

# Specifications guide

## Freight

Latest update: August 2019

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## DEFINITIONS OF THE TRADING LOCATIONS FOR WHICH PLATTS PUBLISHES DAILY INDEXES OR ASSESSMENTS

The following specifications guide contains the primary specifications for Platts global freight assessments. All the assessments listed here employ Platts Assessments Methodology, as published at [https://www.spglobal.com/platts/plattscontent/\\_assets/\\_files/en/our-methodology/methodology-specifications/platts-assessments-methodology-guide.pdf](https://www.spglobal.com/platts/plattscontent/_assets/_files/en/our-methodology/methodology-specifications/platts-assessments-methodology-guide.pdf).

These guides are designed to give Platts subscribers as much information as possible about a wide range of methodology and specification questions.

This guide is current at the time of publication. Platts may issue further updates and enhancements to this guide and will announce these to subscribers through its usual publications of record. Such updates will be included in the next version of this guide. Platts editorial staff and managers are available to provide guidance when assessment issues require clarification.

**EAST OF SUEZ TANKERS (CLEAN)**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
Clean Arab Gulf-Arab Gulf 30kt MR \$/mt	TCADD00	TCADD03		US dollars	mt
Clean Arab Gulf-Arab Gulf 30kt MR Lumpsum	PFABK00	AAAUG00	PFABKSZ	US dollars	Lumpsum
Clean Arab Gulf-East Africa 35kt MR \$/mt	TCAAE00	TCAAE03		US dollars	mt
Clean Arab Gulf-East Africa 35kt MR Wsc	PFAMS00	PFAQA03	PFAMSSZ	US dollars	Worldscale basis
Clean Arab Gulf-India 35kt MR \$/mt	TCAAF00	TCAAF03		US dollars	mt
Clean Arab Gulf-India 35kt MR Wsc	PFABM10	PFABM03	PFABMSZ	US dollars	Worldscale basis
Clean Arab Gulf-India 55kt LR \$/mt	TCAAG00	TCAAG03		US dollars	mt
Clean Arab Gulf-India 55kt LR Wsc	PFAMG00	PFAPZ03	PFAMGSZ	US dollars	Worldscale basis
Clean Arab Gulf-Japan 35kt MR \$/mt	TCAAH00	TCAAH03		US dollars	mt
Clean Arab Gulf-Japan 35kt MR Wsc	PFABN10	PFABN03	PFABNSZ	US dollars	Worldscale basis
Clean Arab Gulf-Japan 55kt LR1 \$/mt	TCAAI00	TCAAI03		US dollars	mt
Clean Arab Gulf-Japan 55kt LR1 Wsc	PFAEY10	PFAEY03	PFAEYSZ	US dollars	Worldscale basis
Clean Arab Gulf-Japan 55kt Naphtha \$/mt	AAPOG00	AAPOG03		US dollars	mt
Clean Arab Gulf-Japan 75kt LR2 \$/mt	TCAAJ00	TCAAJ03		US dollars	mt
Clean Arab Gulf-Japan 75kt LR2 Wsc	PFAMT00	PFAQB03	PFAMTSZ	US dollars	Worldscale basis
Clean Arab Gulf-Japan 75kt Naphtha LR2 \$/mt	AAPOH00	AAPOH03		US dollars	mt
Clean Arab Gulf-Med 40kt MR \$/mt	TCADC00	TCADC03		US dollars	mt
Clean Arab Gulf-Med 40kt MR Lumpsum	PFAB010	PFAB003	PFABOSZ	US dollars	Lumpsum
Clean Arab Gulf-Med 65kt LR1 \$/mt	TCADS00	TCADS03		US dollars	mt
Clean Arab Gulf-Med 65kt LR1 Lumpsum	PFAEZ10	PFAEZ03	PFAEYSZ	US dollars	Lumpsum
Clean Arab Gulf-Med 75kt LR2 \$/mt	TCADX00	TCADX03		US dollars	mt
Clean Arab Gulf-Med 75kt LR2 Lumpsum	PFANU00	PFAQH03	PFANUSZ	US dollars	Lumpsum
Clean Arab Gulf-Singapore 30kt Gasoil LR2 \$/b	AAPON00	AAPON03		US dollars	\$/barrel
Clean Arab Gulf-Singapore 30kt Gasoline 95 \$/b	AAPOC00	AAPOC03		US dollars	\$/barrel
Clean Arab Gulf-Singapore 35kt MR \$/mt	TCAAN00	TCAAN03		US dollars	mt
Clean Arab Gulf-Singapore 35kt MR Wsc	PFABQ00	AAAUH00	PFABQSZ	US dollars	Worldscale basis
Clean Arab Gulf-Singapore 55kt Gasoil \$/b	AAPOL00	AAPOL03		US dollars	\$/barrel
Clean Arab Gulf-Singapore 55kt Jet Kero \$/b	AAPOI00	AAPOI03		US dollars	\$/barrel
Clean Arab Gulf-Singapore 55kt LR1 \$/mt	TCAA000	TCAA003		US dollars	mt
Clean Arab Gulf-Singapore 55kt LR1 Wsc	PFAFB10	PFAFB03	PFAFBSZ	US dollars	Worldscale basis
Clean Arab Gulf-Singapore 80kt Jet Kero LR2 \$/b	AAPOK00	AAPOK03		US dollars	\$/barrel
Clean Arab Gulf-Singapore 80kt LR2 \$/mt	TCAEB00	TCAEB03		US dollars	mt
Clean Arab Gulf-Singapore 80kt LR2 Wsc	TCAEA00	TCAEA03	TCAEASZ	US dollars	Worldscale basis
Clean Arab Gulf-South Africa 35kt MR \$/mt	TCASW00	TCASW03		US dollars	mt
Clean Arab Gulf-South Africa 35kt MR Wsc	TCASX00	TCASX03	TCASXSZ	US dollars	Worldscale basis
Clean Arab Gulf-South Korea 35kt MR \$/mt	TCAAK00	TCAAK03		US dollars	mt
Clean Arab Gulf-South Korea 35kt MR Wsc	PFAKP10	AAAUK00	PFAKPSZ	US dollars	Worldscale basis
Clean Arab Gulf-South Korea 55kt LR1 \$/mt	TCAAL00	TCAAL03		US dollars	mt

**EAST OF SUEZ TANKERS (CLEAN)**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
Clean Arab Gulf-South Korea 55kt LR1 Wsc	PFAKN10	AAAUJ00	PFAKNSZ	US dollars	Worldscale basis
Clean Arab Gulf-South Korea 75kt LR2 \$/mt	TCAAM00	TCAAM03		US dollars	mt
Clean Arab Gulf-South Korea 75kt LR2 Wsc	PFAMU00	PFAQC03	PFAMUSZ	US dollars	Worldscale basis
Clean Arab Gulf-UKC 40kt MR \$/mt	TCADB00	TCADB03		US dollars	mt
Clean Arab Gulf-UKC 40kt MR Lumpsum	PFABP10	PFABP03	PFABPSZ	US dollars	Lumpsum
Clean Arab Gulf-UKC 65kt LR1 \$/mt	TCADR00	TCADR03		US dollars	mt
Clean Arab Gulf-UKC 65kt LR1 Lumpsum	PFAFA10	PFAFA03	PFAFASZ	US dollars	Lumpsum
Clean Arab Gulf-UKC 75kt LR2 \$/mt	TCADW00	TCADW03		US dollars	mt
Clean Arab Gulf-UKC 75kt LR2 Lumpsum	PFANT00	PFAQG03	PFANTSZ	US dollars	Lumpsum
Clean Arab Gulf-USAC/GC 30kt MR \$/mt	TCADF00	TCADF03		US dollars	mt
Clean Arab Gulf-USAC/GC 30kt MR Lumpsum	PFANQ00	PFAQD03	PFANQSZ	US dollars	Lumpsum
Clean Arab Gulf-USAC/GC 55kt LR1 \$/mt	TCADT00	TCADT03		US dollars	mt
Clean Arab Gulf-USAC/GC 55kt LR1 Lumpsum	PFANR00	PFAQE03	PFANRSZ	US dollars	Lumpsum
Clean Arab Gulf-USAC/GC 75kt LR2 \$/mt	TCADZ00	TCADZ03		US dollars	mt
Clean Arab Gulf-USAC/GC 75kt LR2 Lumpsum	PFANS00	PFAQF03	PFANSSZ	US dollars	Lumpsum
Clean Arab Gulf-USWC 30kt MR \$/mt	TCADE00	TCADE03		US dollars	mt
Clean Arab Gulf-USWC 30kt MR Lumpsum	PFABR00	AAAUJ00	PFABRSZ	US dollars	Lumpsum
Clean Arab Gulf-USWC 75kt LR \$/mt	TCADY00	TCADY03		US dollars	mt
Clean Arab Gulf-USWC 75kt LR Lumpsum	PFANV00	PFAQI03	PFANVSZ	US dollars	Lumpsum
Clean India-Japan 35kt MR \$/mt	TCAEE00	TCAEE03		US dollars	mt
Clean India-Japan 35kt MR Wsc	TCAEF00	TCAEF03	TCAEFSZ	US dollars	Worldscale basis
Clean India-Singapore 35kt MR \$/mt	TCAEC00	TCAEC03		US dollars	mt
Clean India-Singapore 35kt MR Wsc	TCAED00	TCAED03	TCAEDSZ	US dollars	Worldscale basis
Clean India-South Korea 35kt MR \$/mt	TCAEG00	TCAEG03		US dollars	mt
Clean India-South Korea 35kt MR Wsc	TCAEH00	TCAEH03	TCAEHSZ	US dollars	Worldscale basis
Clean Red Sea-Arab Gulf 35kt MR \$/mt	TCACY00	TCACY03		US dollars	mt
Clean Red Sea-Arab Gulf 35kt MR Lumpsum	PFANA00	PFAQX03	PFANASZ	US dollars	Lumpsum
Clean Red Sea-East Africa 35kt MR \$/mt	TCABH00	TCABH03		US dollars	mt
Clean Red Sea-East Africa 35kt MR Wsc	PFAMR00	PFAQU03	PFAMRSZ	US dollars	Worldscale basis
Clean Red Sea-India 35kt MR \$/mt	TCABI00	TCABI03		US dollars	mt
Clean Red Sea-India 35kt MR Wsc	PFAMC00	PFAQQ03	PFAMCSZ	US dollars	Worldscale basis
Clean Red Sea-Japan 35kt MR \$/mt	TCABJ00	TCABJ03		US dollars	mt
Clean Red Sea-Japan 35kt MR Wsc	PFAME00	PFAQS03	PFAMESZ	US dollars	Worldscale basis
Clean Red Sea-Japan 55kt LR \$/mt	TCABK00	TCABK03		US dollars	mt
Clean Red Sea-Japan 55kt LR Wsc	PFANN00	PFARC03	PFANNSZ	US dollars	Worldscale basis
Clean Red Sea-Med 40kt MR \$/mt	TCACX00	TCACX03		US dollars	mt
Clean Red Sea-Med 40kt MR Lumpsum	PFAMZ00	PFAQW03	PFAMZSZ	US dollars	Worldscale basis
Clean Red Sea-Med 65kt LR \$/mt	TCADQ00	TCADQ03		US dollars	mt

**EAST OF SUEZ TANKERS (CLEAN)**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
Clean Red Sea-Med 65kt LR Lumpsum	PFANL00	PFARA03	PFANLSZ	US dollars	Lumpsum
Clean Red Sea-Singapore 35kt MR \$/mt	TCABN00	TCABN03		US dollars	mt
Clean Red Sea-Singapore 35kt MR Wsc	PFAMD00	PFAQR03	PFAMDSZ	US dollars	Worldscale basis
Clean Red Sea-Singapore 55kt LR \$/mt	TCAB000	TCAB003		US dollars	mt
Clean Red Sea-Singapore 55kt LR Wsc	PFANM00	PFARB03	PFANMSZ	US dollars	Worldscale basis
Clean Red Sea-South Korea 35kt MR \$/mt	TCABL00	TCABL03		US dollars	mt
Clean Red Sea-South Korea 35kt MR Wsc	PFAMF00	PFAQT03	PFAMFSZ	US dollars	Worldscale basis
Clean Red Sea-South Korea 55kt LR \$/mt	TCABM00	TCABM03		US dollars	mt
Clean Red Sea-South Korea 55kt LR Wsc	PFANO00	PFARD03	PFANOSZ	US dollars	Worldscale basis
Clean Red Sea-UKC 40kt MR \$/mt	TCACW00	TCACW03		US dollars	mt
Clean Red Sea-UKC 40kt MR Lumpsum	PFAMX00	PFAQV03	PFAMXSZ	US dollars	Lumpsum
Clean Red Sea-UKC 65kt LR \$/mt	TCADP00	TCADP03		US dollars	mt
Clean Red Sea-UKC 65kt LR Lumpsum	PFANK00	PFAQZ03	PFANKSZ	US dollars	Lumpsum
Clean Red Sea-USAC/GC 35kt MR \$/mt	TCADA00	TCADA03		US dollars	mt
Clean Red Sea-USAC/GC 35kt MR Lumpsum	PFANP00	AAAUT00	PFANPSZ	US dollars	Lumpsum
Clean Red Sea-USWC 35kt MR \$/mt	TCACZ00	TCACZ03		US dollars	mt
Clean Red Sea-USWC 35kt MR Lumpsum	PFANB00	PFAQY03	PFANBSZ	US dollars	Lumpsum
Clean Singapore-Australia 30kt Gasoil \$/b	AAPOM00	AAPOM03		US dollars	\$/barrel
Clean Singapore-Australia 30kt Gasoline \$/b	AAPOE00	AAPOE03		US dollars	\$/barrel
Clean Singapore-Australia 30kt Jet Kero \$/b	AAPOJ00	AAPOJ03		US dollars	mt
Clean Singapore-Australia 30kt MR \$/mt	AAJPV00	AAJPV00		US dollars	mt
Clean Singapore-Australia 30kt MR Wsc	AAJLP00	AAJLQ00	AAJLPSZ	US dollars	Worldscale basis
Clean Singapore-Australia 35kt MR \$/mt	TCCSA00	TCCSA03		US dollars	mt
Clean Singapore-Australia 35kt MR Wsc	TCCSB00	TCCSB03	TCCSASZ	US dollars	Worldscale basis
Clean Singapore-Hong Kong 30kt MR \$/mt	TCADI00	TCADI03		US dollars	mt
Clean Singapore-Hong Kong 30kt MR Lumpsum	PFAKW10	AAAVB00	PFAKWSZ	US dollars	Lumpsum
Clean Singapore-Hong Kong 55kt LR \$/mt	TCADV00	TCADV03		US dollars	mt
Clean Singapore-Hong Kong 55kt LR Lumpsum	PFAKL10	AAAUZ00	PFAKLSZ	US dollars	Lumpsum
Clean Singapore-India 30kt MR \$/mt	TCADG00	TCADG03		US dollars	mt
Clean Singapore-India 30kt MR Lumpsum	PFAEA10	PFAEA03	PFAEASZ	US dollars	Lumpsum
Clean Singapore-India 55kt LR \$/mt	TCADU00	TCADU03		US dollars	mt
Clean Singapore-India 55kt LR Lumpsum	PFAKK10	AAAUY00	PFAKKSZ	US dollars	Lumpsum
Clean Singapore-Japan 30kt Gasoline \$/b	AAPOD00	AAPOD03		US dollars	\$/barrel
Clean Singapore-Japan 30kt MR \$/mt	TCABP00	TCABP03		US dollars	mt
Clean Singapore-Japan 30kt MR Wsc	PFAEB10	PFAEB03	PFAEBSZ	US dollars	Worldscale basis
Clean Singapore-Japan 30kt Naptha \$/mt	AAPOF00	AAPOF03		US dollars	mt
Clean Singapore-Japan 55kt LR \$/mt	TCABQ00	TCABQ03		US dollars	mt
Clean Singapore-Japan 55kt LR Wsc	PFAKI10	AAAUW00	PFAKISZ	US dollars	Worldscale basis

**EAST OF SUEZ TANKERS (CLEAN)**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
Clean Singapore-Singapore 30kt MR \$/mt	TCADH00	TCADH03		US dollars	mt
Clean Singapore-Singapore 30kt MR Lumpsum	PFAEE00	AAAUU00	PFAEESZ	US dollars	Lumpsum
Clean Singapore-South Korea 30kt MR \$/mt	TCABR00	TCABR03		US dollars	mt
Clean Singapore-South Korea 30kt MR Wsc	PFAKV10	AAAVA00	PFAKVSZ	US dollars	Worldscale basis
Clean Singapore-South Korea 55kt LR \$/mt	TCABS00	TCABS03		US dollars	mt
Clean Singapore-South Korea 55kt LR Wsc	PFAKJ10	AAAUX00	PFAKJSZ	US dollars	Worldscale basis
Clean Singapore-USWC 30kt MR \$/mt	TCADJ00	TCADJ03		US dollars	mt
Clean Singapore-USWC 30kt MR Lumpsum	PFAEF00	AAAUV00	PFAEFSZ	US dollars	Lumpsum
Clean South Korea-Hong Kong 30kt MR \$/mt	TCADM00	TCADM03		US dollars	mt
Clean South Korea-Hong Kong 30kt MR Lumpsum	PFANH00	PFARH03	PFANH5Z	US dollars	Lumpsum
Clean South Korea-Japan 30kt MR \$/mt	TCADL00	TCADL03		US dollars	mt
Clean South Korea-Japan 30kt MR Lumpsum	PFANG00	PFARG03	PFANGSZ	US dollars	Lumpsum
Clean South Korea-Singapore 30kt MR \$/mt	TCADK00	TCADK03		US dollars	mt
Clean South Korea-Singapore 30kt MR Lumpsum	PFANF00	PFARF03	PFANFSZ	US dollars	Lumpsum
Clean South Korea-USAC/GC 30kt MR \$/mt	TCAD000	TCAD003		US dollars	mt
Clean South Korea-USAC/GC 30kt MR Lumpsum	PFANJ00	PFARJ03	PFANJSZ	US dollars	Lumpsum
Clean South Korea-USWC 30kt MR \$/mt	TCADN00	TCADN03		US dollars	mt
Clean South Korea-USWC 30kt MR Lumpsum	PFANI00	PFARI03	PFANISZ	US dollars	Lumpsum
Clean South Korea-Australia 35kt MR \$/mt	TDSKB00	TDSKB03		US dollars	mt
Clean South Korea-Australia 35kt MR Wsc	TDSKA00	TDSKA03	TDSKASZ	US dollars	Worldscale basis
Clean WC India-South Africa 35kt MR \$/mt	TCAIU00	TCAIU03		US dollars	mt
Clean WC India-South Africa 35kt MR Wsc	TCAIV00	TCAIV03	TCAIVSZ	US dollars	Worldscale basis
Clean WC India-UKC 65kt LR1 \$/mt	TCAFE00	TCAFE03		US dollars	mt
Clean WC India-UKC 65kt LR1 Lumpsum	TCAFA00	TCAFA03	TCAFASZ	US dollars	Lumpsum
Clean WC India-UKC 90kt LR2 \$/mt	TCAFF00	TCAFF03		US dollars	mt
Clean WC India-UKC 90kt LR2 Lumpsum	TCAFB00	TCAFB03	TCAFBSZ	US dollars	Lumpsum
Clean Demurrage FOB Spore	AALPY00	AALPZ00		US dollars	per day
LPG Persian Gulf-Japan 20kt \$/mt	AAPNI00	AAPNI03		US dollars	mt
LPG Persian Gulf-South China 20kt \$/mt	AAPNG00	AAPNG03		US dollars	mt
LPG Thailand-Guangxi 3kt \$/mt	AAPNK00	AAPNK03		US dollars	mt
LPG Thailand-Guangzhou 3kt \$/mt	AAPNJ00	AAPNJ03		US dollars	mt
LPG Thailand-Shantou 3kt \$/mt	AAPNL00	AAPNL03		US dollars	mt
Clean Demurrage FOB Spore	AALPY00	AALPZ00		US dollars	per day

**EAST OF SUEZ TANKERS (DIRTY)**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
Dirty Arab Gulf-China 270kt \$/mt	AASLC00	AASLC03		US dollars	mt
Dirty Arab Gulf-China 270kt Wsc	AASLB00	AASLB03	AASLSZ	US dollars	Worldscale basis
Dirty Arab Gulf-Far East 130kt \$/mt	TDAAB00	TDAAB03		US dollars	mt
Dirty Arab Gulf-Far East 130kt Wsc	PFAGK10	PFAGK03	PFAGKSZ	US dollars	Worldscale basis
Dirty Arab Gulf-Far East 270kt \$/mt	TDAAB00	TDAAB03		US dollars	mt
Dirty Arab Gulf-Far East 270kt Wsc	PFAOC00	PFAPB03	PFAOCSZ	US dollars	Worldscale basis
Dirty Arab Gulf-Far East 80kt \$/mt	TDAAC00	TDAAC03		US dollars	mt
Dirty Arab Gulf-Far East 80kt Wsc	PFAJD10	PFAJD03	PFAJDSZ	US dollars	Worldscale basis
Dirty Arab Gulf-Japan 265kt \$/mt	AASEZ00	AASEZ03		US dollars	mt
Dirty Arab Gulf-Japan 265kt Wsc	AASEY00	AASEY03	AASEYSZ	US dollars	Worldscale basis
Dirty Arab Gulf-Med 140kt \$/mt	TDACY00	TDACY03		US dollars	mt
Dirty Arab Gulf-Med 140kt Wsc	PFAGM10	PFAGM03	PFAGMSZ	US dollars	Worldscale basis
Dirty Arab Gulf-Med 280kt \$/mt	TDADH00	TDADH03		US dollars	mt
Dirty Arab Gulf-Med 280kt Wsc	PFANX00	PFAPA03	PFANXSZ	US dollars	Worldscale basis
Dirty Arab Gulf-Red Sea 130kt \$/mt	TDAAG00	TDAAG03		US dollars	mt
Dirty Arab Gulf-Red Sea 130kt Wsc	PFAG010	PFAG003	PFAG0SZ	US dollars	Worldscale basis
Dirty Arab Gulf-Red Sea 270kt \$/mt	TDAAH00	TDAAH03		US dollars	mt
Dirty Arab Gulf-Red Sea 270kt Wsc	PFAOE00	PFAPD03	PFAOESZ	US dollars	Worldscale basis
Dirty Arab Gulf-Red Sea 80kt \$/mt	TDAAI00	TDAAI03		US dollars	mt
Dirty Arab Gulf-Red Sea 80kt Wsc	PFAJH10	PFAJH03	PFAJHSZ	US dollars	Worldscale basis
Dirty Arab Gulf-Singapore 270kt \$/mt	TDAAJ00	TDAAJ03		US dollars	mt
Dirty Arab Gulf-Singapore 270kt Wsc	PFAOD00	PFAPC03	PFAODSZ	US dollars	Worldscale basis
Dirty Arab Gulf-Singapore FO 180 80kt \$/mt	AAPO000	AAPO003		US dollars	mt
Dirty Arab Gulf-Singapore FO 380 80kt \$/mt	AAPOQ00	AAPOQ03		US dollars	mt
Dirty Arab Gulf-South Korea 270kt \$/mt	AASFB00	AASFB03		US dollars	mt
Dirty Arab Gulf-South Korea 270kt Wsc	AASFA00	AASFA03	AASFASZ	US dollars	Worldscale basis
Dirty Arab Gulf-UKC 140kt \$/mt	TDAAD00	TDAAD03		US dollars	mt
Dirty Arab Gulf-UKC 140kt Wsc	PFAGN10	PFAGN03	PFAGNSZ	US dollars	Worldscale basis
Dirty Arab Gulf-UKC 280kt \$/mt	TDAAE00	TDAAE03		US dollars	mt
Dirty Arab Gulf-UKC 280kt Wsc	PFAOH00	PFAPG03	PFAOHSZ	US dollars	Worldscale basis
Dirty Arab Gulf-USGC 140kt \$/mt	TDAAM00	TDAAM03		US dollars	mt
Dirty Arab Gulf-USGC 140kt Wsc	PFAGL10	PFAGL03	PFAGLSZ	US dollars	Worldscale basis
Dirty Arab Gulf-USGC 280kt \$/mt	TDAAN00	TDAAN03		US dollars	mt
Dirty Arab Gulf-USGC 280kt Wsc	PFAOG00	PFAPF03	PFAOGSZ	US dollars	Worldscale basis
Dirty Arab Gulf-USWC 280kt \$/mt	TDADG00	TDADG03		US dollars	mt
Dirty Arab Gulf-USWC 280kt Wsc	PFBAC00	PFBAC03	PFBACSZ	US dollars	Worldscale basis
Dirty Arab Gulf-WC India 265kt \$/mt	TDAFH00	TDAFH03		US dollars	mt
Dirty Arab Gulf-WC India 265kt Wsc	TDAFD00	TDAFD03	TDAFDSZ	US dollars	Worldscale basis

**EAST OF SUEZ TANKERS (DIRTY)**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
Dirty Australia-North Asia 80kt \$/mt	<a href="#">TDAFE00</a>	<a href="#">TDAFE03</a>		US dollars	mt
Dirty Australia-North Asia 80kt Wsc	<a href="#">TDAFA00</a>	<a href="#">TDAFA03</a>	<a href="#">TDAFASZ</a>	US dollars	Worldscale basis
Dirty Kozmino - North China 100kt \$/mt	<a href="#">TDDKA00</a>	<a href="#">TDDKA03</a>		US dollars	mt
Dirty Kozmino - North China 100kt Lumpsum	<a href="#">TDDKB00</a>	<a href="#">TDDKB03</a>	<a href="#">TDDKASZ</a>	US dollars	Lumpsum
Dirty Indonesia-Australia 80kt \$/mt	<a href="#">TDABC00</a>	<a href="#">TDABC03</a>		US dollars	mt
Dirty Indonesia-Australia 80kt Wsc	<a href="#">PFALP10</a>	<a href="#">AAAWC00</a>	<a href="#">PFALPSZ</a>	US dollars	Worldscale basis
Dirty Indonesia-Japan 80kt \$/mt	<a href="#">TDABD00</a>	<a href="#">TDABD03</a>		US dollars	mt
Dirty Indonesia-Japan 80kt Wsc	<a href="#">PFALQ10</a>	<a href="#">AAAWB00</a>	<a href="#">PFALQSZ</a>	US dollars	Worldscale basis
Dirty Indonesia-Singapore 80kt \$/mt	<a href="#">TDADD00</a>	<a href="#">TDADD03</a>		US dollars	mt
Dirty Indonesia-Singapore 80kt Lumpsum	<a href="#">PFBAG00</a>	<a href="#">PFBAG03</a>	<a href="#">PFBAGSZ</a>	US dollars	Lumpsum
Dirty Indonesia-South Korea 80kt \$/mt	<a href="#">TDABE00</a>	<a href="#">TDABE03</a>		US dollars	mt
Dirty Indonesia-South Korea 80kt Wsc	<a href="#">PFALO10</a>	<a href="#">AAAWA00</a>	<a href="#">PFALOSZ</a>	US dollars	Worldscale basis
Dirty Red Sea-China 135kt \$/mt	<a href="#">TDAFG00</a>	<a href="#">TDAFG03</a>		US dollars	mt
Dirty Red Sea-China 135kt Wsc	<a href="#">TDAFC00</a>	<a href="#">TDAFC03</a>	<a href="#">TDAFCSZ</a>	US dollars	Worldscale basis
Dirty Red Sea-China 80kt \$/mt	<a href="#">TDAFF00</a>	<a href="#">TDAFF03</a>		US dollars	mt
Dirty Red Sea-China 80kt Wsc	<a href="#">TDAFB00</a>	<a href="#">TDAFB03</a>	<a href="#">TDAFBSZ</a>	US dollars	Worldscale basis
Dirty Singapore-Japan FO 180 80kt \$/mt	<a href="#">AAPOP00</a>	<a href="#">AAPOP03</a>		US dollars	mt
Dirty East Coast India-Singapore 40kt \$/mt	<a href="#">TDAFV00</a>	<a href="#">TDAFV03</a>		US dollars	mt
Dirty East Coast India-Singapore 40kt Lumpsum	<a href="#">TDAFU00</a>	<a href="#">TDAFU03</a>	<a href="#">TDAFUSZ</a>	US dollars	Lumpsum
Dirty Singapore-Chittagong Bangladesh 30kt \$/mt	<a href="#">TDAFT00</a>	<a href="#">TDAFT03</a>		US dollars	mt
Dirty Singapore-Chittagong Bangladesh 30kt Lumpsum	<a href="#">TDAFS00</a>	<a href="#">TDAFS03</a>	<a href="#">TDAFSSZ</a>	US dollars	Lumpsum
Dirty Singapore-Japan 40kt \$/mt	<a href="#">TDAFR00</a>	<a href="#">TDAFR03</a>		US dollars	mt
Dirty Singapore-Japan 40kt Lumpsum	<a href="#">TDAFQ00</a>	<a href="#">TDAFQ03</a>	<a href="#">TDAFQSZ</a>	US dollars	Lumpsum
Dirty Demurrage FOB Spore	<a href="#">AALQA00</a>	<a href="#">AALQB00</a>		US dollars	per day

**WEST OF SUEZ TANKERS - EMEA (CLEAN)**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
Clean Baltic-UKC 30kt MR \$/mt	<a href="#">TCAFK00</a>	<a href="#">TCAFK03</a>		US dollars	mt
Clean Baltic-UKC 30kt MR Wsc	<a href="#">TCAFL00</a>	<a href="#">TCAFL03</a>	<a href="#">TCAFLSZ</a>	US dollars	Worldscale basis
Clean Baltic-UKC 40kt MR \$/mt	<a href="#">TCAGK00</a>	<a href="#">TCAGK03</a>		US dollars	mt
Clean Baltic-UKC 40kt MR Wsc	<a href="#">TCAHK00</a>	<a href="#">TCAHK03</a>	<a href="#">TCAHKSZ</a>	US dollars	Worldscale basis
Clean Black Sea-Med 30kt MR \$/mt	<a href="#">TCAAP00</a>	<a href="#">TCAAP03</a>		US dollars	mt
Clean Black Sea-Med 30kt MR Wsc	<a href="#">PFABX00</a>	<a href="#">AAAUM00</a>	<a href="#">PFABXSZ</a>	US dollars	Worldscale basis
Clean Black Sea-UKC 30kt MR \$/mt	<a href="#">TCAAQ00</a>	<a href="#">TCAAQ03</a>		US dollars	mt
Clean Black Sea-UKC 30kt MR Wsc	<a href="#">PFABY00</a>	<a href="#">AAAUN00</a>	<a href="#">PFABYSZ</a>	US dollars	Worldscale basis
Clean Brofjorden-Thames 10kt MR \$/mt	<a href="#">TCAFC00</a>	<a href="#">TCAFC03</a>		US dollars	mt
Clean Brofjorden-Thames 10kt MR Lumpsum	<a href="#">TCAFD00</a>	<a href="#">TCAFD03</a>	<a href="#">TCAFDSZ</a>	US dollars	Lumpsum

**WEST OF SUEZ TANKERS - EMEA (CLEAN)**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
Clean MR Demurrage UK Continent-US Atlantic Coast	AAVTP00			US dollars	
Clean Med-Japan LR 55kt Lumpsum	PFANE00	PFAQP03	PFANESZ	US dollars	Lumpsum
Clean Med-Japan LR2 80kt \$/mt	TCXWD00	TCXWD03		US dollars	mt
Clean Med-Japan LR2 80kt Lumpsum	TCXWE00	TCXWE03	TCXWESZ	US dollars	Lumpsum
Clean Med-Med 27.5kt MR naphtha \$/mt	TCAAX00	TCAAX03		US dollars	mt
Clean Med-Med 27.5kt MR naphtha Wsc	AABDX00	AABDY00	AABDXSZ	US dollars	Worldscale basis
Clean Med-Med 30kt MR \$/mt	TCAAY00	TCAAY03		US dollars	mt
Clean Med-Med 30kt MR Naphtha \$/mt	AAMCQ00	AAMCR00		US dollars	mt
Clean Med-Med 30kt MR naphtha Wsc	AAMCU00	AAMCW00	AAMCUSZ	US dollars	Worldscale basis
Clean Med-Med 30kt MR Wsc	PFADB10	PFADB03	PFADBSZ	US dollars	Worldscale basis
Clean Med-South America 55kt \$/mt	TCAAW00	TCAAW03		US dollars	mt
Clean Med-South America 55kt LR \$/mt	TCACT00	TCACT03		US dollars	mt
Clean Med-South America 55kt LR Wsc	PFAMM00	PFAQO03	PFAMMSZ	US dollars	Worldscale basis
Clean Med-South Korea 80kt LR2 \$/mt	TCXWF00	TCXWF03		US dollars	mt
Clean Med-South Korea 80kt LR2 Lumpsum	TCXWG00	TCXWG03	TCXWGSZ	US dollars	Lumpsum
Clean Med-UKC 27.5kt MR naphtha \$/mt	TCAAZ00	TCAAZ03		US dollars	mt
Clean Med-UKC 27.5kt MR naphtha Wsc	AABDV00	AABDW00	AABDVSZ	US dollars	Worldscale basis
Clean Med-UKC 30kt MR \$/mt	TCABA00	TCABA03		US dollars	mt
Clean Med-UKC 30kt MR naphtha \$/mt	AAMCH00	AAMCJ00		US dollars	mt
Clean Med-UKC 30kt MR naphtha Wsc	AAMCL00	AAMCN00	AAMCLSZ	US dollars	Worldscale basis
Clean Med-UKC 30kt MR Wsc	PFADC10	PFADC03	PFADCSZ	US dollars	Worldscale basis
Clean Med-USAC 37kt MR \$/mt	TCABC00	TCABC03		US dollars	mt
Clean Med-USAC 37kt MR Wsc	PFACW10	PFACW03	PFACWSZ	US dollars	Worldscale basis
Clean Med-USGC 37kt MR \$/mt	TCABE00	TCABE03		US dollars	mt
Clean Med-USGC 37kt MR Wsc	PFACY10	PFACY03	PFACYSZ	US dollars	Worldscale basis
Clean Med-West Africa 37kt MR \$/mt	TCABG00	TCABG03		US dollars	mt
Clean Med-West Africa 37kt MR Wsc	PFAMI00	PFAQK03	PFAMISZ	US dollars	Worldscale basis
Clean UKC-Med 30kt MR \$/mt	TCABT00	TCABT03		US dollars	mt
Clean UKC-Med 30kt MR Wsc	PFALZ00	PFARL03	PFALZSZ	US dollars	Worldscale basis
Clean UKC-UKC 30kt Handy \$/mt	TCAHL00	TCAHL03		US dollars	mt
Clean UKC-UKC 30kt Handy Wsc	TCAHM00	TCAHM03	TCAHMSZ	US dollars	Worldscale basis
Clean UKC-UKC 22kt MR \$/mt	TCABV00	TCABV03		US dollars	mt
Clean UKC-UKC 22kt MR Wsc	PFALY00	PFARK03	PFALYSZ	US dollars	Worldscale basis
Clean UKC-USAC 37kt MR \$/mt	TCABX00	TCABX03		US dollars	mt
Clean UKC-USAC 37kt MR Wsc	PFAMA00	PFARM03	PFAMASZ	US dollars	Worldscale basis
Clean UKC-USAC 60kt LR \$/mt	TCABY00	TCABY03		US dollars	mt
Clean UKC-USAC 60kt LR Wsc	PFAMP00	PFARR03	PFAMPSZ	US dollars	Worldscale basis
Clean UKC-USGC 37kt MR \$/mt	TCACA00	TCACA03		US dollars	mt

**WEST OF SUEZ TANKERS - EMEA (CLEAN)**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
Clean UKC-USGC 37kt MR Wsc	<a href="#">PFAMB00</a>	<a href="#">PFARN03</a>	<a href="#">PFAMBSZ</a>	US dollars	Worldscale basis
Clean UKC-USGC 60kt LR \$/mt	<a href="#">TCABZ00</a>	<a href="#">TCABZ03</a>		US dollars	mt
Clean UKC-USGC 60kt LR Wsc	<a href="#">PFAMQ00</a>	<a href="#">PFARS03</a>	<a href="#">PFAMQSZ</a>	US dollars	Worldscale basis
Clean UKC-West Africa 37kt MR \$/mt	<a href="#">TCACB00</a>	<a href="#">TCACB03</a>		US dollars	mt
Clean UKC-West Africa 37kt MR Wsc	<a href="#">PFAMH00</a>	<a href="#">PFARO03</a>	<a href="#">PFAMHSZ</a>	US dollars	Worldscale basis
Clean UKC-West Africa 60kt LR \$/mt	<a href="#">TCAFM00</a>	<a href="#">TCAFM03</a>		US dollars	mt
Clean UKC-West Africa 60kt LR Wsc	<a href="#">TCAFN00</a>	<a href="#">TCAFN03</a>	<a href="#">TCAFNSZ</a>	US dollars	Worldscale basis

**WEST OF SUEZ TANKERS - EMEA (DIRTY)**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
Dirty Baltic-UKC 100kt \$/mt	<a href="#">TDADK00</a>	<a href="#">TDADK03</a>		US dollars	mt
Dirty Baltic-UKC 100kt Wsc	<a href="#">TDADP00</a>	<a href="#">TDADP03</a>	<a href="#">TDADPSZ</a>	US dollars	Worldscale basis
Dirty Baltic-UKC 27.5kt \$/mt	<a href="#">AAKXM00</a>	<a href="#">AAKXR00</a>		US dollars	mt
Dirty Baltic-UKC 27.5kt Wsc	<a href="#">AAKXB00</a>	<a href="#">AAKXG00</a>	<a href="#">AAKXBSZ</a>	US dollars	Worldscale basis
Dirty Baltic-UKC 30kt \$/mt	<a href="#">TDADU00</a>	<a href="#">TDADU03</a>		US dollars	mt
Dirty Baltic-UKC 30kt Wsc	<a href="#">TDADY00</a>	<a href="#">TDADY03</a>	<a href="#">TDADYSZ</a>	US dollars	Worldscale basis
Dirty Black Sea-Med 30kt \$/mt	<a href="#">TDADW00</a>	<a href="#">TDADW03</a>		US dollars	mt
Dirty Black Sea-Med 30kt Wsc	<a href="#">TDAEB00</a>	<a href="#">TDAEB03</a>	<a href="#">TDAEBSZ</a>	US dollars	Worldscale basis
Dirty Black Sea-Med 80kt \$/mt	<a href="#">TDADO00</a>	<a href="#">TDADO03</a>		US dollars	mt
Dirty Black Sea-Med 80kt Wsc	<a href="#">TDADT00</a>	<a href="#">TDADT03</a>	<a href="#">TDADTSZ</a>	US dollars	Worldscale basis
Dirty Black Sea-Med 135kt \$/mt	<a href="#">TDADL00</a>	<a href="#">TDADL03</a>		US dollars	mt
Dirty Black Sea-Med 135kt Wsc	<a href="#">TDADQ00</a>	<a href="#">TDADQ03</a>	<a href="#">TDADQSZ</a>	US dollars	Worldscale basis
Dirty Black Sea-Med 140kt \$/mt	<a href="#">TDAFI00</a>	<a href="#">TDAFI03</a>		US dollars	mt
Dirty Black Sea-Med 140kt Wsc	<a href="#">TDAFJ00</a>	<a href="#">TDAFJ03</a>	<a href="#">TDAFJSZ</a>	US dollars	Worldscale basis
Dirty Black Sea-USAC 135kt \$/mt	<a href="#">TDADN00</a>	<a href="#">TDADN03</a>		US dollars	mt
Dirty Black Sea-USAC 135kt Wsc	<a href="#">TDADS00</a>	<a href="#">TDADS03</a>	<a href="#">TDADSSZ</a>	US dollars	Worldscale basis
Dirty Black Sea-USGC 135kt \$/mt	<a href="#">TDADM00</a>	<a href="#">TDADM03</a>		US dollars	mt
Dirty Black Sea-USGC 135kt Wsc	<a href="#">TDADR00</a>	<a href="#">TDADR03</a>	<a href="#">TDADRSZ</a>	US dollars	Worldscale basis
Dirty UKC-Caribbean 135kt \$/mt	<a href="#">TDABV00</a>	<a href="#">TDABV03</a>		US dollars	mt
Dirty UKC-Caribbean 135kt Wsc	<a href="#">PFAHL10</a>	<a href="#">PFAHL03</a>	<a href="#">PFAHLSZ</a>	US dollars	Worldscale basis
Dirty UKC-East Coast Canada 80kt \$/mt	<a href="#">TDABY00</a>	<a href="#">TDABY03</a>		US dollars	mt
Dirty UKC-East Coast Canada 80kt Wsc	<a href="#">PFALF10</a>	<a href="#">AAAWJ00</a>	<a href="#">PFALFSZ</a>	US dollars	Worldscale basis
Dirty UKC-East Coast Canada 135kt \$/mt	<a href="#">TDABW00</a>	<a href="#">TDABW03</a>		US dollars	mt
Dirty UKC-East Coast Canada 135kt Wsc	<a href="#">PFALH10</a>	<a href="#">AAAWK00</a>	<a href="#">PFALHSZ</a>	US dollars	Worldscale basis
Dirty UKC-Med 27.5kt \$/mt	<a href="#">AAKX000</a>	<a href="#">AAKXT00</a>		US dollars	mt
Dirty UKC-Med 27.5kt Wsc	<a href="#">AAKXD00</a>	<a href="#">AAKXI00</a>	<a href="#">AAKXDSZ</a>	US dollars	Worldscale basis
Dirty UKC-Med 30kt \$/mt	<a href="#">TDADV00</a>	<a href="#">TDADV03</a>		US dollars	mt
Dirty UKC-Med 30kt Wsc	<a href="#">TDADZ00</a>	<a href="#">TDADZ03</a>	<a href="#">TDADZSZ</a>	US dollars	Worldscale basis
Dirty UKC-Med 55kt \$/mt	<a href="#">AAKXP00</a>	<a href="#">AAKXU00</a>		US dollars	mt

**WEST OF SUEZ TANKERS - EMEA (DIRTY)**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
Dirty UKC-Med 55kt Wsc	AAKXE00	AAKXJ00	AAKXESZ	US dollars	Worldscale basis
Dirty UKC-Med 80kt \$/mt	TDACB00	TDACB03		US dollars	mt
Dirty UKC-Med 80kt Wsc	PFAKF10	AAAWH00	PFAKFSZ	US dollars	Worldscale basis
Dirty UKC-Med 135kt \$/mt	TDABZ00	TDABZ03		US dollars	mt
Dirty UKC-Med 135kt Wsc	PFAH010	PFAH003	PFAHOSZ	US dollars	Worldscale basis
Dirty Rotterdam-Singapore 270kt \$/mt	AASKY00	AASKY03		US dollars	mt
Dirty Rotterdam-Singapore 270kt Lumpsum	AASLA00	AASLA03	AASLASZ	US dollars	Lumpsum
Dirty Hound Point-Far East 270kt \$/mt	TDDHP00	TDDHP03		US dollars	mt
Dirty Hound Point-Far East 270kt Lumpsum	TDDHQ00	TDDHQ03	TDDHQSZ	US dollars	Lumpsum
Dirty UKC-UKC 80kt \$/mt	TDACD00	TDACD03		US dollars	mt
Dirty UKC-UKC 80kt Wsc	PFAKD10	AAAWI00	PFAKDSZ	US dollars	Worldscale basis
Dirty UKC-UKC 135kt \$/mt	TDACC00	TDACC03		US dollars	mt
Dirty UKC-UKC 135kt Wsc	PFAHP10	PFAHP03	PFAHPSZ	US dollars	Worldscale basis
Dirty UKC-USAC 80kt \$/mt	TDACG00	TDACG03		US dollars	mt
Dirty UKC-USAC 80kt Wsc	PFAKE10	AAAWF00	PFAKESZ	US dollars	Worldscale basis
Dirty UKC-USAC 135kt \$/mt	TDACE00	TDACE03		US dollars	mt
Dirty UKC-USAC 135kt Wsc	PFAHK10	PFAHK03	PFAHKSZ	US dollars	Worldscale basis
Dirty UKC-USGC 55kt \$/mt	AAKXN00	AAKXS00		US dollars	mt
Dirty UKC-USGC 55kt Wsc	AAKXC00	AAKXH00	AAKXCSZ	US dollars	Worldscale basis
Dirty UKC-USGC 80kt \$/mt	TDACJ00	TDACJ03		US dollars	mt
Dirty UKC-USGC 80kt Wsc	PFAKG10	AAAWG00	PFAKGSZ	US dollars	Worldscale basis
Dirty UKC-USGC 135kt \$/mt	TDACH00	TDACH03		US dollars	mt
Dirty UKC-USGC 135kt Wsc	PFAHN10	PFAHN03	PFAHNSZ	US dollars	Worldscale basis
Dirty West Africa-Caribbean 130kt \$/mt	TDADC00	TDADC03		US dollars	mt
Dirty West Africa-Caribbean 130kt Wsc	PFAHY10	PFAHY03	PFAHYSZ	US dollars	Worldscale basis
Dirty West Africa-Caribbean 260kt \$/mt	TDACL00	TDACL03		US dollars	mt
Dirty West Africa-Caribbean 260kt Wsc	PFAOS00	PFAPY03	PFAOSSZ	US dollars	Worldscale basis
Dirty West Africa-East Coast Canada 260kt \$/mt	TDAC000	TDAC003		US dollars	mt
Dirty West Africa-East Coast Canada 260kt Wsc	PFAO000	PFAPU03	PFAOOSZ	US dollars	Worldscale basis
Dirty West Africa-West Coast India 260kt \$/mt	TDWAW00	TDWAW03		US dollars	mt
Dirty West Africa-West Coast India 260kt Lumpsum	TDWAX00	TDWAX03	TDWAXSZ	US dollars	Lumpsum
Dirty West Africa-East Coast India 260kt \$/mt	TDWAI00	TDWAI03		US dollars	mt
Dirty West Africa-East Coast India 260kt Lumpsum	TDWEI00	TDWEI03	TDWEISZ	US dollars	Lumpsum
Dirty West Africa-South Africa 130kt \$/mt	TDWSA00	TDWSA03		US dollars	mt
Dirty West Africa-South Africa 130kt Wsc	TDWAS00	TDWAS03	TDWASSZ	US dollars	Worldscale basis
Dirty West Africa-Far East 130kt \$/mt	TDACM00	TDACM03		US dollars	mt
Dirty West Africa-Far East 130kt Wsc	PFAHZ10	PFAHZ03	PFAHZSZ	US dollars	Worldscale basis
Dirty West Africa-Far East 260kt \$/mt	TDACN00	TDACN03		US dollars	mt
Dirty West Africa-Far East 260kt Wsc	PFAOM00	PFAPS03	PFAOMSZ	US dollars	Worldscale basis
Dirty West Africa-Med 130kt \$/mt	TDACP00	TDACP03		US dollars	mt

**WEST OF SUEZ TANKERS - EMEA (DIRTY)**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
Dirty West Africa-Med 130kt Wsc	PFAIB10	PFAIB03	PFAIBSZ	US dollars	Worldscale basis
Dirty West Africa-Med 260kt \$/mt	TDACQ00	TDACQ03		US dollars	mt
Dirty West Africa-Med 260kt Wsc	PFAOR00	PFAPX03	PFAORSZ	US dollars	Worldscale basis
Dirty West Africa-UKC 130kt \$/mt	TDACR00	TDACR03		US dollars	mt
Dirty West Africa-UKC 130kt Wsc	PFAIC10	PFAIC03	PFAICSZ	US dollars	Worldscale basis
Dirty West Africa-UKC 260kt \$/mt	TDACS00	TDACS03		US dollars	mt
Dirty West Africa-UKC 260kt Wsc	PFAON00	PFAPT03	PFAONSZ	US dollars	Worldscale basis
Dirty West Africa-USAC 130kt \$/mt	TDACT00	TDACT03		US dollars	mt
Dirty West Africa-USAC 130kt Wsc	PFAHX10	PFAHX03	PFAHXSZ	US dollars	Worldscale basis
Dirty West Africa-USAC 260kt \$/mt	TDACU00	TDACU03		US dollars	mt
Dirty West Africa-USAC 260kt Wsc	PFAOP00	PFAPV03	PFAOPSZ	US dollars	Worldscale basis
Dirty West Africa-USGC 130kt \$/mt	TDACV00	TDACV03		US dollars	mt
Dirty West Africa-USGC 130kt Wsc	PFAIA10	PFAIA03	PFAIASZ	US dollars	Worldscale basis
Dirty West Africa-USGC 260kt \$/mt	TDACW00	TDACW03		US dollars	mt
Dirty West Africa-USGC 260kt Wsc	PFAOQ00	PFAPW03	PFAOQSZ	US dollars	Worldscale basis
Dirty Med-East Coast Canada 80kt \$/mt	TDABI00	TDABI03		US dollars	mt
Dirty Med-East Coast Canada 80kt Wsc	PFALG10	AAAWD00	PFALGSZ	US dollars	Worldscale basis
Dirty Med-East Coast Canada 135kt \$/mt	TDABG00	TDABG03		US dollars	mt
Dirty Med-East Coast Canada 135kt Wsc	PFALI10	AAAW00	PFALISZ	US dollars	Worldscale basis
Dirty Med-Med 27.5kt \$/mt	AAKXQ00	AAKXV00		US dollars	mt
Dirty Med-Med 27.5kt Wsc	AAKXF00	AAKXX00	AAKXFSZ	US dollars	Worldscale basis
Dirty Med-Med 30kt \$/mt	TDADX00	TDADX03		US dollars	mt
Dirty Med-Med 30kt Wsc	TDAEA00	TDAEA03	TDAEASZ	US dollars	Worldscale basis
Dirty Med-Med 80kt \$/mt	TDABL00	TDABL03		US dollars	mt
Dirty Med-Med 80kt Wsc	PFAJP10	PFAPJ03	PFAJPSZ	US dollars	Worldscale basis
Dirty Med-Med 135kt \$/mt	TDABJ00	TDABJ03		US dollars	mt
Dirty Med-Med 135kt Wsc	PFAHH10	PFAHH03	PFAHHSZ	US dollars	Worldscale basis
Dirty Med-Med 260kt \$/mt	TDABK00	TDABK03		US dollars	mt
Dirty Med-Med 260kt Wsc	PFAOL00	PFAPM03	PFAOLSZ	US dollars	Worldscale basis
Dirty Med-UKC 80kt \$/mt	TDABO00	TDABO03		US dollars	mt
Dirty Med-UKC 80kt Wsc	PFAJQ10	PFAJQ03	PFAJQSZ	US dollars	Worldscale basis
Dirty Med-UKC 135kt \$/mt	TDABM00	TDABM03		US dollars	mt
Dirty Med-UKC 135kt Wsc	PFAHI10	PFAHI03	PFAHISZ	US dollars	Worldscale basis
Dirty Med-UKC 260kt \$/mt	TDABN00	TDABN03		US dollars	mt
Dirty Med-UKC 260kt Wsc	PFAOI00	PFAPJ03	PFAOISZ	US dollars	Worldscale basis
Dirty Med-USAC 80kt \$/mt	TDABR00	TDABR03		US dollars	mt
Dirty Med-USAC 80kt Wsc	PFAJL10	PFAJL03	PFAJLSZ	US dollars	Worldscale basis
Dirty Med-USAC 135kt \$/mt	TDABP00	TDABP03		US dollars	mt
Dirty Med-USAC 135kt Wsc	PFAHD10	PFAHD03	PFAHDSZ	US dollars	Worldscale basis
Dirty Med-USGC 80kt \$/mt	TDABU00	TDABU03		US dollars	mt
Dirty Med-USGC 80kt Wsc	PFAJO10	PFAJO03	PFAJOSZ	US dollars	Worldscale basis

**WEST OF SUEZ TANKERS - EMEA (DIRTY)**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
Dirty Med-USGC 135kt \$/mt	<a href="#">TDABS00</a>	<a href="#">TDABS03</a>		US dollars	mt
Dirty Med-USGC 135kt Wsc	<a href="#">PFAHG10</a>	<a href="#">PFAHG03</a>	<a href="#">PFAHGSZ</a>	US dollars	Worldscale basis
Turkish Straits Northbound Delay Days	<a href="#">AAWIK00</a>			US dollars	
Turkish Straits Southbound Delay Days	<a href="#">AAWIL00</a>			US dollars	
Turkish Strait Demurrage 80kt	<a href="#">AAPEE00</a>			US dollars	
Turkish Strait Demurrage 135kt	<a href="#">AAPED00</a>			US dollars	

**CLEAN BARGE FREIGHT (EUROPE)**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
Clean Antwerp-Duisburg 1-5kt Barge \$/mt	<a href="#">TCAEP00</a>	<a href="#">TCAEP03</a>		US dollars	mt
Clean Rdam-Antwerp 1-5kt Barge \$/mt	<a href="#">TCAEL00</a>	<a href="#">TCAEL03</a>		US dollars	mt
Clean Rdam-Basel 1-5kt Barge \$/mt	<a href="#">TCAEQ00</a>	<a href="#">TCAEQ03</a>		US dollars	mt
Clean Rdam-Cologne 1-5kt Barge \$/mt	<a href="#">TCAEN00</a>	<a href="#">TCAEN03</a>		US dollars	mt
Clean Rdam-Duisburg 1-5kt Barge \$/mt	<a href="#">TCAEM00</a>	<a href="#">TCAEM03</a>		US dollars	mt
Clean Rdam-Flushing 1-5kt Barge \$/mt	<a href="#">TCAEJ00</a>	<a href="#">TCAEJ03</a>		US dollars	mt
Clean Rdam-Ghent 1-5kt Barge \$/mt	<a href="#">TCAEK00</a>	<a href="#">TCAEK03</a>		US dollars	mt
Clean Rdam-Karlsruhe 1-5kt Barge \$/mt	<a href="#">TCAEO00</a>	<a href="#">TCAEO03</a>		US dollars	mt
Clean Rdam-Rdam 1-5kt Barge \$/mt	<a href="#">TCAEI00</a>	<a href="#">TCAEI03</a>		US dollars	mt

**DIRTY BARGE FREIGHT (EUROPE)**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
Dirty Rdam-Rdam 4kt Barge \$/mt	<a href="#">TDAEP00</a>	<a href="#">TDAEP03</a>		US dollars	mt
Dirty Rdam-Antwerp 4kt Barge \$/mt	<a href="#">TDAEQ00</a>	<a href="#">TDAEQ03</a>		US dollars	mt

**WEST OF SUEZ TANKERS - AMERICAS (CLEAN)**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
Clean Caribbean-USAC 38kt MR \$/mt	AALPP00	AALPQ00		US dollars	mt
Clean Caribbean-USAC 38kt MR Wsc	AALPD00	AALPE00	AALPDSZ	US dollars	Worldscale basis
Clean Caribbean-USGC 38kt MR \$/mt	AALPN00	AALPO00		US dollars	mt
Clean Caribbean-USGC 38kt MR Wsc	AALPB00	AALPC00	AALPBSZ	US dollars	Worldscale basis
Clean EC Canada-US Atlantic Coast 38kt MR \$/mt	TCAYW00	TCAYW03		US dollars	mt
Clean EC Canada-US Atlantic Coast 38kt MR Lumpsum	TCAYX00	TCAYX03	TCAYXSZ	US dollars	Lumpsum
Clean USGC-Med 38kt MR \$/mt	TCAFG00	TCAFG03		US dollars	mt
Clean USGC-Med 38kt MR Wsc	TCAFH00	TCAFH03	TCAFHSZ	US dollars	Worldscale basis
Clean USGC-UKC 38kt MR \$/mt	TCAFI00	TCAFI03		US dollars	mt
Clean USGC-UKC 38kt MR Wsc	TCAFJ00	TCAFJ03	TCAFJSZ	US dollars	Worldscale basis
Clean USGC-Argentina 38kt MR \$/Mt	TCAFP00	TCAFP03		US dollars	mt
Clean USGC-Argentina 38kt MR Wsc	TCAF000	TCAF003	TCAF0SZ	US dollars	Worldscale basis
Clean USGC-Brazil 38kt MR \$/Mt	TCAFR00	TCAFR03		US dollars	mt
Clean USGC-Brazil 38kt MR Wsc	TCAFQ00	TCAFQ03	TCAFQSZ	US dollars	Worldscale basis
Clean USGC-North Brazil 38kt MR \$/Mt	TCAFS00	TCAFS03		US dollars	mt
Clean USGC-North Brazil 38kt MR WSc	TCAFT00	TCAFT03	TCAFTSZ	US dollars	Worldscale basis
Clean USGC-Caribbean 38kt MR \$/mt	TCAXW00	TCAXW03		US dollars	mt
Clean USGC-Caribbean 38kt MR Lumpsum	TCAXX00	TCAXX03	TCAXXSZ	US dollars	Lumpsum
Clean USGC-Chile 38kt MR \$/mt	TCAUW00	TCAUW03		US dollars	mt
Clean USGC-Chile 38kt MR Lumpsum	TCAUX00	TCAUX03	TCAUXSZ	US dollars	Lumpsum
Clean USGC-EC Mexico 38kt MR \$/mt	TCATW00	TCATW03		US dollars	mt
Clean USGC-EC Mexico 38kt MR Lumpsum	TCATX00	TCATX03	TCATXSZ	US dollars	Lumpsum
Clean USGC-Ecuador 38kt MR \$/mt	TCAWW00	TCAWW03		US dollars	mt
Clean USGC-Ecuador 38kt MR Lumpsum	TCAWX00	TCAWX03	TCAWXSZ	US dollars	Lumpsum
Clean USGC-Peru 38kt MR \$/mt	TCAVW00	TCAVW03		US dollars	mt
Clean USGC-Peru 38kt MR Lumpsum	TCAVX00	TCAVX03	TCAVXSZ	US dollars	Lumpsum
Clean USGC-Med 60kt LR1 \$/Mt	TCAFW00	TCAFW03		US dollars	mt
Clean USGC-Med 60kt LR1 WSc	TCAFX00	TCAFX03	TCAFXSZ	US dollars	Worldscale basis
Clean USGC-UKC 60kt LR1 \$/Mt	TCAFU00	TCAFU03		US dollars	mt
Clean USGC-UKC 60kt LR1 WSc	TCAFV00	TCAFV03	TCAFVSZ	US dollars	Worldscale basis
Clean USGC-NE Asia 38kt MR \$/mt	TCMNC00	TCMNC03		US dollars	mt
Clean USGC-NE Asia 38kt MR Lumpsum	TCMNA00	TCMNA03	TCMNASZ	US dollars	Lumpsum
Clean USGC-NE Asia 60kt LR1 \$/mt	TCLNB00	TCLNB03		US dollars	mt
Clean USGC-NE Asia 60kt LR1 Lumpsum	TCLNA00	TCLNA03	TCLNASZ	US dollars	Lumpsum

**WEST OF SUEZ - AMERICAS (DIRTY)**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
Dirty Brazil/Uruguay-China 260kt \$/mt	<a href="#">TDAUL00</a>	<a href="#">TDAUL03</a>		US dollars	mt
Dirty Brazil/Uruguay-China 260kt Wsc	<a href="#">TDAUK00</a>	<a href="#">TDAUK03</a>	<a href="#">TDAUKSZ</a>	US dollars	Worldscale basis
Dirty Caribbean-Med 70kt \$/mt	<a href="#">TDMED00</a>	<a href="#">TDMED03</a>		US dollars	mt
Dirty Caribbean-Med 70kt Wsc	<a href="#">TDCAM00</a>	<a href="#">TDCAM03</a>	<a href="#">TDCAMSZ</a>	US dollars	Worldscale basis
Dirty Caribbean-Med 90kt \$/mt	<a href="#">TDMEA00</a>	<a href="#">TDMEA03</a>		US dollars	mt
Dirty Caribbean-Med 90kt Wsc	<a href="#">TDCME00</a>	<a href="#">TDCME03</a>	<a href="#">TDCMESZ</a>	US dollars	Worldscale basis
Dirty Caribbean-Med 130kt \$/mt	<a href="#">TDAAS00</a>	<a href="#">TDAAS03</a>		US dollars	mt
Dirty Caribbean-Med 130kt Wsc	<a href="#">PFAGU10</a>	<a href="#">PFAGU03</a>	<a href="#">PFAGUSZ</a>	US dollars	Worldscale basis
Dirty Caribbean-UKC 70kt \$/mt	<a href="#">TDUKC00</a>	<a href="#">TDUKC03</a>		US dollars	mt
Dirty Caribbean-UKC 70kt Wsc	<a href="#">TDCAU00</a>	<a href="#">TDCAU03</a>	<a href="#">TDCAUSZ</a>	US dollars	Worldscale basis
Dirty Caribbean-UKC 90kt \$/mt	<a href="#">TDUKA00</a>	<a href="#">TDUKA03</a>		US dollars	mt
Dirty Caribbean-UKC 90kt Wsc	<a href="#">TDCAC00</a>	<a href="#">TDCAC03</a>	<a href="#">TDCACSZ</a>	US dollars	Worldscale basis
Dirty Caribbean-UKC 130kt \$/mt	<a href="#">TDAAU00</a>	<a href="#">TDAAU03</a>		US dollars	mt
Dirty Caribbean-UKC 130kt Wsc	<a href="#">PFAGV10</a>	<a href="#">PFAGV03</a>	<a href="#">PFAGVSZ</a>	US dollars	Worldscale basis
Dirty Caribbean-USAC 50kt \$/mt	<a href="#">TDAAX00</a>	<a href="#">TDAAX03</a>		US dollars	mt
Dirty Caribbean-USAC 50kt Wsc	<a href="#">PFANY00</a>	<a href="#">PFAPH03</a>	<a href="#">PFANYSZ</a>	US dollars	Worldscale basis
Dirty Caribbean-USAC 70kt \$/mt	<a href="#">TDAAY00</a>	<a href="#">TDAAY03</a>		US dollars	mt
Dirty Caribbean-USAC 70kt Wsc	<a href="#">PFALT10</a>	<a href="#">PFAFJ03</a>	<a href="#">PFALTSZ</a>	US dollars	Worldscale basis
Dirty Caribbean-USAC 130kt \$/mt	<a href="#">TDAAW00</a>	<a href="#">TDAAW03</a>		US dollars	mt
Dirty Caribbean-USAC 130kt Wsc	<a href="#">PFAQA00</a>	<a href="#">PFAQ03</a>	<a href="#">PFAQASZ</a>	US dollars	Worldscale basis
Dirty Caribbean-USGC 130kt \$/mt	<a href="#">TDAAZ00</a>	<a href="#">TDAAZ03</a>		US dollars	mt
Dirty Caribbean-USGC 130kt Wsc	<a href="#">PFAOB00</a>	<a href="#">PFAGT03</a>	<a href="#">PFAOBSZ</a>	US dollars	Worldscale basis
Dirty Caribbean-USGC 50kt \$/mt	<a href="#">TDABA00</a>	<a href="#">TDABA03</a>		US dollars	mt
Dirty Caribbean-USGC 50kt Wsc	<a href="#">PFANZ00</a>	<a href="#">PFAPI03</a>	<a href="#">PFANZSZ</a>	US dollars	Worldscale basis
Dirty Caribbean-USGC 70kt \$/mt	<a href="#">TDABB00</a>	<a href="#">TDABB03</a>		US dollars	mt
Dirty Caribbean-USGC 70kt Wsc	<a href="#">PFALU10</a>	<a href="#">PFAFM03</a>	<a href="#">PFALUSZ</a>	US dollars	Worldscale basis
Dirty Caribbean-Caribbean 140kt \$/mt	<a href="#">TDCAR00</a>	<a href="#">TDCAR03</a>		US dollars	mt
Dirty Caribbean-Caribbean 140kt Wsc	<a href="#">TDCCS00</a>	<a href="#">TDCCS03</a>	<a href="#">TDCARSZ</a>	US dollars	Worldscale basis
Dirty Caribbean-China 130kt \$/t	<a href="#">TDCSZ00</a>	<a href="#">TDCSZ03</a>		US dollars	mt
Dirty Caribbean-China 130kt Lumpsum	<a href="#">TDCHS00</a>	<a href="#">TDCHS03</a>	<a href="#">TDCCSSZ</a>	US dollars	Lumpsum
Dirty Caribbean-China 150kt \$/t	<a href="#">TDCHI00</a>	<a href="#">TDCHI03</a>		US dollars	mt
Dirty Caribbean-China 150kt Lumpsum	<a href="#">TDCAS00</a>	<a href="#">TDCAS03</a>	<a href="#">TDCASSZ</a>	US dollars	Lumpsum
Dirty Caribbean-China 270kt \$/mt	<a href="#">TDAFK00</a>	<a href="#">TDAFK03</a>		US dollars	mt
Dirty Caribbean-China 270kt Lumpsum	<a href="#">TDAFL00</a>	<a href="#">TDAFL03</a>	<a href="#">TDAFLSZ</a>	US dollars	Lumpsum
Dirty Caribbean-Singapore 270kt \$/mt	<a href="#">TDAFM00</a>	<a href="#">TDAFM03</a>		US dollars	mt
Dirty Caribbean-Singapore 270kt Lumpsum	<a href="#">TDAFN00</a>	<a href="#">TDAFN03</a>	<a href="#">TDAFNSZ</a>	US dollars	Lumpsum
Dirty Caribbean-West Coast India 270kt \$/mt	<a href="#">TDAFO00</a>	<a href="#">TDAFO03</a>		US dollars	mt
Dirty Caribbean-West Coast India 270kt Lumpsum	<a href="#">TDAFP00</a>	<a href="#">TDAFP03</a>	<a href="#">TDAFPSZ</a>	US dollars	Lumpsum
Dirty East Coast Mexico-UKC 70kt \$/mt	<a href="#">TDMUA00</a>	<a href="#">TDMUA03</a>		US dollars	mt
Dirty East Coast Mexico-UKC 70kt Wsc	<a href="#">TDEMU00</a>	<a href="#">TDEMU03</a>	<a href="#">TDEMUSZ</a>	US dollars	Worldscale basis
Dirty East Coast Mexico-Med 70kt \$/mt	<a href="#">TDMMA00</a>	<a href="#">TDMMA03</a>		US dollars	mt

**WEST OF SUEZ - AMERICAS (DIRTY)**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
Dirty East Coast Mexico-Med 70kt Wsc	TDEMM00	TDEMM03	TDEMMSZ	US dollars	Worldscale basis
Dirty East Coast Mexico-USGC 70kt \$/mt	TDUSG00	TDUSG03		US dollars	mt
Dirty East Coast Mexico-USGC 70kt Wsc	TDEMG00	TDEMG03	TDEMGSZ	US dollars	Worldscale basis
Dirty East Coast Mexico-USGC 50kt \$/mt	TDUGP00	TDUGP03		US dollars	mt
Dirty East Coast Mexico-USGC 50kt Wsc	TDEMP00	TDEMP03	TDEMPSZ	US dollars	Worldscale basis
Dirty USGC Aframax Lightering 500 kb Lumpsum	TDUAL00	TDUAL03	TDUALSZ	US dollars	Lumpsum
Dirty USGC-UK Continent 70kt \$/mt	TDUCF00	TDUCF03		US dollars	mt
Dirty USGC-UK Continent 70kt Wsc	TDUCG00	TDUCG03	TDUCFSZ	US dollars	Worldscale basis
Dirty USGC-UK Continent 145kt \$/mt	TDUKW00	TDUKW03		US dollars	mt
Dirty USGC-UK Continent 145kt Wsc	TDDUK00	TDDUK03	TDDUKSZ	US dollars	Worldscale basis
Dirty USGC-East Coast Canada 70kt \$/mt	TDXYH00	TDXYH03		US dollars	
Dirty USGC-East Coast Canada 70kt Wsc	TDXYI00	TDXYI03	TDXYHSZ	US dollars	Worldscale basis
Dirty USGC-Mediterranean 70kt \$/mt	TDUCC00	TDUCC03		US dollars	mt
Dirty USGC-Mediterranean 70kt Wsc	TDUWS00	TDUWS03	TDUCCSZ	US dollars	Worldscale basis
Dirty USGC-Mediterranean 145kt \$/mt	TDUMW00	TDUMW03		US dollars	mt
Dirty USGC-Mediterranean 145kt Wsc	TDDUM00	TDDUM03	TDDUMSZ	US dollars	Worldscale basis
Dirty USGC-Singapore 130kt \$/mt	TDSAZ00	TDSAZ03		US dollars	mt
Dirty USGC-Singapore 130kt Lumpsum	TDUGC00	TDUGC03	TDUGCSZ	US dollars	Lumpsum
Dirty USGC-Singapore 150kt \$/mt	TDSSZ00	TDSSZ03		US dollars	mt
Dirty USGC-Singapore 150kt Lumpsum	TDUSC00	TDUSC03	TDUSCSZ	US dollars	Lumpsum
Dirty USGC-China 270kt \$/mt	TDUCA00	TDUCA03		US dollars	mt
Dirty USGC-China 270kt Lumpsum	TDUCB00	TDUCB03	TDUCASZ	US dollars	Lumpsum
Dirty USGC-Singapore 270kt \$/mt	TDUCD00	TDUCD03		US dollars	mt
Dirty USGC-Singapore 270kt Lumpsum	TDUCE00	TDUCE03	TDUCDSZ	US dollars	Lumpsum

## Oil tanker & barge freight

Platts tanker and barge freight assessments reflect the transactable value of chartering a vessel at the following times:

Singapore 16:30 – East of Suez Tankers (Clean and Dirty)

London 16:30 – West of Suez EMEA Tankers & Barges (Clean and Dirty)

Houston 13:30 – West of Suez Americas Tankers (Clean and Dirty)

### Tanker assessments

Dirty tankers are defined as those carrying crude, fuel oil or other “dirty” petroleum products such as vacuum gasoil or dirty condensate. Platts also publishes separate assessments for smaller dirty tankers and barges dedicated to moving just fuel oil. Clean tankers and barges carry light ends such as gasoline or naphtha, or middle distillates such as gasoil and jet fuel.

**Location:** Platts assesses a number of key shipping regions under broad geographic descriptions. A list of those descriptions, and the markets they represent, are as follows:

**UK Continent:** Bilbao to Hamburg, plus southern Sweden and western Norway

**Mediterranean:** All ports from Gibraltar to Istanbul

**Baltic:** All ports in Russia (Baltic), Latvia, Estonia, Lithuania, Sweden (Baltic), Germany (Baltic) and Poland

**Black Sea:** All ports in the Black Sea

**Caribbean:** Venezuela, northern Colombia and the islands in the Caribbean Sea

**East Coast Canada:** Atlantic coast, including the Gulf of St Lawrence

**US West Coast:** Seattle to Los Angeles

**US Gulf Coast:** Pascagoula, Mississippi to Corpus Christi, Texas

**US Atlantic Coast:** North of Cape Hatteras to Portland, Maine

**Persian Gulf:** All ports in the Persian Gulf (also known as the Arab Gulf), up to and including the Gulf of Oman

**Indonesia:** All ports in Indonesia

**South Korea:** All ports in South Korea

**Japan:** All ports in Japan

**China:** All ports in China

**East Coast Australia:** All ports in East Coast Australia

**West Coast Australia:** All ports in West Coast Australia

**South Coast Australia:** All ports in South Coast Australia

**North Coast Australia:** All ports in North Coast Australia

**Red Sea:** All ports in the Red Sea

**East Coast India:** All East Coast India ports

**West Coast India:** All West Coast India ports

**East Africa:** From the Horn of Africa to Mozambique

**West Africa:** From Ghana to Namibia

**South Africa:** All ports in South Africa

## TANKER SIZES & LAYCANS

Vessel class	Typical size (dwt)	Laycans assessed (days forward)
<b>East of Suez</b>		
Handysize/MR	25,000-55,000	7-15
LR1	55,000-80,000	7-15
LR2	80,000-120,000	7-21
Aframax	80,000-120,000	10-20
Suezmax	120,000-200,000	10-20
VLCC	160,000-320,000	10-25
<b>West of Suez – EMEA</b>		
Intermediate	10,000-25,000	5-15
Handy-size/MR*	25,000-55,000	5-15
MR**	25,000-55,000	7-25
LR1	55,000-80,000	7-25
LR2	80,000-120,000	7-25
Panamax	50,000-80,000	7-25
Aframax	80,000-120,000	7-25
Suezmax	120,000-200,000	10-30
VLCC	160,000-320,000	10-35
<b>West of Suez – Americas</b>		
MR	25,000-55,000	3-10
LR1	55,000-80,000	7-20
Panamax	50,000-80,000	5-20
Aframax Lightering***	500,000 barrels	7-10
Suezmax	120,000-200,000	7-25
VLCC	160,000-320,000	15-45

\*For a European voyage.

\*\*For voyages from Europe to anywhere else in the world.

\*\*\*For three-day turnaround with \$/day overtime charged for additional time

**Size and specifications:** The tonnage specified in the Platts assessment tables represents the weight of the cargo carried. Platts may normalize freight rates for charters of a different size for assessment purposes, including pro-rating the market rate to the size of the cargo reflected in the assessment.

Tanker assessments are typically based on double-hull vessels up to 15 years of age. Where there is a broadly equal amount of market activity taking place for both well-approved, modern tonnage and older, less approved tonnage in the same market concurrently, Platts assessments will be based on the higher-end quality of the market. The aim is to reflect where the bulk of spot market activity is taking place in each of the routes Platts assesses.

**Timing:** Platts assesses different laycan date ranges according to prevailing regional market practice. Platts reflects fixtures that fall within the typical date ranges in its assessments. Fixtures reported for dates outside of these typical ranges may be normalized to the assessed laycans for assessment purposes.

Tanker freight is commonly traded in the spot market as a percentage of Worldscale flat rates or as a “lump-sum” rate. Platts also publishes the equivalent US dollars per metric ton rate for all tanker routes assessed, except for the US Gulf Coast Aframax lump-sum lightering assessment which is basis 500,000 barrels.

**Worldscale assessments:** In markets where freight is traded on a Worldscale basis, Platts publishes freight assessments in “points”, which reflect a percentage of the prevailing Worldscale annual flat rate.

For example, if the Worldscale annual flat rate – also known as Worldscale 100 – is set at \$10.00 per metric ton for a specific voyage, a Platts assessment of 50 points for that voyage would mean that the class of ship being assessed is being chartered for \$5.00 per metric ton of freight on that voyage.

The Worldscale flat rates are published each year by the Worldscale Association. From time to time, the Worldscale Association publishes revisions to these flat rates in its circulars. Platts reviews these changes with the industry for possible inclusion into Platts freight calculations. Platts will update the market of any such changes through published subscriber notes.

Platts determines the equivalent \$/mt freight rate based on a basket of Worldscale flat rates comprising several key routes between the two regions specified in the assessment. For example, the UKC-USGC \$/mt assessment for chartering a Suezmax is based on a basket of the following routes: Sullom

Voe-LOOP, Mongstad-Houston and Flotta-Corpus Christi. Platts spot Worldscale assessments are applied to this basket to produce the \$/mt assessment. The basket is updated annually, when the Worldscale Association establishes new flat rates for the year.

**Lump-sum assessments:** In some tanker markets, freight is traded and assessed on a US dollar lump-sum basis, reflecting the total cost of chartering a ship of a specified size on a particular voyage. Lump-sum trades typically include harbor dues, port costs and other transportation costs. For routes which are assessed on a lump-sum basis, the \$/mt assessment is calculated by dividing the lump-sum total by the size of the cargo assessed. In the Americas, USGC-loading VLCC freight assessments are assessed on a reverse lightering basis, excluding port costs and lightering charges.

**Replacements:** Assessments are based on original vessel fixtures. In the event that a fixture fails and a replacement ship is subsequently promptly fixed, the replacement rate may be normalized to the assessed laycan.

**Canals:** Assessments for voyages which would involve a canal transit, including the Suez Canal and the Panama Canal, include canal fees.

**Singapore demurrage:** The Dirty Demurrage FOB Singapore assessment reflects the daily lump-sum demurrage rate of dirty Aframax tankers, typically loading an 80,000 mt cargo seven to 15 days forward. The Clean Demurrage FOB Singapore assessment reflects the daily lump-sum demurrage rate of clean Medium Range tankers, typically loading a 30,000 mt cargo, as a daily lump-sum rate seven to 15 days forward.

**Black Sea demurrage:** The Turkish Straits demurrage assessment reflects the daily lump-sum demurrage rate of dirty Aframax tankers, typically loading an 80,000 mt cargo seven to

21 days forward. It also reflects the daily lump-sum demurrage rate of dirty Suezmax tankers, typically loading a 135,000 mt cargo seven to 21 days forward.

**Turkish Straits delays:** The Turkish Straits delays assessment reflects the delays incurred by ships over 200m LOA transiting through the Dardanelles and Bosphorus Straits northbound and southbound.

**ECA charges:** Platts tanker assessments prior to 2016 did not reflect the additional costs associated with using 0.1% sulfur bunker fuel in the Emission Control Areas (ECA) in the Baltic and North Sea. As such, the value of spot fixtures in the tanker markets which were used in its assessments during that time were normalized, when those spot fixtures included ECA charges based on the use of low-sulfur fuels in those zones. From 2016, the additional costs of complying with ECA regulations were included within the Worldscale flat rates. These costs were calculated by Worldscale using a breakdown of voyage distances within and outside the ECA.

## Barge assessments

Platts publishes daily assessments for a number of European barge routes from the Rotterdam trading hub to destinations in the Antwerp-Rotterdam-Amsterdam (ARA) area, Germany and Switzerland. These assessments are published in US dollars per metric ton.

**Size:** The tonnage reflected is 2kt for clean assessments and 4kt for dirty assessments. Platts may consider charters of a similar size for assessment purposes, but these will be normalized to the assessed size.

**Timing:** Barge assessments reflect charters for journeys two to seven days forward from the date of publication.

## LPG FREIGHT

Assessment	Code	Mavg	Laycan	Cargo size	Currency	UOM
<b>Asia</b>						
VLGC Persian Gulf-Japan	AAPNI00	AAPNI03	20-40 days	44 kt	US\$	MT
VLGC Persian Gulf-South China	AAPNG00	AAPNG03	20-40 days	44 kt	US\$	MT
VLGC Persian Gulf-East China	AAPNH00	AAPNH03	20-40 days	44 kt	US\$	MT
Pressurized Thailand-Guangzhou	AAPNJ00	AAPNJ03	7-15 days	1-3 kt	US\$	MT
Pressurized Thailand-Guangxi	AAPNK00	AAPNK03	7-15 days	1-3 kt	US\$	MT
Pressurized Thailand-Shantou	AAPNL00	AAPNL03	7-15 days	1-3 kt	US\$	MT
Pressurized Japan-Shanghai	AAPNM00	AAPNM03	7-15 days	1-3 kt	US\$	MT
Pressurized Korea-Shanghai	AAPNN00	AAPNN03	7-15 days	1-3 kt	US\$	MT
<b>Americas</b>						
VLGC Freight Houston-Japan (\$/mt)	AAXIS00	AAXIS03	15-45 days	44 kt	US\$	MT
VLGC Freight Houston-Japan (cts/gal)	AAXIT00	AAXIT03	15-45 days	44 kt	US Cents	Gallon
VLGC Freight Houston-NWE (\$/mt)	AAXIQ00	AAXIQ03	15-45 days	44 kt	US\$	MT
VLGC Freight Houston-NWE (cts/gal)	AAXIR00	AAXIR03	15-45 days	44 kt	US Cents	Gallon

## LPG freight

Platts liquefied petroleum gas (LPG) freight assessments reflect the transactable value of chartering a Very Large Gas Carrier (VLGC) at the following times:

Singapore 17:00 – Asia Pacific and Middle East VLGC freight

Houston 13:30 – Americas VLGC freight

LPG freight is commonly traded in the spot market on a US dollar lump-sum or US dollar/mt basis, reflecting the total cost of chartering a ship of a specified size on a particular voyage. Lump-sum trades typically include harbor dues, port costs and other transportation costs. For routes which are assessed on a lump-sum basis, the \$/mt assessment is calculated by dividing the lump-sum total by the size of the cargo assessed.

**Size and specifications:** The tonnage specified in the Platts assessment tables represents the weight of the cargo carried. Platts may normalize freight rates for charters of a different size

for assessment purposes.

**Timing:** Platts assesses different laycan date ranges according to prevailing regional market practice. Platts reflects fixtures that fall within the typical date ranges in its assessments. Fixtures reported for dates outside of these typical ranges may be normalized to the assessed laycans for assessment purposes.

### Asia Pacific and Middle East VLGC freight

**Refrigerated freight rate assessments:** Platts publishes three assessments for the cost of freight along major shipping routes in the refrigerated LPG markets. These assessments are published in dollars per metric ton, and reflect the cost of shipping refrigerated LPG in VLGCs. Platts surveys the market and reflect spot charter fixtures in the assessments, for cargoes loading 20 or more days after the date of assessment. The three routes assessed are Persian Gulf to Japan, Persian Gulf to South China and Persian Gulf to East China. For the purposes of normalization, “Persian Gulf” reflects the port of Ras Tanura,

with spot fixtures for nearby loading locations including Qatar and Bahrain normalized where needed. “Japan” deliveries are normalized to Chiba for freight assessments, while “East China” and “South China” are normalized to Shanghai and Guangzhou/Shenzhen respectively.

**Pressurized freight rate assessments:** Platts publishes five assessments for the cost of freight along significant shipping routes in the Asia Pacific region’s pressurized LPG markets. These assessments are published in dollars per metric ton, and reflect the cost of shipping pressurized LPG in small tankers typically carrying between 1,000 mt and 3,000 mt of mixed LPG. Platts surveys the market and reflects spot charter fixtures in the assessments, for cargoes loading 7 or more days after the date of assessment. The routes assessed are (1) Thailand to the port of Guangzhou, (2) Thailand to the port of Guangxi, (3) Thailand to the port of Shantou, (4) Japan to the port of Shanghai and (5) Korea to the port of Shanghai. For assessment purposes, “Thailand” loadings are normalized to Map Ta Phut, “Korea” loadings are normalized to Ulsan/Onsan, and “Japan” to the port of Chiba.

**Americas VLGC freight**

**VLGC Freight Houston-Japan:** This assessment reflects the most competitive value of chartering a VLGC in the spot market to load propane from the US Gulf Coast for export to Japan. This has typically been via the Panama Canal, following the opening of the Neopanamax locks on June 26, 2016. The assessment is published in both US dollars per metric ton and US cents per gallon.

**VLGC Freight Houston-NWE:** This assessment reflects the value of chartering a VLGC in the spot market to load propane for export to Northwest Europe. The assessment is published in both US dollars per metric ton and cents per gallon.

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## Dry bulk freight

Platts dry bulk spot freight assessments reflect the transactable value of chartering a vessel at the following times:

**Singapore 17:30** – Asia Pacific Dry Bulk

**London 16:30** – Atlantic Dry Bulk

Dry bulk carriers are defined as those ships carrying dry bulk material, including iron ore, thermal coal, metallurgical coal, alumina, bauxite, nickel, concentrates and ores, cement, fertilizers, sand, carbon steel products, stainless steel products, aluminum ingot, copper cathode, ferrous scrap, nonferrous scrap, limestone and dry edibles (sugar, grains, oilseeds).

**Size & specifications:** The tonnage specified in the assessment tables represents the weight of the cargo carried. Platts may

### DRY BULK VESSEL SIZES

Vessel class	Typical size (dwt)	Vessel age	Draft (meters)	Length overall (meters)
Handysize	32,000	Up to 20 years	10.15	178
Handymax	45,000	Up to 20 years	11.00	185
Supramax	56,000-60,000	Up to 20 years	12.85	190
Ultramax	61,000-66,000	Up to 20 years	13.50	200
Panamax	76,000-82,000	Up to 20 years	14.25	229
Capesize	177,500-182,000	Up to 20 years	18.20	289

normalize freight rates for charters of a different size for assessment purposes, including pro-rating the market rate to the size of the cargo reflected in the assessment. In addition, any loadings or deliveries to alternate ports; or fixtures outside of specified laycans; may be normalized to the stated basis for assessment purposes.

## IRON ORE

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
DBF Iron Ore Tubarao Brazil ECSA-Rdam Netherlands 170kt \$/mt Capesize	<a href="#">IOTBE00</a>	<a href="#">IOTBE03</a>	170kt	US dollars	mt
DBF Iron Ore Mormugao WC India-Qingdao N China 50kt \$/Mt Supramax	<a href="#">IOWIC00</a>	<a href="#">IOWIC03</a>	50kt	US dollars	mt
DBF Iron Ore Mormugao WC India-Qingdao N China 75kt \$/Mt Panamax	<a href="#">IDBFI00</a>	<a href="#">IDBFI03</a>	75kt	US dollars	mt
DBF Iron Ore Paradip EC India-Qingdao N China 50kt \$/Mt Supramax	<a href="#">IOEIC00</a>	<a href="#">IOEIC03</a>	50kt	US dollars	mt
DBF Iron Ore Tubarao Brazil ECSA-Tubarao, S Brazil-Qingdao, N China 170kt \$/mt Capesize	<a href="#">IOFBC00</a>	<a href="#">IOFBC03</a>	170kt	US dollars	mt
DBF Iron Ore Yuzhny Ukraine-Qingdao N China 160kt \$/Mt Capesize	<a href="#">IOBSC00</a>	<a href="#">IOBSC03</a>	160kt	US dollars	mt
DBF Iron Ore Paradip EC India-Qingdao N China 50kt \$/Mt Supramax	<a href="#">IOEIC00</a>	<a href="#">IOEIC03</a>	50kt	US dollars	mt
DBF Iron Ore Port Hedland, W Australia-Qingdao N China 170kt \$/Mt Capesize	<a href="#">IOFAC00</a>	<a href="#">IOFAC03</a>	170kt	US dollars	mt
DBF Iron Ore Saldanha Bay, S Africa-Qingdao N China 170kt \$/Mt Capesize	<a href="#">IOFSA00</a>	<a href="#">IOFSA03</a>	170kt	US dollars	mt
DBF Iron Ore Freight Diff basis Qingdao to Beilun, E China	<a href="#">IOFEC00</a>	<a href="#">IOFEC03</a>	170kt	US dollars	mt
DBF Iron Ore Freight Diff basis Qingdao to Caofeidian, Tianjin, Xingang, N China	<a href="#">IOFNC00</a>	<a href="#">IOFNC03</a>	170kt	US dollars	mt
DBF Iron Ore Freight Diff basis Qingdao to Zhanjiang, Fangcheng, S China	<a href="#">IOFSC00</a>	<a href="#">IOFSC03</a>	170kt	US dollars	mt
DBF Iron Ore Port Cartier Canada-Rotterdam Netherlands 70kt \$/mt Panamax	<a href="#">IOCRN00</a>	<a href="#">IOCRN03</a>	70kt	US dollars	mt

### Iron ore

Assessments reflect iron ore freight between key production centers, such as Australia, India (east and west coasts), Brazil and South Africa, to key consumption centers, such as Qingdao in North China. Freight assessments from East Coast India typically account for two-port co-loadings from Haldia and Paradip.

**Timing:** Assessments reflect vessels chartered for loading two to eight weeks forward from the date of assessment.

**Normalization:** Platts freight assessments are based off freight differentials to major import ports from the basis port of Qingdao in North China. This is on a Free Out (discharge costs borne by charterer in \$/mt) basis to other ports in North China (Caofeidian, Tianjin & Xingang), East China (Beilun) and South China (Zhanjiang & Fangcheng).

## THERMAL COAL

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
DBF Thermal Coal Puerto Bolivar Colombia-Rotterdam Netherlands 150kt \$/mt Capesize	<a href="#">CIBCR00</a>	<a href="#">CIBCR03</a>	150kt	US dollars	mt
Thermal Coal Discharge Fangcheng China Diff vs Richards Bay-Qingdao 160kt Capesize	<a href="#">CIFSC00</a>	<a href="#">CIFSC03</a>	160kt	US dollars	mt
DBF Thermal Coal Gladstone NE Australia-Kashima Japan 150kt \$/mt Capesize	<a href="#">CIGAJ00</a>	<a href="#">CIGAJ03</a>	150kt	US dollars	mt
DBF Thermal Coal Richards Bay S Africa-Fangcheng S China 160 kt Capesize \$/Mt	<a href="#">CIFSC00</a>	<a href="#">CIFSC03</a>	160kt	US dollars	mt
Thermal Coal Discharge Dahej WCI Diff vs S Kalimantan-Mundra 75kt Panamax	<a href="#">CIIDI00</a>	<a href="#">CIIDI03</a>	75kt	US dollars	mt
Thermal Coal Discharge Paradip ECI Diff vs S Kalimantan-Ennore 75kt Panamax	<a href="#">CIIEE00</a>	<a href="#">CIIEE03</a>	75kt	US dollars	mt
DBF Thermal Coal S Kalimantan Indo-Krishnapatnam EC India 75kt \$/Mt Panamax	<a href="#">CIIEI00</a>	<a href="#">CIIEI03</a>	75kt	US dollars	mt
Thermal Coal Discharge Kandla WCI Diff vs S Kalimantan-Mundra 75kt Panamax	<a href="#">CIIKW00</a>	<a href="#">CIIKW03</a>	75kt	US dollars	mt
Thermal Coal Discharge New Mangalore WCI Diff vs S Kalimantan-Mundra 75kt Panamax	<a href="#">CIINM00</a>	<a href="#">CIINM03</a>	75kt	US dollars	mt
Thermal Coal Discharge basis Paradip ECI Diff vs S Kalimantan-Vizag 75kt Panamax	<a href="#">CIIVI00</a>	<a href="#">CIIVI03</a>	75kt	US dollars	mt
DBF Thermal Coal Richards Bay S Africa-Kandla WC India 55kt \$/mt Ultramax	<a href="#">CRBKA00</a>	<a href="#">CRBKA03</a>	55kt	US dollars	mt
DBF Thermal Coal Richards Bay S Africa-Port Qasim Pakistan 50kt \$/mt Supramax	<a href="#">CRBPB00</a>	<a href="#">CRBPB03</a>	50kt	US dollars	mt
DBF Thermal Coal Richards Bay S Africa-Krishnapatnam EC India 55 kt \$/Mt Supramax	<a href="#">CIKEI00</a>	<a href="#">CIKEI03</a>	55kt	US dollars	mt
DBF Thermal Coal Ventspils Latvia-Rdam Netherlands 70kt \$/Mt Panamax	<a href="#">CILTNO0</a>	<a href="#">CILTNO3</a>	70kt	US dollars	mt
DBF Thermal Coal Qinhuangdao N China-Guangzhou S China 50kt \$/Mt Supramax	<a href="#">CIQGU00</a>	<a href="#">CIQGU03</a>	50kt	US dollars	mt
DBF Thermal Coal Qinhuangdao N China-Guangzhou S China 40kt \$/Mt Handymax	<a href="#">CIQIG00</a>	<a href="#">CIQIG03</a>	40kt	US dollars	mt
DBF Thermal Coal Richards Bay S Africa-Qingdao N China 160kt Capesize \$/Mt	<a href="#">CIQNC00</a>	<a href="#">CIQNC03</a>	160kt	US dollars	mt
Thermal Coal Discharge Dahej WCI Diff vs Richards Bay-Mundra 75kt Panamax	<a href="#">CIRBD00</a>	<a href="#">CIRBD03</a>	75kt	US dollars	mt
Thermal Coal Discharge New Mangalore WCI Diff vs Richards Bay-Mundra 75kt Panamax	<a href="#">CIRBI00</a>	<a href="#">CIRBI03</a>	75kt	US dollars	mt
Thermal Coal Discharge Kandla WCI Diff vs Richards Bay-Mundra 75kt Panamax	<a href="#">CIRBK00</a>	<a href="#">CIRBK03</a>	75kt	US dollars	mt
Thermal Coal Discharge Vizag ECI Diff vs Richards Bay-Krishnapatnam 75kt Panamax	<a href="#">CIRBV00</a>	<a href="#">CIRBV03</a>	75kt	US dollars	mt
DBF Thermal Coal Richards Bay S Africa-Krishnapatnam EC India 150kt \$/Mt Capesize	<a href="#">CIREI00</a>	<a href="#">CIREI03</a>	150kt	US dollars	mt
DBF Thermal Coal Richards Bay S Africa-Mundra WC India 150kt \$/Mt Capesize	<a href="#">CIRWI00</a>	<a href="#">CIRWI03</a>	150kt	US dollars	mt
Thermal Coal Discharge Ennore ECI Diff vs Richards Bay-Krishnapatnam 75kt Panamax	<a href="#">CISAE00</a>	<a href="#">CISAE03</a>	75kt	US dollars	mt
DBF Thermal Coal Richards Bay S Africa-Krishnapatnam EC India 75kt \$/Mt Panamax	<a href="#">CISAK00</a>	<a href="#">CISAK03</a>	75kt	US dollars	mt
Thermal Coal Discharge Vizag ECI Diff vs Richards Bay-Krishnapatnam 55kt Supramax	<a href="#">CISAV00</a>	<a href="#">CISAV03</a>	55kt	US dollars	mt
DBF Thermal Coal Richards Bay S Africa-Navlakhi WC India 55kt \$/mt Supramax	<a href="#">CIIEN00</a>	<a href="#">CIIEN03</a>	55kt	US dollars	mt
DBF Thermal Coal Richards Bay S Africa-Paradip EC India 55kt \$/mt Supramax	<a href="#">CIIEM00</a>	<a href="#">CIIEM03</a>	55kt	US dollars	mt
DBF Thermal Coal S Kalimantan Indo-Navlakhi WC India 55kt \$/mt Supramax	<a href="#">CII EK00</a>	<a href="#">CII EK03</a>	55kt	US dollars	mt
DBF Thermal Coal S Kalimantan Indo-Paradip EC India 55kt \$/mt Supramax	<a href="#">CII EJ00</a>	<a href="#">CII EJ03</a>	55kt	US dollars	mt
Thermal Coal Loading E Kalimantan Indo Diff vs S Kalimantan Indo 55kt \$/mt Supramax	<a href="#">CII EL00</a>	<a href="#">CII EL03</a>	55kt	US dollars	mt
DBF Thermal Coal S Kalimantan Indo-Krishnapatnam EC India 55 kt \$/Mt Supramax	<a href="#">CISKK00</a>	<a href="#">CISKK03</a>	55kt	US dollars	mt
Thermal Coal Discharge Mundra WCI Diff vs S Kalimantan-New Mangalore 55kt Supramax	<a href="#">CISKNO0</a>	<a href="#">CISKNO3</a>	55kt	US dollars	mt
Thermal Coal Discharge Mundra WCI Diff vs Richards Bay-New Mangalore 55kt Supramax	<a href="#">CISK000</a>	<a href="#">CISK003</a>	55kt	US dollars	mt
Thermal Coal Discharge Vizag ECI Diff vs S Kalimantan-Krishnapatnam 55kt Supramax	<a href="#">CISKV00</a>	<a href="#">CISKV03</a>	55kt	US dollars	mt
DBF Thermal Coal E Kalimantan Indo-Guangzhou China 65kt \$/mt Panamax	<a href="#">CRYAE00</a>	<a href="#">CRYAE03</a>	65kt	US dollars	mt
DBF Thermal Coal E Kalimantan Indo-Guangzhou China 50kt \$/mt Supramax	<a href="#">CRYAD00</a>	<a href="#">CRYAD03</a>	50kt	US dollars	mt
DBF Coal Hampton Roads Virginia USEC-Qingdao N China 140kt \$/Mt Capesize	<a href="#">CIVAC00</a>	<a href="#">CIVAC03</a>	140kt	US dollars	mt
DBF Thermal Coal Hampton Roads Virginia US East Coast-Isdemir Turkey 70kt \$/mt Panamax	<a href="#">CIHIT00</a>	<a href="#">CIHIT03</a>	70kt	US dollars	mt
DBF Thermal Coal Newcastle SE Australia-Pohang S Korea 130kt \$/mt Capesize	<a href="#">CINAK00</a>	<a href="#">CINAK03</a>	130kt	US dollars	mt
DBF Thermal Coal Newcastle SE Australia-Kinuura Japan 75kt \$/mt Panamax	<a href="#">CINAJ00</a>	<a href="#">CINAJ03</a>	75kt	US dollars	mt

## THERMAL COAL

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
DBF Thermal Coal Richards Bay S Africa-Rotterdam Netherlands 150kt \$/mt Capesize	CIRBN00	CIRBN03	150kt	US dollars	mt
Freight Rate Dry Bulk Richards Bay-West Coast India Panamax \$/mt	CSAKL00	CSAKL03	75kt	US dollars	mt
Freight Rate Dry Bulk Richards Bay-East Coast India Panamax Euro/mt	CSAKM00			US dollars	mt
Freight Rate Dry Bulk Richards Bay-East Coast India Panamax \$/mt	CSAKN00	CSAKN03	75kt	US dollars	mt
Freight Rate Dry Bulk Richards Bay-West Coast India Panamax Euro/mt	CSAKO00			US dollars	mt
Freight Rate Dry Bulk Kalimantan-West Coast India Panamax \$/mt	CSAKP00	CSAKP03	75kt	US dollars	mt
Freight Rate Dry Bulk Kalimantan-West Coast India Panamax Euro/mt	CSAQ00			US dollars	mt
Freight Rate Dry Bulk Kalimantan-East Coast India Panamax \$/mt	CSAKR00	CSAKR03	75kt	US dollars	mt
Freight Rate Dry Bulk Kalimantan-East Coast India Panamax Euro/mt	CSAKS00			US dollars	mt

### Thermal coal

Platts thermal coal Panamax assessments reflect gearless vessels; spot fixtures for geared vessels may be normalized for assessment purposes. Ultramax and Supramax assessments for thermal coal reflect geared vessels.

**Timing:** Assessments reflect Panamax and Supramax vessels chartered for loading 10 to 20 days forward from the date of publication. Capesize assessments reflect vessels chartered 20 to 35 days forward. For example, on July 1, Platts assesses rates

for Panamax and Supramax vessels loading between July 11 and July 21. For Capesize vessels, on July 1, Platts assesses rates for vessels loading between July 21 and August 5.

**Normalization:** Platts freight assessments to China are based off freight differentials to major import ports from the basis port of Qingdao in North China. This is on a Free In (loading costs borne by the charterer in \$/mt) & Out (\$/mt) basis to South China (Fangcheng). To India, Platts freight assessments are basis Mundra in West Coast India and basis Krishnapatnam, Paradip in East Coast India. They are based on a Free In & Out to

other Indian ports in West Coast India (Dahej, New Mangalore & Kandla) and East Coast India (Ennore & Vizag).

**Implied Freight:** The Newcastle, Australia to Kinuura, Japan 75kt Panamax freight assessment is an implied number derived from the Hay Point, Australia, to Qingdao, China, Panamax Time Charter Equivalent (TCE) assessment. Platts has included port charges, vessel speed and fuel consumption. After a robust survey of market participants, Platts has arrived at these values that reflect standard market practice. The bunkering port considered is Shanghai.

**METALLURGICAL COAL, PETCOKE & SCRAP**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
DBF Met Coal Mobile Alabama USGC-Rotterdam Netherlands 70kt \$/mt Panamax	CDMAR00	CDMAR03	70kt	US dollars	mt
Met Coal Dry Bulk Freight US-Brazil \$/MT	CDBUB00	CDBUB03	70kt	US dollars	mt
Met Coal Dry Bulk Freight US-India \$/MT	CDBUI00	CDBUI03	70kt	US dollars	mt
Met Coal Dry Bulk Freight US-Rotterdam \$/MT	CDBUR00	CDBUR03	70kt	US dollars	mt
DBF Met Coal Roberts Bank W Canada-Kashima Japan 150kt \$/mt Capesize	CDRKJ00	CDRKJ03	150kt	US dollars	mt
DBF Met Coal Roberts Bank W Canada-Kashima Japan 75kt \$/mt Panamax	CDRBK00	CDRBK03	75kt	US dollars	mt
DBF Metallurgical Coal Vancouver WC Canada-Qingdao N China 75kt \$/Mt Panamax	CDCAC00	CDCAC03	75kt	US dollars	mt
DBF Metallurgical Coal WC Canada-China 160kt \$/Mt Capesize	CDWCC00	CDWCC03	160kt	US dollars	mt
DBF Metallurgical Coal Vancouver WC Canada-Vizag EC India 75kt \$/Mt Panamax Wkly	CDWCI04	CDWCI03	75kt	US dollars	mt
Met Coal Dry Bulk Freight East Australia-No. China \$/MT	CDANC00	CDANC03	160kt	US dollars	mt
DBF Met Coal Hay Point Australia-Qingdao China 85kt \$/mt Post Panamax	CDAQA00	CDAQA03	85kt	US dollars	mt
Met Coal Dry Bulk Freight East Australia-China \$/MT	CDBFA00	CDBFA03	75kt	US dollars	mt
Met Coal Dry Bulk Freight Australia-India \$/MT	CDBFAI0	CDBFAI3	75kt	US dollars	mt
DBF Met Coal Hay Point Australia-Rotterdam Netherlands 160kt \$/mt Capesize	CDARN00	CDARN03	160kt	US dollars	mt
DBF Petcoke New Orleans Louisiana US Gulf Coast-Iskenderun Turkey 50kt \$/mt Supramax	CIPHT00	CIPHT03	50kt	US dollars	mt
DBF Petcoke Houston Texas US Gulf Coast-Krishnapatnam EC India 50kt \$/mt Supramax	CUECI00	CUECI03	50kt	US dollars	mt
DBF Petcoke Houston Texas US Gulf Coast-Qingdao N China 50kt \$/mt Supramax	CUGNC00	CUGNC03	50kt	US dollars	mt
MT DBF Scrap New Jersey US East Coast-Aliaga Turkey 40kt \$/mt	MSJAT00	MSJAT03	40kt	US dollars	mt
MT DBF Scrap Riga Latvia-Aliaga Turkey 45kt \$/mt Supramax	MSLAT00	MSLAT03	45kt	US dollars	mt
MT DBF Scrap Rotterdam Netherlands-Aliaga Turkey 30kt \$/mt Supramax	MSRAT00	MSRAT03	30kt	US dollars	mt
MT DBF Scrap Rotterdam Netherlands-Aliaga Turkey 40kt \$/mt Supramax	MSNAT00	MSNAT03	40kt	US dollars	mt

**Metallurgical coal, petcoke and scrap**

Platts metallurgical coal Panamax assessments reflect gearless vessels; spot prices for geared vessels may be normalized for assessment purposes.

**Timing:** Assessments for Australia to China reflect vessels chartered for loading seven to 45 days forward from the date of assessment. For example, on July 1, Platts assesses rates for vessel loadings between July 8 and August 15. Assessments for US to ARA/Brazil/China/India reflect vessels chartered for

loading 14-45 days forward from the date of assessment.

In addition to its daily assessments, Platts assesses a weekly spot market freight rate for the chartering of Panamax dry bulk vessels for metallurgical coal. The assessment reflects FOB cargoes loading from Vancouver on the west coast of Canada to Vizag on the east coast of India. The assessment reflects the value that prevails at the Asian market close of 17:30 Singapore time every Friday. Price assessments for Canada to India reflect vessels for loading 15-45 days forward from the date of assessment.

## ALUMINA AND BAUXITE

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
DBF Alumina Bunbury SW Australia-Jebel Ali 30kt \$/mt Handysize	<a href="#">MMASH00</a>	<a href="#">MMASH03</a>	30kt	US dollars	mt
DBF Alumina Bunbury SW Australia-Jebel Ali 60kt \$/Mt Panamax	<a href="#">MMABJ00</a>	<a href="#">MMABJ03</a>	60kt	US dollars	mt
DBF Alumina Bunbury/Kwinana-Lianyungang 30kt \$/mt Handysize	<a href="#">MMACH00</a>	<a href="#">MMACH03</a>	30kt	US dollars	mt
DBF Alumina Bunbury SW Australia-Lianyungang China 60kt Panamax \$/Mt	<a href="#">MMABL00</a>	<a href="#">MMABL03</a>	60kt	US dollars	mt
DBF Alumina Gladstone NE Australia-Jebel Ali 30kt \$/Mt Handysize	<a href="#">MMAA000</a>	<a href="#">MMAA003</a>	30kt	US dollars	mt
DBF Alumina Gladstone NE Australia-Lianyungang China 30kt \$/Mt Handysize	<a href="#">MMAGC00</a>	<a href="#">MMAGC03</a>	30kt	US dollars	mt
DBF Alumina Handysize Australia-China \$/MT (MONTHLY AVERAGE)	<a href="#">MMACH04</a>			US dollars	mt
DBF Alumina Handysize Australia-China \$/MT (YEARLY)	<a href="#">MMACH06</a>			US dollars	mt
DBF Bauxite Kamsar Guinea-San Ciprian Spain 59kt \$/mt Panamax	<a href="#">MMADZ00</a>	<a href="#">MMADZ03</a>	59kt	US dollars	mt

## Alumina and bauxite

**Timing:** Assessments reflect vessels chartered for loading up to 30 days forward from the date of assessment.

**Size & specifications:** Platts alumina Handysize assessments reflect cargoes of 30,000 mt. Spot rates for Handysize cargoes of between 25,000 mt and 35,000 mt, as well as spot rates for Handymax and Supramax vessels, may be normalized to the defined Handysize basis. Assessments are based on modern tonnage up to 20 years of age.

## SUGAR AND GRAINS

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
DBF Grains Santos Brazil-Qingdao N China 60kt Panamax \$/Mt	GRSQC00	GRSQC03	60kt	US dollars	mt
DBF Grains Santos Brazil-Qingdao N China 50kt Supramax \$/Mt	DBSBS00	DBSBS03	50kt	US dollars	mt
China Bulk Sugar South Brazil 8000/3000	SYCAC00	SYCAC03	50kt	US dollars	mt
Indonesia Bulk Sugar Thailand 3000/3000	SYCCA00	SYCCA03	25kt	US dollars	mt
DBF Grain New Orleans Louisiana US Gulf Coast-Alexandria Egypt 60kt \$/mt Panamax	GRNAE00	GRNAE03	60kt	US dollars	mt
DBF Grain New Orleans Louisiana US Gulf Coast-Fangcheng S China 66kt \$/mt Panamax	GRNOF00	GRNOF03	66kt	US dollars	mt
DBF Grain New Orleans Louisiana US Gulf Coast-Kashima Japan 50kt \$/mt Supramax	GRNOJ00	GRNOJ03	50kt	US dollars	mt
DBF Grain New Orleans Louisiana US Gulf Coast-Qingdao China 66kt \$/mt Panamax	GRNOQ00	GRNOQ03	66kt	US dollars	mt
DBF Grain Nikolaev Ukraine-Alexandria Egypt 25kt \$/mt Handysize	GRUAE00	GRUAE03	25kt	US dollars	mt
DBF Grain Odessa Ukraine-Alexandria Egypt 60kt \$/mt Panamax	GROAE00	GROAE03	60kt	US dollars	mt
DBF Grains Yuzhny Ukraine-Cigading Indonesia 50kt \$/mt Supramax	DBWBS00	DBWBS03	50kt	US dollars	mt

### Sugar and grains

Platts assesses weekly spot market freight rates for the chartering of dry bulk vessels for sugar every Thursday.

**Timing:** Sugar assessments reflect vessels loading 15-30 days forward from the date of assessment. Grain assessments reflect vessels loading 10-30 days forward from the date of assessment.

### PORTS AND LOADING RATES (SUGAR)

Base Port Origin	Base Port Destination	Typical Loading Rates (Bulk And Bagged)
Santos, Brazil South	Rizhao, China	Bulk sugar; 10,000/7,000 hourly load rate
Laem Chabang, Thailand	Ciwandan, Indonesia	Bulk Sugar; 6,000/6,000 hourly load rate

## LIMESTONE

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
DBF Limestone Mina Saqr UAE-Paradip EC India 50kt \$/mt Supramax	<a href="#">MLSAA00</a>	<a href="#">MLSAA03</a>	50kt	US dollars	mt
Limestone Loading Salalah Oman Diff vs Mina Saqr-Paradip 50 kt \$/mt Supramax	<a href="#">MLSAB00</a>	<a href="#">MLSAB03</a>	50kt	US dollars	mt
Limestone Discharge Chennai EC India Diff vs Mina Saqr-Paradip 50 kt \$/mt Supramax	<a href="#">MLSAC00</a>	<a href="#">MLSAC03</a>	50kt	US dollars	mt

## Limestone

**Timing:** Assessments reflect Supramax vessels for loading 10 to 25 days forward from the date of assessment.

## DRY BULK TIME CHARTER EQUIVALENTS

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM	Load/Discharge Rates	Turn-time at Load/Discharge Port	Vessel Delivery	Bunkering Port
DBF Port Hedland Western Australia-Qingdao China 170kt (plus/minus 10%) \$/day Capesize	MRYAA00	MRYAA03	170kt	US dollars	Day	Scale/30,000 mt	6/24 hours	China-Japan range	Shanghai
DBF Saldanha Bay South Africa-Qingdao China 170kt (plus/minus 10%) \$/day Capesize	MRYBA00	MRYBA03	170kt	US dollars	Day	Scale/30,000 mt	18/24 hours	China-Japan range	Singapore
DBF Tubarao Brazil-Qingdao China 170kt (plus/minus 10%) \$/day Capesize Pacific Round Voyage	MRYCA00	MRYCA03	170kt	US dollars	Day	Scale/30,000 mt	6/24 hours	China-Japan range	Singapore
DBF Tubarao Brazil-Qingdao China 170kt (plus/minus 10%) \$/day Capesize Front Haul	MRYDA00	MRYDA03	170kt	US dollars	Day	Scale/30,000 mt	6/24 hours	ARA range/passing Passero	Singapore
DBF Puerto Bolivar Colombia-Rdam Netherlands 150kt (plus/minus 10%) \$/day Capesize	CRYAA00	CRYAA03	150kt	US dollars	Day	50,000/25,000 mt	12/12 hours	ARA range/passing Passero	Rotterdam
DBF Hay Point Australia-Rdam Netherlands 160kt (plus/minus 10%) \$/day Capesize	CDBRN00	CDBRN03	160kt	US dollars	Day	50,000/25,000 mt	12/12 hours	China-Japan range	Singapore
DBF South Kalimantan Indonesia-Paradip India 75kt (plus/minus 10%) \$/day Panamax	CRYBA00	CRYBA03	75kt	US dollars	Day	15,000/12,000 mt	12/12 hours	South China	Singapore
DBF South Kalimantan Indonesia-Mundra India 75kt (plus/minus 10%) \$/day Panamax	CRYCA00	CRYCA03	75kt	US dollars	Day	15,000/20,000 mt	12/12 hours	South China	Singapore
DBF East Kalimantan Indonesia-Guangzhou China 65kt (plus/minus 10%) \$/day Panamax	CRYAC00	CRYAC03	65kt	US dollars	Day	15,000/15,000 mt	12/12 hours	South China	Hong Kong
DBF Richards Bay South Africa-Paradip India 75kt (plus/minus 10%) \$/day Panamax	CRYDA00	CRYDA03	75kt	US dollars	Day	Scale/12,000 mt	18/12 hours	East coast India	Durban
DBF Richards Bay South Africa-Mundra India 75kt (plus/minus 10%) \$/day Panamax	CRYEA00	CRYEA03	75kt	US dollars	Day	Scale/20,000 mt	18/12 hours	East coast India	Durban
DBF Hay Point Australia-Paradip India 75kt (plus/minus 10%) \$/day Panamax	MRYEA00	MRYEA03	75kt	US dollars	Day	Scale/12,000 mt	12/12 hours	North China	Singapore
DBF Hay Point Australia-Qingdao China 75kt (plus/minus 10%) \$/day Panamax	MRYFA00	MRYFA03	75kt	US dollars	Day	Scale/15,000 mt	12/24 hours	North China	Shanghai
DBF Metallurgical Coal Vancouver WC Canada-Qingdao N China 75kt (plus/minus 10%) \$/day Panamax	CDCAD00	CDCAD03	75kt	US dollars	Day	Scale/15,000 mt	12/24 hours	North China	S Korea
DBF Met Coal Hampton Roads Virginia-Rotterdam 70kt (plus/minus 10%) \$/day DOP Gibraltar Panamax	GCHRA00	GCHRA03	70kt	US dollars	Day	25,000/30,000 mt	48/48 hours	Gibraltar	Gibraltar
DBF Grains Santos Brazil-Qingdao China 60kt (plus/minus 10%) \$/day DOP Gibraltar Panamax	GSBQB00	GSBQB03	60kt	US dollars	Day	8,000/8,000 mt	36/36 hours	Gibraltar	Gibraltar
DBF Grains Santos Brazil-Qingdao China 60kt (plus/minus 10%) \$/day DOP Singapore Panamax	GSBQA00	GSBQA03	60kt	US dollars	Day	8,000/8,000 mt	36/36 hours	Singapore	Singapore
DBF Thermal Coal South Kalimantan Indonesia-Paradip EC India 55kt (plus/minus 10%) \$/day Ultramax	CSKPB00	CSKPB03	55kt	US dollars	Day	8,000/12,000 mt	12/12 hours	Singapore	Singapore
DBF Thermal Coal South Kalimantan Indonesia-Navlakhi WC India 55kt (plus/minus 10%) \$/day Ultramax	CSKNB00	CSKNB03	55kt	US dollars	Day	8,000/12,000 mt	12/12 hours	Singapore	Singapore
DBF Thermal Coal Richards Bay S Africa-Paradip EC India 55kt (plus/minus 10%) \$/day Ultramax	CRBQB00	CRBQB03	55kt	US dollars	Day	Scale/12,000 mt	18/12 hours	East coast India	Durban
DBF Thermal Coal Richards Bay S Africa-Kandla WC India 55kt (plus/minus 10%) \$/day Ultramax	CRBKB00	CRBKB03	55kt	US dollars	Day	Scale/12,000 mt	18/12 hours	East coast India	Durban
DBF South Kalimantan Indonesia-Paradip India 50kt (plus/minus 10%) \$/day Supramax	CRYFA00	CRYFA03	50kt	US dollars	Day	8,000/12,000 mt	12/12 hours	Singapore	Singapore
DBF South Kalimantan Indonesia-Navlakhi India 50kt (plus/minus 10%) \$/day Supramax	CRYGA00	CRYGA03	50kt	US dollars	Day	8,000/12,000 mt	12/12 hours	Singapore	Singapore
DBF East Kalimantan Indonesia-Guangzhou China 50kt (plus/minus 10%) \$/day Supramax	CRYAB00	CRYAB03	50kt	US dollars	Day	8,000/12,000 mt	12/12 hours	South China	Hong Kong
DBF Richards Bay South Africa-Paradip India 50kt (plus/minus 10%) \$/day Supramax	CRYHA00	CRYHA03	50kt	US dollars	Day	Scale/12,000 mt	18/12 hours	East coast India	Durban
DBF Richards Bay South Africa-Navlakhi India 50kt (plus/minus 10%) \$/day Supramax	CRYIA00	CRYIA03	50kt	US dollars	Day	Scale/12,000 mt	18/12 hours	East coast India	Durban
DBF Mina Saqr UAE-Paradip India 50kt (plus/minus 10%) \$/day Supramax	MRYGA00	MRYGA03	50kt	US dollars	Day	15,000/12,000 mt	12/12 hours	West coast India	Fujairah
DBF Grains New Orleans Louisiana-Kashima Japan 50kt (plus/minus 10%) \$/day DOP SWP Supramax	GNOLA00	GNOLA03	50kt	US dollars	Day	10,000/8,000 mt	30/60 hours	Southwest Pass	Balboa
DBF Grains New Orleans Louisiana-Kashima Japan 50kt (plus/minus 10%) \$/day DOP Gibraltar Supramax	GNOLB00	GNOLB03	50kt	US dollars	Day	10,000/8,000 mt	30/60 hours	Gibraltar	Balboa
DBF Petcoke Houston Texas-Krishnapatnam EC India 50kt (plus/minus 10%) \$/day DOP SWP Supramax	GPHTA00	GPHTA03	50kt	US dollars	Day	20,000/15,000 mt	24/12 hours	Southwest Pass	Houston
DBF Petcoke Houston Texas-Krishnapatnam EC India 50kt (plus/minus 10%) \$/day DOP Gibraltar Supramax	GPHTB00	GPHTB03	50kt	US dollars	Day	20,000/15,000 mt	24/12 hours	Gibraltar	Houston
DBF Grains Yuzhny Ukraine-Cigading Indonesia 50kt \$/day DOP Canakkale Supramax	GYUCA00	GYUCA03	50kt	US dollars	Day	10,000/8,000 mt	48/24 hours	Canakkale	Istanbul
DBF Grains Santos Brazil-Qingdao China 50kt \$/day DOP Gibraltar Supramax	GSQCA00	GSQCA03	50kt	US dollars	Day	8,000/8,000 mt	36/36 hours	Gibraltar	Gibraltar

## VESSEL DWT FOR TCE CALCULATIONS

	dwt
Capesize	181,000
Panamax	81,000
Ultramax	63,000
Supramax	57,000

## TIME CHARTER EQUIVALENT VARIABLES

### Port cost (\$)

Capesize Port Hedland Western Australia Port Cost	145,000
Capesize Puerto Bolivar Colombia Port Cost	100,000
Capesize Qingdao China Port Cost	120,000
Capesize Rotterdam Netherlands Bunker Port Cost	5,000
Capesize Rotterdam Netherlands Port Cost	140,000
Capesize Saldanha Bay South Africa Port Cost	55,000
Capesize Shanghai Bunker Port Cost	5,000
Capesize Singapore Bunker Port Cost	5,000
Capesize Tubarao Brazil Port Cost	100,000
Panamax Durban Bunker Port Cost	25,000
Panamax Mundra India Port Cost	86,000
Panamax Hay Point Australia Port Cost	95,000
Panamax Paradip India Port Cost	63,000
Panamax Qingdao China Port Cost (Coal, Hay Point-Qingdao)	50,000
Panamax Qingdao China Port Cost (Grains, Santos-Qingdao)	65,000
Panamax Richards Bay South Africa Port Cost	30,000
Panamax Rotterdam Netherlands Port Cost	70,000
Panamax Santos Brazil Port Cost	70,000
Panamax Shanghai Bunker Port Cost	4,000
Panamax Singapore Bunker Port Cost	4,000
Panamax South Kalimantan Indonesia Port Cost	18,000
Panamax Hampton Roads Virginia Port Cost	85,000
Panamax Gibraltar Bunker Port Cost	4,000
Ultramax Richards Bay South Africa Port Cost	30,000
Ultramax South Kalimantan Indonesia Port Cost	16,000
Ultramax Navlakhi India Port Cost	38,000
Ultramax Paradip India Port Cost	52,000

Ultramax Kandla India Port Cost	95,000
Ultramax Singapore Bunker Port Cost	3,000
Ultramax Durban Bunker Port Cost	25,000
Supramax Fujairah Bunker Port Cost	10,000
Supramax Houston Texas Port Cost (including bunkering)	90,000
Supramax Kashima Japan Port Cost	80,000
Supramax Krishnapatnam India Port Cost	85,000
Supramax Mina Saqr UAE Port Cost	18,000
Supramax Navlakhi India Port Cost	35,000
Supramax New Orleans Louisiana Port Cost	218,000
Supramax Paradip India Port Cost	48,000
Supramax Richards Bay South Africa Port Cost	27,000
Supramax Singapore Bunker Port Cost	3,000
Supramax South Kalimantan Indonesia Port Cost	15,000
Supramax Durban Bunker Port Cost	25,000
Supramax Balboa Panama Bunker Port Cost	20,000
Supramax Gibraltar Bunker Port Cost	4,000
Supramax Santos Brazil Port Cost	80,000
Supramax Qingdao China Port Cost (Grains Santos-Qingdao)	80,000
Supramax Yuzhny Ukraine Port Cost	125,000
Supramax Cigading Indonesia Port Cost	65,000

### Bunker consumption (mt/day)

Capesize Ballast Bunker Consumption	43.00
Capesize Bunker Consumption Port	3.50
Capesize Laden Bunker Consumption	43.00
Capesize Marine Gasoil Consumption	0.20

Panamax Ballast Bunker Consumption	28.00
Panamax Bunker Consumption Port	2.50
Panamax Laden Bunker Consumption	28.00
Panamax Marine Gasoil Consumption	0.10
Ultramax Ballast Bunker Consumption	25.00
Ultramax Bunker Consumption Port Idle	4.00
Ultramax Bunker Consumption Port Working	6.00
Ultramax Laden Bunker Consumption	25.00
Ultramax Marine Gasoil Consumption	0.10
Supramax Ballast Bunker Consumption	26.00
Supramax Bunker Consumption Port Idle	3.00
Supramax Bunker Consumption Port Working	6.00
Supramax Laden Bunker Consumption	26.00
Supramax Marine Gasoil Consumption	0.10

### Vessel speed (knots)

Capesize Ballast Speed	13.00
Capesize Laden Speed	12.00
Panamax Ballast Speed	12.50
Panamax Laden Speed	11.50
Ultramax Ballast Speed	13.00
Ultramax Laden Speed	12.00
Supramax Ballast Speed	13.00
Supramax Laden Speed	12.00

## Dry bulk Time Charter Equivalents (TCEs)

Platts also publishes daily spot market Time Charter Equivalent assessments for dry bulk vessels. Each TCE assessment for Supramax, Ultramax, Panamax and Capesize vessels reflects the \$/day pricing derived from the respective voyage rates published by Platts on a \$/mt basis.

The TCE is calculated using bunker prices published by Platts. The Durban and Rotterdam bunker prices, which are assessed out of London, are normalized to the Singapore close for use in the respective Asian TCE assessments.

The port charges, vessel speed and consumption used in the TCE calculation are arrived at by extensive market survey and

reflect market practice. All assessments are basis loading and discharge on Sundays and holidays include per weather working day at both ends; sea margin of 5% and total commission at 5%.

**BOX RATES**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
<b>Head-haul</b>					
Head-haul					
PCR1 North Asia – North Continent	PCR0100	PCR0103	FEU	US Dollars	mt
PCR3 North Asia – Mediterranean	PCR0300	PCR0303	FEU	US Dollars	mt
PCR5 North Asia – East Coast North America	PCR0500	PCR0503	FEU	US Dollars	mt
PCR9 North Continent – East Coast North America	PCR0900	PCR0903	FEU	US Dollars	mt
PCR11 North Asia - UK	PCR1100	PCR1103	FEU	US Dollars	mt
PCR13 North Asia - West Coast North America	PCR1300	PCR1303	FEU	US Dollars	mt
<b>Back-haul</b>					
PCR2 North Continent – North Asia	PCR0200	PCR0203	FEU	US Dollars	mt
PCR4 Mediterranean – North Asia	PCR0400	PCR0403	FEU	US Dollars	mt
PCR6 East Coast North America – North Asia	PCR0600	PCR0603	FEU	US Dollars	mt
PCR10 East Coast North America – North Continent	PCR1000	PCR1003	FEU	US Dollars	mt
PCR12 UK - North Asia	PCR1200	PCR1203	FEU	US Dollars	mt
PCR14 West Coast North America - North Asia	PCR1400	PCR1403	FEU	US Dollars	mt
Platts Container Index (weighted average of above routes)	PCTI00	PCTI03	FEU	US Dollars	mt

**BUNKER CHARGE ASSESSMENTS**

Assessment	CODE	Mavg	Cargo Size	CURRENCY
<b>Head-haul</b>				
PBC1 North Asia - North Continent	PBC0100	PBC0103	FEU	US Dollars
PBC13 North Asia - West Coast North America	PBC1300	PBC1303	FEU	US Dollars
PBC5 North Asia - East Coast North America	PBC0500	PBC0503	FEU	US Dollars
PBC9 North Continent - East Coast North America	PBC0900	PBC0903	FEU	US Dollars
<b>Back-haul</b>				
PBC2 North Continent - North Asia	PBC0200	PBC0203	FEU	US Dollars
PBC14 West Coast North America - North Asia	PBC1400	PBC1403	FEU	US Dollars
PBC6 East Coast North America - North Asia	PBC0600	PBC0603	FEU	US Dollars
PBC10 East Coast North America - North Continent	PBC1000	PBC1003	FEU	US Dollars

## BUNKER EXCLUDED CONTAINER RATES

Assessment	CODE	Mavg	Cargo Size	CURRENCY
<b>Head-haul</b>				
PBX1 North Asia - North Continent	PBX0100	PBX0103	FEU	US Dollars
PBX13 North Asia - West Coast North America	PBX1300	PBX1303	FEU	US Dollars
PBX5 North Asia - East Coast North America	PBX0500	PBX0503	FEU	US Dollars
PBX9 North Continent - East Coast North America	PBX0900	PBX0903	FEU	US Dollars
<b>Back-haul</b>				
PBX2 North Continent - North Asia	PBX0200	PBX0203	FEU	US Dollars
PBX14 West Coast North America - North Asia	PBX1400	PBX1403	FEU	US Dollars
PBX6 East Coast North America - North Asia	PBX0600	PBX0603	FEU	US Dollars
PBX10 East Coast North America - North Continent	PBX1000	PBX1003	FEU	US Dollars

## Box rates

Container vessels are defined as those that carry their load in standardized intermodal containers, typically 20-foot or 40-foot equivalent (FEU) containers. Container vessel sizes are also measured in TEUs.

Platts box rate assessments reflect the transactable value for carrying 40-ft equivalent (FEU) containers at 16:30 London time.

**Location:** Platts assesses a number of key shipping regions under broad geographic descriptions.

**North Continent:** Bilbao to Hamburg

**Mediterranean:** All ports from Gibraltar to Istanbul

**East Coast North America:** Atlantic Coast including Canada

**West Coast North America:** Pacific Coast including Canada

**Timing:** Assessments reflect spot market container prices for loading five to 25 days forward from the date of assessment.

Platts assesses daily spot market \$/FEU rates for carrying an FEU container on several routes. In addition, Platts also

## PLATTS CONTAINER INDEX

Route	Weighted value
North Asia - North Continent	10.43%
North Asia - UK	10.43%
North Asia - ECNA	8.87%
North Asia - WCNA	8.20%
North Asia - Med	6.87%
North Continent - ECNA	3.95%
WCNA - North Asia	11.32%
North Continent - North Asia	10.00%
UK - North Asia	10.00%
ECNA - North Asia	8.03%
Med-North Asia	7.66%
ECNA - North Continent	4.23%
<b>Total</b>	<b>100.00%</b>

publishes the Platts Container Index assessment, which is based on a weighted average of the assessed routes. The percentages have been derived from Platts Cflow data. The raw data captured uses AIS to track ship movements from region to region. The percentage breakdown is as follows:

**Canals:** Assessments for voyages which involve a canal transit, including the Suez Canal and the Panama Canal, are inclusive of any canal fees.

Platts bunker charge assessments reflect the bunker costs for

transporting a forty-foot container and are expressed in \$/FEU. These assessments are calculated using \$/mt bunker prices in representative ports, published by Platts, as follows:

**IFO380**

**PCR1 and PCR2:** Singapore, Gibraltar, Colombo and Rotterdam

**PCR5 and PCR6:** New York, Savannah, Charleston, Norfolk, Busan, Hong Kong, Tokyo and Vladivostok

**PCR13 and PCR14:** Los Angeles, Seattle, Busan, Hong Kong, Tokyo and Vladivostok

**LSMGO**

**PCR1 and PCR2:** Singapore, Gibraltar and Rotterdam

**PCR5 and PCR6:** New York, Savannah, Charleston, Norfolk, Busan and Hong Kong

**PCR13 and PCR14:** Los Angeles, Seattle, Busan and Hong Kong

The bunker charge round voyage percentage weighting allocation, vessel speed and consumption used in the bunker charge calculations are arrived at by extensive market survey

and reflect market practice. All assessments include a sea margin of 5%. The voyage durations are arrived at by extensive market survey and are basis vessels proceeding on a round voyage to ports in geographical rotation within the below ranges:

**PCR1 and PCR2:** Tokyo, Nagoya, Kobe, Busan, Xingang, Qingdao, Shanghai, Ningbo, Keelung, Xiamen, Hong Kong/Yantian, Kaoshiung, Cai Mep, Singapore, Colombo, Le Havre, Antwerp, Rotterdam, Hamburg.

**PCR5 and PCR6:** Kaoshiung, Hong Kong/Yantian, Xiamen, Keelung, Ningbo, Shanghai, Qingdao, Xingang, Busan, Kobe, Nagoya, Tokyo, Long Beach/Los Angeles, Jacksonville, Savannah, Charleston, Norfolk, New York, Boston.

**PCR13 and PCR14:** Kaoshiung, Hong Kong/Yantian-Xiamen, Keelung, Ningbo, Shanghai, Qingdao, Xingang, Busan, Kobe, Nagoya, Tokyo, Vancouver, Oakland, Long Beach/Los Angeles.

The container vessel speeds used in the assessments are:

**PCR1 and PCR2:** 17 knots normal, 15 knots slow-steaming

**PCR5 and PCR6:** 18 knots normal and 15 knots slow-steaming

**PCR13 and PCR14:** 18 knots normal and 15 knots slow-steaming

The container vessel sizes used in the assessments are:

**PCR1 and PCR2:** 18,000 TEU

**PCR5 and PCR6:** 9,000 TEU

**PCR13 and PCR14:** 10,000 TEU

The container vessel bunker consumption used in the assessments, basis metric tons are:

**PCR1 and PCR2:** 124/mt per day at normal speed; 92/mt slow-steaming

**PCR5 and PCR6:** 108/mt per day at normal speed; 72/mt per day slow-steaming

**PCR13 and PCR14:** 112/mt per day at normal speed and 76/mt per day slow-steaming

The canal transit allocations, in days, used in the assessments are:

**Panama Canal Northbound Transit:** 1.0 day

**Panama Canal Southbound Transit:** 1.0 day

**Suez Canal Northbound Transit:** 1.0 day

**Suez Canal Southbound Transit:** 1.0 day

The container volume split allocation used in the assessments are:

**PCR1 and PCR2:** 65% and 35%

**PCR5 and PCR6:** 70% and 30%

**PCR13 and PCR14:** 70% and 30%

The above variables used in calculating bunker charge assessments are regularly updated to reflect market practice and new regulations.

The Platts Bunker Excluded (PBX) container spot rate assessments are calculated by deducting the daily values of bunker charge assessments from the container rate assessments for the above routes and are also on a \$/FEU basis.

## Petrochemical freight

Platts petrochemical freight assessments are assessed daily and weekly, and reflect the transactable value of chartering a vessel at the following times:

**Singapore 16:30** – Liquid chemical freight (daily, Wednesday or Friday depending on routes), gas chemical freight (every Friday), polymer freight (every Wednesday)

**London 16:30** – Liquid chemical freight & gas chemical freight (every Friday)

**Houston 13:30** – Liquid chemical freight & gas chemical freight (every Friday)

**Size and specifications:** The tonnage specified in the Platts assessment tables represents the weight of the cargo carried. Platts may normalize freight rates for charters of a different size for assessment purposes, including pro-rating the market rate to the size of the cargo reflected in the assessment.

**Timing:** Assessments reflect prompt fixtures, according to prevailing regional market practice.

**LIQUID CHEMICALS**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
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**Asia****From India**

India-East China 3 kt (Friday)	AAVCX00	AAVCX03	3kt	US dollars	mt
India-East China 5-7 kt (Friday)	AAVCZ00	AAVCZ03	5-7kt	US dollars	mt
India-Indonesia 5-7 kt (Friday)	AAVCY00	AAVCY03	5-7kt	US dollars	mt
India-Middle East 5-7 kt (Friday)	AAVDB00	AAVDB03	5-7kt	US dollars	mt
INDIA-PAKISTAN 5-7 KT (FRIDAY)	AAVDA00	AAVDA03	5-7kt	US dollars	mt
PX India-East China (Friday)	PXAEC00	PXAEC03	10kt	US dollars	mt
PX India-South China/Taiwan (Friday)	PXASC00	PXASC03	10kt	US dollars	mt

**From Southeast Asia**

Pasir Gudang-Singapore 3 kt (Friday)	AAVCG00	AAVCG03	3kt	US dollars	mt
Map Ta Phut-India 3 kt (Friday)	AAVCK00	AAVCK03	3kt	US dollars	mt
Map Ta Phut-Singapore 3 kt (Friday)	AAVCI00	AAVCI03	3kt	US dollars	mt
Map Ta Phut-Taiwan 3 kt (Friday)	AAVCJ00	AAVCJ03	3kt	US dollars	mt
Intra SE Asia 2-3 kt (Friday)	AARJT00	AARJT03	2-3kt	US dollars	mt
SE Asia-NE Asia 5 kt (Friday)	AARJP00	AARJP03	5kt	US dollars	mt
SE Asia-South Asia 5 kt (Friday)	AARJQ00	AARJQ03	5kt	US dollars	mt
Thailand-Taiwan 2-3 kt (Friday)	AARJW00	AARJW03	2-3kt	US dollars	mt
Singapore-Indonesia 2-3 kt (Friday)	ABXPA04	ABXPA03	2-3kt	US dollars	mt
Singapore-WC India 2-3 kt (Friday)	ABXPB04	ABXPB03	2-3kt	US dollars	mt
Singapore-East China 5-6 kt (Friday)	ABXPC04	ABXPD03	5-6kt	US dollars	mt

**From/to Korea/USGC**

Korea-East China 2-3 kt (daily)	AAVBV00	AAVBV03	2-3kt	US dollars	mt
Korea-East China 5 kt (daily)	AAVCA00	AAVCA03	5kt	US dollars	mt
Korea-India 2-3 kt (daily)	AAVBX00	AAVBX03	2-3kt	US dollars	mt
Korea-South China 5 kt (daily)	AAVCB00	AAVCB03	5kt	US dollars	mt
Korea-Taiwan 2-3 kt (daily)	AAVBU00	AAVBU03	2-3kt	US dollars	mt
Korea-Taiwan 5 kt (daily)	AAVBZ00	AAVBZ03	5kt	US dollars	mt
Korea-USG 10-12 kt (daily)	AAVBY00	AAVBY03	10-12kt	US dollars	mt
USG-East China 10-12 kt (daily)	AAVCE00	AAVCE03	10-12kt	US dollars	mt
USG-Korea 10-12 kt (daily)	AAVCC00	AAVCC03	10-12kt	US dollars	mt
USG-Taiwan 10-12 kt (daily)	AAVCD00	AAVCD03	10-12kt	US dollars	mt
Intra NE Asia 5 kt (Friday)	AARJR00	AARJR03	5kt	US dollars	mt
Korea-East China 2-3 kt (Friday)	AARJU00	AARJU03	2-3kt	US dollars	mt
Korea-Taiwan 2-3 kt (Friday)	AARJV00	AARJV03	2-3kt	US dollars	mt
Korea-USG 5 kt (Friday)	AARJS00	AARJS03	5kt	US dollars	mt

**LIQUID CHEMICALS**

Assessment	CODE	Mavg	Cargo Size	CURRENCY	UOM
<b>From Middle east</b>					
Middle East-India 2-3 kt (Friday)	AAVCT00	AAVCT03	2-3kt	US dollars	mt
Middle East-SE Asia 5-7 kt (Friday)	AAVCV00	AAVCV03	5-7kt	US dollars	mt
Middle East-Taiwan 10-12 kt (Friday)	ABXPD04	ABXPD03	10-12kt	US dollars	mt
Middle East-SE Asia 10-12 kt (Friday)	ABMSA00	ABMSA03	10-12kt	US dollars	mt
Middle East-East China 10-12 kt (Wednesday, Friday)	ABMCA00	ABMCA03	10-12kt	US dollars	mt
Middle East-India 10-12 kt (Wednesday, Friday)	ABMIA00	ABMIA03	10-12kt	US dollars	mt
<b>Europe</b>					
Rotterdam-USG 1-2 kt Weekly	AARIZ00	AARIZ03	1-2kt	US dollars	mt
Rotterdam-FE Asia 1-2 kt Weekly	AARJB00	AARJB03	1-2kt	US dollars	mt
Rotterdam-SE Asia 1-2 kt Weekly	AARJD00	AARJD03	1-2kt	US dollars	mt
Rotterdam-Med 1-2 kt Weekly	AARJF00	AARJF03	1-2kt	US dollars	mt
Rotterdam-USG 5 kt Weekly	AARJA00	AARJA03	5kt	US dollars	mt
Rotterdam-FE Asia 5 kt Weekly	AARJC00	AARJC03	5kt	US dollars	mt
Rotterdam-SE Asia 5 kt Weekly	AARJE00	AARJE03	5kt	US dollars	mt
Rotterdam-Med 5 kt Weekly	AARJG00	AARJG03	5kt	US dollars	mt
<b>Americas</b>					
USGC-Far East Asia 1-2kt (weekly)	AARJH00	AARJH03	1-2kt	US dollars	mt
USGC-Southeast Asia 1-2kt (weekly)	AARJJ00	AARJJ03	1-2kt	US dollars	mt
USGC-Europe 1-2kt (weekly)	AARJL00	AARJL03	1-2kt	US dollars	mt
USGC-Mexico 1-2kt (weekly)	AARJN00	AARJN03	1-2kt	US dollars	mt
USGC-Far East Asia 5kt (weekly)	AARJI00	AARJI03	5kt	US dollars	mt
USGC-Southeast Asia 5kt (weekly)	AARJK00	AARJK03	5kt	US dollars	mt
USGC-Europe 5kt (weekly)	AARJM00	AARJM03	5kt	US dollars	mt
USGC-Mexico 5kt (weekly)	AARJO00	AARJO03	5kt	US dollars	mt

**Liquid chemicals**

Platts assesses spot market rates for the chartering of IMO II and III grade chemical tankers for the transportation of category Y and Z chemical cargoes, which includes products such as aromatics, solvents and MTBE. Liquid chemical freight assessments are typically based on epoxy-coated or stainless steel purpose-built tankers. The assessments are published in US dollars/mt.

**GAS CHEMICALS****Assessment****Asia****Ethylene (pressurized)**

Korea-Taiwan/China 2-4 kt Weekly	AAXOQ00		2-4kt	US dollars	mt
Middle East-SE Asia 5 kt Weekly	AAXOR00		5kt	US dollars	mt
Thailand-Indonesia/SE Asia 5 kt Weekly	AAXOS00		5kt	US dollars	mt

**Propylene/Butadiene (pressurized)**

Korea-Taiwan/China 1.5 kt Weekly	AAXOV00		1.5kt	US dollars	mt
Korea-SE Asia 1.5 kt Weekly	AAXOX00		1.5kt	US dollars	mt
Intra ASEAN 1.5 kt Weekly	AAXOZ00		1.5kt	US dollars	mt

**Europe**

Europe-Asia	AAXO000	-	5kt	US dollars	mt
Europe-Asia	AAXPC00	-	5-10kt	US dollars	mt
Europe-Turkey/Med	AAXOT00	-	5kt	US dollars	mt
Europe-USA 5-10 kt Weekly	AAXPA00	-	5-10kt	US dollars	mt

**Americas****Ethylene (refrigerated/pressurized)**

US-Europe 5kt weekly	AAXOG00	-	5kt	US dollars	mt
US-Venezuela 5kt weekly	AAXON00	-	5kt	US dollars	mt
US-Mexico 5kt weekly	AAXOP00	-	5kt	US dollars	mt
Latin America-Asia 5kt weekly	AAXOM00	-	5kt	US dollars	mt
Latin America-Europe 5kt weekly	AAXOH00	-	5kt	US dollars	mt

**Propylene/Butadiene (refrigerated)**

US-Southeast Asia 5-10kt weekly	AAXOU00	-	5-10kt	US dollars	mt
US-North Asia 5-10kt weekly	AAXOW00	-	5-10kt	US dollars	mt
US-Europe 5-10kt weekly	AAXOY00	-	5-10kt	US dollars	mt

**VCM (pressurized)**

US-Asia 1.5kt weekly	AAXPE00	-	1.5kt	US dollars	mt
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**Gas chemicals**

Platts assesses spot market rates for the chartering of gas tankers for the transportation of liquefied chemical gases such as ethylene, propylene and butadiene. Gas tankers are refrigerated and/or pressurized vessels depending on the product being transported. The assessments are published in US dollars/mt.

## POLYMERS

Assessment	CODE	Mavg	Wavg	Cargo Size	Laycans	CURRENCY	UOM
Middle East-East China >100 kt Weekly	AAPSM00			>100kt	15-30 days	US dollars	mt
Middle East-East China 25-100 kt Weekly	AAPRT00	AAPRT03		25-100kt	15-30 days	US dollars	mt
Middle East-India >100 kt Weekly	AAPS000			>100kt	15-30 days	US dollars	mt
Middle East-India 25-100 kt Weekly	AAPRV00	AAPRV03		25-100kt	15-30 days	US dollars	mt
Middle East-SE Asia >100 kt Weekly	AAPSP00			>100kt	15-30 days	US dollars	mt
Middle East-SE Asia 25-100 kt Weekly	AAPRW00	AAPRW03		25-100kt	15-30 days	US dollars	mt
Middle East-South China >100 kt Weekly	AAPSN00			>100kt	15-30 days	US dollars	mt
Middle East-South China 25-100 kt Weekly	AAPRU00	AAPRU03		25-100kt	15-30 days	US dollars	mt
Middle East-Latin America >100 kt Weekly	AAPSX00			>100kt	15-30 days	US dollars	mt
Middle East-Latin America 25-100 kt Weekly	AAPSL00			25-100kt	15-30 days	US dollars	mt
Middle East-NW Europe >100 kt Weekly	AAPSQ00			>100kt	15-30 days	US dollars	mt
Middle East-NW Europe 25-100 kt Weekly	AAPRX00			25-100kt	15-30 days	US dollars	mt
Middle East-Turkey >100 kt Weekly	AAPSR00			>100kt	15-30 days	US dollars	mt
Middle East-Turkey 25-100 kt Weekly	AAPRY00			25-100kt	15-30 days	US dollars	mt
Middle East-US Gulf >100 kt Weekly	AAPSS00			>100kt	15-30 days	US dollars	mt
Middle East-USG 25-100 kt Weekly	AAPSK00			25-100kt	15-30 days	US dollars	mt

## Polymers

Platts assesses spot market freight rates for the transportation of polyethylenes and polyvinylchloride on standardized intermodal containers. The assessments reflect 20-foot (25-100 mt cargoes) or 40-foot (more than 100 mt cargoes) equivalent containers. The assessments are published in US dollars/mt

**Location:** Platts assesses a number of key shipping regions under broad geographic descriptions. A list of those descriptions and the markets they represent, are as follows:

**Middle East:** Jebel Ali (Dubai), Khalifa (Abu Dhabi), Jubail and Rabigh (Saudi Arabia), Shuaiba (Kuwait), Mesaieed (Qatar), Assaluyeh and Bandar Imam Khomeini (Iran)

**East China:** Zhangjiagang, Shanghai, Jiangyin, Nantong, Ningbo, Nanjing and Zhenjiang

**South China:** Shenzhen, Shantou, Hong Kong, Xiamen and Zhuhai

**India:** Kolkata, Mumbai and Chennai

**Southeast Asia:** Jakarta and Surabaya (Indonesia), Singapore, Manila Bay (Philippines), Port Kelang (Malaysia), Bangkok (Thailand), Ho Chi Minh (Vietnam)

**North West Europe:** Basis Antwerp port, deliveries to Rotterdam and Amsterdam will be normalized to the Antwerp port basis.

**Turkey:** Istanbul and Mersin

**US Gulf:** Houston

**Latin America:** Main ports in Brazil, Chile, Uruguay

## REVISION HISTORY

**August 2019:** Platts completed an annual review of the global freight specifications guide. Platts reviewed all content, corrected typos and made minor edits to language. In this update, all of the LPG freight methodology globally was incorporated into this guide, from the regional oil specification guides. The Asia petrochemical freight section was updated to reflect changes to the frequency of assessments for several routes, addition of new aromatics freight routes and the discontinuation of a few routes. The dry bulk TCEs table was updated to include the new Capesize Hay Point-Rotterdam backhaul TCE daily assessment that was launched on May 2, 2019, as well as the new Supramax Santos-Qingdao and Supramax Yuzhny-Cigading daily TCE assessments launched on July 1, 2019. The turn-time at Load/Discharge Port for Supramax New Orleans-Kashima TCE assessments was corrected to 30/60 hours, while the assessment description of Panamax Hampton Roads Virginia-Rotterdam TCE was corrected to DOP Gibraltar. The thermal coal table was updated to reflect the replacement of Karachi port with Port Qasim as the discharge port for the Richards Bay, South Africa, to Pakistan 50,000 mt Supramax thermal coal freight assessment, effective August 1, 2018. Additionally, the Iron ore, Thermal coal, Metallurgical coal, petcoke and scrap, Alumina and bauxite, and Sugar and grains tables were updated to reflect the ten dry freight Panamax routes discontinued on July 1, 2019. The West of Suez Tankers – Americas (Dirty) table was updated to include the new Worldscale 145kt Suezmax USGC-UK Continent/Mediterranean and Lumpsum USGC Aframax Lightering assessments that were launched April 1 and June 3, respectively. In April, Platts completed an annual update to sections 1 to 6 of Platts Methodology and Specifications guides, and moved these sections into a standalone Platts Methodology Guide.

**March 2019:** Platts updated this guide to include two newly launched dry bulk grains freight assessments: 50kt Ukraine-Indonesia and 50kt Brazil to north China.

**November 2018:** Platts completed an annual review of the global Freight methodology and specifications guide. Platts reviewed all content, corrected typos and made minor edits to language. Platts also added a new section I to VI, and incorporated all of the petrochemical freight assessment methodology into this guide from the regional petrochemical guides. Platts also incorporated its chemical tanker freight assessment methodology into this guide. This guide was also updated to reflect the newly launched 260 kt Brazil/Uruguay-China dirty oil tanker assessment and the newly launched 100kt Russia-North China dirty oil tanker assessment. Platts also updated this guide to include the newly launched Panamax 75kt dry bulk steam coal EC Australia-Japan implied freight assessment, the newly launched 30kt UKC-UKC clean tanker assessment and the newly launched WC Canada-N China Panamax 75kt dry bulk TCE assessment. References to the following discontinued dry bulk freight assessments have been removed: Panamax NE Australia-UAE; Supramax S Africa-Mundra, WC India along with the following differentials: from basis Mundra to Dahej, WC India; from basis Mundra to Kandla, WC India; from basis Krishnapatnam to Paradip, EC India; from basis Krishnapatnam to Ennore, EC India; and from basis Krishnapatnam to Paradip, EC India. References to the discontinued Supramax Indonesia-Mundra, WC India dry bulk freight assessment were also removed, along with the following differentials: from basis Mundra to Dahej, WC India; and from basis Mundra to Kandla, WC India. Platts also updated this guide with changes to some basis ports for dry bulk freight assessments. The differential for 55kt S Africa-WC India has changed from basis Mundra to New Mangalore, WC India to a differential from basis Kandla to New Mangalore, WC India. The differential for 55kt Indonesia-WC India has changed from basis Mundra to New Mangalore, WC India to a differential from basis Navlakhi to New Mangalore, WC India. Platts also updated this guide with changes to the load and discharge rates in its dry bulk sugar freight assessments. The load/discharge rates on the Santos SE Brazil-Rizhao, N China 50kt route have been changed from 8,000/3,000 mt/day to 10,000/7,000 mt/day. The load/discharge rates on the Laem Chabang, Thailand,

to Ciwandan, Indonesia 25kt route have been changed from 3,000/3,000 mt/day to 6,000/6000 mt/day. Platts also updated this guide to include the newly launched container bunker charge assessments and bunker excluded container spot rate assessments for North Continent-EC North America and EC North America-North Continent.

**May 2018:** Platts updated this guide to include the newly launched container bunker charge assessments and bunker excluded container spot rate assessments. Platts also changed references in the container freight assessment descriptions from 'UK Continent' to 'North Continent', and removed references to the discontinued UK Continent-Mediterranean and Mediterranean-UK Continent container freight assessments. Platts updated this guide with a change to the description of the US-Turkey Supramax petcoke dry bulk freight rate assessment from Houston-Aliaga to New Orleans-Iskenderun. Platts also changed the cargo size for its New Orleans-Qingdao and New Orleans-Fangcheng dry bulk grain freight assessments from 60kt to 66kt.

**April 2018:** Platts updated this guide to include polyvinylchloride in the Polymers and liquid chemicals assessments and corrects the spelling of Malaysian port Klang from Kelang.

**April 2018:** Platts updated this guide with a change in cargo size for the Suezmax dirty tanker Persian Gulf-USGC, Persian Gulf-UKC and Persian Gulf-Mediterranean assessments from 130kt to 140kt. Platts also updated this guide to include the newly launched 35kt Singapore-Australia clean tanker assessment. Platts also removed references to the discontinued dry bulk 50kt USGC-Egypt grains freight assessment.

**March 2018:** Platts updated this guide to include seven newly launched dry bulk time charter equivalent assessments: 70kt USEC-Rotterdam; 60kt Brazil-China (delivery Gibraltar); 60kt Brazil-China (delivery Singapore); 50kt USGC-Japan (delivery Southwest Pass); 50kt USGC-Japan (delivery Gibraltar); 50kt USGC-EC India (delivery Southwest Pass); and USGC-EC India

(delivery Gibraltar). Platts also updated this guide to include four newly launched dirty tanker assessments: 270kt USGC-China; 270kt USGC-Singapore; 70kt USGC-UK Continent; and 70kt USGC-Mediterranean.

**February 2018:** Platts updated this guide with a change in cargo size for the Long Range 1 clean tanker US Gulf Coast-Japan/South Korea assessment from 55,000 mt to 60,000 mt.

**January 2018:** Platts updated this guide to include four newly launched 55kt Ultramax dry bulk time charter equivalent assessments into India: Indonesia-Paradip; Indonesia-Navlakhi; South Africa-Paradip; and South Africa-Kandla. Platts also updated this guide with changes to Supramax dry bulk thermal coal cargo sizes into India to 55kt.

**December 2017:** Platts updated this guide to include three newly launched dry bulk freight assessments: 55kt South Africa-WC India thermal coal; 50kt South Africa-Pakistan thermal coal; 85kt Australia-China metallurgical coal. Platts also updated this guide with a change to the description and cargo size for the Thailand to Indonesia dry bulk sugar freight assessment from a 40,000 mt Handymax stem to a 25,000 mt Handysize stem, and a change to the description and cargo size for the Rotterdam to Turkey dry bulk scrap freight assessment from a 25,000 mt Handysize stem to a 30,000 mt Supramax stem. Platts also updated this guide to include the newly launched container freight assessments for North Asia-UK, North Asia-WC North America, UK-North Asia and WC North America-North Asia. Platts also amended the descriptions for two existing container freight assessments, from North Asia to UK Continent to North Asia to North Continent and from UK Continent to North Asia to North Continent to North Asia.

**November 2017:** Platts updated this guide to remove references to the following discontinued sugar freight assessments: bagged 20kt Thailand-Kenya, bagged 20kt Southeast Brazil-Ghana, bulk 20kt Southeast Brazil-Russia, bulk 20kt Guatemala-China, bulk 50kt Southeast Brazil-UAE, bulk 20kt Guatemala-South Korea

and bulk 40kt Thailand-South Korea.

**October 2017:** Platts updated this guide with a change in cargo size for two dry bulk Supramax steel scrap freight assessments, from New Jersey to Aliaga, Turkey and from Rotterdam to Aliaga, from 45,000 mt to 40,000 mt (plus/minus 10%).

**September 2017:** Platts updated this guide to include the newly launched 35kt clean tanker South Korea-Australia assessment. Platts also removed references to the discontinued dry bulk 40kt Handymax iron ore freight assessments for West Coast India-North China and East Coast India-North China.

**July 2017:** Annual review: Platts completed an annual update to the Global Freight Methodology Guide in July 2017. In this update, Platts reviewed all content and updated some language for clarity.

**July 2017:** Platts updated this guide to include descriptions and details of the newly launched FEU container freight rate assessments for North Asia-UK Continent, North Asia-Mediterranean, North Asia-EC North America, UKC-Med, UKC-ECNA, UKC-North Asia, Med-North Asia, ECNA-North Asia, Med-UKC, ECNA-UKC and the Platts Container Index. Platts also amended the delivery basis for the Supramax TCE East Kalimantan to Guangzhou assessment from Singapore to South China, and amended the bunkering port for this assessment from Singapore to Hong Kong, following a period of industry consultation and feedback.

**April 2017:** Platts updated this guide to include the newly launched 70kt dirty tanker USGC-EC Canada assessment. Platts also updated the guide with the newly launched dry bulk \$/mt and time charter equivalent (TCE) freight assessments for 65kt and 50kt thermal coal Indonesia-China. Vessel deadweight specifications for the TCE assessments were also added to the guide.

**February 2017:** Platts updated this guide to include details of bunker and marine gasoil consumption, vessel speeds and

port costs used in calculating dry bulk time charter equivalent assessments. Platts has also updated the fixing windows for the East of Suez, EMEA and Americas tanker markets following an extensive consultation with market participants.

**January 2017:** Platts updated this guide to include the following newly launched dry bulk time charter equivalent assessments: 170kt Western Australia-China, 170kt South Africa-China, 170kt Brazil-China Pacific Round Voyage, 170kt Brazil-China fronthaul, 150kt Colombia-Rotterdam, 75kt Indonesia-EC India, 75kt Indonesia-WC India, 75kt South Africa-EC India, 75kt South Africa-WC India, 75kt Eastern Australia-EC India, 75kt Eastern Australia-China, 50kt Indonesia-EC India, 50kt Indonesia-WC India, 50kt South Africa-EC India, 50kt South Africa-WC India, 50kt UAE-EC India. Platts also removed references to the discontinued dirty tanker 100kt Baltic-UK Continent ice premium assessment. Platts also changed the name of its dirty tanker 270kt UK Continent-Singapore assessment to 'Rotterdam-Singapore'.

**November 2016:** Platts updated this guide to include the following newly launched dry bulk Panamax bauxite freight assessments: 60kt West Africa-North China and 60kt Brazil-North China. Platts also updated this guide with a change to the cargo size for dry bulk Capesize thermal coal freight from 150kt to 130kt.

**September 2016:** Platts updated this guide to include the following newly launched dirty tankers assessments: 270kt Hound Point-Far East, 260kt West Africa-West Coast India, 260kt West Africa-East Coast India, 130kt West Africa-South Africa. Platts also added the following newly launched dry bulk Supramax thermal coal freight assessments: 50kt South Africa-WC India; 50kt South Africa-EC India; 50kt South Kalimantan, Indonesia-WC India; 50kt South Kalimantan, Indonesia-EC India; differential from basis South Kalimantan to East Kalimantan. Platts also removed references to the following discontinued dry bulk freight assessments: thermal coal 150kt Newcastle-Rotterdam and Gladstone-Rotterdam; thermal coal 75kt

Gladstone-Rotterdam, Gladstone-Iskenderun and Newcastle-Rotterdam; metallurgical coal 70kt Roberts Bank-Rotterdam and Hampton Roads-Qingdao.

**August 2016:** Annual review: Platts completed an annual update to the Global Freight Methodology Guide in July 2016. In this update, Platts reviewed all content and updated some language for clarity.

**June 2016:** Platts updated this guide to include the following newly launched freight assessments: clean 38kt and 55kt tankers USGC-NE Asia; 75kt metallurgical coal dry bulk WC Canada-EC India; and 50kt limestone dry bulk Persian Gulf-India.

**April 2016:** Platts updated this guide to include the following newly launched freight assessments: 4kt fuel oil barges Rotterdam-Rotterdam, 4kt fuel oil barges Rotterdam-Antwerp and 160kt metallurgical coal dry bulk East Australia-Rotterdam.

**February 2016:** Platts updated this guide to include the following newly launched freight assessments: 59kt bauxite dry bulk Guinea-Spain, clean 80kt tankers Med-Japan and clean 80kt tankers Med-South Korea. Platts also removed references to the following discontinued assessments: dirty 260kt tankers Med-USAC, dirty 260kt tankers Med-USGC, dirty 260kt tankers Med-EC Canada, dirty 270kt tankers UKC-USAC, dirty 270kt tankers UKC-USGC, and dirty 270kt tankers UKC-EC Canada. Platts also updated this guide to include a clarification of its Dirty Demurrage FOB Singapore assessment. Platts also updated its explanation of the treatment of the value of spot fixtures in the clean and dirty tanker markets which are used in its assessments, when those spot fixtures include ECA (Emission Control Area) charges based on the use of 0.1% sulfur fuels in the Baltic and North Sea, with the previous normalization no longer required.

**November 2015:** Platts updated this guide to include the following newly launched dirty tanker assessments: 150kt

Caribbean-China and USGC-Singapore; 140 kt Caribbean-Caribbean; 130kt Caribbean-China and USGC-Singapore; 90kt Caribbean-UKC and Caribbean-Med; 70 kt Caribbean-UKC, Caribbean-Med, EC Mexico-UKC, EC Mexico-Med and EC Mexico-USGC; and 50kt EC Mexico-USGC.

**October 2015:** Platts updated this guide to include newly launched 35kt clean tanker assessments for Arab Gulf-South Africa and West Coast India-South Africa, as well as newly launched 40kt clean tanker assessments for Baltic-UKC.

**September 2015:** Platts updated this guide to include newly launched 38kt clean tanker assessments for USGC-EC Mexico, USGC-Chile, USGC-Peru, USGC-Ecuador, USGC-Caribbean and EC Canada-USAC.

**August 2015:** Platts completed an annual update to the Global Freight Methodology Guide in August 2015. In this update, Platts reviewed all content, including adding further detail on shipping regions.

**June 2015:** Platts updated this guide with a change to the description for West of Suez clean demurrage from 'Clean Demurrage FOB Europe MR' to 'Clean MR Demurrage UK Continent - US Atlantic Coast'. The description of the ice premium for dirty Aframax vessels West of Suez has also been changed, from 'Primorsk-UKC' to 'Baltic-UKC'.

**June 2015:** Platts updated this guide to include new petcoke dry bulk assessments for US Gulf Coast-EC India and US Gulf Coast-N China.

**May 2015:** Platts updated this guide to reflect the change in the Market on Close assessment timing for the West of Suez (Americas) clean and dirty tanker assessments to 2:15 pm Houston time from 4:30 pm London time effective May 15, 2015.

**April 2015:** Platts updated this guide with the removal of references to the following discontinued assessments: clean

30kt tankers UKC-South America, clean 60kt tankers UKC-UKC, clean 60kt tankers UKC-Med, clean 30kt tankers Med-South America, clean 30kt tankers Black Sea-South America, and clean 38kt tankers Caribbean-South America.

**March 2015:** Platts updated this guide with changes to some dry bulk freight rate assessment cargo sizes, including Panamax iron ore WC India-Qingdao; Panamax coal Australia-Turkey, Australia-Rotterdam, Australia-China, Australia-India, Indonesia-India, South Africa-India, Canada-Japan, Canada-Rotterdam and Canada-China; Capesize iron ore Australia-China, South Africa-China and Capesize coal US-China. The assessment tables were also updated with other, previously omitted cargo sizes and symbols for monthly averages.

**March 2015:** Platts updated this guide by clarifying the normalization of the value of spot fixtures in the clean and dirty tanker markets which are used in its assessments, when those spot fixtures include ECA (Emission Control Area) charges based on the use of 0.1% sulfur fuels in the Baltic and North Sea.

**February 2015:** This methodology guide was updated to include further description of Platts' processes and practices in survey assessment environments.

**February 2015:** Platts updated this guide by changing the size of clean tanker assessments for Mediterranean-US Atlantic Coast and Mediterranean-US Gulf Coast from 33kt to 37kt.

**November 2014:** Platts updated this guide by changing the timing of sugar freight assessments from 1630 to 1730 Singapore time, to bring these in line with the other dry bulk assessments. Platts also made minor updates to descriptions in Sections One through Six to include references to metals and other dry bulk materials. Platts added new clean tanker assessments for US Gulf Coast-North Brazil; US Gulf Coast-UK Continent and US Gulf Coast-Mediterranean. Platts also added details for new petcoke, scrap and grain cargo assessments. This update reflects the discontinuation of six sugar freight

assessments, and updates Unit of Measurement references to reflect “mt” in data tables. Platts added further descriptions of cargo sizes to data tables and amended references to US dollars to become Euros in code tables where assessments are published in Euros.

**August 2014:** Platts updated this guide to include newly launched assessments for clean tankers USGC-Argentina and USGC-Brazil; newly launched assessments for dirty tankers East Coast India-Singapore, Singapore-Chittagong Bangladesh and Singapore-Japan 40kt; Platts also removed references to China fuel oil taxes and fees, and dirty tanker assessments for deliveries to Guangzhou and Shanghai (these China-related assessments were discontinued after December 2013); Platts also removed references to Australia-Jebel Ali and Australia-Lianyungang bauxite freight assessments, which have not been launched, and amended the code reference for Alumina

Bunbury/Kwinana-Lianyungang 30kt \$/mt Handysize.

**June 2014:** Platts completed an annual update to the Global Freight Methodology Guide in June 2014. In this update, Platts reviewed all content. In this edition, Platts consolidated all dry bulk freight assessment methodology into this document, and added certain freight-related guidance to sections covering MOC Data Publishing Principles. As part of this consolidation, Platts moved definitions for tanker routes to Part VII. Platts made minor edits throughout.

**November 2013:** Platts updated this guide, making minor edits through the text, and noting that World Scale-related assessments are published to within a quarter of a point. In this update, Platts added definitions for its Intermediate and Handy-size/MR assessments, added a table noting the sizes of its fuel oil-only assessed routes, clarified typical usage of prompt

replacement vessel data, and noted costs typically included in lump-sum fixtures. Platts also added new assessments: clean 30kt tankers Baltic-UKC, clean 60kt tankers UKC-West Coast Africa, dirty 140kt tankers Black Sea-Med, dirty 270kt tankers Caribbean-China, dirty 270kt tankers Caribbean-Singapore, and dirty 270kt tankers Caribbean-West Coast India. Platts also removed a reference to a discontinued assessment, dirty 70kt tankers LatAm-USAC.

**August 2013:** Platts revamped all Oil Methodology And Specifications Guides, including its Freight guide, in August 2013. This revamp was completed to enhance the clarity and usefulness of all guides, and to introduce greater consistency of layout and structure across all published methodology guides. Methodologies for market coverage were not changed through this revamp, unless specifically noted in the methodology guide itself.