Shanghai aluminium prices, which rose 2.9% in October and are trading near three-year highs above 15,500 yuan a tonne on dwindling inventories, providing healthy margins.

Argentine government steps in to end grains sector tug boat strike

The Argentine government on Wednesday stepped in to end a less than day-old strike by tug boat crews that had threatened to disrupt the country's key grains export sector, with the Labor Ministry ordering a resumption of contract negotiations.

The strike had begun at midnight, according to a statement issued by four crew members' unions. Contract talks had broken down over wages, but the ministry ordered negotiations to continue. The government regularly issues such orders to keep the strategically important grains export sector operating. The strike had begun to affect activity in the Rosario ports hub, which is responsible for about 80% of Argentina's grains exports. Not all the country's grains ports require the use of tug boats.

Goldman Sachs says commodities poised for bull market

Goldman Sachs on Wednesday maintained its 'overweight' recommendations for commodities in 2021, reasoning the sector was possibly the best hedge against likely inflation and poised for another bull market.

The bank forecast a return of about 27% over a 12-month period on the S&P/Goldman Sachs Commodity Index (GSCI), with a 19.2% return for precious metals, 40.1% for energy, 3% for industrial metals and a negative 1% return on agriculture.

Abu Dhabi's ADQ eyes around $1 bln loan to back Louis Dreyfus deal

Abu Dhabi state-owned ADQ is in talks with banks for a loan of about $1 billion that would back its acquisition of a 45% stake in commodities trader Louis Dreyfus Co (LDC).

ADQ said last week it had signed an agreement to acquire an indirect 45% equity stake in LDC, in what would be the first outside investment in the family-owned commodity merchant's 169-year-old history.

U.S. crop planting could hit record next year if prices, weather hold - USDA

American farmers could plant a record acreage of major field crops next year if favourable prices continue and spring weather allows, a U.S. Department of Agriculture official said on Wednesday.

Corn and soybean prices are both profitable for U.S. farmers at current levels following a recent rally spurred by Chinese demand, Mark Jekanowski, chairman of the USDA’s World Agricultural Outlook Board, told the Global Grain conference.

Source: Reuters

OIL & GAS NEWS

China October refinery output hits record high on holiday demand

China's crude oil throughput rose 2.6% in October from a year earlier to its highest-ever level as fuel demand firmed on strong holiday travel.

The country processed 59.82 million tonnes of crude oil last month, equivalent to 14.09 million barrels per day (bpd), according to data from the National Bureau of Statistics (NBS).

That compared with 13.96 million bpd in September, topping the previous daily record set in June at 14.08 million bpd.

Total throughput during the first 10 months of 2020 was 555.18 million tonnes, or 13.29 million bpd, up 2.9% from the same period in 2019.

Gasoline demand was firm as more motorists hit the road for long-distance driving during a holiday period in early October.

Domestic aviation fuel consumption rebounded to near pre-COVID levels in September and was expected to firm up more in October, thanks to a fast recovery in passenger travel and cargo freight, although demand from international flights remained weak.

OPEC+ compliance with oil production cuts in Oct 101%

The compliance of OPEC+ with oil production cuts in October was seen at 101%, three OPEC+ sources told Reuters on Friday.

The Organization of the Petroleum Exporting Countries and allies including Russia, a group known as OPEC+, are scheduled to increase output by 2 million barrels per day from January, but are considering adjusting the deal to further support the market. OPEC+ is due to meet next on Nov. 30 and Dec. 1.

Libyan oil production tops 1.2 million bpd

Libyan oil production has now reached 1.215 million barrels per day (bpd), a Libyan oil source told Reuters on Friday, as the OPEC member's oil industry recovers faster than expected.

Libya's oil output has been rising steadily since the gradual lifting of an eight-month blockade by eastern forces in September. On Oct. 26, NOC ended force majeure on the last facilities closed by the blockade.

Earlier this week, NOC chairman Mustafa Sanalla said output could reach 1.3 million bpd within a month.

It could be a challenge for Libya to produce significantly more than 1.3 million bpd because repeated shutdowns since a civil war erupted in 2011 and limited investment in infrastructure has curtailed its production capacity.

Prior to 2011, Libya was producing about 1.6 million bpd.

U.S. shale oil output to drop 139,000 bpd to 7.51 mln bpd in Dec- EIA

U.S. oil output from shale formations is expected to decline by about 139,000 barrels per day (bpd) in December to about 7.51 million bpd, the lowest level since June, the U.S. Energy Information Administration said in a monthly forecast on Monday.

Output at nearly all seven major formations is expected to fall, except the Haynesville region, where output is forecast to remain largely steady. The biggest decline is expected to come from the Permian basin of Texas and New Mexico, where production is expected to drop by about 37,000 bpd, the biggest decline since May, to 4.3 million bpd, the data showed.

The second biggest drop is forecast to be in the Bakken, where output is expected to decline for the third straight month, by about 32,500 bpd, to 1.13 million bpd.

Overall shale output is expected to decline for the third straight month, and by the most since May, when producers slashed production by about 1.6 million bpd to offset a plunge in global oil demand due to the coronavirus pandemic.

Canadian indigenous group to invest up to C$1 bln in Keystone oil pipeline

Pipeline operator TC Energy said on Tuesday that Canadian indigenous group Natural Law Energy will invest up to C$1 billion ($763.77 million) in its Keystone XL oil pipeline, despite U.S. President-elect Joe Biden's promise to stop the project.

Keystone XL (KXL) would carry 830,000 barrels per day of crude from Alberta to the U.S. Midwest. It has faced a decade of opposition from U.S. landowners, environmental groups and tribes.

Vaccine trials temper hedge funds' oil pessimism

Hedge funds raced to buy back short positions in crude and products last week after Pfizer's announcement of a successful coronavirus vaccine trial prompted hope for a recovery in consumption next year.

Fund managers purchased the equivalent of 114 million barrels in the six most important petroleum futures and options contracts in the week to Nov. 10, position records from regulators and exchanges showed.

Purchases were at the fastest rate since the middle of April, when Saudi Arabia and Russia agreed to end their volume war, causing funds to buy 122 million barrels.

Final offshore oil auction under Trump shows Gulf's 'long future'

The Trump administration's final sale of oil and gas leases in the Gulf of Mexico generated nearly $121 million in high bids on Wednesday, an improvement from the last government auction held just as the coronavirus pandemic was beginning to depress world demand for fuel.

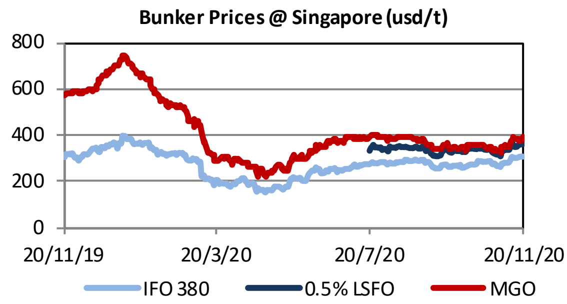
The sale was the last before the January inauguration of President-elect Joe Biden, a Democrat who has pledged to ban new drilling on federal lands and waters.

Source: Reuters

PRICES

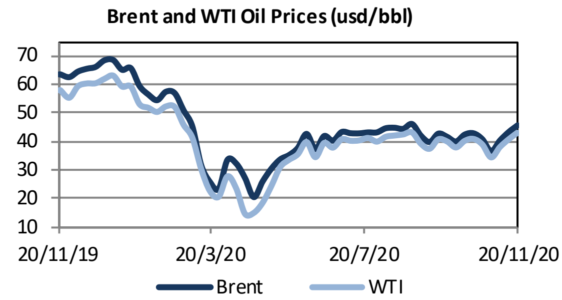
BUNKER

		Unit	20-Nov	13-Nov	W-o-W	Y-o-Y
IFO 380	Rotterdam	usd/t	272.5	272.5	+0.0%	+8.3%
	Fujairah	usd/t	298.0	292.0	+2.1%	+17.8%
	Singapore	usd/t	310.0	304.5	+1.8%	+0.6%
0.5% LSFO	Rotterdam	usd/t	334.0	328.0	+1.8%	n.a.
	Fujairah	usd/t	368.0	365.0	+0.8%	n.a.
	Singapore	usd/t	366.0	352.5	+3.8%	n.a.
MGO	Rotterdam	usd/t	369.0	363.0	+1.7%	-33.6%
	Fujairah	usd/t	462.5	470.5	-1.7%	-33.1%
	Singapore	usd/t	389.0	386.0	+0.8%	-31.9%



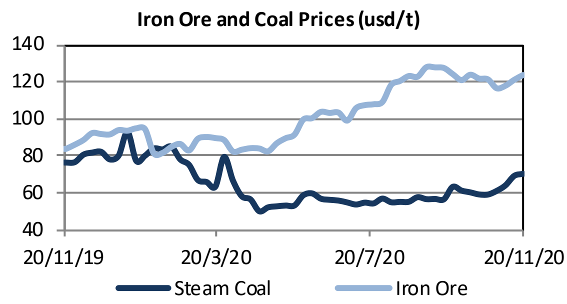
OIL & GAS

	Unit	20-Nov	13-Nov	W-o-W	Y-o-Y
Crude Oil Brent	usd/bbl	45.6	43.3	+5.4%	-28.0%
Crude Oil WTI	usd/bbl	43.0	40.7	+5.6%	-25.6%
Crude Oil Dubai	usd/bbl	44.5	43.5	+2.3%	-31.4%
Nat Gas Henry Hub	usd/mmbtu	2.70	2.87	-5.9%	+1.5%
Gasoline Nymex	usd/gal	1.20	1.14	+5.3%	-28.6%
ICE Gasoil	usd/t	372.5	348.5	+6.9%	-37.2%
Naphtha Tokyo	usd/t	381.6	372.7	+2.4%	-28.4%
Jet-Kerosene Asia	usd/bbl	44.8	43.9	+2.0%	-40.0%



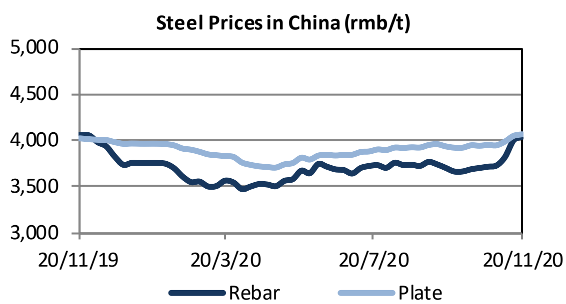
COAL

	Unit	20-Nov	13-Nov	W-o-W	Y-o-Y
Steam @ Richards Bay	usd/t	70.3	69.3	+1.5%	-7.9%
Steam @ Newcastle	usd/t	63.4	62.6	+1.2%	-6.7%
Coking Coal Australia	usd/t	101.5	111.0	-8.6%	-23.7%



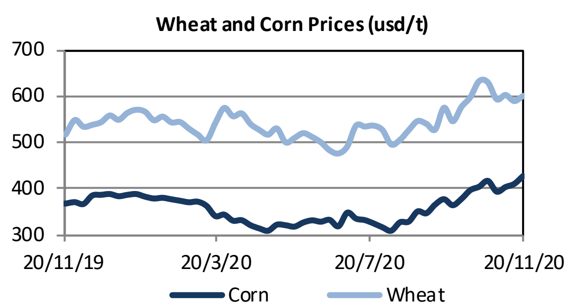
IRON ORE AND STEEL

	Unit	20-Nov	13-Nov	W-o-W	Y-o-Y
Iron Ore (Platts)	usd/t	123.4	120.8	+2.1%	+47.2%
Iron Ore @Tangshan	rmb/t	903.0	886.0	+1.9%	+35.6%
Rebar in China	rmb/t	4,037	3,998	+1.0%	-0.5%
Plate in China	rmb/t	4,075	4,057	+0.4%	+1.2%
HR Coil in China	rmb/t	4,169	4,127	+1.0%	+8.5%
CR Sheet in China	rmb/t	4,998	4,936	+1.3%	+14.9%



AGRICULTURAL

	Unit	20-Nov	13-Nov	W-o-W	Y-o-Y
Wheat	usd/t	601.0	589.5	+2.0%	+16.3%
Corn	usd/t	428.8	411.5	+4.2%	+16.4%
Soybeans	usc/bu	1,194.8	1,148.8	+4.0%	+33.4%
Palm Oil	usd/t	851.0	852.7	-0.2%	+29.3%



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