

DRY FREIGHT WIRE

Volume 5 / Issue 149 / August 3, 2018

TIME CHARTER EQUIVALENTS, AUGUST 3 (\$/day)

Route	Vessel Delivery	Load port	Discharge port	Platts symbol	Close	Change
Capesize						
PCTCE5	China-Japan range	Port Hedland, Western Australia	Qingdao, China	MRYAA00	26,407	+1262
PCTCE8	China-Japan range	Saldanha Bay, South Africa	Qingdao, China	MRYBA00	28,096	+1257
PCTCE3A	China-Japan range	Tubarao, Brazil	Qingdao, China	MRYCA00	27,227	+1252
PCTCE3B	ARA range/passing Passero	Tubarao, Brazil	Qingdao, China	MRYDA00	42,178	+1618
PCTCE7	ARA range/passing Passero	Puerto Bolivar, Colombia	Rotterdam, Netherlands	CRYAA00	28,480	+1987
Panamax						
PPTCE6e	South China	South Kalimantan, Indonesia	Paradip, India	CRYBA00	9,564	+25
PPTCE5	South China	South Kalimantan, Indonesia	Mundra, India	CRYCA00	9,585	+29
PPTCE44	South China	East Kalimantan, Indonesia	Guangzhou	CRYAC00	9,026	+207
PPTCE3e	East coast India	Richards Bay, South Africa	Paradip, India	CRYDA00	11,471	+37
PPTCE2	East coast India	Richards Bay, South Africa	Mundra, India	CRYEA00	11,485	+37
PPTCE8	North China	Hay Point, Australia	Paradip, India	MRYEA00	8,887	+35
PPTCE7	North China	Hay Point, Australia	Qingdao, China	MRYFA00	8,682	+160
PPTCE20	North China	Vancouver, Canada	Qingdao, China	CDCAD00	9,098	+125
PPTCE10	Rotterdam	Hampton Roads, Virginia	Rotterdam, Netherlands	GCHRA00	10,308	-1863
PPTCE26	Singapore	Santos, Brazil	Qingdao, China	GSBQA00	11,074	+33
PPTCE261	Gibraltar	Santos, Brazil	Qingdao, China	GSBQB00	15,983	-217
Ultramax						
PUTCE01	Singapore	South Kalimantan, Indonesia	Paradip, India	CSKPB00	12,422	+22
PUTCE02	Singapore	South Kalimantan, Indonesia	Navlakhi, India	CSKNB00	12,297	+25
PUTCE03	East coast India	Richards Bay, South Africa	Paradip, India	CRBQB00	9,965	+34
PUTCE04	East coast India	Richards Bay, South Africa	Kandla, India	CRBKB00	9,359	+33
Supramax						
PSTCE22	Singapore	South Kalimantan, Indonesia	Paradip, India	CRYFA00	11,039	+23
PSTCE23	Singapore	South Kalimantan, Indonesia	Navlakhi, India	CRYGA00	10,718	+26
PSTCE24	South China	East Kalimantan, Indonesia	Guangzhou	CRYAB00	8,432	+199
PSTCE21	East coast India	Richards Bay, South Africa	Paradip, India	CRYHA00	7,857	+35
PSTCE20	East coast India	Richards Bay, South Africa	Navlakhi, India	CRYIA00	7,430	+35
PSTCE19	West coast India	Mina Saqr, UAE	Paradip, India	MRYGA00	11,422	-770
PSTCE12	SWP	New Orleans, Louisiana	Kashima, Japan	GNOLA00	21,057	-455
PSTCE121	Gibraltar	New Orleans, Louisiana	Kashima, Japan	GNOLB00	13,450	-346
PSTCE17	SWP	Houston, Texas	Krisnapatnam, India	GPHTA00	19,332	+92
PSTCE171	Gibraltar	Houston, Texas	Krisnapatnam, India	GPHTB00	12,428	+93

TODAY IN DRY FREIGHT WIRE

Time charter equivalents	1
Capesize	2
Panamax: Asia-Pacific	3
Panamax: Atlantic	4
Supramax	4
Handymax	5
Handysize	5
Freight heards	6
Markets News	7
Latest market fixtures	7
Platts container assessments	9
Platts bunker charge assessments	9
Platts bunker excluded container rates	9

PCTCE20: SALDANHA BAY-QINGDAO TCE



Source: S&P Global Platts

SUBSCRIBER NOTES

No East of Suez tanker assessments, Dry Freight Wire on August 9	11
Platts to amend, discontinue some Asian Supramax, Panamax rates	11

MARKET COMMENTARY

Capesize

While the Capesize markets ended the week on a relatively quiet note, freight rates in the Asia Pacific and Atlantic regions regained momentum and moved up across all routes Friday. A Singapore-based source with a shipbroker said that market sentiment had greatly improved on higher fixtures reported overnight. “Nothing’s really confirmed, but the mood has definitely improved,” another shipbroker source said. A ship-operator source tracking the Capesize market said that the flurry of Brazilian fixtures over the week had greatly reduced the number of ballasters towards the Atlantic region, which, in turn, caused the market to tick upwards. Sources said that the momentum was expected to continue next week on higher freight derivative rates,

and strong market fundamentals. On the Western Australia-Qingdao route, FMG was heard seeking a Capesize vessel from Port Hedland to Qingdao for the August 15-17 laycan, with offers seen at \$10.10/wmt. Rio Tinto was heard seeking a Capesize vessel from Dampier to Qingdao for August 16-18 loading. Pacbulk was heard seeking a Capesize vessel from west coast Australia to China for the August 18-23 laycan. Oldendorff was heard seeking a Capesize vessel from west coast Australia to China for loading from August 20 onwards. The freight rate for a Capesize vessel to move iron ore from Port Hedland to Qingdao was assessed at \$10.05/wmt, up 20 cents/wmt from Thursday. In the Atlantic, Cargill was heard seeking a Capesize vessel from Puerto Bolivar to Sines for August 22-31 loading, bidding at \$10.25/mt. Erdemir was heard seeking a Capesize vessel from Seven Islands to Isdemir for the September 1-8 laycan.

Elcano was heard seeking a vessel to carry 100,000 mt (plus/minus 10%) of iron ore from Tubarao to Corpus Christi for August 20-29 loading. On the Tubarao-to-Qingdao route, Hyundai Glovis was heard seeking a Capesize vessel for September 1-10 loading, bidding at \$23.75/wmt. Bilgent was heard seeking a Capesize vessel from Tubarao to Qingdao for September loading. DHL was heard seeking a Capesize vessel from Tubarao to Qingdao for the September 1-10 laycan. The freight rate for a Capesize vessel to move iron ore from Tubarao to Qingdao was assessed at \$24.65/wmt, up 60 cents/wmt from Thursday. Out of South Africa, Anglo American was heard seeking a Capesize vessel from Saldanha Bay to Qingdao for the August 20-30 laycan, bidding at low-mid \$17s/wmt against offers seen at \$18s/wmt. The freight rate for a Capesize vessel to move iron ore to Qingdao from Saldanha Bay was assessed at \$18.45/wmt, up 45 cents/wmt day on day.

CAPESIZE, AUGUST 3 (\$/mt)

Route	Load port	Discharge port	Platts symbol	Cargo size (kt)	Platts symbol	Close	Change
Iron Ore							
PC5	Port Hedland, Northwest Australia	Qingdao, North China	IOFACSZ	170	IOFAC00	10.05	+0.20
PC8	Saldanha Bay, South Africa	Qingdao, North China	IOFSASZ	170	IOFSA00	18.45	+0.45
PC3	Tubarao, South Brazil	Qingdao, North China	IOFBCSZ	170	IOFBC00	24.65	+0.60
PC3n	Differential from basis Qingdao to Caofeidian, Tianjin, Xingang, North China		IOFNCSZ	170	IOFNC00	0.35	+0.05
PC3e	Differential from basis Qingdao to Beilun, East China		IOFECSZ	170	IOFEC00	-0.40	-0.05
PC3s	Differential from basis Qingdao to Zhanjiang, Fangcheng, South China		IOFSCSZ	170	IOFSC00	-0.55	-0.05
PC2	Tubarao, South Brazil	Rotterdam, Netherlands	IOTBESZ	170	IOTBE00	11.90	+0.30
PC13	Yuzhny, Ukraine	Qingdao, North China	IOBSCSZ	160	IOBSC00	21.15	+0.10
Coal							
PC1	Hay Point, Northeast Australia	Qingdao, North China	CDANCSZ	160	CDANC00	12.15	+0.20
PC19	Hay Point, Northeast Australia	Rotterdam, Netherlands	CDARNSZ	160	CDARN00	14.95	+0.20
PC6	Gladstone, Northeast Australia	Kashima, Japan	CIGAJSZ	150	CIGAJ00	14.25	+0.20
PC11	Newcastle, Southeast Australia	Pohang, South Korea	CINAKSZ	130	CINAK00	15.00	+0.20
PC4	Richards Bay, South Africa	Rotterdam, Netherlands	CIRBNSZ	150	CIRBN00	10.95	+0.20
PC9	Richards Bay, South Africa	Mundra, West coast India	CIRWISZ	150	CIRWI00	13.20	+0.25
PC10	Richards Bay, South Africa	Krishnapatnam, East coast India	CIREISZ	150	CIREI00	13.50	+0.25
PC17	Richards Bay, South Africa	Qingdao, North China	CIQNSZ	160	CIQNC00	18.15	+0.45
PC17s	Differential from basis Qingdao to Fangcheng, South China		CIFSCSZ	160	CIFSC00	-0.55	-0.05
PC12	Hampton Roads, US East Coast	Qingdao, North China	CIVACSZ	140	CIVAC00	29.90	+0.60
PC7	Puerto Bolivar, Colombia	Rotterdam, Netherlands	CIBCRSZ	150	CIBCR00	12.80	+0.50
PC16	Vancouver, West coast Canada	Qingdao, North China	CDWCCSZ	160	CDWCC00	13.55	+0.20
PC18	Roberts Bank, West coast Canada	Kashima, Japan	CDRKJSZ	150	CDRKJ00	13.40	+0.20

Panamax: Asia-Pacific

Panamax freight rates in the Asia Pacific were little changed on Friday, while the market lacked consensus on the direction looking ahead. “Tonnage availability remains long and not too much cargo. Thus charterers are not willing to pay up and low ball on the rates,” a shipbroker source said. “There may be some support from the firmer Capsize markets,” a ship-operator said, adding that the lack of coal demand within the Pacific was the main factor that had pressured the rates lower over the week. “There are more ships coming open spot and rates next week could be even lower,” the shipbroker said. Within the Pacific, rates in the Far East was heard to be weaker on the back of poor demand out of the north Pacific. “These ships would probably ballast to Southeast Asia. They can choose to ballast to east coast South America, but that has not been firm recently,” the shipbroker noted. Out of Indonesia, a 70,000 mt (plus/minus 10%) coal cargo was heard fixed from IBT Terminal or Taboneo to Quezon Power Terminal for August 20-29 laycan at \$5.50/mt basis 3.75% total commission. A Panamax was heard fixed from Kalimantan

PANAMAX: ASIA-PACIFIC, AUGUST 3 (\$/mt)

Route	Load port	Discharge port	Platts symbol	Cargo size (kt)	Platts symbol	Close	Change
Iron Ore							
PP1	Mormugao, West coast India	Qingdao, North China	IDBFISZ	75	IDBFI00	11.40	0.00
Coal							
PP2	Richards Bay, South Africa	Mundra, West coast India	CSAKLSZ	75	CSAKL00	13.40	0.00
PP2w	Differential from basis Mundra to Dahej, West coast India		CIRBDSZ	75	CIRBD00	1.55	0.00
PP2s	Differential from basis Mundra to New Mangalore, West coast India		CIRBISZ	75	CIRBI00	-0.45	0.00
PP2n	Differential from basis Mundra to Kandla, West coast India		CIRBKSZ	75	CIRBK00	0.85	0.00
PP5	South Kalimantan, Indonesia	Mundra, West coast India	CSAKPSZ	75	CSAKP00	8.90	0.00
PP5w	Differential from basis Mundra to Dahej, West coast India		CIIDISZ	75	CIIDI00	1.55	0.00
PP5s	Differential from basis Mundra to New Mangalore, West coast India		CIINMSZ	75	CIINM00	-0.45	0.00
PP5n	Differential from basis Mundra to Kandla, West coast India		CIIKWSZ	75	CIIKW00	0.85	0.00
PP3	Richards Bay, South Africa	Krishnapatnam, East coast India	CISAKSZ	75	CISAK00	13.75	0.00
PP3s	Differential from basis Krishnapatnam to Ennore, East coast India		CISAESZ	75	CISAE00	-0.15	0.00
PP3n	Differential from basis Krishnapatnam to Vizag, East coast India		CIRBVSZ	75	CIRBV00	0.35	0.00
PP3e	Richards Bay, South Africa	Paradip, East coast India	CSAKNSZ	75	CSAKN00	13.60	0.00
PP6	South Kalimantan, Indonesia	Krishnapatnam, East coast India	CIIEISZ	75	CIIEI00	8.00	0.00
PP6e	South Kalimantan, Indonesia	Paradip, East coast India	CSAKRSZ	75	CSAKR00	7.40	0.00
PP6s	Differential from basis Paradip to Ennore, East coast India		CIIEESZ	75	CIIEE00	0.40	0.00
PP6n	Differential from basis Paradip to Vizag, East coast India		CIIVISZ	75	CIIVI00	0.30	0.00
PP44	East Kalimantan, Indonesia	Guangzhou, China	CRYAESZ	65	CRYAE00	6.55	0.00
PP7	Hay Point, Northeast Australia	Qingdao, North China	CDBFASZ	75	CDBFA00	12.10	0.00
PP45	Hay Point, Northeast Australia	Qingdao, North China	CDQAQSZ	85	CDQAQ00	11.60	0.00
PP8	Hay Point, Northeast Australia	Paradip, East coast India	CDBFBSZ	75	CDBFAI0	13.50	0.00
PP46	Newcastle, Southeast Australia#	Kinuura, Japan	CINAJSZ	75	CINAJ00	12.73	0.00
PP20	Vancouver, West coast Canada	Qingdao, North China	CDCACSZ	75	CDCAC00	14.40	0.00
PP41	Vancouver, West Coast Canada*	Vizag, East Coast India	CDWCISZ	75	CDWCI04	20.00	-0.50
PP29	Roberts Bank, West coast Canada	Kashima, Japan	CDRBKSZ	75	CDRBK00	14.20	0.00
Alumina							
PP25	Bunbury/Kwinana, Southwest Australia	Lianyungang, North China	MMABLSZ	60	MMABL00	14.95	0.00
PP22	Bunbury/Kwinana, Southwest Australia	Jebel Ali, UAE	MMABJSZ	60	MMABJ00	15.65	0.00
PP24	Gladstone, Northeast Australia	Jebel Ali, UAE	MMAAJSZ	60	MMAAJ00	17.65	0.00

*Last assessed on Friday, August 3. #Calculated based on PPTCE7.

to Nantong for August 5-10 laycan around \$8.80/mt. The freight rate to move 65,000 mt (plus/minus 10%) of thermal coal from Samarinda in East Kalimantan to Guangzhou in China was assessed Friday at \$6.55/mt, unchanged from Thursday. The freight rate to move 75,000 mt (plus/minus 10%) of thermal coal from Banjarmasin in Indonesia's South Kalimantan province to Krishnapatnam on the east coast of India was assessed at \$8/mt, and to Mundra on the west coast at \$8.90/mt, both unchanged day on day. Out of Australia, a charterer was heard bidding below \$11/mt for post- Panamax with coal cargo from Newcastle to Shanghai for September laycan. To India, SSOE was heard with a 90,000 mt (plus/minus 10%) coal cargo from Port Kembla to Krishnapatnam for August 21-23 laycan. The freight rate to move 75,000 mt (plus/minus 10%) of metallurgical coal from Hay Point in eastern Australia to Paradip on the east coast of India was assessed at \$13.50/mt, and to Qingdao in China at \$12.10/mt, both unchanged day on day. Market sources said that rates on trips out of South Africa were stagnant. Smart Gain was heard to have fixed a 75,000 mt coal cargo from Richards Bay Coal Terminal to Paradip for August 20-30 laycan at \$14.35/mt basis 3.75% total commission, but no details were confirmed. The freight rate to move 75,000 mt (plus/minus 10%) coal cargoes from Richards Bay Coal Terminal to Mundra was assessed at \$13.40/mt, and to Paradip at \$13.60/mt, both unchanged from Thursday.

Panamax: Atlantic

Panamax freight rates in the North Atlantic region continued edging lower for the third consecutive day on the back of lackluster enquiries, where the tonnage overhang persisted. Sources said there was market talk of a fixture for Cobelfret's 70,000 mt (plus/minus 10%) US East Coast-UK Continent coal requirement at \$11.25/mt, albeit no confirmation was heard in the market. However, shipowners were heard resisting at higher levels, with shipbrokers' indications heard at low-\$12s/mt for USEC-UKC requirements. The Hampton Roads, Virginia, USEC, and

PANAMAX: ATLANTIC, AUGUST 3 (\$/mt)

Route	Load port	Discharge port	Platts symbol	Cargo size (kt)	Platts symbol	Close	Change
Iron Ore							
PP31	Port Cartier, East coast Canada	Rotterdam, Netherlands	IOCRNSZ	70	IOCRN00	10.75	-0.75
PP32	Tubarao, South Brazil	Rotterdam, Netherlands	IOBRNSZ	70	IOBRN00	13.00	+0.50
PP33	Tubarao, South Brazil	Qingdao, North China	IOBQCSZ	80	IOBQC00	23.50	+1.00
Coal							
PP4	Richards Bay, South Africa	Rotterdam, Netherlands	CIRRNSZ	70	CIRRN00	12.25	0.00
PP27	Richards Bay, South Africa	Tarragona, Spain	CIRBTSZ	70	CIRBT00	12.00	0.00
PP16	Richards Bay, South Africa	Jorf Lasfar, Morocco	CIRBJSZ	60	CIRBJ00	11.25	0.00
PP11	Ventspils, Latvia	Rotterdam, Netherlands	CILTNSZ	70	CILTN00	6.75	-0.25
PP9	Mobile, US Gulf Coast	Rotterdam, Netherlands	CDMARSZ	70	CDMAR00	14.25	-0.75
PP28	Mobile, US Gulf Coast	Taranto, Italy	CDMAISZ	70	CDMAI00	12.75	-0.75
PP10	Hampton Roads, US East Coast	Rotterdam, Netherlands	CDBURSZ	70	CDBUR00	12.25	-0.75
PP17	Hampton Roads, US East Coast	Praia Mole, South Brazil	CDBUBSZ	70	CDBUB00	12.00	0.00
PP19	Hampton Roads, US East Coast	Paradip, East coast India	CDBUISZ	70	CDBUI00	33.00	-0.50
PP34	Hampton Roads, US East Coast	Isdemir, Turkey	CIHITSZ	70	CIHIT00	14.25	-0.75
PP15	Puerto Bolivar, Colombia	Rotterdam, Netherlands	CIBRNSZ	70	CIBRN00	13.25	-0.75
Bauxite							
PP40	Kamsar, West Africa	San Ciprian, Spain	MMADZSZ	59	MMADZ00	11.00	0.00
PP42	Kamsar, West Africa	Longkou, China	MMAHHSZ	60	MMAHH00	26.50	0.00
PP43	Trombetas, Brazil	Longkou, China	MMAHJSZ	60	MMAHJ00	35.00	0.00
Grains							
PP26	Santos, Southeast Brazil	Qingdao, North China	GRSQCSZ	60	GRSQC00	34.50	0.00
PP35	New Orleans, US Gulf Coast	Qingdao, North China	GRNOQSZ	66	GRNOQ00	42.50	0.00
PP36	New Orleans, US Gulf Coast	Fangcheng, South China	GRNOFSZ	66	GRNOF00	45.00	0.00
PP37	New Orleans, US Gulf Coast	Alexandria, Egypt	GRNAESZ	60	GRNAE00	25.50	0.00
PP38	Odessa, Ukraine	Dammam, Saudi Arabia	GRUSASZ	60	GRUSA00	28.50	0.00
PP39	Odessa, Ukraine	Alexandria, Egypt	GROAESZ	60	GROAE00	16.00	0.00

SUPRAMAX, AUGUST 3 (\$/mt)

Route	Load port	Discharge port	Platts symbol	Cargo size (kt)	Platts symbol	Close	Change
Iron Ore							
PS1	Mormugao, West coast India	Qingdao, North China	IOWICSZ	50	IOWIC00	11.90	0.00
PS2	Paradip, East coast India	Qingdao, North China	IOEICSZ	50	IOEIC00	9.70	0.00
Coal							
PS3	Qinhuangdao, North China	Guangzhou, South China	CIQGUSZ	50	CIQGU00	5.64	-0.10
PS27	Richards Bay, South Africa	Kandla, West coast India	CRBKASZ	55	CRBKA00	15.45	0.00
PS20	Richards Bay, South Africa	Navlakhi, West coast India	CIENSZ	55	CIEN00	14.55	0.00
PS4	Richards Bay, South Africa	Mundra, West coast India	CIRBWSZ	55	CIRBW00	15.00	0.00
PS4w	Differential from basis Mundra to Dahej, West coast India		CISAISZ	55	CISAI00	1.00	0.00
PS4s	Differential from basis Mundra to New Mangalore, West coast India		CISKOSZ	55	CISKO00	-1.30	0.00
PS4n	Differential from basis Mundra to Kandla, West coast India		CIKWISZ	55	CIKWI00	0.45	0.00
PS21	Richards Bay, South Africa	Paradip, East coast India	CIEMSZ	55	CIEM00	15.40	0.00
PS5	Richards Bay, South Africa	Krishnapatnam, East coast India	CIKEISZ	55	CIKEI00	15.70	0.00
PS5e	Differential from basis Krishnapatnam to Paradip, East coast India		CIRBPSZ	55	CIRBP00	-0.30	0.00
PS5s	Differential from basis Krishnapatnam to Ennore, East coast India		CIRBESZ	55	CIRBE00	-0.60	0.00
PS5n	Differential from basis Krishnapatnam to Vizag, East coast India		CISAVSZ	55	CISAV00	0.30	0.00

Mobile, Alabama, USGC, to Rotterdam coal freight assessments, both basis 70,000 mt, were assessed down 75 cents/mt at \$12.25/mt and \$14.25/mt, respectively. The 2012-built Panamax Woolloomooloo was heard fixed by ADMI at a time charter rate of \$12,750/day plus \$275,000 ballast bonus, for a grains requirement loading in New Orleans, USGC, around end-August and Skaw-Gibraltar redelivery. A shipowner said an uptick was expected in coal cargoes from the US to Brazil, which could support freight fundamentals in the coming weeks. Similarly, a flurry of incoming ballasters kept tonnage supply ample in the East Coast South America region for first-decade September dates. Time charter rates for Kamsarmaxes were heard hovering around mid-high \$15,000/day plus \$550,000 ballast bonus for ECSA-Far East Asia, with most enquiries over the past days focused on the third-decade August fixing window. However, a ship-broker said that an uptick in demand for the first-decade September fixing window could be required to sustain current freight rates, amid the downside pressure gradually building on fundamentals. The Santos, Brazil, to Qingdao, North China, grains freight, basis 60,000 mt, was assessed stable at \$34.50/mt.

Supramax/Handysize: Asia-Pacific

Asia Pacific Supramax freight rates remained flat on Friday, market sources said. The Far East was slightly weak with lots of tonnage in China and Japan, according to a shipping-operating source. However, there had been little activity with some coal and steel cargoes seen coming out of Russia, the source noted. "There is optimism for the fourth quarter, but the market would only pick up after August when the summer vacation season for the Northern hemisphere ends," the ship-operator added. Out of Indonesia, there were cargoes coming out, but not enough for the amount of vessels in Southeast Asia, according to another ship-operator. A charterer was heard have fixed a 55,000 mt (plus/minus 10%) coal cargo from Samarinda to Vizag for August 11-15 laycan at \$11/mt. Another charterer was heard have fixed a 55,000 mt (plus/minus 10%) coal

SUPRAMAX (CONTINUED)

Route	Load port	Discharge port	Platts symbol	Cargo size (kt)	Platts symbol	Close	Change
Coal							
PS26	Richards Bay, South Africa	Port Qasim, Pakistan	CRBPBSZ	50	CRBPB00	13.90	0.00
PS22	South Kalimantan, Indonesia	Paradip, East coast India	CIIEJSZ	55	CIIEJ00	9.40	0.00
PS7	South Kalimantan, Indonesia	Krishnapatnam, East coast India	CISKKSZ	55	CISKK00	9.80	0.00
PS7e	Differential from basis Krishnapatnam to Paradip, East coast India		CISKPSZ	55	CISKP00	-0.40	0.00
PS7s	Differential from basis Krishnapatnam to Ennore, East coast India		CISKESZ	55	CISKE00	0.10	0.00
PS7n	Differential from basis Krishnapatnam to Vizag, East coast India		CISKVSZ	55	CISKV00	0.30	0.00
PS23	South Kalimantan, Indonesia	Navlakhi, West coast India	CIIEKSZ	55	CIIEK00	10.95	0.00
PS6	South Kalimantan, Indonesia	Mundra, West coast India	CISKMSZ	55	CISKM00	11.45	0.00
PS6w	Differential from basis Mundra to Dahej, West coast India		CISKDSZ	55	CISKD00	1.00	0.00
PS6s	Differential from basis Mundra to New Mangalore, West coast India		CISKNSZ	55	CISKN00	-0.40	0.00
PS6n	Differential from basis Mundra to Kandla, West coast India		CISKISZ	55	CISKI00	0.45	0.00
PS23e	Differential from basis South Kalimantan to East Kalimantan		CIIELSZ	55	CIIELO0	0.70	0.00
PS24	East Kalimantan	Guangzhou, China	CRYADSZ	50	CRYAD00	8.25	0.00
Limestone							
PS19	Mina Saqr, UAE	Paradip, East Coast India	MLSAASZ	50	MLSAA00	10.50	-0.35
PS19s	Differential from basis Mina Saqr to Salalah, Oman		MLSABSZ	50	MLSAB00	1.00	0.00
PS19n	Differential from basis Paradip to Chennai, East Coast India		MLSACSZ	50	MLSAC00	-1.30	0.00
Petcoke							
PS11	New Orleans, US Gulf Coast	Iskenderun, Turkey	CIPHTSZ	50	CIPHT00	19.00	-0.25
PS17	Houston, US Gulf Coast	Krishnapatnam, East Coast India	CUECISZ	50	CUECI00	36.25	0.00
PS18	Houston, US Gulf Coast	Qingdao, North China	CUGNCSZ	50	CUGNC00	36.00	0.00
Grains							
PS12	New Orleans, US Gulf Coast	Kashima, Japan	GRNOJSZ	50	GRNOJ00	42.50	-0.50
Scrap							
PS14	Riga, Latvia	Aliaga, Turkey	MSLATSZ	45	MSLAT00	22.50	0.00
PS15	New Jersey, US East Coast	Aliaga, Turkey	MSJATSZ	40	MSJAT00	21.00	0.00
PS16	Rotterdam, Netherlands	Aliaga, Turkey	MSNATSZ	40	MSNAT00	17.00	0.00
PS25	Rotterdam, Netherlands	Aliaga, Turkey	MSRATSZ	30	MSRAT00	18.00	0.00

HANDYMAX, AUGUST 3 (\$/mt)

Route	Load port	Discharge port	Platts symbol	Cargo size (kt)	Platts symbol	Close	Change
Coal							
PH3	Qinhuangdao, North China	Guangzhou, South China	CIQIGSZ	40	CIQIG00	5.93	-0.10

HANDYSIZE, AUGUST 3 (\$/mt)

Route	Load port	Discharge port	Platts symbol	Cargo size (kt)	Platts symbol	Close	Change
Alumina							
PH5	Gladstone, Northeast Australia	Jebel Ali, UAE	MMAOSZ	30	MMAAO00	27.10	0.00
PH6	Bunbury/Kwinana, Southwest Australia	Lianyungang, North China	MMACHSZ	30	MMACH00	20.40	0.00
PH7	Gladstone, Northeast Australia	Lianyungang, North China	MMAGCSZ	30	MMAGC00	21.90	0.00
PH8	Bunbury/Kwinana, Southwest Australia	Jebel Ali, UAE	MMASHSZ	30	MMASH00	21.10	0.00
Grains							
PH24	Nikolaev, Ukraine	Alexandria, Egypt	GRUAESZ	25	GRUAE00	18.00	0.00

cargo from Sumatra to Krishnapatnam for August 16-20 laycan at \$9/mt. The freight rate to move a 55,000 mt (plus/minus 10%) coal cargo from South Kalimantan to Paradip on the east coast of India was assessed Friday at \$9.40/mt, unchanged from Thursday, and to Navlakhi on the west coast at \$10.95/mt, unchanged over the same period. The freight rate to move 50,000 mt (plus/minus 10%) coal cargoes from East Kalimantan to Guangzhou in China was assessed at \$8.25/mt, unchanged day on day. Fresh fixtures were not heard in the Indian Ocean. The freight rate to move 50,000 mt (plus/minus 10%) of coal from RBCT to Port Qasim was assessed at \$13.90/mt, unchanged day on day. Out of the Persian Gulf, TS Global Procurement was heard to have fixed a 50,000 mt (plus/minus 10%) limestone cargo from Mina Saqr to Paradip for August 5-10 laycan sub \$10/mt. The freight rate to move 50,000 mt (plus/minus 10%) of limestone from Mina Saqr to Paradip was assessed at \$10.50/mt, down 35 cents/mt day on day. Handysize freight rates in the Pacific trended sideways on Friday. The freight rate for a Handysize vessel to move 30,000 mt of alumina from Gladstone to Lianyungang was assessed at \$21.90/mt, and from Bunbury/Kwinana to Lianyungang at \$20.40/mt, both unchanged from Thursday. Among cargoes heard on the day, Vedanta was heard with a 35,000 mt (plus/minus 5%) alumina cargo from west coast Australia to east coast India for September 1-7 laycan.

Supramax: Atlantic

Trans-Atlantic and front-haul freight rates for Supramax and Ultramax vessels sailing from the US Gulf Coast were steady Friday, although sources are seeing a pick up in rates for the second half of August. One broker said: "Owners are asking around \$2,000-\$3,000/day more for a US Gulf front haul in H2 August." For now, though, the market is stable, sources said, despite there not being a lot of information "to pitch rates against." The higher bids and offers for the second half of the month were helping to keep the market from falling now for dirty cargoes. However, another source said the vast majority of

Supramax and Ultramax cargoes were dirty cargoes, with grains moving almost exclusively now on Panamax and Kamsarmax vessels. The New Orleans to Kashima, Japan, 50,000 mt route, was assessed 50 cents lower at \$42.50/mt to reflect the lack of activity on this size of vessel. In the Black Sea market, sources said high crop prices, as a result of hot weather affecting yields, was helping to calm the market, particularly for trips east Asia, where “the quality [of the grains] isn’t very good, so demand from the Far East is waning.” One grains fixture to South East Asia was seen, though, on a Handymax vessel for a 35,000 mt cargo in the high \$30s/mt. A source added that there were “still really good numbers, but I don’t think it’s going to push a lot more.” Another Handymax vessel was heard to have fixed with a 25,000 mt fertilizer cargo for a voyage to the east coast of South America in the mid-upper \$20s/mt. Though no grains fixtures in the Mediterranean market were seen Friday, the Nikolaev to Alexandria, Egypt, 25,000 mt assessment, of \$18/mt was said by sources to be a “fair level,” and was unchanged. In the UK Continent and Baltic ferrous scrap market, activity remained lackluster Friday. The 63,345 dwt, 2016-built Sunisa Naree was heard fixed, delivered Norfolk, for a TCT with a coal cargo, 25-30 days

FREIGHT HEARDS

Date	Cargo	Details
3-Aug-18	Alumina	Vedanta with 35,000 mt (plus/minus 5%) alumina cargo from west coast Australia to east coast India for September 1-7 laycan
3-Aug-18	Coal	Vedanta with 55,000 mt (plus/minus 10%) coal cargo from Baltimore to east coast India for August 20-29 laycan
3-Aug-18	Coal	Charterer bidding below \$11s/mt for post-Panamax with coal cargo from Newcastle to Shanghai for September laycan
3-Aug-18	Coal	Charterer bidding \$34/mt for Panamax with coal cargo for ECSA September laycan, owners offered \$35.5/mt
3-Aug-18	Coal	SSOE with 90,000 mt (plus/minus 10%) coal cargo from Port Kembla to Krishnapatnam for August 21-23 laycan
3-Aug-18	Iron Ore	FMG was heard seeking a Capesize vessel from Port Hedland to Qingdao for August 15-17 laycan, offers seen at \$10.10/wmt
3-Aug-18	Iron Ore	FMG was heard to have fixed a Newcastlemax vessel from Port Hedland to Qingdao at \$10.10/wmt, but further details could not be confirmed
3-Aug-18	Iron Ore	Rio Tinto was heard seeking a Capesize vessel from Dampier to Qingdao for August 16-18 laycan
3-Aug-18	Iron Ore	Pacbulk was heard seeking a Capesize vessel from west coast Australia to China for August 18-23 laycan
3-Aug-18	Iron Ore	Oldendorff was heard seeking a Capesize vessel from west coast Australia to China for August 20 onwards loading dates
3-Aug-18	Iron Ore	Refined Success was heard seeking a Capesize vessel from west coast Australia to China for August 20 onwards loading dates
3-Aug-18	Iron Ore	Assmang Ore and Metals was heard seeking a Capesize vessel from Saldanha Bay to Qingdao for August 25-31 laycan. Tender closes on August 3
3-Aug-18	Iron Ore	Anglo American was heard seeking a Capesize vessel from Saldanha Bay to Qingdao for August 20-30 laycan, bidding at low-mid \$17s/wmt against offers seen at \$18s/wmt
3-Aug-18	Coal	Cargill was heard seeking a Capesize vessel from Puerto Bolivar to Sines for August 22-31 laycan, bidding at \$10.25/mt
3-Aug-18	Coal	Uniper was heard seeking a Capesize vessel from Puerto Bolivar to Rotterdam for August 21-30 laycan
3-Aug-18	Coal	Refined Success was heard seeking a Capesize vessel from Drummond to Eren for August 30-September 8 laycan

S&P Global Platts

DRY FREIGHT WIRE

Volume 5 / Issue 149 / August 3, 2018

Singapore:
Senior Managing Editor
 Pradeep Rajan, +65-6530-6540

Market Editors
 Andrew Khaw, +65-6530-6435,
 IM: platts_asia_drybulkshipping_sh;
 Shriram Sivaramakrishnan, +65-6216-1198,
 IM: platts_asia_drybulkshipping_cp

**Editorial Director,
 Global Shipping & Freight**
 Peter Norfolk

Global Head, Energy Pricing
 Dave Ernsberger

London:
Managing Editor
 Alex Younevitich, +44-20-7176-6264

Market Editors
 Jamila Al Ibrahim: +44-20-7176-2859,
 IM: plattsdrybulk;
 James Duff: +44-20-7176-2863,
 IM: plattsdrybulk1

Platts President
 Martin Fraenkel

Client services information: North America: 800-PLATTS8 (800-752-8878); direct: +1-212-904-3070, Europe & Middle East: +44-20-7176-6111, Asia Pacific: +65-6530-6430, Latin America: +54-11-4121-4810, E-mail: support@platts.com

© 2018 S&P Global Platts, a division of S&P Global Inc. All rights reserved.

The names “S&P Global Platts” and “Platts” and the S&P Global Platts logo are trademarks of S&P Global Inc. Permission for any commercial use of the S&P Global Platts logo must be granted in writing by S&P Global Inc.

You may view or otherwise use the information, prices, indices, assessments and other related information, graphs, tables and images (“Data”) in this publication only for your personal use or, if you or your company has a license for the Data from S&P Global Platts and you are an authorized user, for your company’s internal business use only. You may not publish, reproduce, extract, distribute, retransmit, resell, create any derivative work from and/or otherwise provide access to the Data or any portion thereof to any person (either within or outside your company, including as part of or via any internal electronic system or intranet), firm or entity, including any subsidiary, parent, or other entity that is affiliated with your company, without S&P Global Platts’ prior written consent or as otherwise authorized under license from S&P Global Platts. Any use or distribution of the Data beyond the express uses authorized in this paragraph above is subject to the payment of additional fees to S&P Global Platts.

S&P Global Platts, its affiliates and all of their third-party licensors disclaim any and all warranties, express or implied, including, but not limited to, any warranties of merchantability or fitness for a particular purpose or use as to the Data, or the results obtained by its use or

as to the performance thereof. Data in this publication includes independent and verifiable data collected from actual market participants. Any user of the Data should not rely on any information and/or assessment contained therein in making any investment, trading, risk management or other decision. S&P Global Platts, its affiliates and their third-party licensors do not guarantee the adequacy, accuracy, timeliness and/or completeness of the Data or any component thereof or any communications (whether written, oral, electronic or in other format), and shall not be subject to any damages or liability, including but not limited to any indirect, special, incidental, punitive or consequential damages (including but not limited to, loss of profits, trading losses and loss of goodwill).

ICE index data and NYMEX futures data used herein are provided under S&P Global Platts’ commercial licensing agreements with ICE and with NYMEX. You acknowledge that the ICE index data and NYMEX futures data herein are confidential and are proprietary trade secrets and data of ICE and NYMEX or its licensors/suppliers, and you shall use best efforts to prevent the unauthorized publication, disclosure or copying of the ICE index data and/or NYMEX futures data.

Permission is granted for those registered with the Copyright Clearance Center (CCC) to copy material herein for internal reference or personal use only, provided that appropriate payment is made to the CCC, 222 Rosewood Drive, Danvers, MA 01923, phone +1-978-750-8400. Reproduction in any other form, or for any other purpose, is forbidden without the express prior permission of S&P Global Inc. For article reprints contact: The YGS Group, phone +1-717-505-9701 x105 (800-501-9571 from the U.S.).

For all other queries or requests pursuant to this notice, please contact S&P Global Inc. via email at support@platts.com.

duration, redelivery East Mediterranean, at around \$18,000/day with an August 10-19 laycan. This fixture was seen in line with a previous fixture at \$18,000/d for a straight trans-Atlantic trip. Although the duration was longer than a normal trans-Atlantic trip, a source said this did not necessarily mean the rate would be different at this time. The New Jersey to Aliaga, Turkey, 40,000 mt scrap route assessment held steady at \$21/mt.

MARKETS NEWS

European Commission offers support to drought-hit farmers

The European Commission announced Thursday two specific decisions to help farmers deal with the ongoing drought conditions facing the agricultural community in Europe, as the production of arable crops and animal feed becomes significantly affected by the weather. Firstly, “farmers will be able to receive up to 70% of their direct payment and 85% of payments under rural development as of mid-October”, rather than having to wait until December. This comes with the aim of supporting farmers’ cash flows, which have been badly hit. Secondly, the Commission announced derogations from specific greening requirements; to permit the production of animal feed on land that would not normally be used for production. Further derogations to allow more flexibility to produce fodder, that would offer further support to livestock farmers, are also under consideration. These announcements offer further support to farmers, above the help that is built into the Common Agricultural Policy. Under the CAP, aid packages, in value of up to 80% of the damage caused by drought, can be provided. Furthermore when the member state confirms the drought situation as a natural disaster, financial support of up to 100% for the “restoration of agricultural production potential damaged by the drought” can be given. This decision comes following drought across much of Europe, on rising temperatures and a lack of rainfall. As a result, feedstock and grains prices have

FREIGHT HEADS (continued)

Date	Cargo	Details
3-Aug-18	Iron Ore	Erdemir was heard seeking a Capesize vessel from Seven Islands to Isdemir for September 1-8 laycan
3-Aug-18	Iron Ore	Glencore was heard seeking a Capesize vessel from PNSA to Sines for September 1-10 laycan
3-Aug-18	Iron Ore	Elcano was heard seeking a vessel to carry 100,000 mt (plus/minus 10%) iron ore from Tubarao to Corpus Christi for August 20-29 laycan
3-Aug-18	Iron Ore	Ilva was heard seeking a vessel to carry 115,000 mt (plus/minus 10%) iron ore from Nouadhibou to Taranto for August 27-September 3 laycan
3-Aug-18	Iron Ore	RTSA was heard seeking a Capesize vessel from Seven Islands to China for September 1-7 laycan
3-Aug-18	Iron Ore	Vale was heard seeking a vessel to carry 100,000 mt (plus/minus 10%) iron ore from Brazil to China for August 24-September 5 laycan
3-Aug-18	Iron Ore	DHL was heard seeking a Capesize vessel from Tubarao to Qingdao for September 1-10 laycan
3-Aug-18	Iron Ore	Hyundai Glovis was heard seeking a Capesize vessel from Tubarao to Qingdao for September 1-10 laycan, bidding at \$23.75/wmt
3-Aug-18	Iron Ore	Bilgent was heard seeking a Capesize vessel from Tubarao to Qingdao for September loading dates
3-Aug-18	Iron Ore	Hyundai Glovis was heard seeking three Capesize vessels from Tubarao to Qingdao for fourth quarter 2018 loading dates
3-Aug-18	Coal	Sunisa Naree, 63,345 dwt, 2016 built, was heard fixed, delivered Norfolk, USEC, for a TCT with a coal cargo, 25-30 days duration, redelivery East Mediterranean, August 10-19 laycan
3-Aug-18	Dry	A 56k Supramax vessel was heard fixed, delivered Dunkirk, via Baltic, redelivery India, at \$21,000/day
3-Aug-18	Steel	A 53k Supramax vessel was heard fixed, delivered Mumbai, for a trip, redelivery US Gulf with a steels cargo, at \$5,500/day for the first 55 days, \$11,000/day thereafter
3-Aug-18	Dry	Shandong Hai Sheng, 56,531 dwt, 2011 built, heard fixed on subjects, open Lianyungang August 7-8, vis CIS, redelivery Philippines, at \$7,250/day
3-Aug-18	Limestone	A 50k Supramax vessel was heard fixed, delivered Mina Saqr, for a trip via Pacific Gulf, redelivery India, with a limestone cargo, at \$12,750/day
3-Aug-18	Nickel Ore	Medi Manila, 57,903 dwt, 2014 built, heard fixed open Ningde August 6-7, for a trip to China with nickel ore, at \$12,500/day
4-Aug-18	Coal	EDF Man heard fixed Hinode Maru, 58,630 dwt, 2012 built, Texas to Chile with a coal cargo, around 25-30 days duration, August 10-19 laycan

LATEST MARKET FIXTURES

New/Repeat	Vessel	Quantity (mt)	Cargo	Origin/Destination	Loading Dates	Rate	Charterer
N	TBN	50,000/10	Limestone	Mina Saqr to Paradip	Aug 5-10	sub \$10s/mt basis 2.5% total commission	TS Global Procurement
N	TBN	55,000/10	Coal	Samarinda/Vizag	Aug 11-15	\$11/mt	CNR
N	TBN	55,000/10	Coal	Sumatra/Krishnapatnam	Aug 16-20	\$9/mt	CNR
N	TBN	75,000	Coal	RBCT/Paradip	Aug 20-30	\$14.35/mt 3.75% total commission	Smart Gain
N	TBN	Panamax	Coal	Indonesia/Nantong	Aug 5-10	\$8.80/mt	CNR
N	TBN	70,000/10	Coal	IBT Terminal or Taboneo to Quezon Power Terminal	Aug 20-29	\$5.50/mt basis 3.75% total commission	CNR
N-fixed Thursday	TBN	170,000/10	Iron Ore	Dampier/Qingdao	Aug 16-18	\$9.80/wmt	Rio Tinto

risen across much of Europe since these impacts began to be felt in the market. Front month Euronext milling wheat rose to Eur214.75/mt (about \$249/mt) Thursday, up Eur8.75/mt on the day, reaching their highest level since May 2, 2014. Front month Euronext corn futures rose Eur5/mt to Eur195/mt, their highest level for five years, as much of the recent weather has left crops dead in the fields. This has had an impact on the biofuels markets also, with the rising futures cutting into production margins and, despite some strengthening on the prompt, these margins are pushing ever more negative. “Everyone has been running at low or negative margins since the start of the year so they would hardly stop now, especially with the upside we have seen recently,” said a source. On these higher feedstocks, ethanol has seen some considerable upside over the last 10 days, as it rose from its largely rangebound state at Eur468/cu m to Eur509.50/cu m FOB Rotterdam. The ethanol price had sat in the Eur465-475/cu m range for some time as margins began to push lower and into the negatives. Current milling wheat ethanol margins are at a three-and-a-half year low, S&P Global Platts theoretical crush calculations show, at minus Eur70.33/mt. The picture is slightly more bearish for biodiesel, however, with farmers digging into their winter stocks, pushing up prices for feed, some rapeseed crushers are looking at maxing rapeseed meal, rather than rapeseed oil, which could leave a tightness in the RME (rapeseed-based biodiesel) market. This also comes alongside a predicted lower than expected rapeseed crop this year, with the EU Commission projecting the 2018 EU-28 oilseed harvest at 33.1 million mt in its latest monthly report. UFOP, the German oilseeds industry association said: “According to the current outlook, production of rapeseed, the most important oilseed crop in the EU-28, could decline 10% to around 19.7 million mt from the previous year. This would be the lowest value since 2012,” in a statement Thursday. —George Griffiths, george.griffiths@spglobal.com —Edited by Maurice Geller, maurice.geller@spglobal.com

LATEST MARKET FIXTURES (continued)

New/Repeat	Vessel	Quantity (mt)	Cargo	Origin/Destination	Loading Dates	Rate	Charterer
N-fixed Thursday	Ganbei	170,000/10	Iron Ore	Dampier/Qingdao	Aug 16-18	\$9.85/wmt	Rio Tinto
N-fixed Thursday	TBN	170,000/10	Iron Ore	west Coast Australia/Qingdao	Aug 22-24	\$9.65/wmt	Superior Ocean
N-fixed Thursday	TBN	135,000/10	Iron Ore	west coast Australia/Kaohsiung	Aug 15-20	\$8.60/wmt	CSE
N-fixed Thursday	TBN	170,000/10	Iron Ore	Port Hedland/Dangjin	Aug 19-25	RNR	Hyundai Glovis
N-fixed Thursday	TBN	170,000/10	Iron Ore	Port Hedland/Qingdao	Aug 18-22	RNR	Uniper
N-fixed Thursday	TBN	165,000/10	Iron Ore	Seven Islands/Erdemir	Sep 1-8	\$12.85/wmt	Erdemir
N-fixed Thursday	TBN	170,000/10	Iron Ore	Ponta De Madeira/Taranto	Aug 24-Sep 2	\$11.60/wmt	Vale
N-fixed Thursday	Cape Galaxy	170,000/10	Iron Ore	Tubarao/Qingdao	Aug 15-20	\$24.50/wmt	Trafigura
N-fixed Thursday	Bulk Integrity	170,000/10	Iron Ore	Tubarao/Qingdao	Aug 15-20	\$24.50/wmt	Trafigura
N-fixed Thursday	Pacific Concord	170,000/10	Iron Ore	Tubarao/Qingdao	Sep 1-10	\$23.80/wmt	CNR
N-fixed Wednesday	Aquacarrier	170,000/10	Iron Ore	Tubarao/Qingdao	Aug 15-20	\$24.20/wmt	Vale
N-fixed Thursday	Frontier Garland	181,000 dwt	Period	6-8 months, DOP Fujian	Aug 15-19	\$26,000/day	Daelim
N-fixed Thursday	Seafarer	181,000 dwt	Period	6-9 months, DOP China	Aug 15-20	\$28,000/day	Jera
N	Shandong Hai Sheng	Supramax	Dry	Open Lianyungang, via CIS, redel Philippines	August 7-8	\$7,250/day	CNR
N	Woolloomooloo	Panamax	Grains	New Orleans via Skaw-Gibraltar	End of August	\$12,750/day + \$275,000 ballast bonus	ADMI
N	Graecia Aeterna	Panamax	Dry	Open Tyne, trip via Murmansk and Israel/redel Passero	July 31 onwards	\$17,000/day	Norden

Renewed US sanctions set to curb Iran metals, minerals trade

Iran’s steel, metals and minerals trade with the rest of the world may be severely curtailed following the United States’ reimposition of sanctions against the Middle Eastern nation, effective August 6. The administration of US President Donald Trump is reimposing sanctions on trade in metals and minerals with Iran, (alongside some other products) after the US pull-out in May from the Joint Comprehensive Plan of Action (JCPOA), otherwise known as the Iran Nuclear Deal. This is set to hit Iran’s metals and minerals trade worldwide as the US is also imposing secondary sanctions, involving penalties for other countries trading these products with Iran, including in the European Union where some countries

have become increasingly important business partners to Iran since sanctions were lifted after the nuclear deal became effective in early 2016. European plantmakers and steelmakers including Danieli, SMS, Fives, Sarralle, Outotec and voestalpine have boosted their involvement in Iranian steel production projects since that time. Trade to and from Iran in steel and aluminum products, gold and precious metals, graphite and coal will now be subject to the secondary sanctions. Iran has become a significant steel exporter in recent years. Total exports of steel and direct reduced iron (DRI), exceeded a record 9 million mt in the Iranian year ended March 20, 2018, according to The Iranian Steel Producers Association (ISPA). Within this total, exports of semi-finished steel products such as billets and slabs accounted for 6.87 million mt, an 84% jump on the previous year. Carbon steel imports into the

S&P Global
Platts



PLATTS BOX RATES

Platts has launched a series of daily container freight rate assessments, which provide industry participants with independent and transparent spot box rates (\$/FEU) and the global Platts Container Index. This is an essential pricing and intelligence resource for companies exposed to container freight in their supply chains. For information please contact andrew.scorer@spglobal.com.

PLATTS CONTAINER ASSESSMENTS, AUGUST 3 (\$/FEU*)

Route	From	To	Platts symbol	Close	Route	From	To	Platts symbol	Close
Head-haul					Back-haul				
PCR1	North Asia	North Continent	PCR0100	1550.00	PCR2	North Continent	North Asia	PCR0200	650.00
PCR11	North Asia	UK	PCR1100	1550.00	PCR12	UK	North Asia	PCR1200	450.00
PCR3	North Asia	Mediterranean	PCR0300	1550.00	PCR4	Mediterranean	North Asia	PCR0400	400.00
PCR13	North Asia	WC North America	PCR1300	2000.00	PCR14	WC North America	North Asia	PCR1400	300.00
PCR5	North Asia	EC North America	PCR0500	3000.00	PCR6	EC North America	North Asia	PCR0600	650.00
PCR9	North Continent	EC North America	PCR0900	1600.00	PCR10	EC North America	North Continent	PCR1000	600.00
Platts Container Index			PCTRI00	1175.44					

*Forty-foot equivalent unit

PLATTS BUNKER CHARGE ASSESSMENTS, AUGUST 3 (\$/FEU*)

Route	From	To	Platts symbol	Close	Route	From	To	Platts symbol	Close
Head-haul					Back-haul				
PBC1	North Asia	North Continent	PBC0100	293.17	PBC2	North Continent	North Asia	PBC0200	157.86
PBC13	North Asia	WC North America	PBC1300	328.81	PBC14	WC North America	North Asia	PBC1400	140.92
PBC5	North Asia	EC North America	PBC0500	533.40	PBC6	EC North America	North Asia	PBC0600	228.60

PLATTS BUNKER EXCLUDED CONTAINER RATES, AUGUST 3 (\$/FEU*)

Route	From	To	Platts symbol	Close	Route	From	To	Platts symbol	Close
Head-haul					Back-haul				
PBX1	North Asia	North Continent	PBX0100	1256.83	PBX2	North Continent	North Asia	PBX0200	492.14
PBX13	North Asia	WC North America	PBX1300	1671.19	PBX14	WC North America	North Asia	PBX1400	159.08
PBX5	North Asia	EC North America	PBX0500	2466.60	PBX6	EC North America	North Asia	PBX0600	421.40

Containers

Peak season is in full swing and the supply chain has seen spot box rates increased between \$100 and \$400 per FEU. PCR11 and PCR1 North Asia to UK and North Continent routes both rose \$100 on August 1 to \$1,550/FEU and remained at this level Friday. Across the Atlantic, box rates soared to levels \$300/FEU higher last year. On the surface it could seem carriers may be able to recoup some of their losses from the previous two quarters. But the annual contract prices fill the majority of the ships? cargo allocation and this averaged \$100 less than last year for the US West and East Coast routes. PCR13, North Asia to US West Coast surged \$400/FEU to \$2,000/FEU on August 1. PCR5, North Asia to US East Coast increased to \$3,000/FEU on August 1 from \$2,650/FEU. Both US head-haul routes closed unchanged on Friday. The carriers' capacity lane reduction strategy seems to have had an effect, as one carrier source said: "It is like musical chairs." End-users have less to work with so to ensure their containers are loaded they may have to review their rate levels if different from their agreed loading schedule. The carriers have issued notices to their customers of further rate increases for August 15 and September 1. The Platts Bunker Charges have shown daily volatility throughout July, since August 1 it has been on a downward trajectory.

PLATTS OIL IS ON LINKEDIN**FOLLOW PLATTS OIL TO GET THE LATEST INDUSTRY NEWS AND EXCLUSIVE CONTENT** www.linkedin.com/company/platts-oil

EU from Iran reached 1.1 million mt in 2016, before falling back to a level of 103,400 mt in the first five months of this year, following imposition by the EU of anti-dumping duties on Iranian hot rolled coil in October 2017. Even though Iran's steel traders have in the past lived with sanctions and do not typically use letters of credit, a London-based trader indicated in early August he was not optimistic about the new Iran steel trade scenario and said he would monitor the situation in coming months. "The impact of the new sanctions on many different aspects such as shipping and payment terms is not clear. It could be difficult especially "any direct and indirect trade of steel is under the secondary sanctions of the United States and some importers may prefer to switch to the other suppliers to avoid this risk," he said. Importing products into Iran has also become more difficult since the announcement that sanctions would be reinstated, according to local sources. Steel imports into Iran were in early August reported to have slowed sharply. Iran has

recently been importing mainly flat steel products, mostly from the CIS, but this trade has now virtually halted due to the devaluation of the Iranian rial - which slumped to a record low against the US dollar in the last week of July - and the impending sanctions, local sources said. In addition, Iran has banned any import of billet and some steel long products, the sources said. The final outcome of European Commission attempts to introduce blocking action against the secondary sanctions was unclear at the time of publication. According to media reports, the blocking regulation will prohibit EU entities from complying with US extraterritorial sanctions and allows companies to recover damages from such sanctions. The blocking regulation will reportedly come into force August 5 unless more than half of the members of the European Parliament or the EU Foreign Affairs Council object prior to that date. Still, iron ore has not been included in the list of products liable to US sanctions. As virtually all Iran's iron ore exports are destined for China, this trade is not expected to suffer any immediate impact from US sanctions. Iron ore exports have dwindled in recent years due to the need to keep more at home to feed the nation's growing steel production. Iran exported some 20 million mt of iron ore in the year ending March 20, 2018, down from a peak of 25 million mt/year several years ago. —Diana Kinch, diana.kinch@spglobal.com —Laura Varriale, laura.varriale@spglobal.com and Staff

Container heavy melting scrap prices to Taiwan down on week

Containerized heavy melting scrap prices to Taiwan fell further this week on lower US offers, Taiwanese market sources said Friday. S&P Global Platts TSI HMS 1/2 80:20 containerized scrap on a CFR basis was assessed at \$325/mt Friday, down \$5/mt from a week ago. Deals were concluded for containerized US-origin HMS 1/2 80:20 at \$325/mt CFR Taiwan late week, down from early week deals heard at \$327/mt CFR, market sources said. "Offers were coming in the range of \$325-\$330/mt (CFR Taiwan) for US 80:20 this week," a source from a Taiwanese steelmaker said. "The weaker Turkey market has been rubbing off on US suppliers, and it seems US bulk offer prices are also weakening," a regional trader said. "This is on top of weaker buying interest from Vietnamese buyers, for container shipments," the source added, relating to the stricter inspections implemented at the Vietnam borders and ports, as reported by Platts. Meanwhile, offer prices to Vietnam for containerized US-origin HMS 1/2 80:20 also fell to \$330/mt CFR this week, down \$5/mt from the previous week, a Vietnamese steelmaker said. "We cannot consider container shipments now as it will be very troublesome," the source added. —Samuel Chin, samuel.chin@spglobal.com —Kevin Seo, kevin.seo@spglobal.com —Edited by Jeremy Lovell, jeremy.lovell@spglobal.com

SUBSCRIBER NOTES

No East of Suez tanker assessments, Dry Freight Wire on August 9

The S&P Global Platts Singapore office will be closed Thursday, August 9, 2018, for the Singapore National Day holiday. There will be no East of Suez clean and dirty tanker assessments and no publication of the *Dry Freight Wire* on that day. Normal Singapore publishing schedules will resume on Friday, August 10. For full details of Platts publishing schedule and services affected refer to <http://www.platts.com/Holiday>. For queries, please contact support@spglobal.com.

Platts to amend, discontinue some Asian Supramax, Panamax rates

Following a period of industry consultation and feedback, S&P Global Platts confirms it will discontinue some Asia Pacific dry bulk Panamax and Supramax assessments and freight differentials due to an absence of spot market activity on these routes as well as changes in trading patterns. It will also change the basis ports for two differentials to reflect the current trade flow. Platts will discontinue these assessments with effect from September 3, 2018. This was first proposed in a note published May 6, 2018 (<https://www.platts.com/subscriber-notes-details/27975378>). The discontinuations and basis port changes are necessary due to many Indian ports becoming mechanized in recent years, which has resulted in fewer geared vessels such as Supramax-class ships calling at them.

The following are the discontinuations:

1. Panamax

- PP24 Gladstone, Northeast Australia to Jebel Ali, UAE 60KT MMAAJ00 (Daily)
- PP24 Gladstone, Northeast Australia to Jebel Ali, UAE 60KT MMAAJ03 (Monthly)

2. Supramax

- PS4 Richards Bay, S Africa to Mundra, West coast India 55KT CIRBW00 (Daily)

- PS4 Richards Bay, S Africa to Mundra, West coast India 55KT CIRBW03 (Monthly)
- PS4w Differential from basis Mundra to Dahej, West coast India 55KT CISA100 (Daily)
- PS4w Differential from basis Mundra to Dahej, West coast India 55KT CISA103 (Monthly)
- PS4n Differential from basis Mundra to Kandla, West coast India 55KT CIKW100 (Daily)
- PS4n Differential from basis Mundra to Kandla, West coast India 55KT CIKW103 (Monthly)
- PS5e Differential from basis Krishnapatnam to Paradip, East coast India 55KT CIRBP00 (Daily)
- PS5e Differential from basis Krishnapatnam to Paradip, East coast India 55KT CIRBP03 (Monthly)
- PS5s Differential from basis Krishnapatnam to Ennore, East coast India 55KT CIRBE00 (Daily)
- PS5s Differential from basis Krishnapatnam to Ennore, East coast India 55KT CIRBE03 (Monthly)
- PS7e Differential from basis Krishnapatnam to Paradip, East coast India 55KT CISKP00 (Daily)
- PS7e Differential from basis Krishnapatnam to Paradip, East coast India 55KT CISKP03 (Monthly)
- PS7s Differential from basis Krishnapatnam to Ennore, East coast India 55KT CISKE00 (Daily)
- PS7s Differential from basis Krishnapatnam to Ennore, East coast India 55KT CISKE03 (Monthly)
- PS6 South Kalimantan, Indonesia to Mundra, West coast India 55KT CISKM00 (Daily)
- PS6 South Kalimantan, Indonesia to Mundra, West coast India 55KT CISKM03 (Monthly)
- PS6w Differential from basis Mundra to Dahej, West coast India 55KT CISKD00 (Daily)

- PS6w Differential from basis Mundra to Dahej, West coast India 55KT CISKD03 (Monthly)
- PS6n Differential from basis Mundra to Kandla, West coast India 55KT CISKI00 (Daily)
- PS6n Differential from basis Mundra to Kandla, West coast India 55KT CISKI03 (Monthly)

The basis port changes are:

From

- PS4s Differential from basis Mundra to New Mangalore, West coast India 55KT CISK000 (Daily)
- PS4s Differential from basis Mundra to New Mangalore, West coast India 55KT CISK003 (Monthly)
- PS6s Differential from basis Mundra to New Mangalore, West coast India 55KT CISKN00 (Daily)
- PS6s Differential from basis Mundra to New Mangalore, West coast India 55KT CISKN03 (Monthly)

To

- PS4s Differential from basis Kandla to New Mangalore, West coast India 55KT CISK000 (Daily)
- PS4s Differential from basis Kandla to New Mangalore, West coast India 55KT CISK003 (Monthly)
- PS6s Differential from basis Navlakhi to New Mangalore, West coast India 55KT CISKN00 (Daily)
- PS6s Differential from basis Navlakhi to New Mangalore, West coast India 55KT CISKN03 (Monthly)

Please send any feedback or questions to shipping@spglobal.com and pricegroup@spglobal.com. For written comments, please provide a clear indication if comments are not intended for publication by Platts for public viewing. Platts will consider all comments received and will make comments not marked as confidential available to the public upon request.