



weekly  
market  
report



Week 01/2022 (01 Jan – 07 Jan)

Comment: European Union's crude oil imports

## EUROPEAN UNION CRUDE OIL IMPORTS

2021 was again a very negative year for crude oil trade.

Total loadings in the whole 12 months of 2021 were down -2.5% y-o-y to 1,983 mln tonnes, excluding USA-USA cabotage, according to vessels tracking data from Refinitiv.

This follows an even more dramatic -6.1% y-o-y decline in 2020.

However, things did appear to improve steadily throughout the year, and especially in the final quarter of 2021.

In 1Q 2021, global crude oil loadings were down -12.6% y-o-y at 474.8 mln tonnes, the worst quarter in at least a decade.

In 2Q 2021, loadings were still down -5.7% y-o-y at 486.1 mln tonnes.

In 3Q 2021, they were again marginally up to 489.9 mln tonnes, technically up +1.6% y-o-y, albeit from a very low base in 2020.

However, in 4Q 2021, loadings jumped impressively to 532.2 mln tonnes, up +8.6% from 3Q 2021, and up +7.5% y-o-y from 4Q 2020.

It was still well below the 560.3 mln tonnes in 4Q 2019 though...

In 2021, the **European Union** performed better than other regions, although this mostly reflects a bounce back from being one of the worst performing ones in 2020...

The lockdowns taking place in most of the continent had a devastating impact on the economy, and

obviously on the demand for crude oil imports.

In the 12 months of 2020, the 27 countries of the European Union imported 389.0 mln tonnes of crude oil by sea, according to Refinitiv vessel tracking data.

This represented a net decline of -12.8% y-o-y, compared to the 446.2 mln tonnes imported in 2019.

Note that now we exclude the UK from both 2020 data and also previous years' data.

In the 12 months of 2021, seaborne imports into the EU recovered somewhat by +3.0% y-o-y to 400.9 mln tonnes. This however was still well below pre-Covid times.

The European Union is still the second largest seaborne importer of crude oil in the world after China, accounting for 19% of global seaborne oil trade. China accounts for 21% of seaborne crude imports.

In fact, the EU used to be the top importer until 2019, when it was narrowly overtaken by China.

China still leads, but not by as large a margin as a year ago. China recorded an actual increase in seaborne crude imports of +8.9% in 2020, but saw a sharp slowdown of -8.8% y-o-y in 2021.

In terms of sources of imports, there has been a rebound in shorter haul Mediterranean trades to the EU.

Imports from North Africa (including

from Sidi Kerir) to the EU were up by +35.2% y-o-y to 65.7 mln t, reversing the -35.0% y-o-y decline in 2020.

In particular, shipments from Libya surged by +271.8% y-o-y to 33.5 mln tonnes, from a low of just 9.0 mln tonnes in 2020, and well above the pre-Covid levels of 29.8 mln tonnes in 2019 and 27.6 mln tonnes in 2018.

Shipments from Turkey (Ceyhan) were also up by +14.1% y-o-y to 34.6 mln tonnes, essentially matching the 34.5 mln tonnes of 2019.

Arrivals from Russia increased by +3.5% y-o-y to 112.4 mln tonnes in 2021, but are still well below the 128.5 mln tonnes of 2019.

Russia nevertheless remains the top supplier of seaborne oil to the EU, accounting for 28% of volumes in 2021, ahead of N. Africa with 16.5%.

Shipments from the North Sea (Norway and UK) were up +1.3% y-o-y to 63.6 mln tonnes, above the 58.6 mln tonnes of 2019, with a share of 16% of Europe's crude imports.

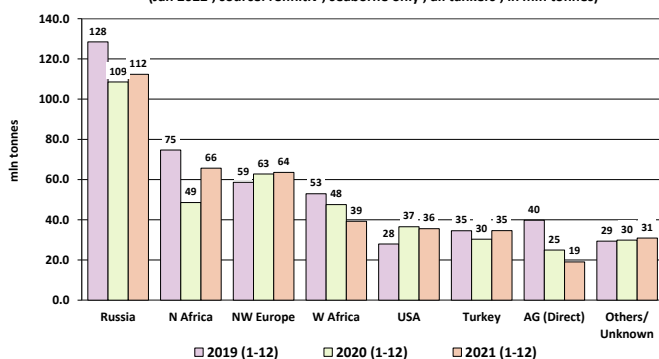
Shipments from West Africa to Europe declined by -17.4% y-o-y to 39.3 mln tonnes in 2021.

Imports from the USA corrected downwards by -2.7% y-o-y to 35.5 mln tonnes, but were still well above the 28.0 mln tonnes of 2019.

Direct shipments from the Arabian Gulf were down sharply by -23.6% y-o-y to just 19.0 mln tonnes, and down by half compared to 2019.

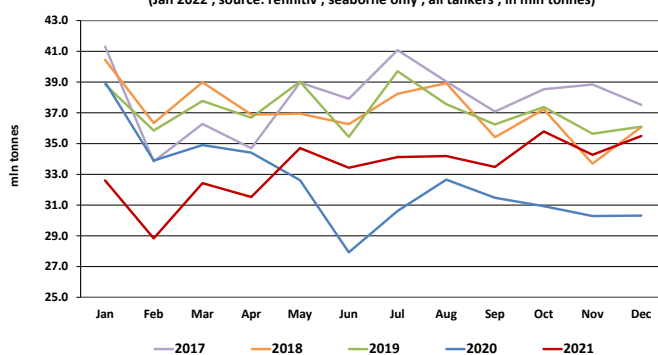
European Union - Crude Oil Imports by Source in Jan-Dec

(Jan 2022 ; source: refinitiv ; seaborne only ; all tankers ; in mln tonnes)



European Union - Monthly Crude Oil Imports - Seasonality

(Jan 2022 ; source: refinitiv ; seaborne only ; all tankers ; in mln tonnes)



## CAPE SIZE MARKET

### PACIFIC BASIN

Capesize indexes have had a good start to the year, indicating a positive sentiment despite the fact that we have only entered the first quarter of the year.

Worldwide miners and shippers are preparing their shipments while keeping a close eye on market volatility. BCI, which closed the 2021 at \$2,312, increased to \$2,432, registering a 120-point increase.

The 5TC index ended the year at \$19,176/d and managed to climb to

\$20,167/d, a total gain of 991 points. Both indexes gained daily, with only a minor loss on Wednesday.

In the Pacific basin, the scenario for the standard C5 route from West Australia to China is very similar to the previous start of 2021.

The C5 index closed the year at \$8.95/mt before closing the first week of the year at \$9.73/mt (plus 0.78 points), which is a good start considering it was in the high 8s dollars last year.

The same can be said for the related transpacific round voyage, which closed 2021 at \$16,555/d and managed to improve to \$18,104/d, a total improvement of \$1,549.

Good week also for the C17 route from Saldanha Bay to Qingdao, which finished the 2021 period at \$16.15/mt and finished the first week of the year at \$16.46/mt, with a small gain of 0.31 points and nearly 5 dollars up considering 2021 levels were in the mid 11s dollars.

### ATLANTIC BASIN

The 2022 period in the Atlantic basin began with very little activity out of Brazil, with the Vale remaining relatively quiet.

Only a few miners and operators entered the market, with only a few shipments per early February.

The standard C3 route from Tubarao to Qingdao closed the previous year at \$21.36/mt, but as with C5, it was subject to a market push up and closed the first week of 2022 at \$21.97/mt (plus 0.61 points).

Another positive start to the year,

with c3 closing in the mid/high 15s in the first week of 2021.

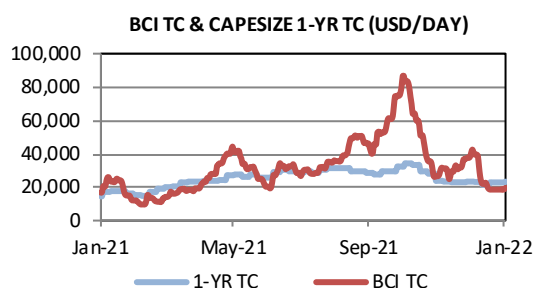
The related China-Brazil round trip time charter rate followed the same path, with its benchmark positioning at \$15,475/d on the last day of 2021, managing to improve up to \$16,259/d closing this week with a \$784 increase.

Nothing has changed for the other atlantic routes, which have seen very little cargo flow in the last five weeks. C8 14 Gib/ Hamburg transatlantic round voyage closed 2021 at

\$23,444/d, and the other indexes managed to improve up to \$24,000/d closing on Friday, with a 554 dollar improvement.

The same thing happened with the C9 14 route continent/med trip China-Japan (front haul), which closed the first week of the year at \$39,875/d, a total improvement of \$1,819 compared to the end of 2021 at \$38,056/d.

CAPE SIZE	Unit	7-Jan	31-Dec	W-o-W	Y-o-Y
BCI TC Average	usd/day	20,167	19,176	+5.2%	+14.6%
C2 Tubarao- Rotterdam	usd/t	11.93	11.57	+3.1%	+45.2%
C3 Tubarao - Qingdao	usd/t	21.97	21.36	+2.8%	+40.0%
C5 W. Aust. - Qingdao	usd/t	9.63	8.95	+7.7%	+8.9%
C8 Transatlantic r/v	usd/day	24,000	23,444	+2.4%	+19.7%
C14 China-Brazil r/v	usd/day	16,259	15,475	+5.1%	+28.5%
C10 Pacific r/v	usd/day	18,104	16,555	+9.4%	-13.9%
Newcastlemax 1-Y Period	usd/day	28,500	27,600	+3.3%	+70.1%
Capesize 1-Y Period	usd/day	23,500	23,000	+2.2%	+64.9%



## PANAMAX MARKET

### PACIFIC BASIN

The Pacific market began the first week back from the holiday season with significant uncertainty, as the Indonesian government imposed a coal export ban.

However, the market remained positive throughout the week, owing primarily to ECSAm buyers as well as several coal fixtures in Australia with a destination in India.

An Australian RV on a Kmx was overheard fixed at \$21,000/d bss Japan.

The Epiphany holidays in most of Europe, combined with reassuring rumors about the Indonesia ban, created a sense of impending doom by the end of the week.

A Nopac business bss N China on a Pmx fixed for \$20,500/d.

An Indo RV on a Kmx bss S China was fixed at \$29,000/d with Japan redelivery.

### ATLANTIC BASIN

The year has begun with a slight improvement over the previous week in the Atlantic, where action was naturally very low.

Despite a small downward deflection on Friday, the P7 and P8 routes have both gained one dollar since the beginning of the week (respectively \$70.78 for the Mississippi River to Qingdao and \$60.00/ton for the Santos to Qingdao).

The week has been characterized by some strong fixtures in the North Atlantic, with some Kamsarmax reported to be fixed at \$55,000/d for a trip via Baltic to India, while the same route was done the day before for "only" \$45,000/d.

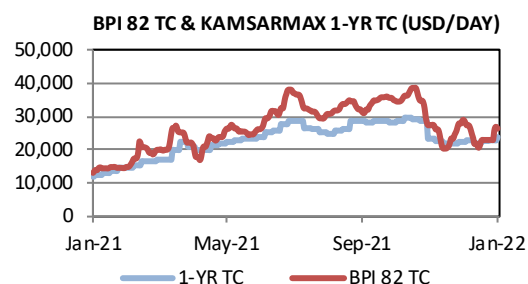
These rumours shook the market, and it was not uncommon to see owners asking exorbitant prices, but it quickly returned to more normal

levels by Wednesday.

Among the most recent Atlantic fixtures heard this week: Viterro has fixed an 81k at \$24,250/d dop Nantong for a trip east via ECSAm, and Oldendorff has fixed a 75k bss Singapore for the same route.

Cargill fixed another 82k at \$37,000/d dop San Ciprian for a trip via NCSAm to the Singapore-Japan range.

PANAMAX	Unit	7-Jan	31-Dec	W-o-W	Y-o-Y
BPI 82 TC Average	usd/day	26,610	23,158	+14.9%	+96.6%
P1_82 Transatlantic r/v	usd/day	27,610	23,625	+16.9%	+70.8%
P2_82 Skaw-Gib Trip F. East	usd/day	38,141	33,023	+15.5%	+68.9%
P3_82 Pacific r/v	usd/day	23,451	20,467	+14.6%	+102.6%
P4_82 Far East - Skaw-Gib	usd/day	18,177	15,295	+18.8%	+322.3%
P5_82 China - Indo rv	usd/day	23,406	19,719	+18.7%	+105.8%
P6_82 Spore Atlantic rv	usd/day	27,378	24,345	+12.5%	+110.1%
Kamsarmax 1-Y Period	usd/day	24,000	23,000	+4.3%	+104.3%
Panamax 1-Y Period	usd/day	19,000	18,300	+3.8%	+81.0%



## SUPRAMAX & HANDYSIZE MARKET

### US GULF / NORTH AMERICA

Supramax and Ultramax have suffered the usual slowness of the Christmas season, with little cargo activity.

Since end of the 2021, USG lost few thousand dollars adjusting the levels around high 20's for TARV on supra and low 30's for ultras.

Around high 30's for supra and low

40's for ultra for fronthauls.

The forecast for the coming weeks could be a stable market with some sort of balance between the cargo list and the vessel list.

Usual small premium if petcoke loading of \$1,000.

Handysize have also dropped as per the supras due to more tonnage in

the area, can not forecast if will drop further but for sure owners will be tempt to avoid further decrease.

For TARV, the 32/35,000 dwt are around low 20's and the larger 36/39,000 dwt around mid 20's.

Petcoke loading costs a premium of \$1,000.

### EAST COAST SOUTH AMERICA

Market on the ECSAm during the week was weaker on handy - supramax.

On the Handy, there was reported few fixtures done.

One 38,000 dwt modern and shallow fixed basis dely aps recalada for tct

with grains to Chile was coming in ballast from Chile.

One modern and geared 32,000 dwt vessel was fixed at \$32,000/d basis dely aps recalada for tct with grains into Algeria.

One 57,000 dwt modern geared

Supramax was fixed at \$34,000/d for one tct to Italy with grains.

The activity in the area was actually intense, but the level was lower than previous holidays on both sizes.

### NORTH EUROPE / CONTINENT

The market remained bearish, with handy rates hovering in the mid/high teens for trips to Med (sub delivery and size); the same level for trips to USG/ECSAm, and Intercont in the mid teens dop arag.

If an ice port call is required, a premium of 3-5k USD is charged.

Larger sizes (smx/umx) suffered as well, with scrap to emed around the \$20,000 mark bss MEG delivery, trip to USG/ECSAm in the region of \$20-23,000/d aps MEG sub duration and redelivery.

Fronthaul in the low \$30,000/d; these levels are based on ice free

port, if ice trade is required then add a premium of about \$8-10k subs redely and duration.

### BLACK SEA / MEDITERRANEAN

The black sea market during the Christmas holidays had, as was known, a sudden stop.

Many ships were left without cargo for the first few days of January, at a time when spot cargoes were nearly non-existent.

The handysize for the trip to the continent has been reduced to \$21-

22,000/d, and the intermed route is even worse, with tonnage fixed at \$18,500/d to \$21,000/d depending on size.

The transatlantic trip dropped from the high 20's to \$18-19,000/d, while the trip to the East dropped nearly \$10,000 and is now at \$29,000/d, possibly \$30,000/d.

Following the same trend as handies, the front haul for Ultramax and Supramaxes is now at \$34,000/d for Supra and \$35,000/d for Ultramax.

The intermed and Continent trips set the bar at \$23,000, bss Canakkale, and the trips to USG and ECSAm are about the same level \$22-23,000/d.

## SUPRAMAX & HANDYSIZE MARKET

### SOUTH AFRICA / INDIAN OCEAN

As the week progressed following the new year, the market in the area continued to fall.

The accumulation of vessels in ECI as a result of a lack of Indonesian coal also did not help the market.

Early in the week, umc open pak levels were fixed at 32-33k for a trip via pg to Bangladesh.

The following week, a supra was fixed aps load port in PG around \$32,500-33,000 levels for a trip to

Bangladesh.

Early-mid week, umx open WCI for Bangladesh were around \$32,000/d dop WCI levels - but as the week progressed, numbers for umx for such trades fell close to \$30,000/d and supras towards high 20s.

Rates collapsed from ECI - where supras were going in the low 20s for trips via India to China towards the end of December; this week, however, numbers started at low

\$21,000/d for such trips; as the week progressed, supras were getting fixed around \$17,000/d dop ECI-Bangladesh for i.ore to China.

There hasn't been much news from South Africa, except for one Ultramax going around low \$24,000/d + low 400k aps S Africa for trip to China.

### FAR EAST / PACIFIC

Many vessels that arrived in Indonesia to load coal were kept waiting due to a sudden government order banning coal exports.

Many of the cps were cancelled, resulting in an influx of spot vessels and a lack of cargo, as well as a drop in the Pacific market.

Early in the week, an Umx open schinawas rumoured to have fixed for period around \$26,000s/d, and another Umx open CJK was rumoured to have fixed for trip to WCSAm around \$20,000s/d.

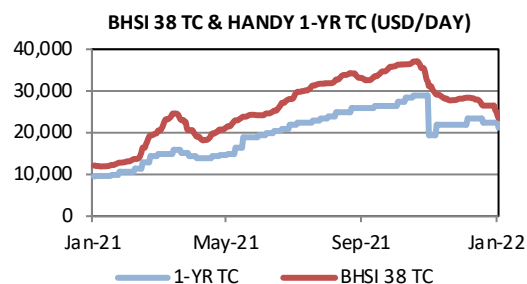
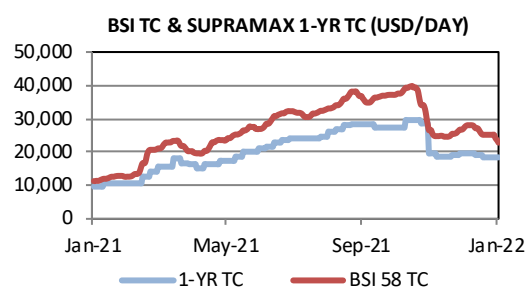
Following that, all the numbers were in the low-to-mid teens, with one

57k fixed bss mid-China for a trip via CIS with coal back to China at \$16,000s/d.

Another 53k dwt open S China was fixed for trip with coal via the Philippines to China at \$13,000s/d.

SUPRAMAX	Unit	7-Jan	31-Dec	W-o-W	Y-o-Y
BSI 58 TC Avg.	usd/day	22,813	25,188	-9.4%	+102.7%
BSI 52 TC Avg.	usd/day	22,520	24,895	-9.5%	+105.4%
S4A_58 USG-Skaw/Pass	usd/day	29,129	32,171	-9.5%	+34.3%
S1C_58 USG-China/S Jpn	usd/day	38,288	41,866	-8.5%	+54.1%
S9_58 WAF-ECSA-Med	usd/day	25,271	28,594	-11.6%	+156.8%
S1B_58 Canakkale-FEast	usd/day	32,588	37,250	-12.5%	+73.7%
S2_58 N China Aus/Pac RV	usd/day	19,750	20,671	-4.5%	+116.3%
S10_58 S China-Indo RV	usd/day	19,264	21,250	-9.3%	+98.7%
Ultramax 1-Y Period	usd/day	22,000	22,000	+0.0%	+104.7%
Supramax 1-Y Period	usd/day	18,300	18,300	+0.0%	+92.6%

HANDYSIZE	Unit	7-Jan	31-Dec	W-o-W	Y-o-Y
BHSI 38 TC Average	usd/day	23,402	26,384	-11.3%	+96.8%
HS2_38 Skaw/Pass-US	usd/day	22,036	29,607	-25.6%	+72.5%
HS3_38 ECSAm-Skaw/Pass	usd/day	33,278	38,019	-12.5%	+143.6%
HS4_38 USG-Skaw/Pass	usd/day	23,786	27,042	-12.0%	+51.8%
HS5_38 SE Asia-Spore/Jpn	usd/day	22,594	22,613	-0.1%	+104.0%
HS6_38 Pacific RV	usd/day	21,425	21,625	-0.9%	+125.8%
38k Handy 1-Y Period	usd/day	21,300	22,500	-5.3%	+120.7%
30k Handy 1-Y Period	usd/day	17,000	18,000	-5.6%	+100.0%



## CRUDE TANKER MARKET

**VLCC** : Rates for 270,000 mt MEG/China and 260,000 mt WAfr/China have settled around WS37.5. After a long time, we finally saw a fixture for MEG to UKC, 280,000 mt at WS19 via the Suez Canal.

**Suezmax**: Rates estimated to be around WS55 (2022 flats) for 130,000 mt WAfr/UKC-Med. I/s numbers for the med east pretty much steady, as \$2.75 mln was done for CPC/Korea and \$1.95 mln for STS Malta to

Singapore.

In the East, rates for a 140,000 mt Basrah/Med bss 2022 flat at around WS25, while 130,000 mt MEG/East is around WS60.

**Aframax** : The week began with an extremely long tonnage list in the Med, which takes time to clear, and rates for standard voyages estimated to be around WS82.5 in 2022.

Rates for ice class tonnage in the Baltic are as low as WS115 bss

100,000 mt to UKC.

In the East, the market has remained relatively stable in the low WS100 range.

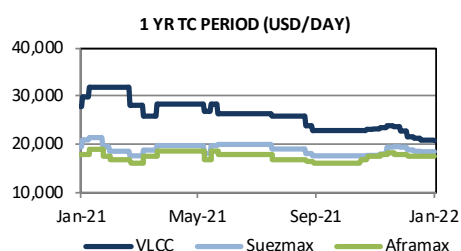
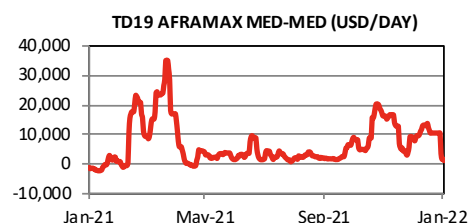
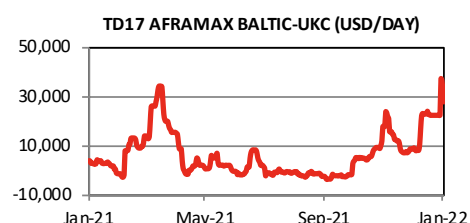
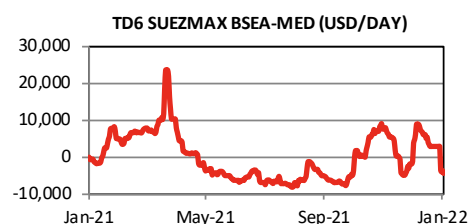
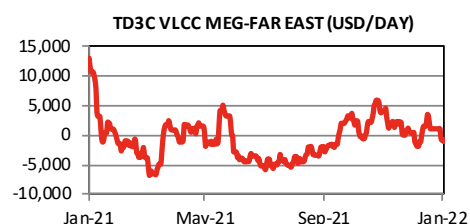
In the USG, rates recovered to WS110/115 for 70,000 mt to Europe.

- Congestion in China: still 4 (vs 4) vlcc & 2 (vs 3) suezmax, laden/idle for more than 2 weeks in china atm

VLCC	Unit	7-Jan	31-Dec	W-o-W	Y-o-Y
TD1 MEG-USG	ws	18.5	20.7	-10.4%	-11.5%
TD1-TCE MEG-USG	usd/day	-20,493	-18,712	-9.5%	-193.2%
TD2 MEG-Spore	ws	37.9	42.2	-10.2%	-8.1%
TD3C MEG-China	ws	37.1	41.5	-10.5%	-8.4%
TD3C-TCE MEG-China	usd/day	-1,101	1,066	-203.3%	-109.6%
TD15 WAF-China	ws	37.6	42.3	-11.2%	-1.4%
VLCC TCE Average	usd/day	-10,797	-8,823	-22.4%	-586.1%
VLCC 1-Y Period	usd/day	20,900	21,000	-0.5%	-25.4%

SUEZMAX	Unit	7-Jan	31-Dec	W-o-W	Y-o-Y
TD6 BSea-Med	ws	61.2	75.6	-19.0%	+4.5%
TD6-TCE BSea-Med	usd/day	-4,301	2,917	-247.4%	-577.3%
TD20 WAF-Cont	ws	54.7	62.5	-12.6%	+44.2%
MEG-EAST	ws	60.0	70.0	-14.3%	+57.9%
TD23 MEG-Med	ws	25.0	34.1	-26.7%	+114.5%
TD23-TCE MEG-Med	usd/day	-18,447	-12,781	-44.3%	+3.0%
Suezmax TCE Average	usd/day	-1,630	3,257	-150.0%	-47.6%
Suezmax 1-Y Period	usd/day	18,400	18,400	+0.0%	-5.6%

AFRAMAX	Unit	7-Jan	31-Dec	W-o-W	Y-o-Y
TD7 NSea-Cont	ws	97.9	113.1	-13.4%	+20.2%
TD7-TCE NSea-Cont	usd/day	1,440	6,664	-78.4%	+140.8%
TD17 Baltic-UKC	ws	113.9	109.7	+3.9%	+88.3%
TD17-TCE Baltic-UKC	usd/day	27,642	22,181	+24.6%	+695.7%
TD19 Med-Med	ws	82.6	109.4	-24.5%	+19.3%
TD19-TCE Med-Med	usd/day	921	10,346	-91.1%	+149.8%
TD8 Kuwait-China	ws	100.53	107.72	-6.7%	+62.4%
TD8-TCE Kuwait-China	usd/day	2,846	3,187	-10.7%	+206.5%
TD9 Caribs-USG	ws	97.9	114.1	-14.2%	+8.2%
TD9-TCE Caribs-USG	usd/day	3,045	7,089	-57.0%	-46.9%
Aframax TCE Average	usd/day	7,016	9,333	-24.8%	+17640.0%
Aframax 1-Y Period	usd/day	17,400	17,500	-0.6%	-3.3%



# PRODUCT TANKER MARKET

## Clean:

Last week, on Tuesday the 4th, the Baltic report saw a replacement of the flat rates from 2021 to 2022, so all rates were assessed.

The LR1 market (AG to Japan) began the week with levels around WS114 and ended the week at WS98 on Friday; on the same route and trend, the LR2s dropped from WS105 to WS98 in four days.

The Med, after a booming week before Christmas (the 49th), experienced a settlement due to a change in flats rates, and then due to a large tonnage list available in the area, fell from WS196 to WS180 on Friday (still a positive ground for the owners, as TCE remains around \$17-18k/day). The market on the TC9 (Baltic to UKC) has suffered less from rate changes, remaining steady all

week around WS219 points, but this business also lost 18 points on Friday.

The only market that has seen consistent sentiment following rate settlements is the T/A (TC2), where rates have remained consistently around WS145 points.

## Dirty:

In the Med for Handies, after a week of increased activity, Monday began with a relatively tight list and owners pushing to achieve WS150 from the previous WS145 done several times. We'll see if the market maintains its firm sentiment, but it appears to be a good start from the owners' perspective.

Similarly, MR appears to be following an active sentiment on handies, with some vessels on subs and rates that could easily reach levels around

WS115 plus bss ex BSea. At the moment, x-med cargoes are about 10 points less.

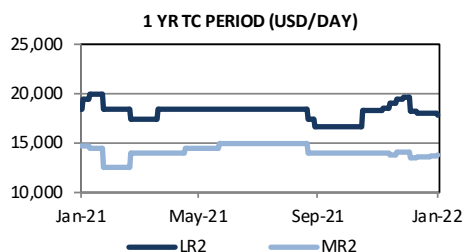
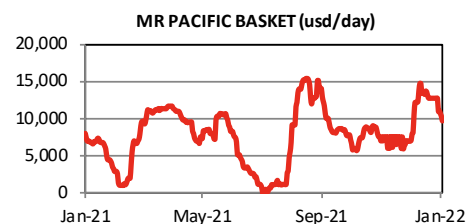
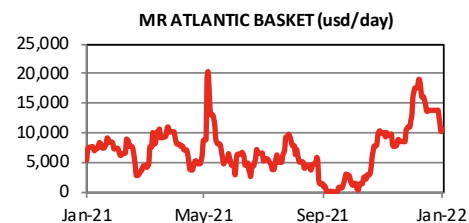
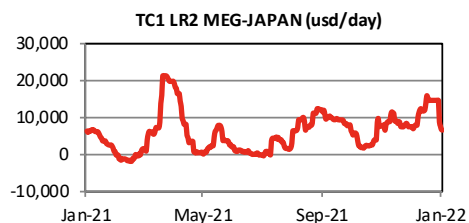
Steady activity in the cont with no indication of a bullish start this week, but ice requests ex Baltic keep levels balanced.

Also MRs levels remain steady, with charterers attempting to keep WS 2021 primarily for longer voyages cont/med with rates bss WS 2022, which should be called at WS 150 for x-cont and about 5-10 point ex baltic for ice classed. At least minus 5 point for Med discharge as usual for such trade.

For Panamax, some pptish vessel in Med and Cont and slow market on larger size which are able to cap Panamax natural stem, keeping level on WS100 and no firm sentiment for the future.

CLEAN	Unit	7-Jan	31-Dec	W-o-W	Y-o-Y
TC1 MEG-Japan (75k)	ws	98.7	132.5	-25.5%	+23.7%
TC1-TCE MEG-Japan (75k)	usd/day	6,784	14,837	-54.3%	+10.0%
TC8 MEG-UKC (65k)	usd/mt	25.12	28.53	-12.0%	+22.8%
TC5 MEG-Japan (55k)	ws	98.0	133.6	-26.6%	+11.9%
TC2 Cont-USAC (37k)	ws	146.4	159.4	-8.2%	+33.2%
TC14 USG-Cont (38k)	ws	90.7	116.4	-22.1%	+24.5%
TC9 Baltic-UKC (22k)	ws	200.0	223.6	-10.5%	+80.1%
TC6 Med-Med (30k)	ws	180.6	256.6	-29.6%	+106.0%
TC6-TCE Med-Med (30k)	usd/day	17,299	33,929	-49.0%	+504.6%
TC7 Spore-ECAU (30k)	ws	159.4	180.0	-11.4%	+15.2%
TC7-TCE Spore-ECAU (30k)	usd/day	8,476	9,645	-12.1%	+6.2%
TC11-TCE SK-Spore (40k)	usd/day	6,676	9,587	-30.4%	+155.4%
MR Atlantic Basket	usd/day	10,733	13,826	-22.4%	+48.4%
MR Pacific Basket	usd/day	9,670	12,709	-23.9%	+30.1%
LR2 1-Y Period	usd/day	17,900	18,100	-1.1%	-3.2%
MR2 1-Y Period	usd/day	13,800	13,700	+0.7%	-6.4%
MR1 1-Y Period	usd/day	12,300	12,100	+1.7%	+11.8%

DIRTY	Unit	7-Jan	31-Dec	W-o-W	Y-o-Y
TD12 Cont-USG (55k)	ws	103.8	113.5	-8.6%	+46.6%
TD12-TCE Cont-USG (55k)	usd/day	3,868	4,998	-22.6%	+1139.7%
TD18 Baltic-UKC (30k)	ws	218.0	234.2	-6.9%	+69.0%
TD18-TCE Baltic-UKC (30k)	usd/day	17,844	18,094	-1.4%	+491.8%
Med-Med (30k)	ws	140.0	140.0	+0.0%	+0.0%
Black Sea-Med (30k)	ws	150.0	150.0	+0.0%	+0.0%





# CONTAINERSHIP MARKET

Market activity in 2022 is expected to resume at the same levels as at the end of 2021.

Now we'll have to wait and see what happens after the Chinese New Year.

The same trend of limited tonnage availability and hire levels as last month continues.

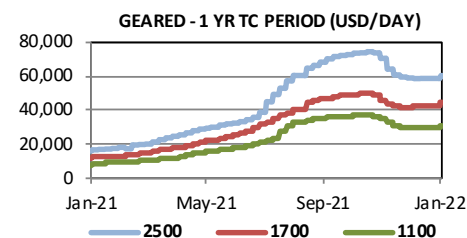
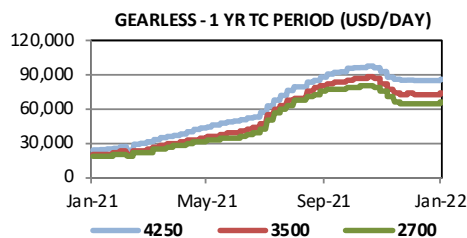
## REPORTED CONTAINERSHIP FIXTURES

Vessel's Name	Built	TEUs	TEU@14	Gear	account	Period (mos)	Rates (\$)
Amalthea	2009	4178	2882	gearless	Hapag Lloyd	58/62	39,000
Hansa Granite	2014	3635	2500	geared	Maersk	35/37	44,000
Evidiki G	2010	2556	1850	geared	Maersk	36/38	40,000
Groton	2002	2496	1780	geared	Transfar Shipping	6/7	75,000
Bangkok	1999	1620	1210	gearless	Samudera	24/35	18,000
Contship Jet	2007	1267	957	gearless	Cosco	24	25,000

## VHSS CONTAINERSHIP TIMECHARTER

(source: Hamburg Shipbrokers' Association)

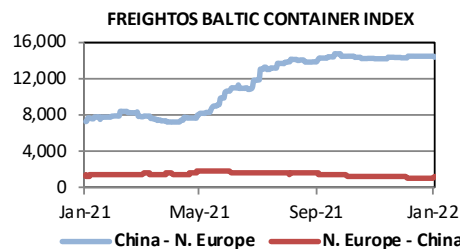
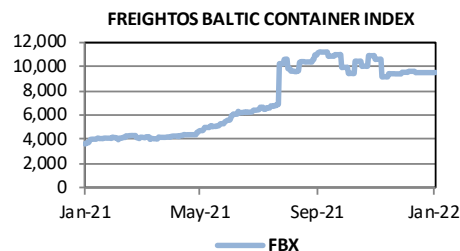
VHSS	Unit	7-Jan	31-Dec	W-o-W	Y-o-Y
ConTex	index	2,673	2,613	+2.3%	+268.2%
4250 teu (1Y, g'less)	usd/day	86,115	84,990	+1.3%	+257.8%
3500 teu (1Y, g'less)	usd/day	74,105	73,040	+1.5%	+271.2%
2700 teu (1Y, g'less)	usd/day	66,214	64,555	+2.6%	+255.9%
2500 teu (1Y, geared)	usd/day	59,809	58,191	+2.8%	+260.8%
1700 teu (1Y, geared)	usd/day	44,650	42,683	+4.6%	+252.3%
1100 teu (1Y, geared)	usd/day	30,371	30,142	+0.8%	+250.9%



## FREIGHTOS BALTIC GLOBAL CONTAINER INDEX

(source: Baltic Exchange)

FREIGHTOS	Unit	7-Jan	31-Dec	W-o-W	Y-o-Y
FBX	index	9,466	9,449	+0.2%	+161.0%
China - WCNA	usd/feu	14,572	14,616	-0.3%	+246.0%
WCNA - China	usd/feu	1,056	902	+17.1%	+50.2%
China - ECNA	usd/feu	17,476	16,680	+4.8%	+216.1%
ECNA - China	usd/feu	959	847	+13.2%	+24.7%
China - N. Europe	usd/feu	14,387	14,495	-0.7%	+94.1%
N. Europe - China	usd/feu	1,267	1,129	+12.2%	-4.4%
China - Med	usd/feu	13,409	13,569	-1.2%	+86.1%
Med - China	usd/feu	1,563	1,487	+5.1%	+8.0%
ECNA - Europe	usd/feu	448	407	+10.1%	-17.2%
Europe - ECNA	usd/feu	6,066	7,248	-16.3%	+231.7%
Europe - ECSA	usd/feu	3,288	3,503	-6.1%	+286.8%
Europe - WCSA	usd/feu	7,985	7,810	+2.2%	+360.8%



## NEWBUILDING ORDERS

### Drybulk

Bocimar, Belgium have placed an order with Qingdao Beihai for 2 x 210,000 dwt bulkers for delivery 2024. Price remains undisclosed.

Wisdom Marine, Taiwan has agreed for a single order of 40,000 dwt bulker with Hakodate for delivery 2024 as well, price not reported.

### Gas

Several VLOG newbuilding orders

have been placed across the New Year's Eve by Mitsui OSK, Maran Gas and SK Shipping; LNG 3+3x 174,000 cbm at Hudong-Zhonghua, China delivery between 2024/2025 (GTT NO96 Super+ containment) - \$196 mln each (Mitsui OSK with long term charter to CNOOC).

LNG 2x 174,000 cbm at Daewoo, Korea delivery mid 2025 (Me-Gi engine) - \$210 mln each (Maran Gas, options declared). LNG 1x 174,000 cbm at Hyundai Samho for delivery in

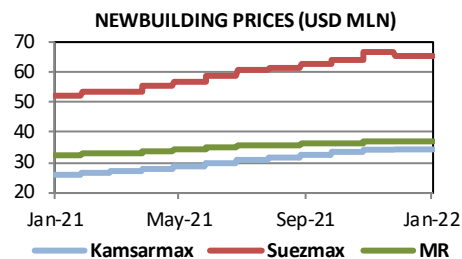
09/2024 at a cost of \$217.9 million (SK Shipping).

### Container

Capital Maritime & Trading have inked for three more 1,800 teu (gearless, LNG-ready) container vessels with Korea Shipbuilding & Offshore Engineering (KSOE) at around \$32 mln each. Deliveries begin in 2023. The total numbers of ships on order are 9 now.

### INDICATIVE NEWBUILDING PRICES (CHINESE SHIPYARDS)

	Unit	Jan-22	Dec-21	M-o-M	Y-o-Y
Capesize	usd mln	59.4	59.4	+0.0%	+26.2%
Kamsarmax	usd mln	34.5	34.5	+0.0%	+32.7%
Ultramax	usd mln	31.9	31.9	+0.0%	+32.5%
Handysize	usd mln	28.5	28.5	+0.0%	+31.6%
VLCC	usd mln	101.3	101.3	+0.0%	+22.5%
Suezmax	usd mln	65.8	65.8	+0.0%	+25.2%
LR2 Coated	usd mln	57.7	57.7	+0.0%	+28.8%
MR2 Coated	usd mln	37.2	37.2	+0.0%	+14.7%



## DEMOLITION SALES

The demolition market still remains quiet, with very few reported transactions, also due to the wave of Omicron sweeping the planet.

Steel prices in India have declined significantly making the country less competitive than Pakistan and

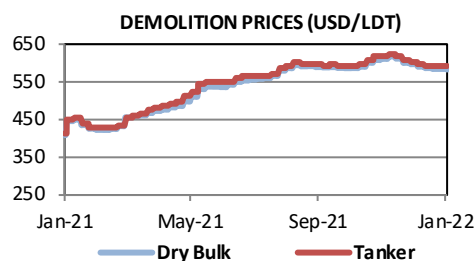
Bangladesh. Nevertheless, a little bit of optimism can now be seen and some deals were reportedly concluded recently, such as the PCL controlled LPG Apoda, 9835 LDT, committed for USD 550/lt basis "as is" Singapore.

Pakistan seems to be heating up a bit with some firmer numbers. The MR tanker Garin, 9559 LDT, was reported concluded for USD 576/lt basis "as is" Sohar.

Bangladesh remains more quiet, losing deals to competing markets.

### SHIP RECYCLING ASSESSMENTS (BALTIC EXCHANGE)

	Unit	7-Jan	31-Dec	W-o-W	Y-o-Y
Dry Bangladesh	usd/ldt	598.4	599.4	-0.2%	+42.3%
Dry India	usd/ldt	558.2	561.1	-0.5%	+39.6%
Dry Pakistan	usd/ldt	594.2	595.0	-0.1%	+48.0%
Tnk Bangladesh	usd/ldt	607.0	608.4	-0.2%	+43.3%
Tnk India	usd/ldt	564.6	566.6	-0.3%	+40.9%
Tnk Pakistan	usd/ldt	604.2	603.8	+0.1%	+47.5%



## SECONDHAND SALES

### Drybulk

The interest stayed high despite the end of the year with bulkers in the headlines. The most interesting sales have been Kamsarmax 'Scarlett Albatross' abt 82,000 dwt 2015 Tsuneishi has achieved \$31.5 mln from Greek buyers. Panamax 'SCORPIO' abt 75000 dwt 2012 Sasebo has achieved \$23.55 mln from Castor Maritime, delivery with

DD freshly passed and BWTS fitted. Ultramax 'IKAN SENYUR' abt 61500 dwt 2010 Shin Kasado has been bought by Vietnamese buyers for \$22 mln (BWTS fitted). Supramax 'TANIKAZE' abt 56000 dwt 2013 Minaminippon has been sold to undisclosed buyers for \$23 mln.

### Tankers

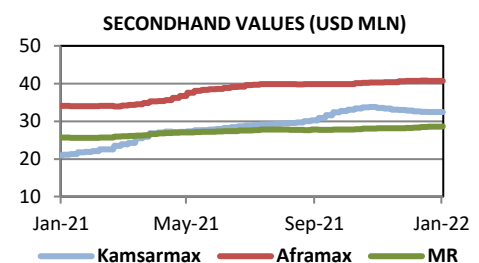
The markets remain weak, but optimism for a new cycle, possibly beginning this New Year, is driving demand, with several interesting deals registered in the last two weeks. Among those was a block of two LR2 'PROSTAR' and 'PROSKY' abt 115640 dwt 2019 Daehan sold for 52 mln each with a TC attached (we understand 6+6 months) to Shell.

### REPORTED SECONDHAND SALES

Bulk	<b>Sakura</b>	229,069	2010	Namura	C. of Winning Shipping	21.5	ss/dd 8/2022
Bulk	<b>Jin Qi</b>	93,079	2012	Jinling	Chinese buyers	17.34	ss/dd 3/2022 - <b>online auction</b>
Bulk	<b>Lowlands Light</b>	87,605	2017	Oshima	European buyers	32.8	ss/dd 1/2022 BWTS-Fitted
Bulk	<b>Atlantic Legend</b>	83,685	2009	Sanoyas	Undisclosed buyers	18.5	ss 5/2024 dd passed 5/2021 BWTS-Fitted
Bulk	<b>Scarlett Albatross</b>	81,923	2015	Tsuneishi	Greek buyers	31.5	ss 7/2025 dd 6/2023
Bulk	<b>Orient Union</b>	79,754	2011	Fujian Crown	Chinese buyers	17.5	ss 8/2026 dd 8/2024 BWTS-Fitted
Bulk	<b>Coral Diamond</b>	76,500	2007	Imabari	Undisclosed buyers	16.4	previous sale failed to Chinese buyers / BWTS fitte
Bulk	<b>El Sol Sale</b>	75,894	2002	Kanasashi	Undisclosed buyers	11.5	SS 01/25 DD 10/22, BWTS-fitted
Bulk	<b>Scorpio</b>	74,930	2012	Sasebo	C. of Castor Maritime	23.55	basis delivery after completing ongoing DD. BWTS f
Bulk	<b>HH Pioneer</b>	72,940	1997	Daedong	Chinese buyers	8.5	ss 12/2025 dd 12/2023
Bulk	<b>Ikan Senyur</b>	61,494	2010	Shin Kasado	Vietnamese buyers	22	Cr 4x30.7ts ss 9/2025 dd 8/2023 BWTS-Fitted
Bulk	<b>Jin Tao</b>	56,731	2012	Qingshan	Chinese buyers	16.06	Cr 4x30t ss/dd 6/2022 - <b>auction</b>
Bulk	<b>Tanikaze</b>	56,064	2013	Minaminippon	Undisclosed buyers	23	Cr 4x30t ss 10/2025 dd 10/2023 - Tier II - BWTS fitted
Bulk	<b>Sparrow</b>	53,420	2005	Imabari	Undisclosed buyers	13.5	ss 03/2025
Bulk	<b>Xing Jing Hai</b>	34,443	2015	Namura	Undisclosed buyers	23.5	Enbloc Cr 4x30t - ss 2025 dd 2023 BWTS-Fitted
Bulk	<b>Xing Yuan Hai</b>	34,443	2015	Namura	Undisclosed buyers	23.5	Enbloc Cr 4x30t - ss 2025 dd 2023 BWTS-Fitted
Bulk	<b>AS Elbia</b>	34,394	2011	SPP	Egyptian buyers	16.75	Cr 4x35t ss/dd 11/2021 BWTS-Fitted
Bulk	<b>Boxy</b>	34,148	2012	Daesun	Undisclosed buyers	15.5	Cr 4x30t ss/dd 3/2022 Tier-II
Tank	<b>Chloe V</b>	320,261	2011	Daewoo	C. of TMS Tankers	42	ss/dd 11/2021 Scrubber-Fitted - <b>auction</b>
Tank	<b>Krymsk</b>	115,727	2003	Hyundai Heavy	Undisclosed buyers	11.5	Enbloc ss 10/2023 dd 1/2022
Tank	<b>Kazan</b>	115,727	2003	Hyundai Heavy	Undisclosed buyers	11.5	Enbloc ss 10/2023 dd 1/2022
Tank	<b>Prostar</b>	115,643	2019	Daehan	Greek buyers	52	ss 1/2024 dd 1/2022 Scrubber-Ready BWTS-Fitted Cr
Tank	<b>Prosky</b>	115,643	2019	Daehan	Greek buyers	52	with 6+6 months T/C attached to Shell. ss 1/2024 dd 1/2022 Scrubber-Ready BWTS-Fitted Coated
Tank	<b>Torm Emilie</b>	74,999	2004	Hyundai Heavy	C. of Union Maritime	13.5	ss 6/2024 dd 10/2022 Scrubber-Fitted
Tank	<b>Nordic Anne</b>	73,774	2009	New Times	German buyers	13	ss 4/2024 dd 8/2022 BWTS-Fitted
Tank	<b>Targale</b>	52,600	2007	3 Maj	Undisclosed buyers	14.2	FS Ice Class 1B ss 10/2025 dd 9/2023
Tank	<b>Ocean Pluto</b>	50,359	2007	SLS	C. of EGPN	9.6	ss/dd 7/2022
Tank	<b>Dong-A Krios</b>	49,997	2015	Hyundai Mipo		30	
Tank	<b>Dong-A Themis</b>	49,997	2015	Hyundai Mipo	C. of Tufton Oceanic	30	ss 2025 dd 2023 Uncoiled BWTS & Scrubber-Fitted
Tank	<b>Dong-A Triton</b>	49,997	2015	Hyundai Mipo		30	
Tank	<b>Nordic Agnetha</b>	37,791	2009	Hyundai Mipo	C. of Schoeller	11.6	Enbloc ss 2024 dd 2022 - BWTS-Fitted
Tank	<b>Nordic Amy</b>	37,791	2009	Hyundai Mipo		11.6	
Tank	<b>Ardbeg</b>	34,000	2021	Fujian Mawei	Undisclosed buyers	23.5	Enbloc - SS 2026 DD 2024
Tank	<b>Bowmore</b>	34,000	2021	Fujian Mawei	Undisclosed buyers	23.5	Enbloc - SS 2026 DD 2024
Tank	<b>Daeho Sunstar</b>	8,833	2002	Usuki	Undisclosed buyers	4.75	15 Tanks Stainless Steel ss/dd 1/2022

### BALTIC SECONDHAND ASSESSMENTS (BALTIC EXCHANGE)

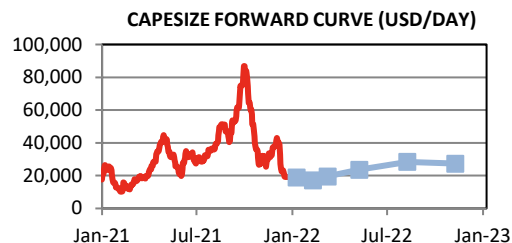
	Unit	7-Jan	31-Dec	W-o-W	Y-o-Y
<b>Capesize</b>	usd mln	45.9	45.9	-0.1%	+43.9%
<b>Kamsarmax</b>	usd mln	32.5	32.5	-0.0%	+54.9%
<b>Supramax</b>	usd mln	27.7	27.8	-0.5%	+83.9%
<b>Handysize</b>	usd mln	24.4	24.4	+0.1%	+66.7%
<b>VLCC</b>	usd mln	72.4	72.4	-0.0%	+12.7%
<b>Suezmax</b>	usd mln	47.9	47.9	-0.1%	+9.2%
<b>Aframax</b>	usd mln	40.8	40.8	+0.0%	+19.4%
<b>MR Product</b>	usd mln	28.7	28.6	+0.2%	+11.5%



## DRY BULK FFA ASSESSMENTS

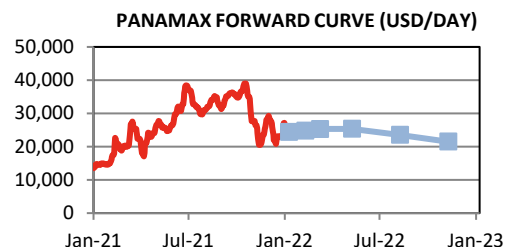
### CAPE SIZE

	Unit	7-Jan	31-Dec	W-o-W	Premium
Jan-22	usd/day	18,929	18,136	+4.4%	-6.1%
Feb-22	usd/day	17,136	17,036	+0.6%	-15.0%
Mar-22	usd/day	19,550	19,375	+0.9%	-3.1%
Apr-22	usd/day	21,625	21,461	+0.8%	+7.2%
Q1 22	usd/day	18,538	18,182	+2.0%	-8.1%
Q2 22	usd/day	23,607	23,271	+1.4%	+17.1%
Q3 22	usd/day	28,446	28,254	+0.7%	+41.1%
Q4 22	usd/day	27,389	16,265	+68.4%	+35.8%



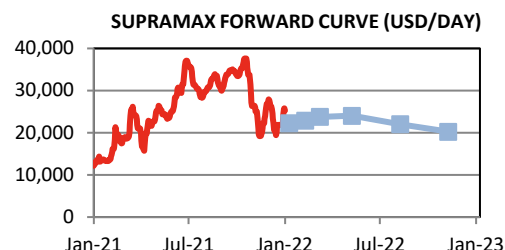
### PANAMAX (82k)

	Unit	7-Jan	31-Dec	W-o-W	Premium
Jan-22	usd/day	24,375	24,525	-0.6%	-8.4%
Feb-22	usd/day	24,836	24,579	+1.0%	-6.7%
Mar-22	usd/day	25,304	25,029	+1.1%	-4.9%
Apr-22	usd/day	25,457	25,379	+0.3%	-4.3%
Q1 22	usd/day	24,838	24,711	+0.5%	-6.7%
Q2 22	usd/day	25,343	25,172	+0.7%	-4.8%
Q3 22	usd/day	23,515	23,332	+0.8%	-11.6%
Q4 22	usd/day	21,536	21,397	+0.6%	-19.1%



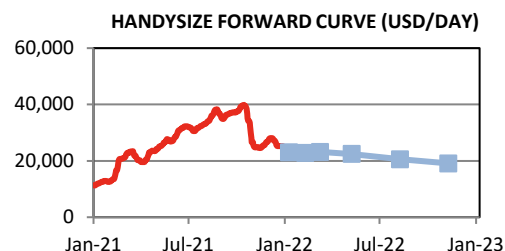
### SUPRAMAX (58k)

	Unit	7-Jan	31-Dec	W-o-W	Premium
Jan-22	usd/day	22,275	22,483	-0.9%	-2.4%
Feb-22	usd/day	22,900	22,983	-0.4%	+0.4%
Mar-22	usd/day	23,742	23,583	+0.7%	+4.1%
Apr-22	usd/day	23,992	23,850	+0.6%	+5.2%
Q1 22	usd/day	22,972	23,016	-0.2%	+0.7%
Q2 22	usd/day	24,017	23,592	+1.8%	+5.3%
Q3 22	usd/day	22,008	21,592	+1.9%	-3.5%
Q4 22	usd/day	20,242	19,767	+2.4%	-11.3%



### HANDYSIZE (38k)

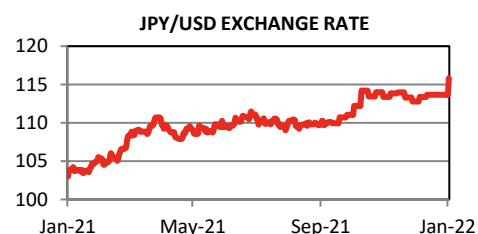
	Unit	7-Jan	31-Dec	W-o-W	Premium
Jan-22	usd/day	23,038	23,325	-1.2%	-1.6%
Feb-22	usd/day	22,750	23,050	-1.3%	-2.8%
Mar-22	usd/day	23,175	23,300	-0.5%	-1.0%
Apr-22	usd/day	23,425	23,600	-0.7%	+0.1%
Q1 22	usd/day	22,988	23,225	-1.0%	-1.8%
Q2 22	usd/day	22,400	22,625	-1.0%	-4.3%
Q3 22	usd/day	20,563	20,475	+0.4%	-12.1%
Q4 22	usd/day	19,100	18,900	+1.1%	-18.4%



## EXCHANGE RATES

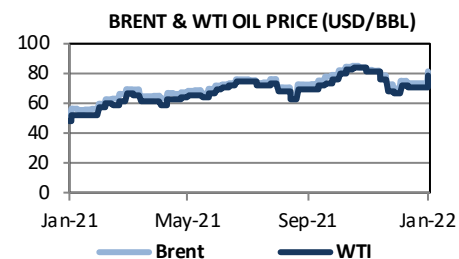
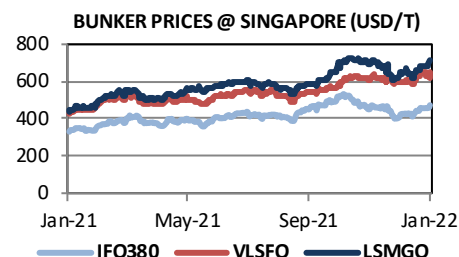
### CURRENCIES

	7-Jan	31-Dec	W-o-W	Y-o-Y
USD/EUR	1.1	1.1	+1.1%	-7.4%
JPY/USD	115.8	113.7	+1.9%	+11.6%
KRW/USD	1,198	1,188	+0.8%	+9.4%
CNY/USD	6.4	6.4	+0.0%	-1.5%

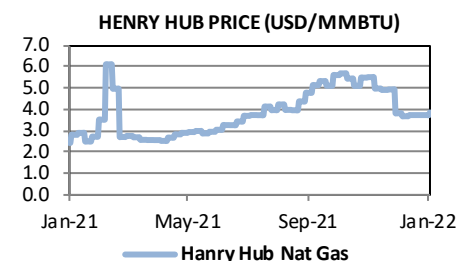


## COMMODITY PRICES

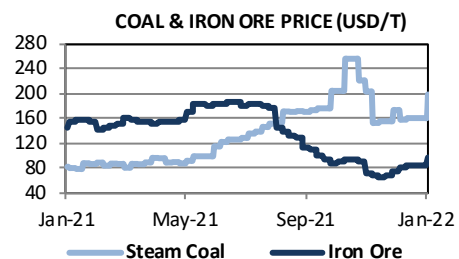
BUNKERS		Unit	7-Jan	31-Dec	W-o-W	Y-o-Y
IFO 380 (3.5%)	Rotterdam	usd/t	455.0	443.0	+2.7%	+44.0%
	Fujairah	usd/t	488.0	471.0	+3.6%	+54.4%
	Singapore	usd/t	471.0	455.0	+3.5%	+37.3%
VLSFO (0.5%)	Rotterdam	usd/t	575.0	571.0	+0.7%	+47.1%
	Fujairah	usd/t	636.0	629.0	+1.1%	+61.0%
	Singapore	usd/t	647.0	650.0	-0.5%	+55.5%
LSMGO (0.1%)	Rotterdam	usd/t	701.0	661.0	+6.1%	+49.1%
	Fujairah	usd/t	784.0	779.0	+0.6%	+77.4%
	Singapore	usd/t	709.0	676.0	+4.9%	+52.5%
SPREAD (LS/HS)	Rotterdam	usd/t	120.0	128.0	-6.3%	-74.5%
	Fujairah	usd/t	148.0	158.0	-6.3%	-68.5%
	Singapore	usd/t	176.0	195.0	-9.7%	-62.6%



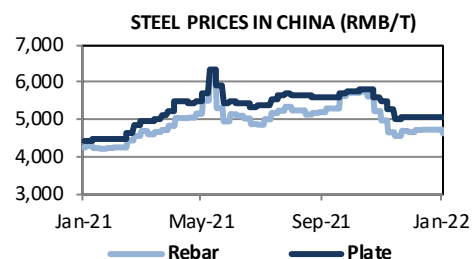
OIL & GAS		Unit	7-Jan	31-Dec	W-o-W	Y-o-Y
Crude Oil ICE Brent	usd/bbl	81.8	73.5	+11.2%	+57.8%	
Crude Oil Nymex WTI	usd/bbl	78.9	70.9	+11.3%	+62.6%	
Crude Oil Shanghai	rmb/bbl	515.7	477.9	+7.9%	+70.0%	
Gasoil ICE	usd/t	712.5	641.5	+11.1%	+69.3%	
Gasoline Nymex	usd/gal	2.30	2.12	+8.4%	+63.0%	
Naphtha C&F Japan	usd/t	737.5	697.0	+5.8%	+53.6%	
Jet Fuel Singapore	usd/bbl	91.1	83.9	+8.6%	+64.4%	
Nat Gas Henry Hub	usd/mmbtu	3.83	3.71	+3.5%	+60.6%	



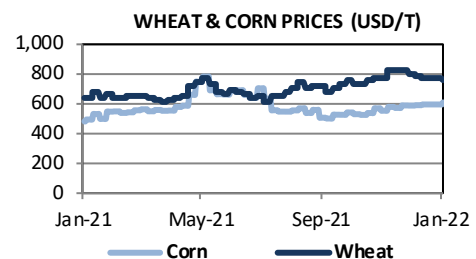
COAL		Unit	7-Jan	31-Dec	W-o-W	Y-o-Y
Steam Coal Richards Bay	usd/t	143.4	132.2	+8.5%	+47.5%	
Steam Coal Newcastle	usd/t	197.6	160.2	+23.4%	+137.5%	
Steam Coal Qinhuangdao	rmb/t	830.0	1080.0	-23.1%	+5.3%	
Coking Coal Australia SGX	usd/t	378.5	335.3	+12.9%	+251.3%	



IRON ORE & STEEL		Unit	7-Jan	31-Dec	W-o-W	Y-o-Y
Iron Ore SGX 62%	usd/t	126.7	111.8	+13.4%	-19.9%	
Iron Ore Dalian CE	rmb/t	700.0	686.5	+2.0%	-35.1%	
Rebar in China CISA	rmb/t	4612.0	4714.0	-2.2%	+8.9%	
Plate in China CISA	rmb/t	5048.0	5073.0	-0.5%	+14.0%	
HR Coil in China CISA	rmb/t	4848.0	4875.0	-0.6%	+4.0%	



AGRICULTURAL		Unit	7-Jan	31-Dec	W-o-W	Y-o-Y
Soybeans CBoT	usd/bu	1401.5	1285.3	+9.0%	+6.6%	
Corn CBoT	usd/bu	606.8	593.3	+2.3%	+25.4%	
Wheat CBoT	usd/bu	758.5	775.0	-2.1%	+18.4%	
Sugar ICE N.11	usd/lb	18.05	19.11	-5.5%	+16.5%	
Palm Oil Malaysia	usd/t	1267.0	1157.0	+9.5%	+30.8%	



## COMMODITY NEWS – DRY BULK

### Indonesia to review coal export ban that has driven up global prices

Indonesian coal miners are due to hold talks with government officials on a ban on the country's coal exports that has unnerved global markets for the fuel and triggered energy security concerns in some major economies. Indonesia, the world's top exporter of thermal coal and China's largest overseas supplier, announced a ban on exports in January to avoid outages at domestic generators.

### Russian wheat stable in thin trade, market eyes Kazakh unrest

Russian wheat prices are stable so far this year amid holiday-thinned trade, the IKAR consultancy said, adding that the market was watching developments in neighbouring Kazakhstan, a major flour exporter. Kazakhstan, which is also a major buyer of Russian wheat in Siberia, is experiencing its worst unrest since independence in 1991, spurred initially by protests against gas price hikes.

### Turkey extends custom tax exemption on some grain imports

Turkey has extended a customs tax exemption on some wheat, rye, barley, oats, maize, chick pea and lentil imports until the end of 2022, according to the country's Official Gazette. It also extended the customs tax exemption on sunflower seed oil until the end of June, the Gazette showed.

### Brazil unable to unload wheat imports due to tax collectors' protest

China's November soybean imports from the United States surged from Brazil has been unable to promptly unload wheat shipments at its key port in Santos as agricultural tax collectors protest as part of a campaign for higher wages, local

association Abitrigo said. Abitrigo's head Rubens Barbosa told Reuters that two vessels carrying imported wheat had their unloading operations delayed due to the work-to-rule effort.

### Coal-dependent Indonesia starts tapping huge solar power potential

With a patchy track record on renewables, Indonesia's energy mix is still heavily dependent on coal but if early signs of a jump in the take up of solar are sustained, it could have a transformative impact on Southeast Asia's biggest economy. Despite being a tropical archipelago of 17,000 islands blessed with year-round sunshine, Indonesia ranks last for solar power capacity among the G20 nations.

### Ukraine grain exports up 25.7% so far in 2021/22 to 33.2 mln T

Ukraine has exported 33.2 million tonnes of grain so far in the 2021/22 July-June season, up 25.7% from the same stage a season earlier, agriculture ministry data showed. The total included 16.1 million tonnes of wheat, 5.2 million tonnes of barley and 11.5 million tonnes of corn, the data showed.

### 'Drastic change' toward dryness threatens Argentine corn yields

Better-than-expected rains boosted Argentine wheat production this season but the weather panorama has changed "drastically" since mid-December, with dryness threatening corn crops just as they enter critical development stages, analysts said. Indeed, analysts might start marking down their record high 2021/22 corn harvest estimates if it gets too dry next month.

### EU 2021/22 soft wheat exports 14 mln T by Jan. 2

Soft wheat exports from the European Union in the 2021/22

season that started in July had reached 14.01 million tonnes by Jan. 2, according to data published by the European Commission, which said that figures for France were only complete up to November. That compared with 13.63 million tonnes by the same week in 2020/21, the data showed.

### Argentina exported record \$32.8 bln in grains and derivatives in 2021

Argentina exported \$32.8 billion in grains and their derivatives in 2021, a record amount of earnings since the beginning of this century, the country's CIARA-CEC grains exporters and oilseed crushing chamber said in a report released over the weekend. In December alone the sector exported \$2.68 billion in grains and derivatives.

### China's biggest soybean grower to increase planted acreage in 2022

China's biggest soybean grower - the northeastern province of Heilongjiang - plans to increase the area planted to the crop by 10 million mu (666,667 hectares) in 2022, the official Xinhua news agency said. China's soybean output dropped sharply last year as farmers decided to grow more corn because it was more profitable.

### La Nina seen hurting grain crops in Brazil, rains delay soy harvest

The La Nina climate phenomenon affected Brazilian soy and corn crops last year and could harm production this year again, according to a Bank of America Securities research note. It said the 2020/21 season has brought opposite climate conditions for Brazil's regions: The Center-West and Northeast have suffered from heavier rainfall while the South has been hit by drought.

Source: Reuters

## COMMODITY NEWS – OIL & GAS

### OPEC oil output boost in December again undershoots target

The increase in OPEC's oil output in December has again undershot the rise planned under a deal with allies, a Reuters survey found, highlighting capacity constraints that are limiting supply as global demand recovers from the pandemic. The Organization of the Petroleum Exporting Countries (OPEC) pumped 27.80 million barrels per day (bpd) in December, the survey found, up 70,000 bpd from the previous month but short of the 253,000 bpd increase allowed under the supply deal.

### Key Kazakh oilfield hit by protests

Oil production at Kazakhstan's top field Tengiz was reduced, its operator Chevron said, as some contractors disrupted train lines in support of protests taking place across the central Asian country. Demonstrations in the west of the country against a New Year's Day fuel price hike have quickly grown into deadly anti-government riots with Russia sending in paratroopers to put down the countrywide uprising.

### U.S. crude stockpiles drop, but fuel builds sharply as demand dips

U.S. crude oil stockpiles fell last week while gasoline inventories surged by more than 10 million barrels, the biggest weekly build since April 2020, as supplies backed up at refineries due to reduced fuel demand at the end of the year. U.S. gasoline stocks jumped by 10.1 million barrels in the week to Dec. 31 to 232.8 million barrels, the Energy Information Administration said, compared with expectations in a Reuters poll for a 1.8 million-barrel rise.

### Saudi Arabia may set deep crude price cuts for Asia in February grades slip

Top oil exporter Saudi Arabia may implement deep price cuts for the crude it sells to Asia in February after Middle East benchmarks and spot prices slumped this month, industry sources said. The producer is expected to cut official selling prices (OSPs) of all grades by more than \$1 in February from the previous month, dropping prices back to their lowest levels in three to four months, a Reuters survey of seven crude buyers showed.

### Gas gap in Europe drives U.S. LNG exports to record high

Sky-high European demand drove U.S. liquefied natural gas (LNG) exports to a record in December, Refinitiv data showed, with winter supply worries set to sustain orders for the fuel. About half of the record U.S. LNG volumes shipped last month went to Europe, up from 37% earlier in 2021, data from Refinitiv and the U.S. Energy Information Administration showed.

### OPEC+ decision reflects easing concern of oil surplus, Omicron risk

OPEC+'s decision this week to stick to its planned increase in oil output for February reflects easing concern of a big surplus in the first quarter, as well as a wish to provide consistent guidance to the market, sources and analysts said. The producer group, which comprises of the Organization of the Petroleum Exporting Countries with allies including Russia, agreed to raise its output target by 400,000 barrels per day (bpd) in February.

### Shell pursues \$7 billion buyback 'at pace' despite LNG troubles

Royal Dutch Shell said it will pursue "at pace" a \$7 billion share buyback largely funded from the sale of its U.S. shale business as it faces liquefied natural gas (LNG) outages and slower fuel sales due to the economic hit from Omicron. Shares in Shell, the world's largest trader of LNG, were down 0.32% after a trading update ahead of its quarterly results on Feb. 3.

### OPEC+ expected to stick with planned Feb output increase

OPEC+ is expected to stick to its plans to increase output in February when it meets, seeing a mild and short-lived impact on demand from the Omicron coronavirus variant, three sources from the oil producer group told Reuters. OPEC+, a grouping of the Organization of the Petroleum Exporting Countries (OPEC) and allies led by Russia, has been gradually unwinding record oil production cuts of 10 million barrels per day (bpd), about 10% of global oil output, agreed in March 2020 to counter the hit to demand from the pandemic.

### Asia's gasoil refining profits to gain further in 2022, but at slower pace

Asia's gasoil refining profits are on track to jump around 30% this year and expected to climb further in 2022, as the regional market shrugs off the worst of the COVID-19 pandemic with India and China driving demand. The rapidly spreading Omicron coronavirus variant has led some countries to reimpose lockdown measures, but traders and analysts expect overall fuel demand to continue recovering, albeit more slowly than expected earlier.

Source: Reuters



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