



## Crude Tanker Comments

Although things have quietened down a bit for VLCCs in the MEG, owners should still take comfort from the fact that 160 cargoes were covered in July, the most in a single month since the madness of March 2020. While a couple of points have been knocked off some MEG/East voyages, TD3C is still rated around WS 60 and, after roughly 55 cargoes were covered for first decade of August, enquiry should continue to come through. A bit of steam appears to be coming out of the USG market, with TD22 slipping below USD 7.5 Mn LS, and some fresh September stems will need to arrive should owners hope to hold onto recent gains.

On the Suezmaxes, it's been a quiet but steady week, especially compared to the excitement of last week. In WAF, cargo volumes have slowed to a trickle, but TD20 is holding at WS 135 – 137.5. Similarly in the Med, cargo volumes inevitably dropped after the surge that followed Libya's return last week and TD6 has shed a few points to WS 205 – 10 levels. Returns, according to the Baltic Exchange, are still at a dizzying USD 86,896 per day, however. In the AG, a couple of Indian cargoes are being worked, but it is similarly quiet and little change is expected across any of the Suezmax markets as we close out the week.

Aframax rates have, for the most part, slipped this week, at least those in the West of Suez. After the injection of Libyan cargoes last week, most were swiftly covered and a quiet start to this week resulted in Med tonnage lists lengthening. Charterers moved quickly to take advantage and, by mid-week, X-Med was down to WS 270s and CPC was well covered before the second half of August, but lists were significantly shortened. Towards the end of the week, activity picked up once again and owners were able to push rates back up to WS 270 – 280 levels.

To the North, it's been a quiet and slow week, which has resulted in both TD7 and TD17 being tested down. Rates in both markets are assessed at WS 175 and WS 220 respectively, but the North Sea list is not especially long and we expect to see some vessels ballast away, which could provide some more support moving into next week.

## Product Tanker Comments

It's been a very positive week for the MRs in the UKC, with the already-short tonnage list shortened further by the surge in enquiry, resulting in rates climbing to WS 330+ for TC2. There was also plenty of enquiry to WAFR this week, with premiums being stretched amid owners asking for as much as 10-20 points on top, depending on the customer. With the USG market firing, plenty of ballasters will continue to head across the Atlantic, further boosting the European market. The outlook in the short-term remains positive.

But it's been a mixed week on the Handies, which haven't had the same momentum as the MRs. Cross Cont trade was slow, fixing at WS 270 levels for modern approved ships, Med options fixed a range of numbers from WS 220-250 this week, but has settled around WS 240. We see steady activity ex Russia, with more, newer entities in the market seeing a range of fixing between WS 500-540.

On the product side, after the excitement on the LR2s in the AG last week, there was further optimism to begin this one. Although the momentum was far short of last week, owners could still comfortably secure last done. Rates on TC1 have held steady at WS 240 levels. Westbound, last reported was USD 4.3 Mn on subs out of WCI.

LR1s have had a second straight underwhelming week, and charterers have been able to test rates down. TC5 has slipped heavily, falling to WS 255 - 260 levels. Most business has been local runs and pricing has now fallen beneath that of MRs. Cross-AG has fallen to around USD 725,000, while westbound rates have fallen to USD 3.5 Mn for an older vessel on a WCI/UKC run.

As for the AG MRs, the volatility has continued and this time sentiment has swung the other way, with as many as 50 points falling off TC17 from WS 450. TC12 has had little going on but, with rates on the LR1s softening, it is being called WS 360 - 370, although it could be tested down further.

In the Med, Handies have ticked over courtesy of some fairly decent levels of activity, with TC6 firming marginally up to WS 225 levels. Another solid week of activity could see gains rise higher, as the list appears well balanced, with the significantly firmer MRs providing further support.

		BDTI	BCTI	
		1442	1350	
Δ W-O-W		↑Firmer	↓Softer	
BDA				
(USD/LDT)		TKR/LRG	TKR/MED	TKR/SML
This week		583.3	584.7	585.7
Δ W-O-W		4.0	2.0	2.8
BALTIC TCE DIRTY				
Route		Qnt	\$ / Day	W-O-W
TD1	ME Gulf / US Gulf	280,000	-15,955	↑Firmer
TD3C	ME Gulf / China	270,000	9,105	↑Firmer
TD6	Black Sea / Med	135,000	86,896	↑Firmer
TD8	Kuwait / Sing.	80,000	24,754	↑Firmer
TD9	Caribs / US Gulf	70,000	31,650	↑Firmer
TD14	Asia / Australia	70,000	29,701	↑Firmer
TD17	Baltic / UKC	100,000	67,661	↑Firmer
TD20	WAF / Cont	130,000	35,036	↓Softer
BALTIC TCE CLEAN				
Route		Qnt	\$ / WS	W-O-W
TC1	ME Gulf / Japan	75,000	44,051	↑Firmer
TC2	Cont / USAC	37,000	33,482	↑Firmer
TC5	ME Gulf / Japan	55,000	34,667	↑Firmer
TC6	Algeria / EU Med	30,000	WS 221.88	↑Firmer
TC7	Sing. / ECA	30,000	42,493	↑Firmer
TC8	ME Gulf / UKC	65,000	57.24	↓Softer
TC9	Baltic / UKC	30,000	WS 502.5	↑Firmer