



DRY MARKET FUNDAMENTALS

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DRY MARKET FUNDAMENTALS

Market fundamentals in brief // week 18

The early May shifts on the large-tonnage shipping markets look rather uninspiring for owners of such vessels, as they have to cut rates over and over again amid scant offer of cargoes. Decreased bunker prices can be called the only positive news for owners this week. The Global HFI has sagged by \$0.39/t, the Global PFI by \$0.26/t, and the Global CapeFI by \$0.13/t since May 1. The Baltic Dry Index has fallen by 18 points to 1,558 points. Pressure on small-tonnage freights has strengthened compared with the previous week due to growing tonnage list. The Global Coaster Freight Index has dropped by \$2.37/t.

The Global ISM Commodity Index has fallen by almost 4 points after May 1 given the ongoing decline on the world's major commodity markets.

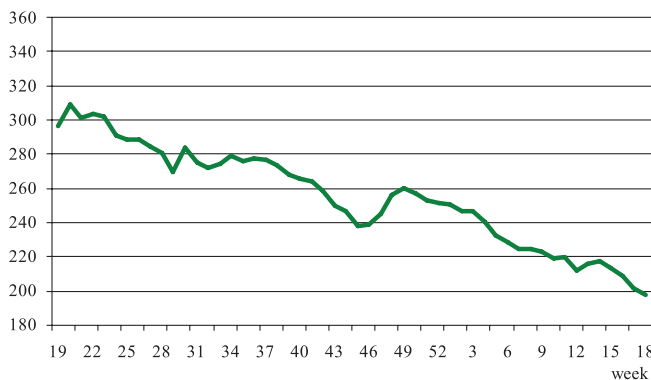
Export trade remains dull on the metallurgical market. Quotes for imported iron ore keep falling in China due to slackened consumption at many local metallurgical plants which has started curbing steel production after the high season for sales of finished steel products came to an end in the country. Market insiders highlight a large gap between offer and demand prices in the segments of scrap and squire billets, which makes it almost impossible for both exporters and importers to find any compromise when negotiating new deals. Exporters of slabs left the market, and so did many suppliers of HRC and rebar, seeing no point in reducing offer prices further amid almost dead trade.

With the large-tonnage shipments made exclusively under the previously concluded long-term contracts, the world coal spot market sees the ongoing lull. The corresponding prices have totally stalled in all major producing countries, while many players report the strong tendency to decrease. This is due to seasonal factors (the traditional slowdown during spring-summer months), as well as due to decline on coal-consuming industrial markets, such as metallurgical market, etc.

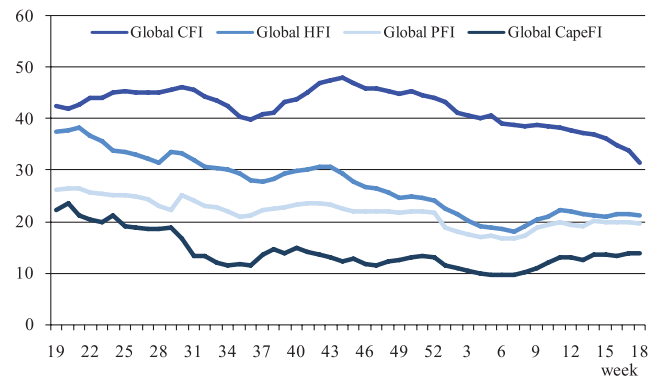
Tensions are mounting on the global grain market. Demand for Ukrainian wheat and corn is muted, as importers do not have clear understanding of prospects related to further shipments of Ukrainian-origin grains within the Grain Corridor. The EU exporters have to increasingly cut their offer prices, as they are unable to fight against vigorous inflow of cheap Russian grain into the world market. Note that world wheat prices are currently under strong pressure not only from stiff competition among major grain growing countries, but also from improving weather conditions in the United States where exporters are ready to make significant concessions in order to enter into new deals. Quotes for American corn and soybeans are driven down by the start of sowing in the USA, smooth harvest campaign in Argentina, and active shipments from Brazil.

The world fertilizer market remains weak. Export prices are going down in literally all segments of complex, potash and nitrogen fertilizers due to slack buying interest. Urea sales from Russia to Egypt can be called the only exception, since brisker urea demand from Egyptian importers push up the corresponding quotes. At the same time, shipments on the US and Middle Eastern routes remain sporadic. The segments of AN, MAP and NPK see the most significant price slumps, while Russian and Canadian sulphur has managed to uphold its value.

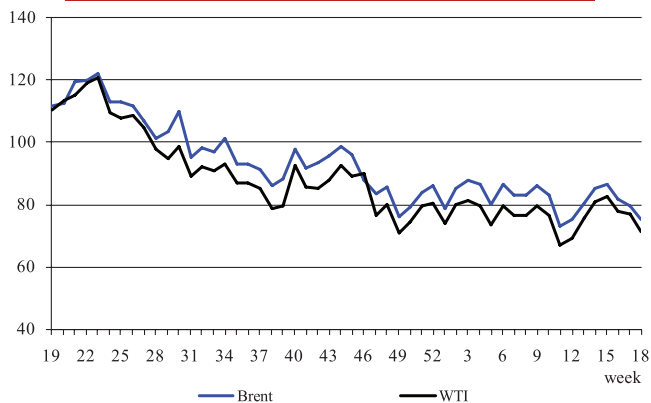
Global ISM Dry Commodity prices Index*



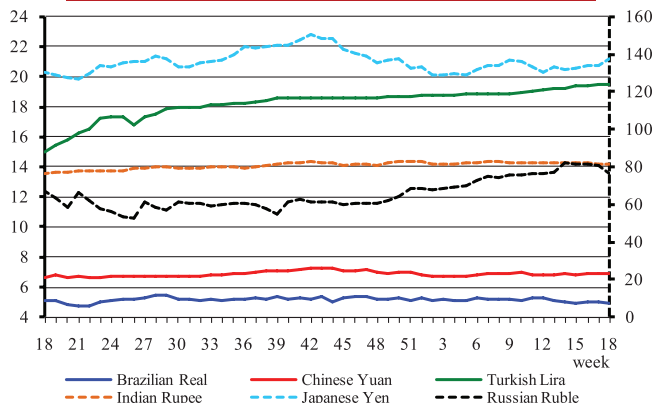
Global Freight Index



Crude oil futures, \$/bbl



Currency rates dynamics (BRL, CNY, TRY, JPY, INR, RUB to USD)**

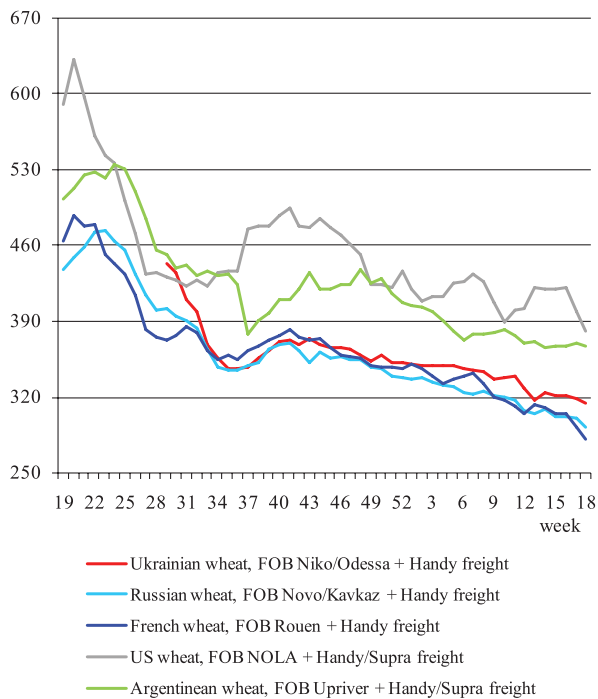


* - Commodity Index was designed by ISM as a tool to determine the complex commodity market situation and, therefore, to predict future shipping activity within certain tonnage classes. ISM Commodity Index is a weighted average of export prices for main types of dry cargoes, such as grain, steel, coal, fertilizers, raw materials.

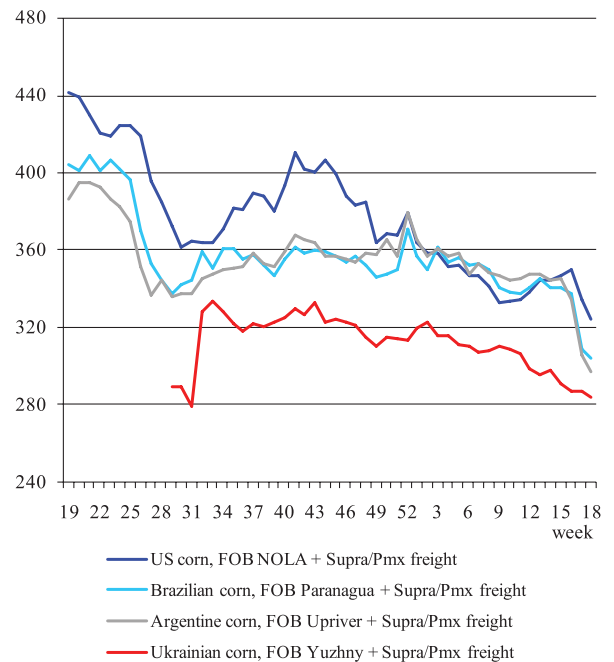
** - Due to different numerical order, Brazilian Real (BRL), Chinese Yuan (CNY), Turkish Lira (TRY) currency rates are shown within the main (left) scale, while Indian Rupee, Japanese Yen and Russian Ruble are shown within the secondary (right) scale. Time scale (week number) is a common one with latest rates shown to the right of the graph for all of 6 currencies.

Grain competitiveness on major sales markets // week 18

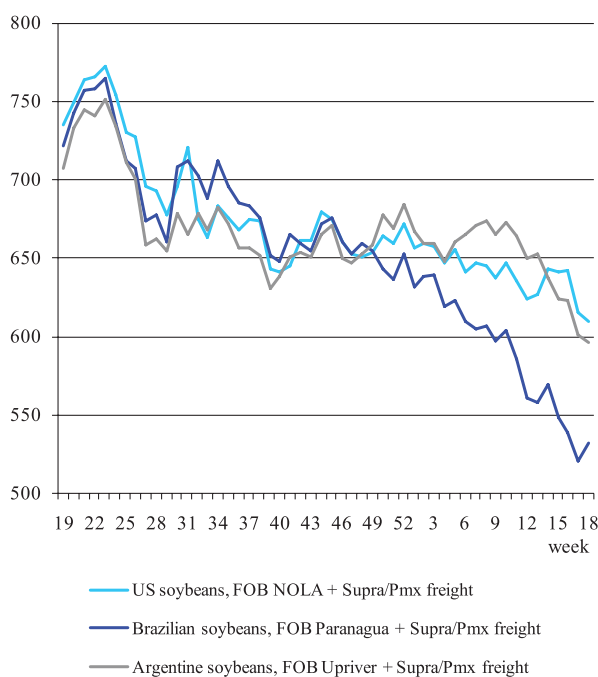
Wheat competitiveness in North Africa (bss Algeria)



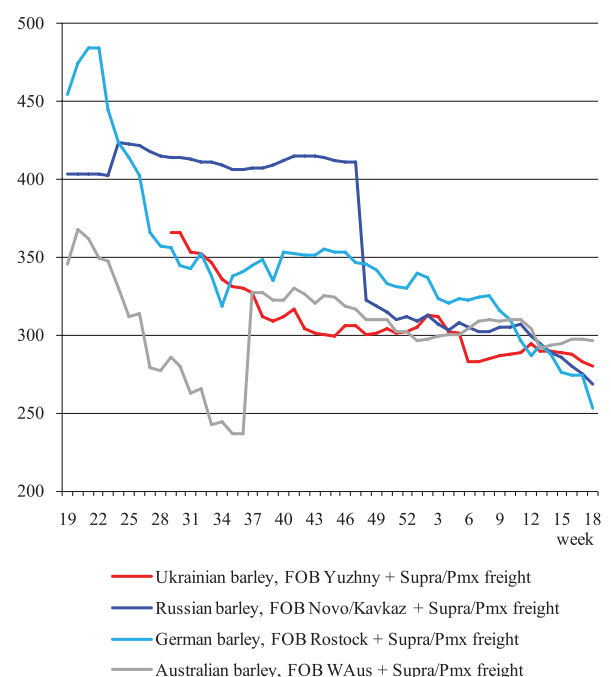
Corn competitiveness in SE Asia (bss Japan/S. Korea)



Soybeans competitiveness in China (bss South China ports)



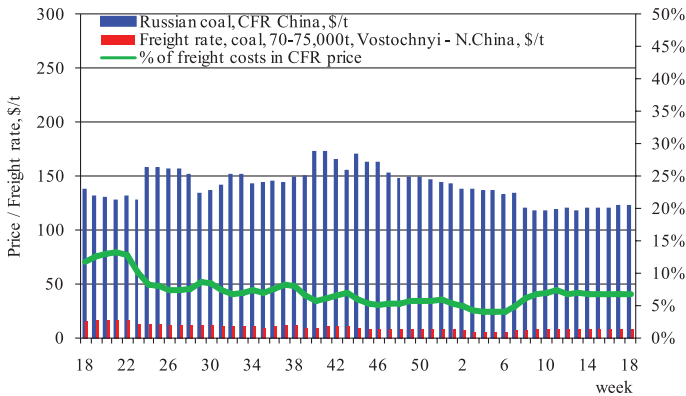
Barley competitiveness in Saudi Arabia (bss Jeddah port)



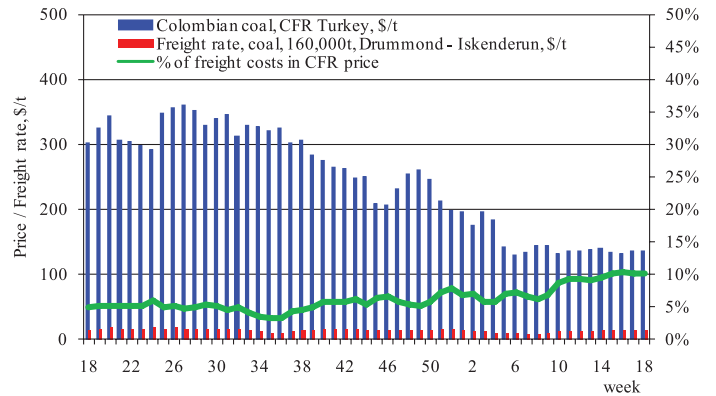
[Click here to see competitiveness of other commodities on major sales markets](#)

Share of freight costs in coal CFR prices // week 18

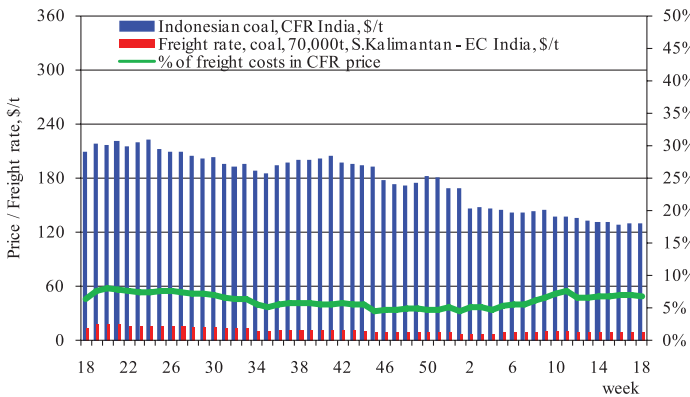
Russian coal: weight of freight costs in CFR China price



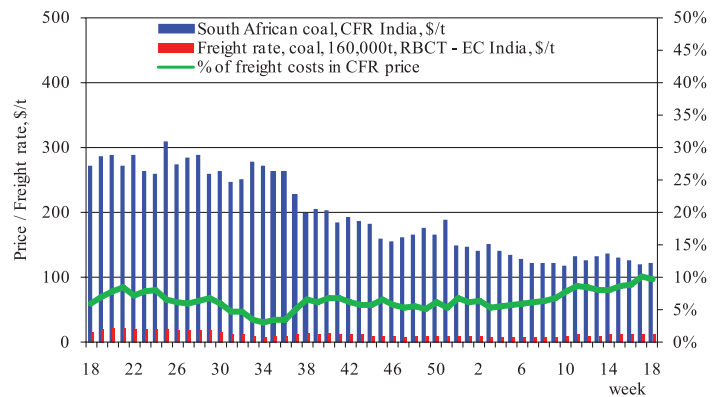
Colombian coal: weight of freight costs in CFR Turkey price



Indonesian coal: weight of freight costs in CFR India price

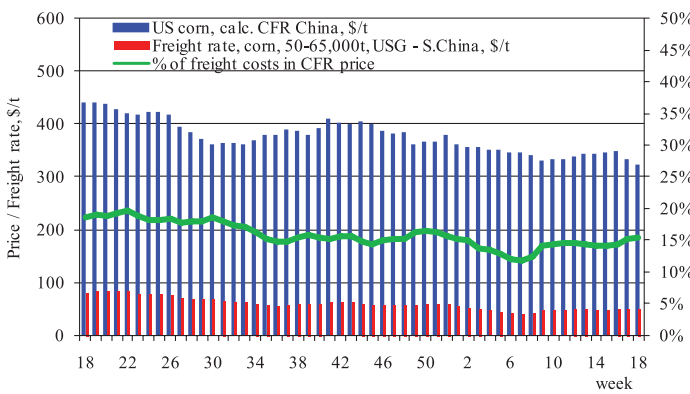


South African coal: weight of freight costs in CFR India price

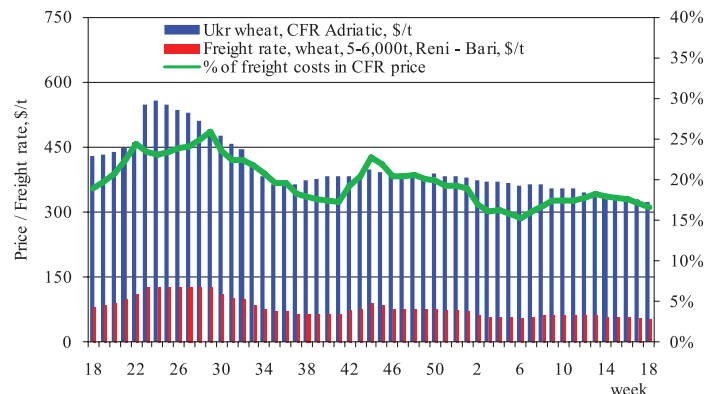


Share of freight costs in grain CFR prices // week 18

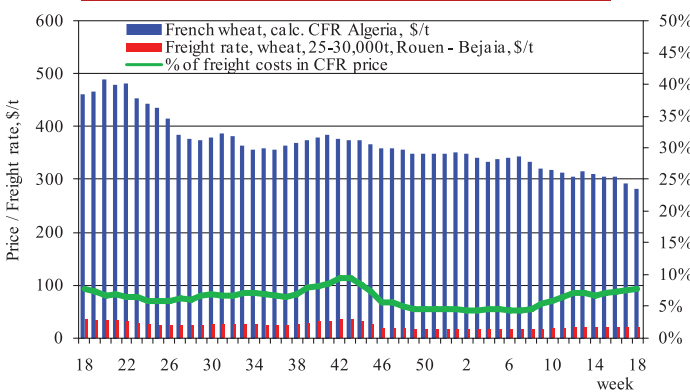
US corn: weight of freight costs in CFR China price



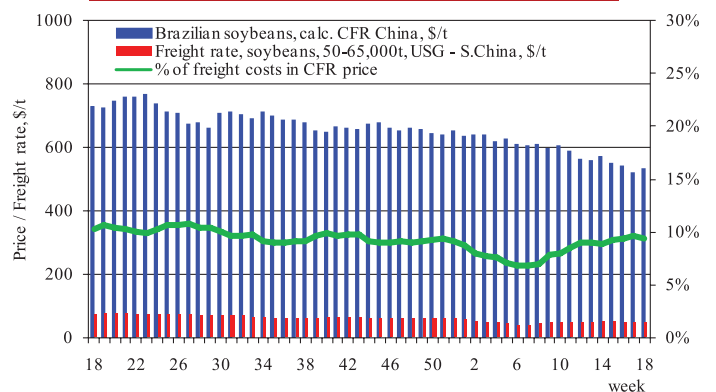
Ukrainian wheat: weight of freight costs in CFR Adriatic price



French wheat: weight of freight costs in CFR Algeria price



Brazilian soybeans: weight of freight costs in CFR China price



CHARTERING MARKET AT HAND

Short sea market // week 18

CURRENT TREND - SOFTENING

The small-tonnage freight market is falling rapidly in the Azov-Black Sea basin and the Mediterranean region in early May. Most players agree that this collapse is a result of decreased demand for grain cargoes from Turkey after the implementation of duties. The market is still showing an acute shortage of steel offers from Russia and Turkey. The 1H May tonnage list is confidently growing, and this applies to both sea-going and sea-river vessels. **Azov Sea** freight rates have decreased most noticeably over the week (\$6-11/t down), which is quite logical considering that the share of grain shipments traditionally accounts for about 80% in this area. As for the sea-going segment, the collapse of the Azov Sea market had its strongest impact on rates from Russian **Black Sea** ports, which have dropped by \$4-5/t. Freight rates from the ports of Ukraine, Turkey, North Africa and EU countries have sagged within \$2.5/t. In the **Mediterranean Sea**, tonnage demand is still mainly supported by shipments of fertilizers, minerals and steel products from Egypt.

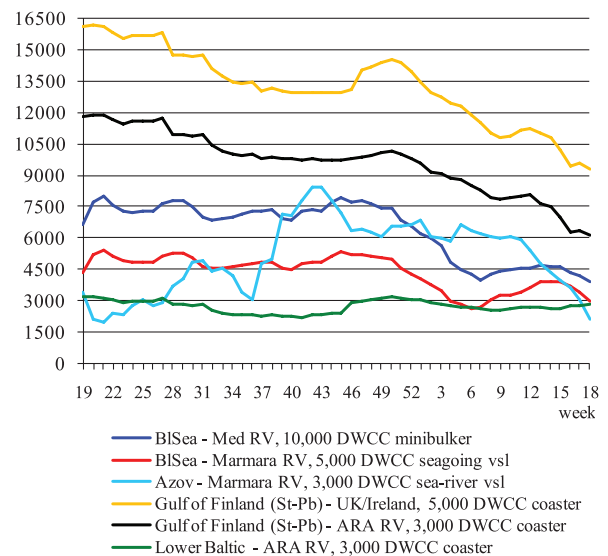
Note that a slight decline in bunker prices (\$30-40/t down for VLSFO and MGO over the week) is the only positive development for ship owners in this difficult situation. However, this drop is unable to compensate even 30% of owners' earnings losses caused by decreased freight rates. At the same time, ship owners working in the Mediterranean region are still able to earn 20-40% above OPEX, which, though much worse than in early May 2022 and 2021, is much better compared to the vast majority of seasons over the past 15 years.

The **North European** market is also low on activity. Already dull trade has slowed down further amid holidays in many countries of the region. "Baltic/Continent seems to be moving towards typical summer market as more open tonnages around push freight rates lower," a local broker commented. Freight rates have dropped by €0.5-1/t in the basin.

Any improvements can hardly be expected on the coaster market in May. Many players still count on an upturn in exports of old crop residues from the EU ports, as well as on brisker exports of Ukrainian grain via the Danube ports given further tensions over the grain corridor functioning. However, even this will hardly be sufficient to level out the increase in tonnage list considering the absence of any prospects for the recovery of metallurgical and coal exports so far. By the way, the regular inflow of vessels from Asia is also pushing vessel list up. "In the last two months we have seen over 10 new purchased coasters in FE looking for cargoes towards Med/BISea," a broker commented to ISM.

EXPECTATIONS - SOFTENING

Average round voyage TCE (given backhaul leg in ballast), \$/day



Azov-BISea & Med. Average round voyage TCE (given backhaul leg in ballast)

Route	Daily TCE, \$	w-o-w
Western BISea - Med RV, minibulker 10,000 DWCC	3,950	-280
Western BISea - Marmara/Med RV, seagoing vsl 5,000 DWCC	3,040	-380
Western BISea - Marmara RV, seagoing vsl 3,000 DWCC	2,080	-250
Azov Sea - Marmara RV, sea-river vsl 5,000 DWCC	3,400	-1,350
Azov Sea - Marmara RV, sea-river vsl 3,000 DWCC	2,170	-880
Marmara - Med RV, seagoing vsl 3,000 DWCC	1,970	-110
Marmara - Med RV, seagoing vsl 5,000 DWCC	2,890	-230
Inter-WMed RV (Iberian peninsula - N. Afr RV), seagoing vsl 5,000 DWCC	3,490	-210

Baltic & Continent. Average round voyage TCE (given backhaul leg in ballast)

Route	Daily TCE, \$	w-o-w
Gulf of Finland (St-Pb) - UK/Ireland, coaster 5,000 DWCC	9,290	-290
Gulf of Finland (St-Pb) - ARAG RV, coaster 3,000 DWCC	6,130	-200
Lower Baltic - ARAG RV, coaster 3,000 DWCC	2,840	+30

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Handysize & Supramax/Ultramax market // week 18

CURRENT TREND - SOFTENING / MIXED

EXPECTATIONS - MIXED / FIRMING

The **South Atlantic** Supramax/Ultramax shipping market remains generally unchanged. Rates stay firm amid steady cargo flow. "The market remains mostly flat, with demand ex ECSA still good," a broker mentioned. The Handysize segment has also stabilized after a significant upturn last week. The shortage of spot vessels is now less acute.

Meanwhile, negative trends prevail in the **USG**. Despite the fact that new requests quite regularly enter the market, the 1H May tonnage list is growing faster, and ship owners have to make concessions. Over the week, rates have dropped by \$0.5-1k daily and \$1-1.5/t. In the Handysize segment, most spot cargo requests are already covered, while the number of new offers is insufficient to positively affect the freight levels. There is a risk that this trend may very soon undermine the current cargo/tonnage balance.

With almost total lack of offers ex Ukraine, activity remains minimal in the **Black and Mediterranean Seas**. However, ship owners still successfully manage to keep rates stable, considering that more than 10 Handysize/Supramax vessels are already in the so called dead spot. During the week, rates have sagged by mere \$0.5-1k daily and within \$1/t.

The **Baltic Sea** market has grown very slightly this week (if it has at all); mainly this applies to Handysize shipments from Russian ports. Some brokers even report that deals are discussed at rates above last week's levels. At the same time, players increasingly note ideas voiced significantly below the market average, which adds some uncertainty. "Feel that some spot requirements paid some serious rates, and more flexible players try to push the market lower," a broker commented to ISM. In the Continent, ship owners are struggling to keep rates stable as the list of open vessels is gradually increasing.

After the holidays, Supramax/Ultramax owners working in the **Indian Ocean** have managed to push rates up by \$1.5-2k daily and \$0.75-1.5/t; this applies both to shipments from the PG and South Africa. At the same time, the situation has worsened for owners in ECI given the lack of cargo offers and weakening demand from Indonesian coal charterers for vessels open in this region. Note that due to extremely unfavorable situation in ECI, ship owners increasingly insist on premiums in case of ECI redelivery. Meanwhile, the Handysize segment is looking stable in all parts of the basin.

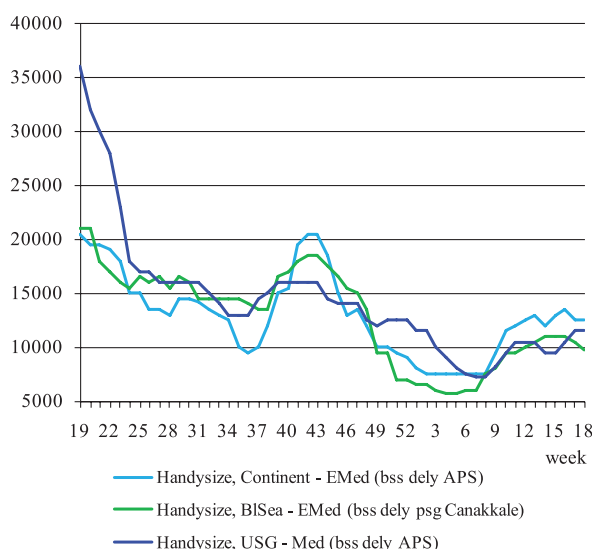
The Asia-Pacific shipping market is dormant this week amid long holidays in China and Japan. In the **Far East**, Supramax rates have sagged by \$0.5-1.5k daily and \$1-2/t due to shrinking offer of NOPAC cargoes and Chinese steel products. In **SE Asia**, Supramax rates have dropped by \$2k daily and \$1-2/t amid the shortage of requests for transportation of Indonesian coal. Handysize rates have decreased slightly less considerably (\$0.5k daily and \$0.5-1.5/t down) due to quite healthy cargo traffic ex Australia.

The market sentiment is generally optimistic in the South Atlantic. Expected growth in grain exports could help owners raise freight levels. "We see more forward business for July and August which also helps to improve the sentiment," a broker mentioned. The North Atlantic may also shift to positive trend. "Tonnage clear out and healthy levels of demand for mid-May dates will help the market to find some support," a broker commented. Brokers focusing on Handysize in USG are no less optimistic: "The current situation is short-lived and the market will firm up again by next week," a source shared with ISM.

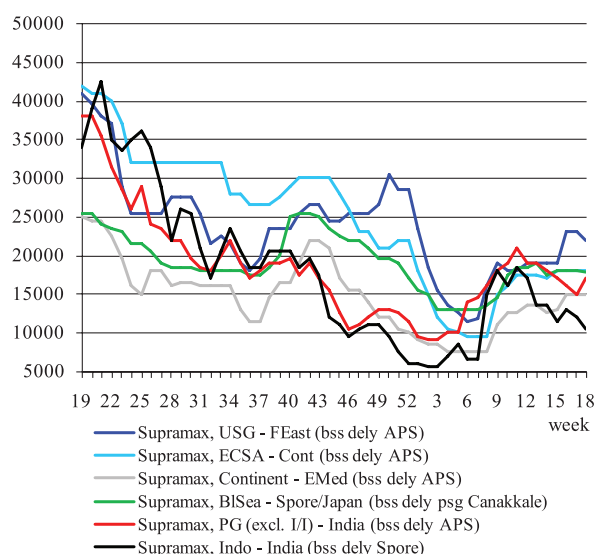
Meanwhile, there are no preconditions for the recovery of activity in the Black Sea and North Europe. Grain exports are quite slow and there is almost no demand for steel scrap in Turkey. "There is no scrap on the market for either Handy or Supramax, with traders waiting for the results of Turkish election", a broker commented. Moreover, fertilizer traffic ex Russian ports is expected to slow down as early as 2H May.

The South African freight market may appear on charterers' side in the short term due to the inflow of ballasters from ECI. In the Asia-Pacific region, most players expect the recovery as early as next week, after holidays in China and Japan.

Time-charter-trip rates, \$/day



Time-charter-trip rates, \$/day



Panamax/Kamsarmax market // week 18

CURRENT TREND - SOFTENING / STEADY

EXPECTATIONS - SOFTENING

The sentiment continues worsening on the Panamax/Kamsarmax shipping market after May 1.

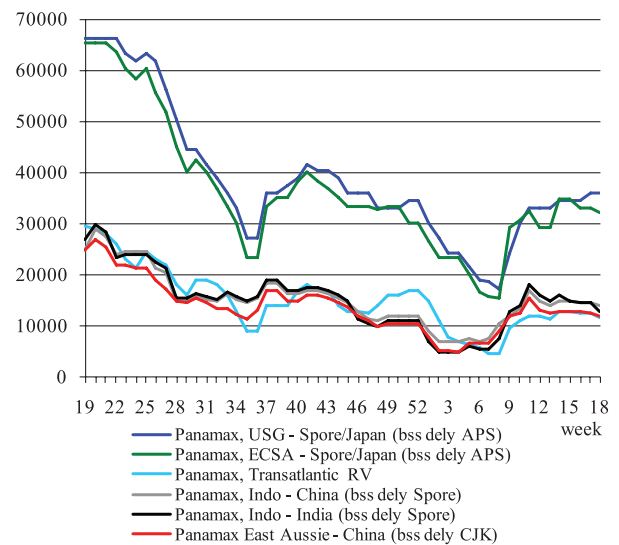
Grain charterers from **ECSA** prefer to wait and see amid the forecasted increase in the inflow of ballasters from the Asia-Pacific region, as they expect the market to be weakening further. Spot rates have sagged by \$0.5-1k daily and \$0.5-1/t by the end of the week, while deals are now mostly discussed for late May-1H June laycans, with rates even below spot levels. Due to weak US transatlantic cargo flow, the corresponding spot rates have dropped by \$1k daily and \$1/t. Only the **North Atlantic** front-haul levels hold relatively stable amid regular shipments of US corn to China.

In **APAC**, rates stay under pressure amid the Golden Week in China and Japan. Indonesian and Australian coal traffic is very slow, while the offer of NOPAC grain remains minimal. At the same time, the tonnage list is growing despite increased outflow of ballasters to the Atlantic Ocean. "Traders are asking rates from Indo and RBCT mainly for late May-early June," a broker emphasizes spot market weakness. Time-charter rates have sagged within \$1k daily in the region, while transportation costs of coal and ore cargoes have fallen by \$0.5/t on average.

In the near term, rates may stay under pressure in the South Atlantic despite brisk cargo flow. "There is a threat of an excess of ballasts in the coming weeks due to a weak Pacific," a broker shared with ISM. In USG, the sentiment has also begun turning negative after Chinese importers canceled several US corn purchases, as interest in importing Brazilian grains is higher for the time being. "Only a few weeks ago China was actively buying US corn," a trader mentioned. Brazil's total corn crop is expected to reach a record 125 million t vs. 113 million t last year. Because of the long weekend, the Asia-Pacific market is likely to remain soft for at least the next week.

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Time-charter-trip rates, \$/day



Capesize market // week 18

CURRENT TREND - STEADY / SOFTENING

EXPECTATIONS - MIXED

Despite slower trade due to holidays in China, charterers have managed to cut Capesize rates in the **Eastern Hemi** by mere \$0.5/t as tonnage demand is supported by regular shipments of Australian coal. Meanwhile, **Atlantic** rates hold steady amid moderate tonnage list for spot dates.

The Capesize market may soften further next week despite the return of Chinese players. The fact is that iron ore prices continue to decline (they have even hit five-month low), as well as demand for steel in China. "We may see a more active week and rates are expected to switch to a positive territory," a broker from the Atlantic basin mentioned. Additional support to the Atlantic market will come from further upturn in coal exports from Colombia and steady bauxite traffic from West Africa.

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FLAWS & FIXTURES / ATLANTIC

Handy market remains very slow in BISea & Med, with rates staying under pressure

Demand for large-tonnage fleet remains very low in the Black and Mediterranean Seas. Not that long list of open vessels in the area and improved demand from the Atlantic and the Continent are the only factors helping owners avoid rate cuts. At the moment:

A couple of inter-Med deals for trips via CVB by 32-33k dwt vessels are discussed at \$9.5-10k daily bss dely passing Canakkale; A 35k dwt carrier has been chartered at \$11k daily bss dely passing Canakkale via Bulgaria redel Tunisia; Supramax owners are seeking to get at least \$22k daily for a quick trip bss dely passing Canakkale via Russia redel EMed; Front-haul rates for Supramax ships are hovering at \$18-18.5k daily bss dely passing Canakkale; The deal for a 58k dwt vessel bss dely Oran via SpanMed redel USEC has been signed at \$15.8k daily.

As for the voyage-basis grain offers:

Brokers suggest around \$16/t for shipment of 25-30,000 t of wheat from Varna to Alexandria given 8,000x/5,000x l/d rates; Traders offer \$18.5/t for transportation of 25,000 t of grain of 2 different grades from Romania to Morocco given 7,000x/5,000x l/d rates and spot laycans, which hardly reaches even \$8.5k daily in TCE bss dely psg Canakkale;

Meanwhile, some charterers are ready to pay \$36-37/t for shipment of 20,000 t of agri products (sf 68') from Constanta to the French Atlantic given 5,000 sshex bends l/d rates bss 1/1, which exceeds \$13k daily in TCE bss dely psg Canakkale for a 31-32k dwt vessel;

The deal for transportation of 33,000 t of wheat from Constanta to Nouakchott with 8,000x/4,000x l/d rates and 15-20 May laycans is discussed at high \$20s/t bss 1/1;

Carrying 25,000 t of wheat from Tuapse to Tunisia with 8,000x/2,000x l/d rates and 10-15 May laycans is estimated by ISM at \$30/t;

Charterers target \$19-19.5/t for shipment of 30,000 t of wheat from Kavkaz to EgyptMed, while owners are seeking to get at least \$22/t (equivalent to \$8-9k daily vs. \$11k daily bss dely psg Canakkale with AWRP on owner's acct).

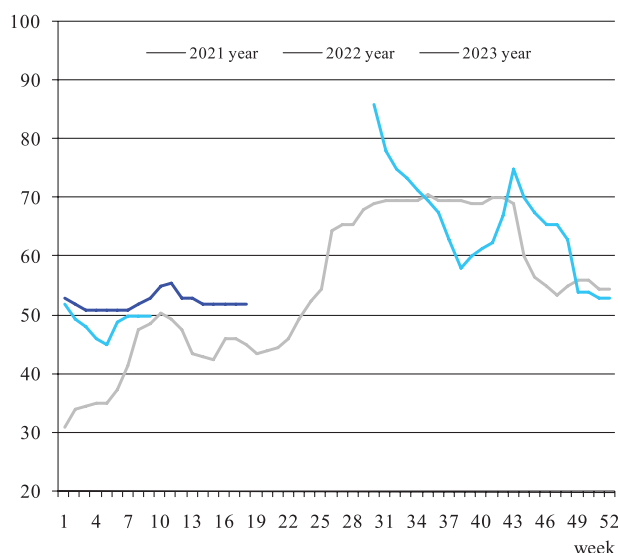
As for other cargoes:

Charterers target mid-high \$10s/t for shipment of 24,000 t of bulk soda from Marmara to SpanMed with 10,000c/3,500x l/d rates, while owners are seeking to get at least \$19/t (equivalent to \$10.5-11.5k daily vs. \$13k daily bss dely psg Canakkale);

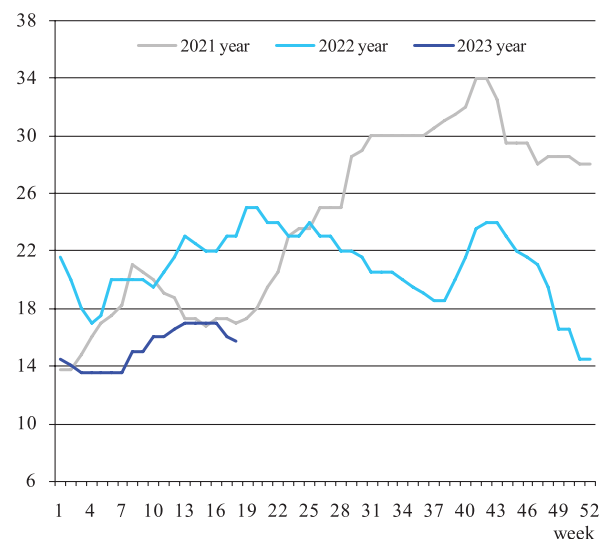
Brokers suggest \$18-19/t for transportation of 35,000 t of sulfur from Batumi to Jorf Lasfar with 1,5000c/6,000c l/d rates and 15-17 May laycans;

Carrying 25,000 t of fertilizers from Ashdod to Uruguay with 8,000x/4,000c l/d rates is estimated by ISM at low \$40s/t.

Wheat (sf 47-48'), 50-60,000t, Pivdennyi / Chornomorsk - Ciwandan / Cigading (10000x/6000x), \$/tonne



Wheat / corn, 25-30,000t, Constanta / Varna - Alexandria (8000x/5000x), \$/tonne



Freight market still collapsing in Azov Sea

Activity remains extremely low in the Azov Sea amid an acute shortage of grain cargoes. With still growing number of open sea-river vessels, freight rates keep falling rapidly. At the moment:

Most traders are ready to pay at best \$31/t for shipment of 3,000 t of wheat from Azov/Rostov to Marmara, while some of them offer even well below \$30/t already;

The deal for transportation of 3,000 t of wheat from Yeisk to Marmara has been signed at \$30/t;

Charterers claim they have succeeded to fix a vessel for shipment of 3,000 t of agri products (sf 54') from Yeisk to Marmara at \$30/t;

Transportation of 5,000 t of wheat from Azov to Samsun is discussed at \$28/t;

Brokers suggest low \$50s/t for shipment of 3-5,000 t of wheat from Azov to Mersin or Lebanon.

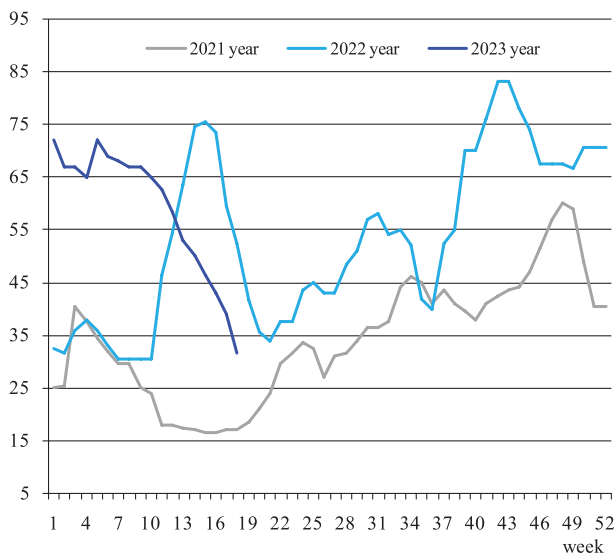
Coal charterers also put stronger pressure on rates:

Thus, 3-5,000 t of coal are offered for transportation from Rostov/Azov to TBS at mid-high \$20s/t;

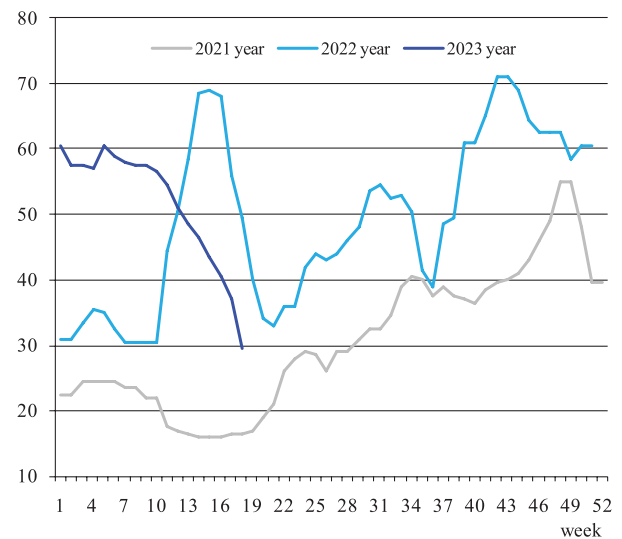
Charterers target \$45-46/t for shipment of 3-5,000 t of coal from Rostov bb to Iskenderun with 1500 shex bends l/d rates, while owners are seeking to get at least \$50/t (equivalent to \$1.7-1.8k daily vs \$2.2k daily bss RV for a 3k dwcc vessel);

Shipment of 5,000 t of coal from Taganrog to Iskenderun is negotiated at high \$40s/t bss 1/1.

**Wheat, 3,000t, Rostov / Azov - Marmara
(1000x/1000x), \$/tonne**



**Coal, 3-5,000t, Rostov - Marmara
(2000c/2000x), \$/tonne**



Black Sea coaster shipping market in free fall

Downward pressure on rates is strengthening in the Black Sea. The cargo flow remains extremely limited in the region, while the list of open vessels keeps increasing rapidly. At the moment:

Most grain traders already target \$36-38/t for shipment of 5-6,000 t of wheat from Reni or Izmail to Marmara, while owners are seeking to get at least \$40-41/t (equivalent to \$2.7-3.2k daily vs. \$3.5-3.8k daily bss RV);

The deal for transportation of 3,000 t of wheat from Reni to Marmara has been signed at \$40/t;

The contract for shipment of 2,500 t of agri products (sf 65') from Izmail to Marmara is discussed at \$48/t given 5 ttl days sshex l/d rates, 5 days of waiting time and AWRP on owner's acct, which corresponds to high \$30s/t bss 3.1-3,400 t of heavy grain;

As for long-haul trips, charterers offer \$48-49/t for transportation of 6,000 t of wheat from Reni to EgyptMed, while owners are seeking to get at least \$50-51/t, which is equivalent to \$3.8-4.1k daily vs. \$4.2-4.4k daily bss RV given AWRP and 5 days of waiting time on owner's acct;

The deal for shipment of 3,000 t of wheat from Reni to WC Greece is discussed at \$50-51/t given 1,000 sshex bends l/d rates (equivalent to \$2-2.2k daily bss RV given AWRP and 5 days of waiting time on owner's acct).

FLOWS & FIXTURES

Shipments from EU ports remain sporadic:

The deal for transportation of 4,000 t of wheat from Constanta to Karasu has been signed at \$16.25/t (equivalent to \$2.6-2.7k daily bss dely Marmara via Constanta redel TBS);

Up to 3,500 t of wheat are carried from Balchik to Izmir at \$22.5/t, which means \$2.7-2.9k daily bss RV;

The deal for shipment of 4,000 t of corn from Varna to Larnaca has been concluded at \$28/t;

Charterers offer mere \$23/t for transportation of 6-7,000 t of wheat from Constanta to EgyptMed, which hardly reaches even \$3k daily in TCE bss RV;

Other traders offer \$19/t for shipment of 12,000 t of grain (wheat + corn) from Constanta to EgyptMed given 8 ttl days sshex l/d rates, while owners are seeking to get at least low-mid \$20s/t (equivalent to \$4.3k daily vs. \$6-6.5k daily bss RV).

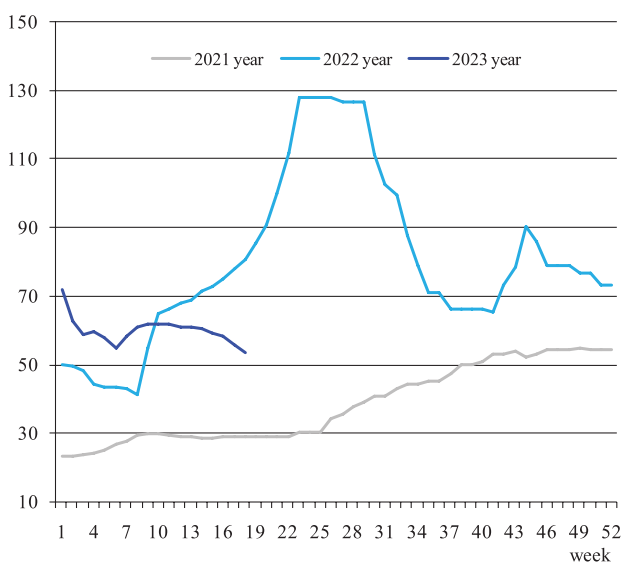
Rates ex Russian ports have shown the most significant downturn, particularly amid a huge drop in the Azov sea-river sector:

A couple of deals for transportation of 5-6,000 t of steels from Novorossiysk to Marmara are discussed at mere \$17-18/t (equivalent to \$2.6-2.9k daily for vessels with no AWRP required), while 3-4,000 t of a similar cargo were fixed at low \$20s/t bss 1/1 last week;

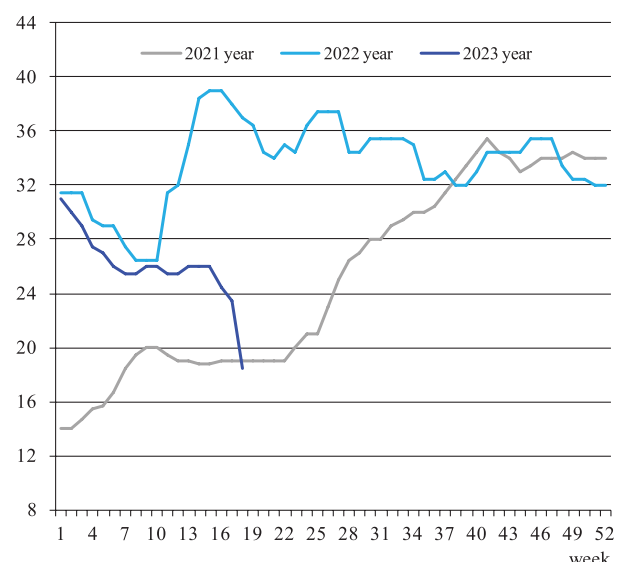
Charterers offer \$19/t for shipment of 10-15,000 t of coal from Taman to Iskenderun, while owners are seeking to get closer to \$30/t so far;

The deal for transportation of 8,500 t of barley from Kavkaz roads to Iskenderun has been signed at \$35/t.

**Wheat / corn, 5-6,000t, Reni- Bari / Ortona
(2000x/2000x), \$/tonne**



**Square billets, 5-6,000t, Novorossiysk - Marmara
(2000x/1500x), \$/tonne**



Long tonnage list forces coaster owners to accept another rate decline in Mediterranean region

The Mediterranean Sea coaster market continues to soften literally day after day. The cargo flow ex regional ports looks rather slow. Relatively brisk fertilizer shipments from Egypt have slowed down this week, while steel traffic has perked up slightly. Players note regular requests for transportation of minerals on key routes, while the number of grain shipments is small. At the same time, the tonnage list is quite long in the region given an accumulation of open 3-15k dwt vessels in all parts of the basin. Being unable to avoid further cuts, owners have to agree to much lower levels (\$0.5-3/t down, depending on the route). Note that bunker prices keep sliding down as well.

As for steel products:

The deal for shipment of 1,000 t of steel from Izmit to Bourgas has been signed at around \$29/t;

A 1,500 t lot of steels is carried from Izmit to ARA ports at about \$83/t bss 1/1;

The contract for transportation of 4.5-5,000 t of HRC from Alexandria to Eleusis is negotiated at low \$20s/t given 2,000x/1,500x l/d rates and 9-12 May laycans (equivalent to about \$3k daily bss RV);

Brokers suggest mid-\$10s/t for shipment of 9,500 t of HRC from Alexandria to Constanta with 2,000x/1,500x l/d rates and early May laycans.

FLOWS & FIXTURES

In the fertilizer segment:

A 3,000 t lot of urea was fixed and failed from Egypt Med to WC Italy at \$33/t bss 1/1;

Charterers target \$20-21/t for shipment of 3,000 t of urea from Egypt Med to EC Greece, which is equivalent to \$1.6k daily bss RV (last week brokers were voicing \$24-25/t for transportation of 3,500 t of the cargo on the same route).

As for other cargoes:

A 3,000 t lot of salt is carried from Tunisia to the Adriatic region closer to mid-\$20s/t bss 1/1;

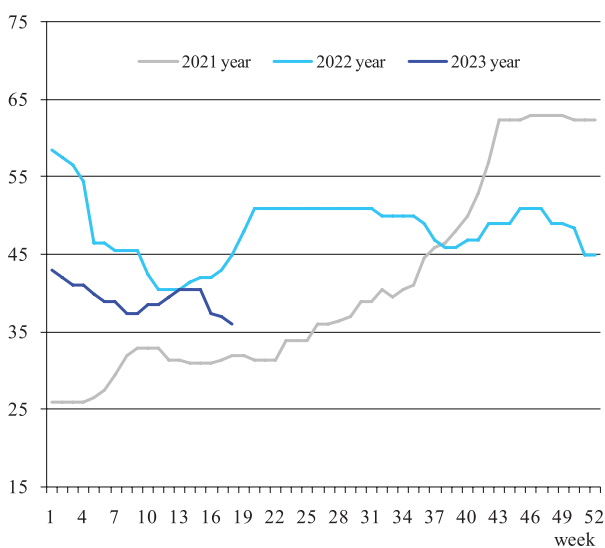
The deal for shipment of 5,000 t of silica sand from Egypt Med to Italy (Adriatic) is negotiated at \$19-21/t;

Charterers are ready to pay \$22/t for transportation of 3,000 t of minerals from El Arish to Bourgas;

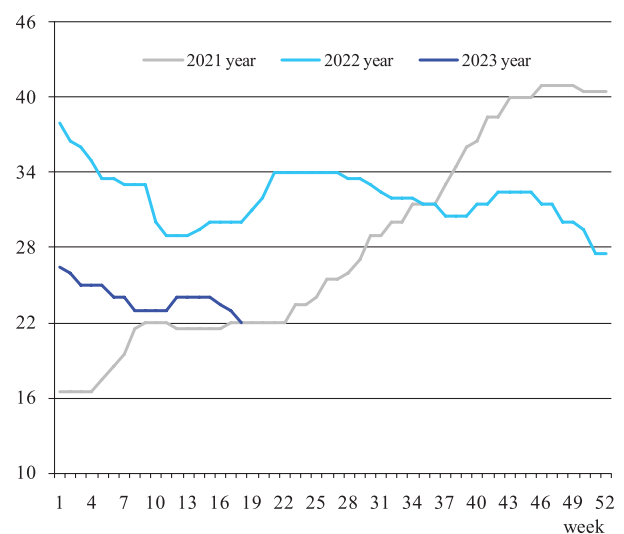
The deal for transportation of 5,000 t of minerals from Damietta to Aliaga is discussed at around \$15/t;

A 6,000 t lot of minerals has been fixed from Damietta to Mersin at \$12/t.

**Urea, 5-6,000t, Damietta - Sevilla
(3000x/2500x), \$/tonne**



**Square billets, 5-6,000t, Marmara - Damietta
(1750x/1250x), \$/tonne**



Handy/Supra market so far unchanged in Baltic & Continent

The Baltic & Continent Handysize and Supramax segments are slowly recovering after long holidays in the region. The market sentiment is rather mixed and players' share different opinions. However, there are no noticeable shifts in freight rates so far.

Rates ex Russian ports still remain premium:

Supramax time-charter rates bss dely Rotterdam via St. Pete redel Brazil are negotiated at about \$22.5k daily;

A 58k dwt vessel was fixed and failed at \$25-26k daily bss dely Continent via Russia redel USEC;

The deal for a 57k dwt vessel bss dely Rotterdam via Russian Baltic redel WCI is discussed at around \$32k daily;

A 28k dwt ship has been chartered at \$19k daily bss dely DOP Poland via St. Pete redel EC Honduras + Mexico;

Note that Handysize spot TCT rates remain high, with lower levels for mid-May dates increasingly being heard of.

Carrying about 30,000 t of fertilizers from Murmansk to EC Mexico given 7,000c/5,000c l/d rates and mid-May laycans is discussed at high \$40s/t, which gives the TCE of about \$24k daily;

Transportation of 50-55,000 t of fertilizers from the Russian port to India with mid-May laycans is negotiated at low \$50s/t.

Activity remains moderate in the Continent. The tonnage list slightly increased at the start of the week, while players believe the market has become quite balanced closer to the weekend. Rates on key routes are relatively stable for the time being:

A 35k dwt vessel has been chartered at €10k daily for grain transportation bss dely Rostock redel Morocco;

A Handysize carrier has been fixed at \$13k daily bss dely Continent redel EMed; grain shipments towards Med are discussed at similar levels;

The deal for a 34k dwt ship (very eco) bss dely APS Continent redel Caribs has been signed at \$14k daily;

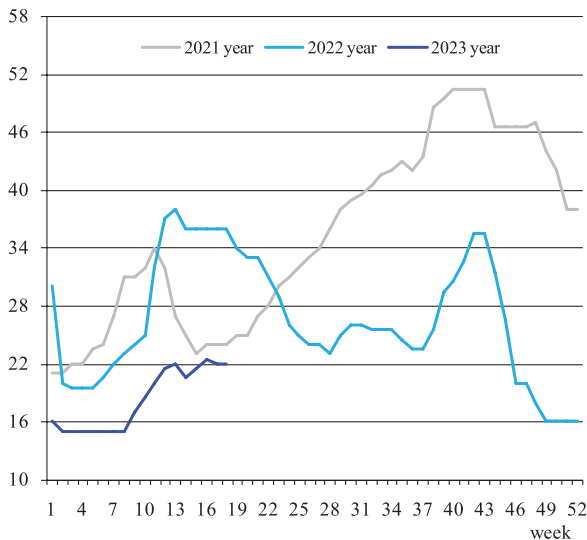
Transportation of 25-30,000 t of grains from Rouen to Morocco is negotiated at about \$19/t, while shipments from Baltic Sea ports are discussed at low \$20s/t;

Time-charter rates for Supramax fleet bss dely Continent redel EMed are negotiated at \$15.5k daily;

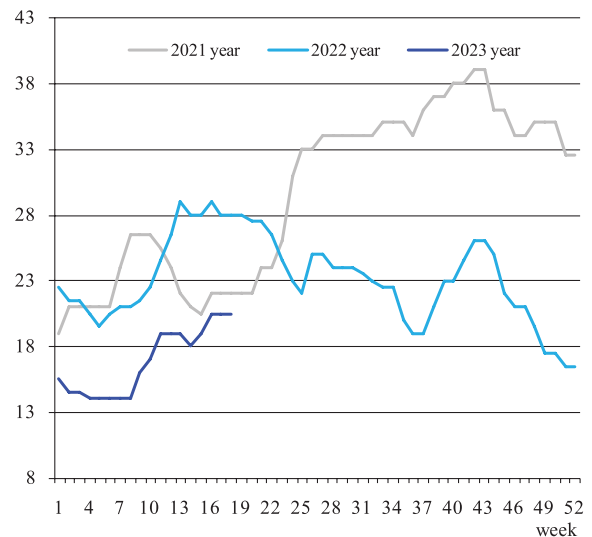
F/H deals for Ultramax vessels are discussed at \$21-23k daily.

FLOWS & FIXTURES

**Wheat, 25-30,000t, Rouen - Bejaia
(10000x/3000x), \$/tonne**



**Scrap (sf 55-60'), 40,000-45,000t, ARAG - Iskenderun
(8000x/7000c), \$/tonne**



Small-tonnage market getting softer in North Europe

The Baltic and Continent coaster market is showing low pace of trade. This is partly referred to weekends and holidays in many regional countries. However, players note gradually increasing tonnage list in the basin, which together with lower bunker prices puts pressure on freight rates. Although ship owners try to keep freights stable, they are often forced to make concessions during negotiations:

About 2,500 t of dwt cargo have been fixed from WC Finland to Poland at around €24/t, while carrying a similar lot of aluminium from St Petersburg to Poland is quoted by brokers closer to mid-€30/t;

Owners are seeking to get €33-35/t for transportation of 3-4,000 t of linseed (sf 59') from Estonia to Ghent with 2H May laycans;

Rates for shipment of 4,000 t of grains from Lithuania to ARAG ports are voiced by brokers at low €20s/t;

Carrying 4,000 t of fertilizers from Poland to Rouen is estimated by owners at around €28/t;

The contract for transportation of 5,000 t of minerals from the Continent to northern Finland is negotiated at high €20s/t;

Shipment of 3-5,000 t of dwt cargo from ARA ports to the Baltic States is quoted by brokers at €18-20/t, depending on the discharge port;

Charterers still offer mid-€20s/t for transportation of 4,000 t of wood pellets from Portugal to DK, while ship owners report that rates for shipments of other cargoes on this route are voiced by about €10/t higher, which explains the low interest for this offer on the market;

A 5,000 t lot of wood pulp has been fixed from Portugal to Turkey at high €30s/t.

Supramax owners see falling rates on USG routes

Despite healthy cargo replenishment, the USG Supramax market is showing lower rates than last week as there is a continued increase of tonnage list for 1H May dates:

Supramax F/HTCT rates are hovering at \$22-23k daily;

An Ultramax vessel has been fixed at \$23.5k daily bss dely USG redel China;

The deal for a 58k dwt carrier bss dely USG redel FEAsr has been signed at \$23k daily;

Transportation of 50,000 t of petcoke from the USG to India with spot laycans is discussed at \$47-48/t, which gives the TCE of \$21-22k daily for a large Supramax vessel;

Owners insist on \$52/t for shipment of a Supramax lot of grains from the USG to Japan, while bids are voiced at \$48-49/t.

Deals for Supramax fleet bss dely USG redel Skaw-Passero are discussed at \$16-18k daily;

An Ultramax vessel has been fixed at \$20k daily bss dely USG redel Skaw-Passero;

FLOWS & FIXTURES

A large Supra carrier has been chartered at \$18.5k daily bss dely USG redel Med;
The deal for a 55k dwt ship bss dely USG redel WAfr has been signed at \$18k daily;
The contract for a 62k dwt vessel bss dely NCSA redel ECSA has been signed at \$17.5k daily;

Transportation of 50,000 t of petcoke from Houston to Rotterdam with spot laycans is negotiated at \$20-21/t, which gives the TCE of \$14-15k daily for a standard Supramax carrier;

The contract for shipment of a Supramax lot of soybeans from the USG to ARA ports has been signed at \$25/t, which gives the TCE of \$15.5k daily.

Handy rates are stable despite the lack of spot cargoes, which might temporarily destabilize the cargo/tonnage balance:

TCT rates for large Handies bss dely USG redel Skaw-Passero are hovering at \$13-14k daily, while levels for small Handies are voiced at \$11-12k daily;

A 38k dwt vessel has been fixed at \$13.5k daily bss dely USG redel Skaw-Passero;

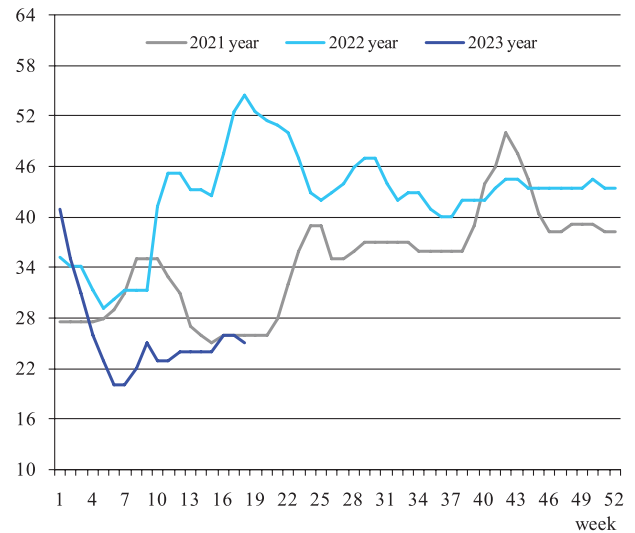
Another large Handy carrier has been chartered at \$14k daily bss dely USG redel Med;

Rates for intra-Gulf runs are hovering at \$10-11k daily;

The deal for a 38k dwt ship bss dely USG redel China is discussed at \$16-17k daily;

Transportation of a Handy lot of grains from the USG to ARA ports may cost \$36-38/t, which gives the TCE of \$12-13k daily.

Corn (sf 52'), 45-50,000t, New Orleans - Alexandria (10000x/6000x), \$/tonne



USG Panamax/Kamsarmax segment weakened on T/A routes

The Panamax/Kamsarmax market shows limited fixing activity in North Atlantic, with growing bid/offer gap. T/A demand is rather weak, leading to oversupply of tonnage looking for front-haul cargoes:

Kamsarmax time-charter rates bss TARV are hovering at \$12-13k daily;

A Panamax vessel has been fixed at \$11.75k daily bss dely Gibraltar via USG redel Skaw-Passero;

The deal for an 81k dwt carrier bss dely Gibraltar via USEC redel Skaw-Passero has been signed at \$12k daily;

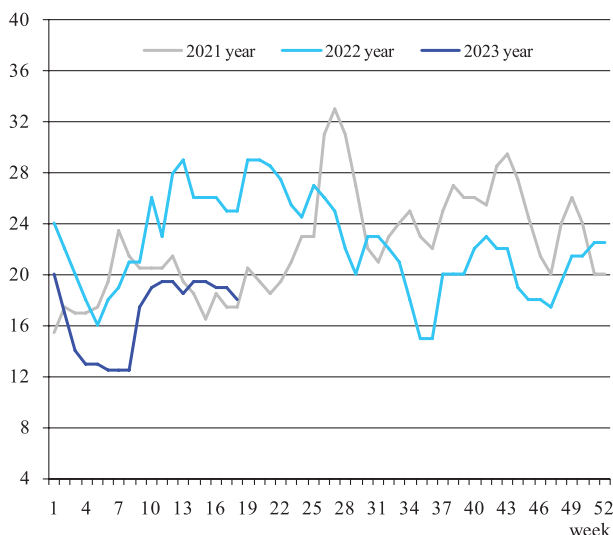
Carrying 75,000 t of coal from the USG to Rotterdam with spot laycans is discussed at \$17/t vs. \$18/t, which is equivalent to \$10-11k daily bss dely Gibraltar;

The contract for transportation of 70,000 of coal from Carbosan to Rotterdam has been signed at \$13/t;

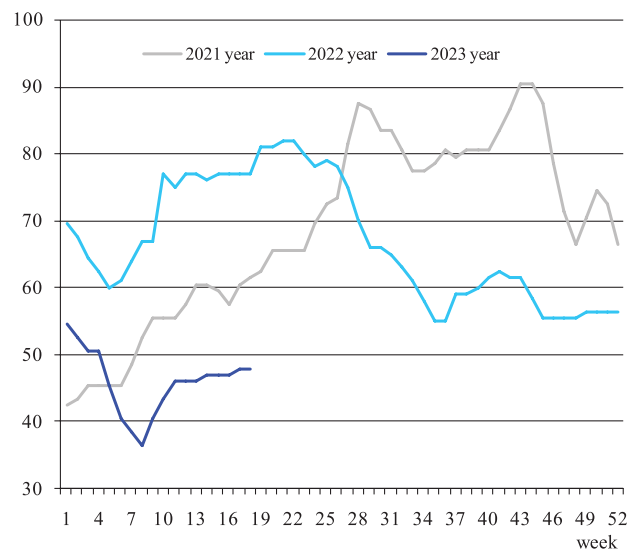
Shipment of 75,000 t of coal from USEC to Rotterdam is negotiated at \$13-14/t;

The deal for shipment of a Panamax lot of grains from the USG to Rotterdam is discussed at \$25-26/t.

Coal, 70,000t, Mobile - Rotterdam (25000c/25000c), \$/tonne



Soybean (sf 50'), 55-60,000t, New Orleans - Northern ports of China (8000x/8000x), \$/tonne



FLOWS & FIXTURES

F/H rates are holding steady thanks to regular cargo flow from the USG and USEC:
 An 81k dwt ship has been fixed at \$26.75k daily bss dely Gibraltar via USEC redel India;
 The deal for a Kamsarmax vessel bss dely Continent via USG redel China is discussed at \$23k daily;
 Carrying 66,000 t of grains from the USG to China (via Neopanamax locks) with spot laycans is negotiated at \$49-51/t, which is equivalent to \$20-21k daily bss dely Gibraltar via USG redel China;
 The contract for shipment of 66-68,000 t of grains from the USG to China with early June laycans has been signed at \$51.5/t;
 The deal for shipment of 75,000 t of coal from Newport News to Vizag has been concluded at \$38/t;
 Transportation of a Panamax lot of coal from Bolivar to China is negotiated at \$39-41/t;
 The contract for transportation of a Panamax lot of grains from the USG to Kashima is discussed at \$54-56/t.

Rates for Supramax/Ultramax shipments remain healthy in ECSA

The ECSA Supramax/Ultramax market is firm and demand remains steady. Deals are concluded at rates in line with last done levels:

TCT rates for Ultramax fleet bss dely ECSA redel FEast are hovering at \$16-17k daily + \$600-700k bb, those for large Supramax vessels at \$14-14.5k daily + \$400-450k bb on average;

An Ultramax vessel has been fixed at \$16.5k daily + \$650k bb bss dely ECSA redel FEast;

The deal for a large Supra carrier bss dely ECSA redel China has been signed \$15.25k daily + \$525k bb;

The deal for an Ultramax ship bss dely WAfr redel China has been signed at \$22k daily;

Rates for Supra fleet bss dely WAfr redel China are hovering at \$17-19k daily;

The contract for a Supramax vessel bss dely WAfr via ECSA redel Spore-Japan has been signed at \$19 k daily;

Transportation of 55,000 t of grains from Santos to Japan is discussed at \$45-47/t, which is equivalent to \$16-17k daily bss DOP WAfr.

TCT rates for Supramax fleet bss dely ECSA redel Skaw-Passero are hovering at \$18-20k daily;

The deal for an Ultramax vessel bss dely ECSA redel Med has been signed at \$24k daily;

A Supramax carrier has been fixed at \$18.5k daily bss dely ECSA redel Continent;

A large Supra ship has been chartered at \$22k daily bss dely N.Brazil redel Med;

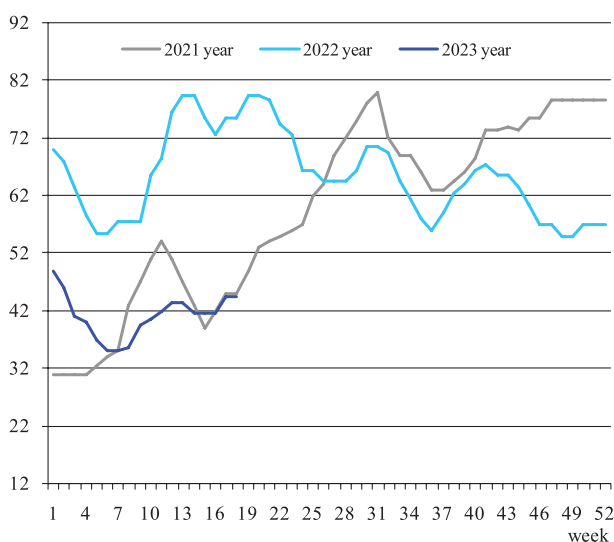
The deal for a 56k dwt vessel bss dely WAfr redel Continent is negotiated at \$13-14k daily;

Shipment of a Supramax lot of grains from Santos to Rotterdam with spot laycans is negotiated at \$22-24/t, which gives the TCE of \$15-17k daily for a large Supramax carrier bss APS ECSA.

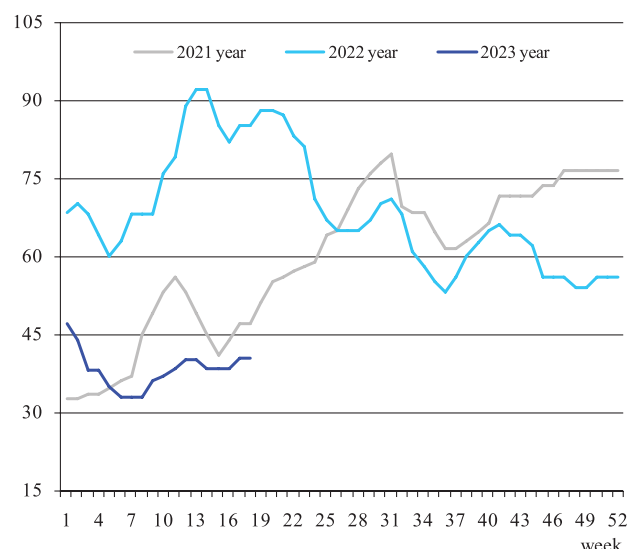
Handy rates remain healthy. Levels have stabilized after a considerable spike last week:

T/A TCT rates for Handy vessels bss APS ECSA are hovering at high \$10s k daily;

Soybean meals (sf 54'), 25-30,000t, Paranagua - Baltic Sea (7000x/6000x), \$/tonne



Wheat (sf 47-48'), 25-30,000t, Upriver - Bejaia (7000x/3000x), \$/tonne



A 38k dwt carrier has been chartered at \$18.75k daily bss dely ECSA redel Med;
 A 36k dwt ship has been fixed at \$20k daily bss dely N.Brazil redel Med;
 A 35k dwt vessel has been chartered at mid-\$10s k daily bss dely ECSA redel USG;
 A large Handy carrier has been fixed at \$24.5k daily bss dely ECSA redel WCSA;
 The deal for shipment of 30,000 t of grains from Upriver to Egypt is negotiated at \$38-40/t, which gives the TCE of \$17-18k daily for a 38k dwt vessel bss APS ECSA;
 Charterers are bidding at \$35-36/t for transportation of 30,000 t of grains from Upriver to Algeria with spot laycans, which gives the TCE of \$15k daily for a 38k dwt carrier bss APS ECSA;
 Shipment of a Handy lot of grains from Argentina to China is discussed at \$62-64/t, which gives the TCE of \$15-16k daily bss DOP WAfr.

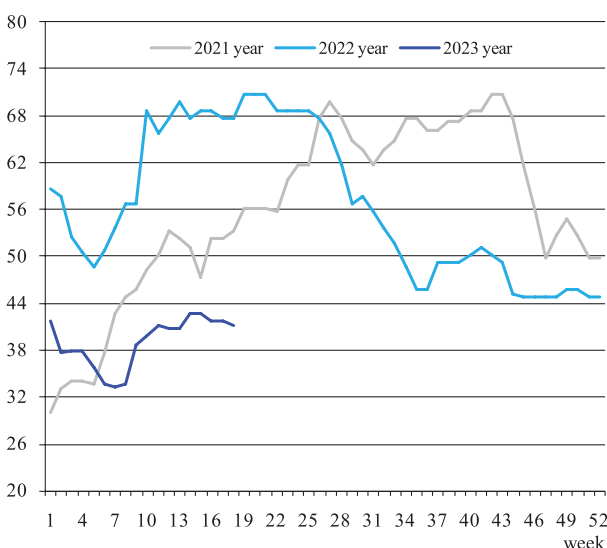
ECSA Panamax/Kamsarmax rates sliding down on F/H routes

The South Atlantic Panamax/Kamsarmax segment looks fairly slow after a long weekend and ongoing holidays in the Far East. The market sentiment is driven by slower charterers' activities because of expectations that the market will fall as more ballasters about to arrive in the coming weeks due to the weak Pacific sector. The focus is slowly shifting to the late May-early June window, while the majority of liquidity remains for mid-May loaders:

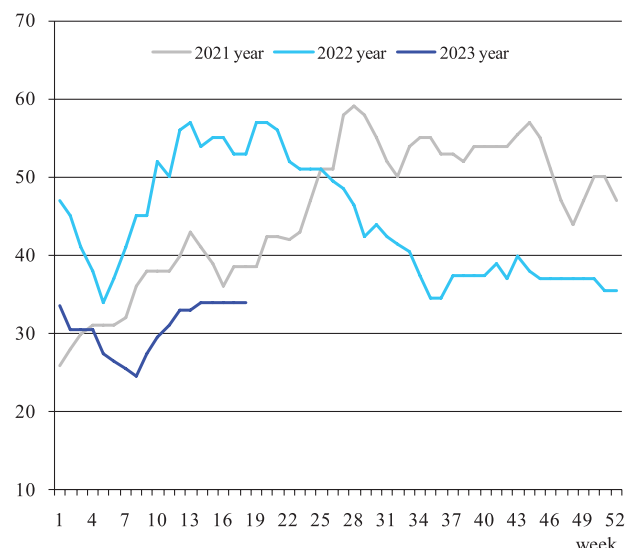
TCT rates bss ECSA RV are hovering at \$15-16k daily for spot laycans;
 A Kamsarmax vessel has been fixed at \$16.25k daily bss dely India via ECSA redel Spore-Japan;
 Another Kamsarmax carrier has been chartered at \$15.75k daily bss dely Singapore via ECSA redel SE Asia;
 The contract for a Kamsarmax ship bss dely ECSA redel Spore-Japan has been concluded at \$18k daily + \$800k bb with May laycans;
 Voy-bss rates for shipment of 66,000 t of grain from Santos to Qingdao with spot laycans are voiced by brokers at \$42-44/t, which gives the TCE of \$13-15k daily;
 Transportation of 66,000 t of grains from Brazil to China with early June laycans is discussed at mere \$42.5-43.5/t.

Transatlantic rates look stable:
 TCT rates bss APS ECSA are hovering at \$18-20k daily for spot laycans;
 A 76k dwt vessel has been chartered at \$19.25k daily bss dely ECSA redel Skaw-Passero;
 An 81 k dwt carrier has been fixed at \$15k daily bss dely Gibraltar via ECSA redel Skaw-Passero;
 The contract for shipment of 59,000 t of bauxite from Kamsar to the UK is discussed at mid-\$12s/t;
 Transportation of 66,000 t of grains from Santos to Rotterdam with spot laycans is negotiated at \$25/t vs. \$26/t, which gives the TCE of \$17k daily vs. \$18k daily bss APS ECSA.

Soybean (sf 50'), 60,000t, Santos - Northern ports of China (8000x/8000x), \$/tonne



Corn (sf 52'), 60,000t, Bahia Blanca - Alexandria (8000x/6000x), \$/tonne



Atlantic Capesize market totally flat

The South Atlantic Capesize market shows limited activity as China is on holidays. Nevertheless, rates are holding steady:

Rates for transportation of 170,000 t of iron ore from Tubarao to Qingdao with spot laycans are hovering at \$22-23/t;

The deal for shipment of a Capesize lot of iron ore from Itaguai to Qingdao has been concluded at \$22.3/t with late May laycans;

The deal for transportation of 170,000 t of bauxite from Guinea to China with spot laycans is discussed at \$22-23/t;

The contract for shipment of 170,000 t of bauxite from Kamsar to China with spot laycans has been signed at \$22.25/t;

Transportation of 170,000 t of iron ore from Brazil to Rotterdam with spot laycans is discussed at \$10-11/t.

The North Atlantic segment is also holding steady:

Shipment of 160,000 t of coal from Bolivar to Rotterdam with spot laycans may cost \$11.5-12/t;

The deal for transportation of 160,000 t of coal from Colombia to Rotterdam with spot laycans is discussed at \$13/t;

Rates for shipment of 120,000 t of coal from USEC to Rotterdam are hovering at \$12-13/t;

The contract for transportation of a Capesize lot of iron ore from Seven Islands to Egypt has been concluded at \$11.5/t;

Shipment of a Capesize lot of coal from Bolivar to China is negotiated at \$29-30/t with late May laycans;

The deal for transportation of 190,000 t of iron ore from Seven Islands to China has been signed at \$26/t.

FLOWS & FIXTURES / PACIFIC

Indian Ocean market picture largely positive for Smx/Umx owners

After the end of EID holidays, Supramax/Ultramax owners have managed to get higher rates on most routes in the Indian Ocean. Players report increased cargo book from both PG/WCI and SAfr markets, while the ECI stays dull, with a handful of requests. Owners of vessels open in ECI increasingly consider repositioning to South Africa. As for the TCT market:

A 60k dwt carrier has been fixed at \$14k daily for gypsum shipment bss DOP dely Navlakhi via PG redel Indonesia;

Ultramax TCT rates bss APS Port Elizabeth redel Far East are voiced by brokers at \$21k daily + \$210k bb;

Brokers suggest \$16k daily for Supramax transportation of construction cargo bss DOP dely WCI via PG redel ECI/Bangladesh;

Reportedly, owners of a Supramax vessel are seeking to get \$17k daily for aggregates shipment bss DOP dely WCI via PG redel Bangladesh, while charterers pay \$15.7k daily at best;

Late last week, a 53k dwt ship with not so good specs was chartered at around \$10k daily bss dely Shuwaikh via Salalah redel SE Asia;

Another carrier of 53k dwt has been fixed at \$13k daily bss DOP dely Iraq via PG redel WCI;

On the ECI market, a Supramax vessel has been fixed on subs at \$8k daily bss DOP dely Bangladesh via ECI redel Vietnam.

On the voyage basis:

The contract for shipment of 57-60,000 t of coal from Mtwara (Tanzania) to Swinoujscie (Poland) has been signed at \$25.25/t with 10,000c/15,000c l/d rates (equivalent to \$12-13k daily bss DOP dely Mozambique);

The deal for transportation of 55,000 t of limestone from Fujairah to Chittagong has been concluded at \$11.5/t with 30,000c/10,000c l/d rates (equivalent to \$18k daily bss DOP dely Persian Gulf);

The contract for shipment of 55,000 t of iron ore from Paradip to China has been signed at \$9.25/t with 15,000c/15,000c l/d rates;

The deal for transportation of 50,000 t of limestone from Mina Saqr to Mumbai has been concluded at \$7.85/t with mid-May laycans (equivalent to around \$15k daily bss DOP dely Persian Gulf);

Carrying 50,000 t of coal from Richards Bay to Navlakhi is estimated by ISM at \$17.75/t.

Meanwhile, the Handysize market picture looks soft. Charterers' pressure persists amid a shortage of fresh cargo offers ex PG/WCI and African coasts. There are only some steel requests ex ECI, but these volumes are insufficient to switch the trend:

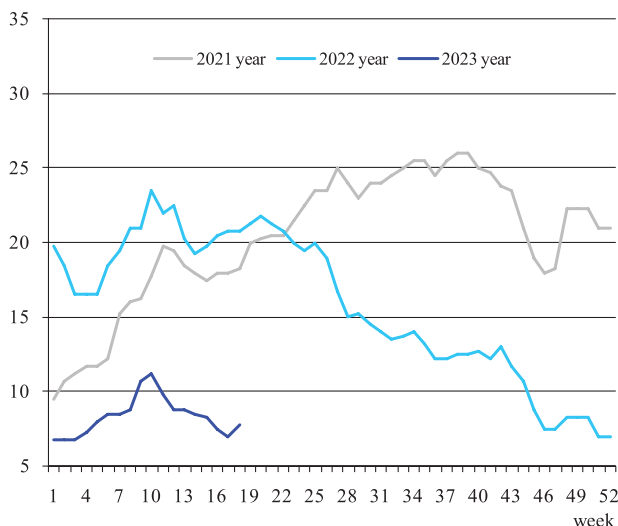
A large Handysize ship has been fixed at \$8k daily for grain shipment bss DOP dely WCI via Persian Gulf redel South America;

A 35k dwt vessel was fixed and failed subs at \$13k daily for bagged rice transportation bss DOP dely ECI redel West Africa;

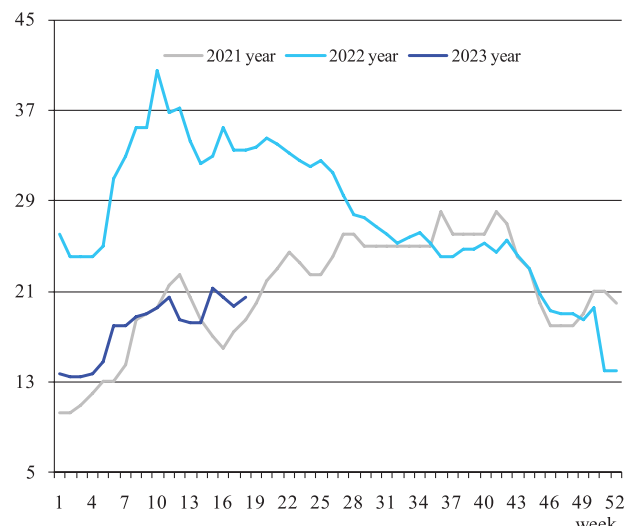
A 32k dwt carrier has been chartered at \$8k daily bss DOP dely Bangladesh redel China;

Charterers pay \$10k daily for standard Handysize fleet bss DOP dely Persian Gulf redel China.

Limestone, 50,000t, Mina Saqr - Paradip
(12000c/10000c), \$/tonne



Iron ore, 50,000t, EC India - Tianjin
(8000c/12000c), \$/tonne



FLOWS & FIXTURES

On the voyage basis:

The contract for shipment of 30,000 t of bulk fertilizers from the Red Sea to Indonesia has been signed at \$33.5/t (equivalent to \$16-17k daily bss DOP dely Red Sea);

Another deal for transportation of 30,000 t of grains from SAfr to Malaysia has been signed at \$25.5/t.

Smx/Umx segment looks dull in SE Asia

With China on holidays, trading and fixing activity is rather limited on the Supramax/Ultramax market. Some coal requests supported the market late last week, but without any impact on rates due to a healthy tonnage list. This week, the cargo/tonnage imbalance keeps sharpening, pushing rates further down.

As for TCT levels:

A 63k dwt vessel has been fixed at \$10k daily bss DOP dely CJK via Aussie redel SE Asia;

A 57k dwt ship has been chartered at \$10k daily bss passing Singapore via Indo redel India;

A 56k dwt carrier has been chartered at \$6.75k daily for aggregates shipment bss DOP dely S.China via Dung Quat (Vietnam) redel Singapore;

A 55k dwt vessel was fixed and failed subs at \$6.5k daily bss DOP dely N.China via Indo redel SE Asia, but has been re-fixed afterwards at \$5.25k daily for the same trip (option bss redel China was discussed at \$5.5k daily);

A 52k dwt ship was fixed and failed subs at \$8k daily for nickel ore transportation bss DOP dely CJK via Philippines redel China.

On the voyage basis:

The contract for shipment of 55-60,000 t of coal from East Kalimantan to southern China has been signed at \$8/t with mid-May laycans;

The deal for transportation of 55,000 t of coal from South Kalimantan to mid-China port has been concluded at \$9.25/t with mid-May laycans (equivalent to slightly less than \$11k daily bss DOP dely Singapore);

With regard to the Indian direction, brokers suggest \$11.5/t for shipment of 55,000 t of coal from East Kalimantan to ECI;

Transportation of 55,000 t of coal from East Kalimantan to WCI is discussed at low \$12s/t (equivalent to mere around \$9k daily bss DOP dely Philippines);

The contract for shipment of 50,000 t of coal from Muara Sabak to Nantong has been signed at \$10/t with 2H May laycans (equivalent to \$10-11k daily bss DOP dely Indonesia).

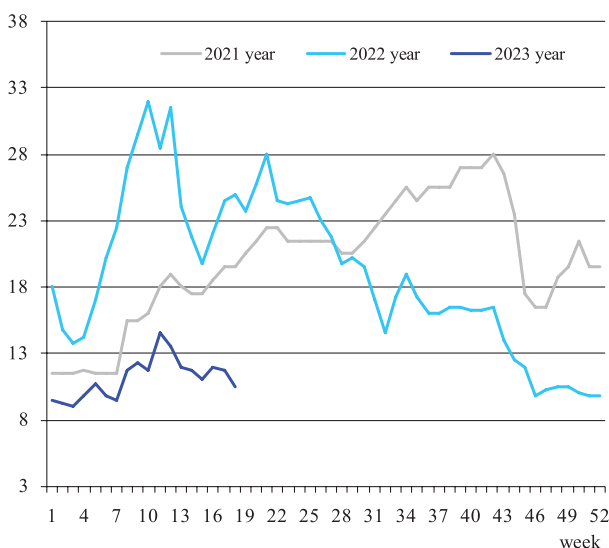
In the Handysize segment, the tonnage list outweighs the cargo book, so charterers' pressure is mounting:

Brokers suggest \$10k daily for large Handysize fleet bss DOP dely SE Asia via Aussie redel Singapore-Japan and \$8k daily in case 32k dwt carriers are used;

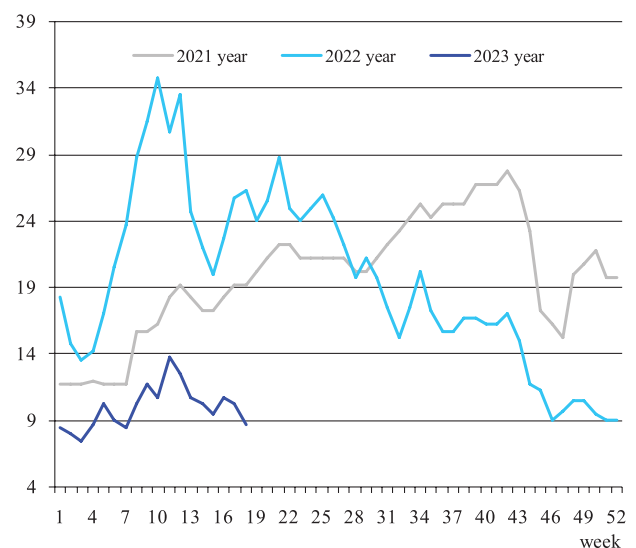
Meanwhile, a 37k dwt vessel has been fixed on subs at \$9.5k daily for mineral sand shipment bss DOP dely Thailand via West Aussie redel China;

On the voyage basis, transportation of 27,500 t of alumina from East Australia to Lianyungang with 20,000c/12,000c l/d rates is estimated by ISM at \$26/t.

**Nickel ore, 55,000t, Surigao - Rizhao
(6000c/12000c), \$/tonne**



**Coal, 40,000t, Samarinda - Guangzhou
(8000c/12000c)**



Far Eastern Smx/Umx and Handysize markets face lack of activity

With the ongoing Labor Day holidays in China and the Golden Week in Japan, both Supramax/Ultramax and Handysize markets are facing lack of activity in the Far East. Players report gradually increasing tonnage list, while the cargo book has shrunk. Thus, owners have no other choice but to cut their offers in order to fix (however, back-haul TCT rates towards Continent/Med look pretty stable so far). Corresponding rates are as follows:

A 63k dwt ship has been fixed at \$11.75k daily for steel products transportation bss DOP dely Yeosu via Far East redel Med for the first 65 days and at \$16k daily thereafter;

A 58k dwt carrier has been chartered at \$8.5k daily bss DOP dely CJK via N.China redel PG;

Another Supramax vessel of 56k dwt has been fixed at \$8.5k daily for steel products shipment bss APS dely N.China redel PG for the first 50 days and at \$11.5k daily thereafter.

As for CIS RVs:

A 50k dwt vessel has been fixed at \$8k daily for coal shipment bss DOP dely CJK via CIS redel S.Korea;

On the voyage basis, transportation of 55,000 t of coal from Vanino to Shanghai with 12,000c/12,000c l/d rates is estimated by ISM at \$10.25/t.

In the NOPAC sector:

The contract for a 60k dwt ship bss DOP dely Japan via NOPAC redel Philippines is discussed at \$12.5k daily for the first 75 days and at \$14.5k daily thereafter;

Another deal for Supramax grains transportation bss DOP dely Japan via NOPAC redel Singapore-Japan range is negotiated at \$9.8k daily;

A 58k dwt vessel has been chartered at \$15.75k daily for front-haul concentrates shipment bss DOP dely Acajutla (Salvador) via WCCA.

With regard to the Handysize segment:

Brokers suggest \$6k daily for 32k dwt fleet bss DOP dely Far East redel SE Asia and \$10k daily for large Handysize carriers;

Back-haul Handysize TCT deals (bss 32k dwt) bss dely Far East redel Continent-Med are discussed at \$9-10k daily;

On the voyage basis, transportation of 30,000 t of bulk DAP from Zhenjiang to Karachi with 10,000c/4,500x l/d rates is quoted by ISM at \$22/t.

Asia-Pacific Panamax/Kamsarmax segment affected by Golden Week

Trade remains slow in the Panamax/Kamsarmax sector of the Eastern Hemi given another round of holidays (this time Golden Week in China and Japan). Thus, coal traffic from Indonesia and Australia is still subdued, while tonnage is building up in the region:

Charterers bid at \$9k daily for a Panamax vessel bss DOP dely S.China via Indo redel India;

A Kamsarmax carrier has been chartered at \$11k daily bss DOP dely Rizhao via Indo redel China for prompt laycans.

Looking at the coal traffic from Australia:

A Post-Panamax ship has been fixed at \$11k daily + \$300k bb bss APS dely E.Aus redel Taiwan.

In the NOPAC sector:

A Kamsarmax vessel has been chartered at \$11k daily bss DOP dely CJK via NOPAC redel Spore-Japan.

As for the CIS:

The contract for transportation of 75,000 t of coal from Vostochny to ECI with May 25-June 5 laycans and 20,000sshex/20,000sshex l/d rates has been signed at \$19/t. A similar deal has been signed at \$19.4/t.

In the Indian Ocean:

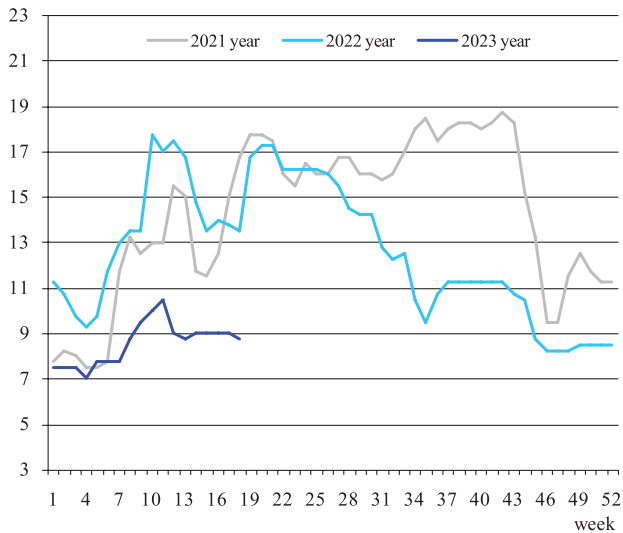
The deal for a Kamsarmax vessel bss DOP retro Ennore via Richards Bay redel India has been signed at \$13k daily;

The contract for transportation of a Panamax lot of coal from RBCT to Gopalpur has been concluded at \$17.8/t;

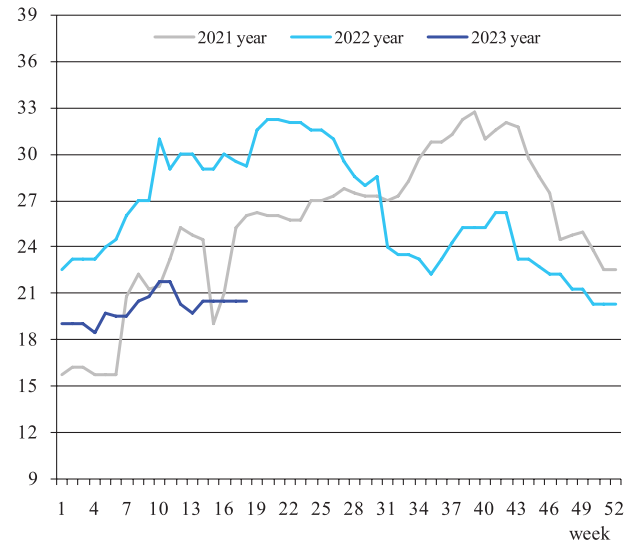
Carrying a Panamax lot of coal from ECI to China with 60,000shinc/20,000shinc l/d rates is quoted by brokers at \$9/t.

FLOWS & FIXTURES

**Coal, 70-75,000t, South Kalimantan - EC India
(12000c/30000c), \$/tonne**



**Coal, 70-75,000t, Richards Bay - Fangcheng
(38000c/25000c), \$/tonne**



Capesize freights largely unchanged in Eastern Hemi

Despite long holidays in the Asia-Pacific region, Capesize owners are able to show resistance thanks to regular coal traffic ex Australia:

Shipment of a Capesize lot of ore from W.Aus to Qingdao is estimated by ISM below \$9/t;

The deal for transportation of 170,000 t of coal from Dampier to Qingdao with 90,000shinc/30,000shinc l/d rates has been signed at \$8.8/t.

As for coal traffic ex Australia:

Transportation of a Capesize lot of coal from E.Aus to CJK is estimated by ISM at \$14-14.5/t.

As for ore exports from S.Afr:

Shipment of a Capesize lot of ore from Saldanha Bay to Qingdao is quoted by ISM slightly below \$16/t.

COMMODITY MARKETS

GRAIN MARKET INSIGHT

Import of certain Ukrainian agri products to East European countries prohibited from May 2

The European Commission introduces a ban on the import of certain Ukrainian agricultural products to the East European countries starting from May 2, 2023. The restriction will be in force until June 5, 2023. The ban applies to supplies of Ukrainian wheat, corn, sunflower seeds and rape seeds to Poland, Slovakia, Hungary, Bulgaria and Romania. The countries which had unilaterally imposed restrictions on Ukrainian food imports by May 2 must reverse these decisions in order to avoid the parallel bans. Contrary to the market players' expectations, no ban on the import of sunflower oil from Ukraine has been imposed. The transit of Ukrainian agricultural products through the East European countries is allowed.

Also, the European Commission will allocate 100 million euros to support farmers in these five countries.

In addition, the European Commission is going to conduct further investigations regarding milk, poultry meat and eggs, as Poland insisted on a ban on these types of products too. If the problem is confirmed, these products may be subject to protective customs duties.

At the same time, the EU governments agreed to extend the suspension of duties and quotas on imports from Ukraine to next year.

Egypt has received 3.48 mmt imported wheat this year

A total of 3.48 million tonnes of imported wheat arrived at Egyptian ports in the period from January 3 till April 25, 2023, according to the trade and transport company LATT. The list of the key suppliers of wheat to Egypt included Russia (3.16 million t), Ukraine (209,300 t), the USA (59,500 t), and Australia (51,600 t).

In April 1-25, Egypt's wheat imports amounted to 684,400 t, including 611,800 t from Russia, 51,600 t from Australia and 21,000 t from Ukraine.

It is worth noting that on May 1 the Egyptian State Grains Board GASC announced a tender for the procurement of wheat with the delivery in June 10-30 and/or July 1-20. The tender closes on May 2. The GASC's previous purchase made within the tender on April 6 stipulated the supply of 600,000 t of Russian wheat at \$293-294/t C&F, freight rate is \$18-19/t, the cargo is to be supplied in May.

Also, according to LATT, Egypt imported some 1.55 million t of corn from January 3 till April 25, 2023. Ukraine was the largest supplier (755,100 t), followed by Argentina (336,900 t), Romania (256,100 t), and Brazil (184,100 t). Supplies from Moldova, Russia and Turkey accounted for just 1.5% of the total import volume of corn.

Egyptian ports reported almost 660,500 t of imported corn discharged from April 1 to April 25, of which 361,060 t arrived from Ukraine, 133,400 t from Brazil, 78,900 t from Argentina, 77,300 t from Moldova, and 9,800 t from Russia.

GASC closes tender with purchase of Russian and Romanian wheat

The Egyptian State Grains Board GASC purchased a total of 655,000 tonnes of milling wheat through a tender closed on May 3. Some 535,000 t of wheat will be sourced from Russia and 120,000 t from Romania.

Two 60,000 t lots of Romanian wheat were purchased from Agro Chirnogi at \$275.5/t C&F including a freight rate of \$15.5/t; the delivery terms are between June 10 and June 30.

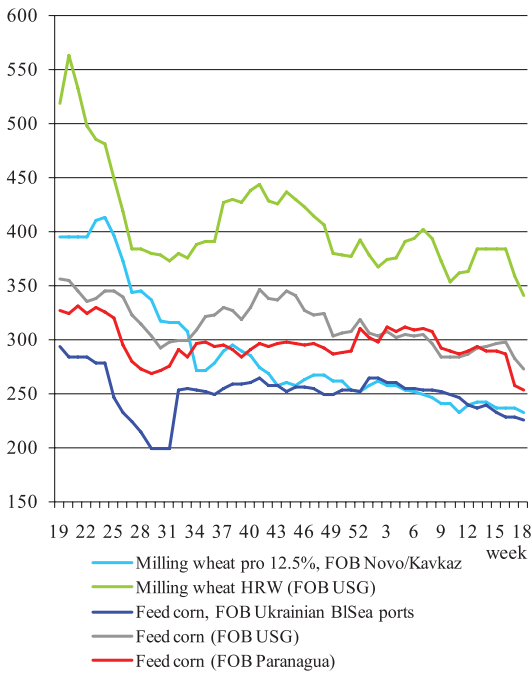
As for the Russian wheat, Grainflower sold three 60,000 t lots and Aston two 60,000 t lots of the commodity at \$276.95/t C&F including a freight rate of \$16.95/t; the delivery terms are between June 10 and June 30. Three 60,000 t lots and a 55,000 t lot of Russian wheat were acquired from Solaris at \$270/t C&F including a freight rate of \$20/t; the cargo is to be supplied from July 1 will July 20.

Looking at the other bids, French wheat was offered at \$265.5-272.75/t FOB, Bulgarian traders participated with offers of \$264.77/t FOB, while Inerco Trade submitted 60,000 t of Ukrainian wheat at \$255.5/t FOB, but the offer was rejected due to uncertainty about further operation of the Grain Corridor.

The GASC's previous tender was closed on April 6 with the purchase of 600,000 t of Russian wheat to be delivered in May at \$293-294/t C&F including a freight rate of \$18-19/t.

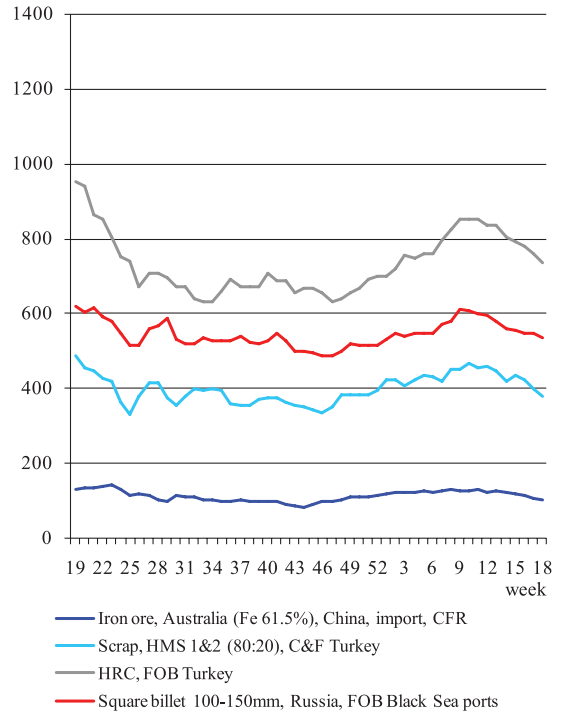
Commodity Markets // week 18

Grain price dynamics, \$/tonne



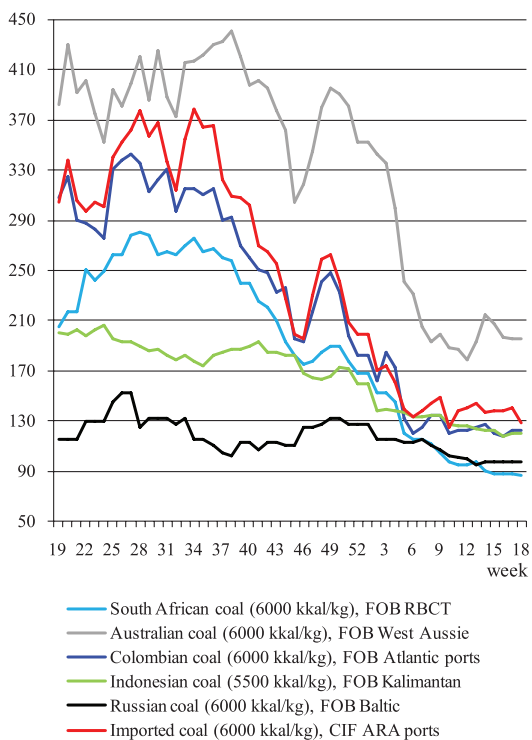
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Steels and raw materials price dynamics, \$/tonne



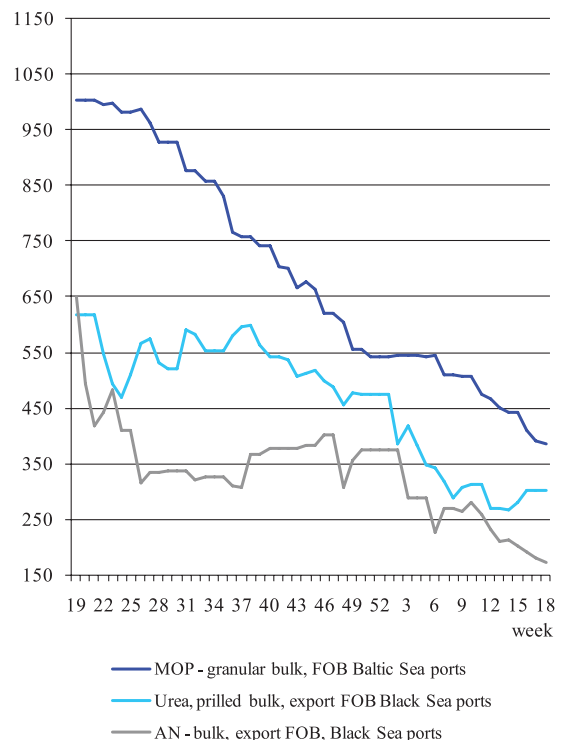
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Coal price dynamics, \$/tonne



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Mineral fertilizers price dynamics, \$/tonne



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