DRY BULK WEEKLY

WEEK 07 | Monday, 22 February 2021

D&F SHIPPING MARKET ANALYSIS

LATEST COMMODITY NEWS

Iron Ore

- BHP ASK WESTERN AUSTRALIAN REGULATORS TO INCREASE ITS PORT CAPACITY BY 7 PERCENT.

Coal

- THERMAL COAL DEMAND WILL CONTINUE TO WEAKEN IN THE COMING WEEKS.

Grains

- TALE OF TWO CLIMATES: FEARS FOR US WHEAT AS STORM URI BATTERS THE COUNTRY WHILE AUSTRALIAN FARMERS ARE THANKFUL FOR LA NINA.

- BOOST FOR BRAZILIAN CORN HARVEST, USDA FORECAST CONTINUED INCREASE IN CORN PRODUCTION.

- RAINS SLOW BRAZIL SOYBEAN HARVESTS.

Capesize Spot Routes

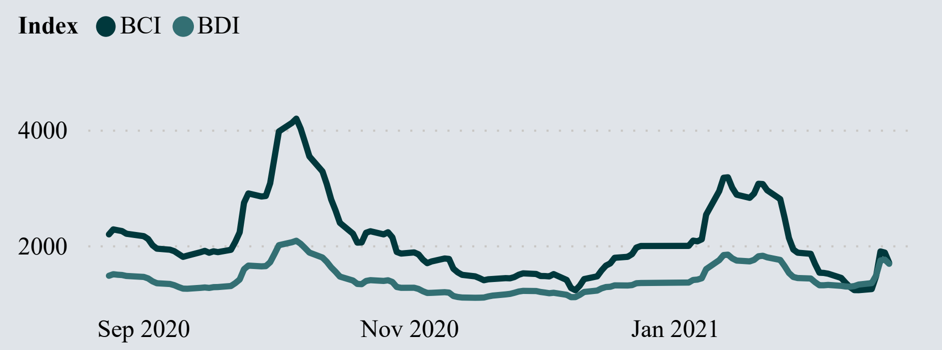
CONTENTS

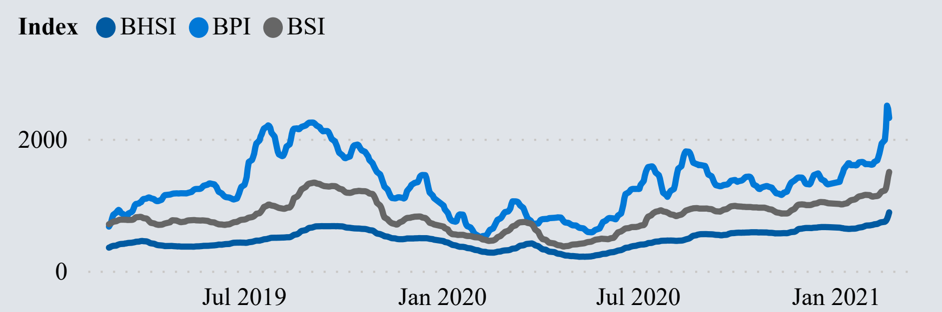
Timecharter Hire Rates

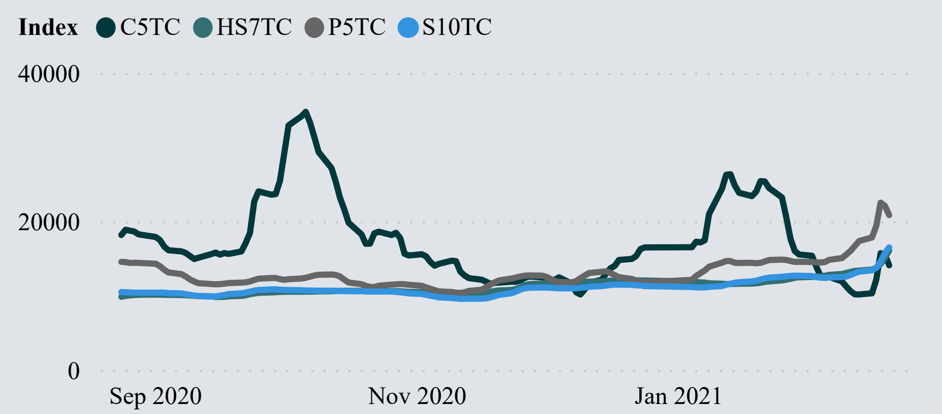
Commercial Class	Wk 5	Wk 6	Wk 7	WoW%	Avg. 2021	YoY%
⊟ CAPESIZE						
2 Y	18,625	16,625	17,125	3.0%	17,357	9.2%
1 Y	18,500	16,500	17,000	3.0%	16,929	14.7%
6 M	17,875	15,875	16,375	3.1%	16,357	16.0%
⊟ PANAMAX						
2 Y	15,375	15,375	15,375	0.0%	14,095	25.4%
6 M	13,125	13,563	14,750	8.8%	13,455	18.1%
1 Y	14,500	12,875	13,750	6.8%	13,411	20.2%
⊟ ULTRAMAX						
2 Y	13,500	13,500	15,000	11.1%	12,411	15.7%
6 M	13,125	13,375	14,375	7.5%	12,339	20.6%
1 Y	13,250	13,250	13,500	1.9%	12,161	18.9%
⊟ SUPRAMAX						
6 M	13,375	13,625	14,125	3.7%	12,089	24.4%
2 Y	13,125	13,125	14,125	7.6%	11,768	14.7%
1 Y	12,625	12,625	12,875	2.0%	11,464	19.3%
⊟ HANDY						
2 Y	10,875	10,875	11,125	2.3%	10,268	6.4%
6 M	10,500	10,750	11,000	2.3%	10,018	20.8%
1 Y	10,500	10,500	10,750	2.4%	9,929	20.9%

Bulkcarrier Freight Market

D&F SHIPPING MARKET ANALYSIS







Index	05/02/2021	12/02/2021	19/02/2021	WoW%
BDI	1,333	1,339	1,698	26.8%
BCI	1,527	1,242	1,715	38.1%
BPI	1,662	1,944	2,332	20.0%
BSI	1,144	1,217	1,513	24.3%
BHSI	719	751	901	20.0%
C5TC	12,662	10,304	14,224	38.0%
P5TC	14,960	17,496	20,991	20.0%
S10TC	12,583	13,384	16,648	24.4%
HS7TC	12,937	13,512	16,223	20.1%

After two weeks of low levels the freight market got an upswing in the 7th week of the year, and the positive momentum in the dry bulk market ‘’continues’’.

The shipowners remain optimistic about the market dynamics, with the historically low order book and environmental regulations limiting the fleet’s future growth while demand for all dry cargo is strong. It remains to see if the opinion of a new longer-term upcycle for dry bulk commodities will come true.

The BDI index revealed a rise of 359 points and closed the week to 1,698, a growth of 26.8%. The Capesize market surged and showed a dramatic improvement. The BCI gained 473 points to 1,715, an increase of 38.1% compared to the previous week (Week 6).

The most benefited routes (Capesize spot market) were the (C17) and the (C5), closing the week at $12.95 (+25.1%) and $7.05(+21%) respectively. Similarly, Capesize’s trip charter (C10) witnessed an increase of 90.1% and closed on last Friday at $11.838.

Capesize Spot Rates	29/01/2021	05/02/2021	12/02/2021	19/02/2021	WoW%	Avg. 2019	Avg. 2020	Avg. 2021	YoY%
Tubarao-Qingdao - C3	17.25	16.52	14.91	17.38	16.6%	18.6	14.8	17.4	17.7%
Saldanha Bay-Qingdao - C17	12.91	11.06	10.35	12.95	25.1%	13.8	11.3	12.9	14.7%
Bolivar-Rotterdam - C7	11.49	9.84	9.16	10.06	9.8%	9.6	8.1	11.3	38.7%
Tubarao-Rotterdam - C2	8.35	7.68	7.09	8.48	19.6%	8.2	6.6	8.8	33.0%
West Australia-Qingdao - C5	6.15	6.01	5.83	7.05	21.0%	7.7	6.7	7.5	12.4%

Capesize Tripcharter Rates	29/01/2021	05/02/2021	12/02/2021	19/02/2021	WoW%	Avg. 2019	Avg. 2020	Avg. 2021	YoY%
Continent-Mediterranean/ China-Japan - C9	19696	29250	26633	30325	13.9%	35045	27699	35504	28.2%
Gibraltar-Hamburg/ Transatlantic RV - C8	10536	16605	15010	17575	17.1%	18403	13752	23401	70.2%
China-Brazil RV - C14	7478	11745	8050	11991	49.0%	17215	11731	14073	20.0%
China-Japan/ Transpacific RV - C10	5772	7788	6227	11838	90.1%	17175	13042	14733	13.0%

Bulkcarrier Freight Market

Panamax Spot Rates	29/01/2021	05/02/2021	12/02/2021	19/02/2021	WoW%	Avg. 2019	Avg. 2020	Avg. 2021	YoY%
USG - Qingdao - P7	47.46	49.48	52.37	56.44	7.8%	40.2	39.6	48.4	22.0%
Santos - Qingdao - P8	36.54	36.66	40.86	45.73	11.9%	34.5	28.4	37.5	32.1%

Panamax Tripcharter Rates	29/01/2021	05/02/2021	12/02/2021	19/02/2021	WoW%	Avg. 2019	Avg. 2020	Avg. 2021	YoY%
Skaw-Gib/ HK-S. Korea-Taiwan - P2A	16799	24677	28318	30727	8.5%	21038	18016	24909	38.3%
Skaw-Gib/ Transatlantic RV - P1A	9220	18100	22200	23650	6.5%	12622	9502	18320	92.8%
HK-S. Korea-Taiwan/ Transpacific RV -	8194	12513	14159	20757	46.6%	11216	9101	13545	48.8%
Singapore RV via Atlantic - P6	10498	14635	17015	20710	21.7%	12946	10665	15476	45.1%
HK-S. Korea- Taiwan/ Skaw-Gib - P4	3083	4489	4700	6036	28.4%	4824	2714	4656	71.6%

Supramax Tripcharter Rates	29/01/2021	05/02/2021	12/02/2021	19/02/2021	WoW%	Avg. 2019	Avg. 2020	Avg. 2021	YoY%
USG/China-S. Japan - S1C	17006	25992	28156	32667	16.0%	21124	19869	25874	30.2%
Canakkale via Med-BI Sea/ China-S. Korea - S1B	14534	24321	26411	31050	17.6%	18278	17591	23222	32.0%
USG/ Skaw-Passero - S4A	13127	22168	25096	30529	21.6%	14626	13266	22497	69.6%
W.Africa via ECSA/ N. China - S5	10592	17151	18281	21312	16.6%	14593	12844	17052	32.8%
Skaw-Passero/ USG - S4B	6104	13209	14563	17675	21.4%	7623	7570	13125	73.4%
W.Africa via ECSA/ Skaw-Passero - S9	6204	11094	12150	17042	40.3%	9283	6951	11313	62.7%
S.China via Indonesia/ S.China - S10	5561	10386	10358	14436	39.4%	8811	6735	10982	63.0%
N. China/Australia-Pacific RV - S2	6027	10379	10900	14029	28.7%	8935	7178	10636	48.2%
S.China via Indonesia/ EC.India - S8	5573	9408	9283	11433	23.2%	8832	5981	9760	63.2%
N. China/ W. Africa - S3	2829	5790	5888	7310	24.2%	4670	2613	5406	106.9%

Handysize Tripcharter Rates	29/01/2021	05/02/2021	12/02/2021	19/02/2021	WoW%	Avg. 2019	Avg. 2020	Avg. 2021	YoY%
Rio de Janeiro-Recalada/ Skaw-Passero - HS3	10578	15167	16350	23028	40.8%	13465	10398	15106	45.3%
USG via USG-ECSA/ Skaw-Passero - HS4	10040	16850	18021	19904	10.4%	10853	10014	16484	64.6%
Skaw-Passero/ Boston-Galveston - HS2	8075	13543	14329	17036	18.9%	8598	8557	13157	53.8%
Skaw-Passero/ Rio de Janeiro-Recalada - HS1	8046	13564	14336	17000	18.6%	8390	8213	13176	60.4%
S. East Asia/ Singapore-Japan - HS5	7675	11906	12050	13831	14.8%	8629	7231	11721	62.1%
N. China-S- Korea-Japan/ N.China-S. Korea-Japan - HS6	7151	10766	10938	13000	18.9%	8068	6481	10482	61.7%
N. China-S. Korea-Japan/ S. East Asia - HS7	6871	10125	10350	12356	19.4%	7858	6129	9932	62.0%

Panamax traders saw another ''sunny'' week as the BPI index reached levels not seen since August 2019. Closing at 2,332 the BPI increased by 20% w-o-w. Coal demand continued to push rates up as we got to the end of the Chinese New Year holiday. As the BPI suggests, we witnessed an overall improvement across both Spot and Tripcharter rates. Strong commodities demand from China pushed Spot rates to increase 7.8% and 11.9% w-o-w for both P7 and P8 routes. The major jump in Tripcharter rates was seen in the Transpacific RV, since we noticed a positive change of 46.6% in P3A as activities returned to normal.

Supramax rates continued the upward trend despite the Chinese New Year. The BSI went up 24.3% w-o-w, reaching similar values seen in 2019. Boosted rates across the board for the Supramax segment, with major jumps seen in Asian charters in addition to the S9 which increased 40.3% w-o-w. Similarly, the Handysize segment improved significantly during the past week. The BHSI rose 20% w-o-w, while the positive changes ranged between 10.4%-40.8% in all Tripcharter rates. Table leader HS3 also presented the most dramatic change (+40.8% w-o-w).

Sale & Purchase Market

D&F SHIPPING MARKET ANALYSIS

Latest Transactions

Week	Ships Sold	Age	DWT	Price (US$)	Notes	Owner	Country of Buyer
7	CONTINENTAL TAIGA	12	28,338	$6,800,000		SOKI KISEN	Greece
7	SUN PRIME	23	29,478	$3,500,000		SUN ACE SHIPPING	
7	ARISTOS II	10	32,377	$8,500,000		CAPITAL SHIPMANAGEMENT	Greece
7	FOUR AIDA	12	34,408	$8,000,000		PREMUDA	
7	CIELO DI DUBLINO	10	37,064	$11,000,000		D'AMICO DI NAVIGAZIONE	
7	GLOBAL FUTURE	15	52,484	$7,900,000		NEL LINES	Singapore
7	CAPTAIN CHERIF	17	53,556	$6,800,000		LA MARITIME	China
7	ADIRONDACK	11	57,017	$9,500,000		TBS SHIPMANAGEMENT	
7	BEAUFORT	11	57,022	$9,500,000		TBS SHIPMANAGEMENT	
7	SBI ACHILLES	6	61,305		40000000 en bloc	SCORPIO COMMERCIAL MANAGEMENT	
7	SBI CRONOS	6	61,305		40000000 en bloc	SCORPIO COMMERCIAL MANAGEMENT	
7	FORTUNE DAISY	10	74,979	$14,100,000		NORDIA BULK	Greece
7	KINOURA	9	82,250	$18,200,000		NISSEN KAIUN	Greece
7	MAGICA G	9	82,740	$16,100,000			Greece

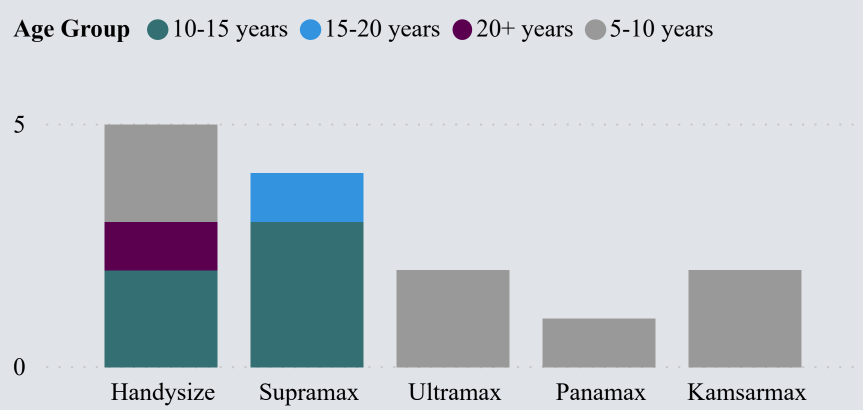
The Chinese New year’s week-long holiday is over but affected the S&P market during the 7th week of the year.

Although fewer transactions came to light, still 14 vessels changed hands. Only one Chinese shipping company was involved in a deal the previous week (LA Maritime sold MV Captain Cherif to the Chinese buyer), while five transactions were reported involving Greek buyers.

Half of the sold fleet belongs to the age group between 5-10 years, while we witnessed only one deal with a vessel of 23 years (an unknown buyer from the Middle East bought MV Sun Prime). Furthermore, shipowners buying appetite spread across the “medium” and ‘’small’’ vessel sizes (Supramax, Handysize).

D&F Shipping Market Analysis expects the second-hand vessels’ demand to remain stable (in high levels) as the good sentiment remains in the freight market and the Chinese and Indian GDP is estimated to increase in 2021 (Chinese and India’s expected annual GDP growth is 8.1% and 11.5%, respectively). Shipowners will persist in their S&P purchase strategy as the future is predicted ‘’glorious’’. Simultaneously, the low fleet growth rate will continue to influence the S&P market while the Covid-19 Pandemic uncertainty remains, making investors rethink their strategic steppingstones.

Ship Sales by Age and Size (Week 7)



Weekly Volume of Sales

Size	5	6	7	Total
Supramax	2	13	4	**19**
Handysize	6	2	5	**13**
Ultramax	5	5	2	**12**
Kamsarmax	8	1	2	**11**
Panamax	3	2	1	**6**
Capesize		3		**3**
Handymax	1			**1**
Post Panamax		1		**1**
Total	**25**	**27**	**14**	**66**

Annual Volume of Sales

Size Group	2019	2020	2021
Supramax	125	125	37
Handysize	119	128	23
Panamax	86	56	19
Kamsarmax	35	52	16
Ultramax	44	46	25
Capesize	25	53	12
Handymax	26	12	2
Post Panamax	15	9	3
VLBC	8	19	1
Total	**483**	**500**	**138**

Demolition Market

Latest Transactions

Week	Vessel	Vessel Age	Location of Delivery	USD / LDT	LDT (MT)	Sale Price
7	MV KT 02	23	Bangladesh	440	7338	$3,228,720
7	MV KT 05	23	Bangladesh	440	7337	$3,228,280

Demolition Prices for Bulkcarriers- Week Average (USD/LDT)

Market	Wk 5	Wk 6	Wk 7	WoW%
Bangladesh	430	430	430	0.0%
Pakistan	425	420	425	1.2%
India	415	410	415	1.2%
Turkey	260	260	255	-1.9%

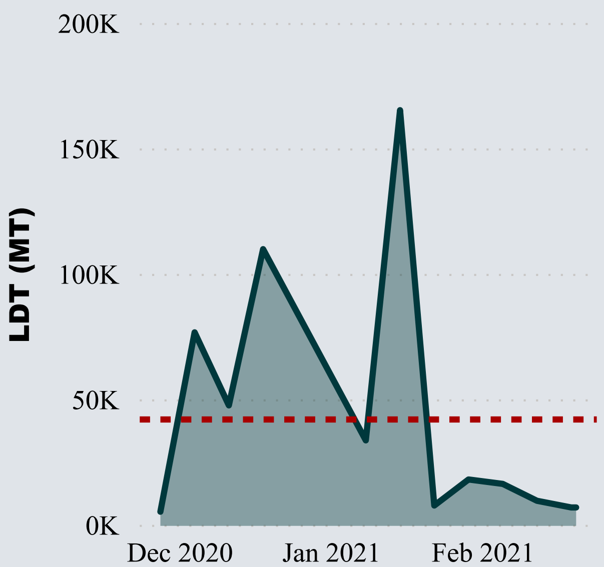
There has been an improvement in Demolition activities this week with 2 Vessels reported sold to ship breakers. The Vessels, PT Pelayaran Karya Tehnik Operator owned MV KT 02 and MV KT 05 were built in 1998 by Tsuneishi Tadotsu Factory, Japan. The Indonesia flagged Bulk Carriers were sold to Bangladesh Shipbreakers at USD440/LDT each. This is USD10/LDT more than reported market price.

In the meantime, Pakistan Shipbreakers have since increased demolition price by 1.2% to USD425/LDT, India also followed suit offering USD415/LDT up USD5/LDT from last week. Turkey Shipbreakers continue to offer lowest LDT rates, dropping 1.9% to USD255/LDT from last weeks' reported price.

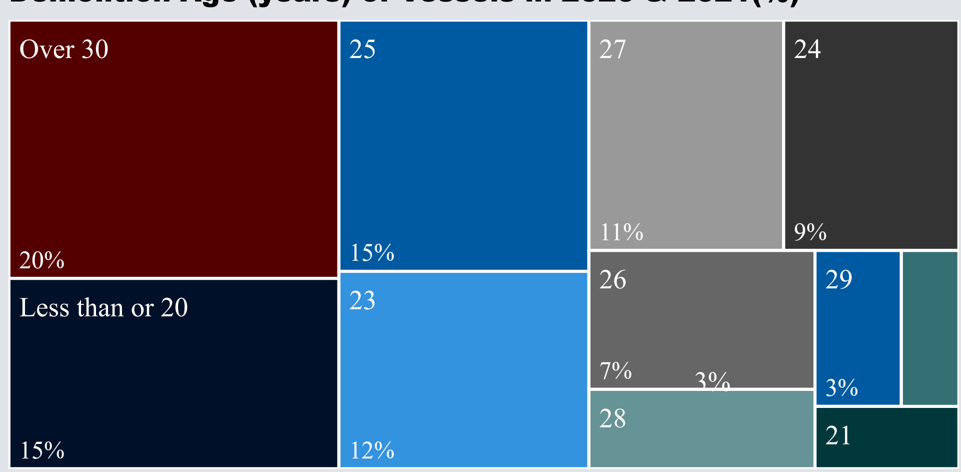
The market continues to be in the firm grip of Bangladesh as it attracted all the Tonnages heading to scrapyards this week. The LDT rates for Bangladesh remained unchanged from last week but still USD5/LDT more than what the next rivals could offer.

A surge in demand for scrap tonnage could be on the horizon. D&F Shipping Market Analysis believes a combination of the Chinese industries recovering faster from the Lunar New year Holidays this year than in previous years and the Lifting of restrictions on the importation of Scrap metals by Beijing, could fuel an increase in LDT rates. However, as we stated in our last reports, it could be a while before this happens.

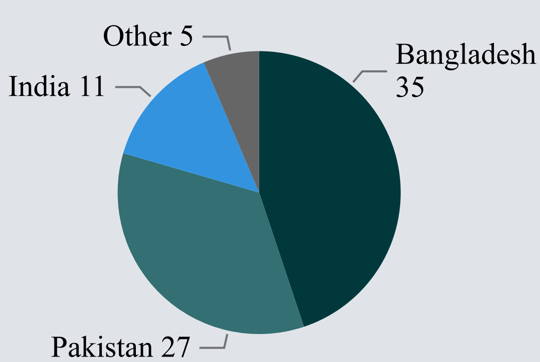
Demolition Activity in the Last 3 Months



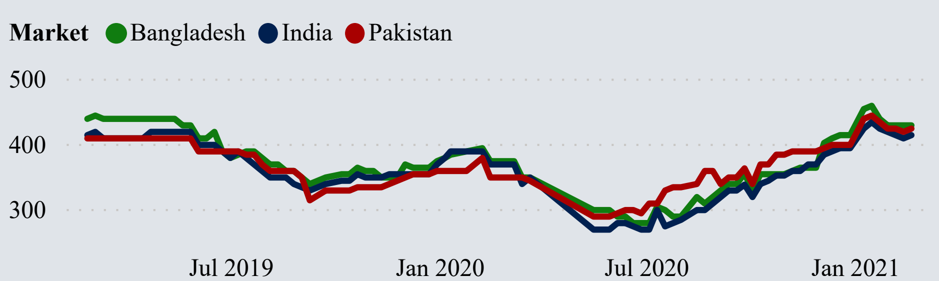
Demolition Age (years) of Vessels in 2020 & 2021(%)



Location of Delivery - No. Vessels 2020 & 2021



Demolition Prices (US$/LDT)



Shipbuilding Market

D&F
SHIPPING MARKET ANALYSIS

Latest Orders

Week	Size Class	DWT	Units	Delivery	Buyer	Shipbuilder

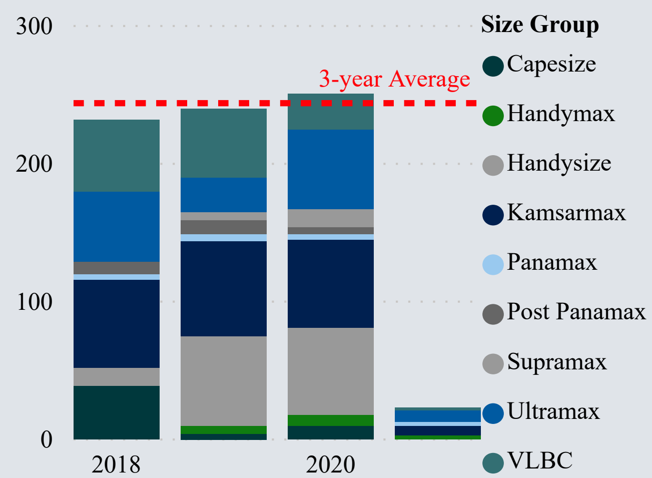
Newbuilding Market Price by Size (Week 7)

Year	Handysize	Ultramax	Panamax	Kamsarmax	Capesize
2021	$23,000,000	$25,000,000	$26,000,000	$27,000,000	$48,000,000
2020	$26,000,000	$32,000,000	$33,000,000	$34,000,000	$53,000,000
2019	$26,000,000	$31,000,000	$32,000,000	$33,000,000	$51,000,000
2018	$22,150,000	$24,500,000	$25,000,000	$26,000,000	$44,500,000

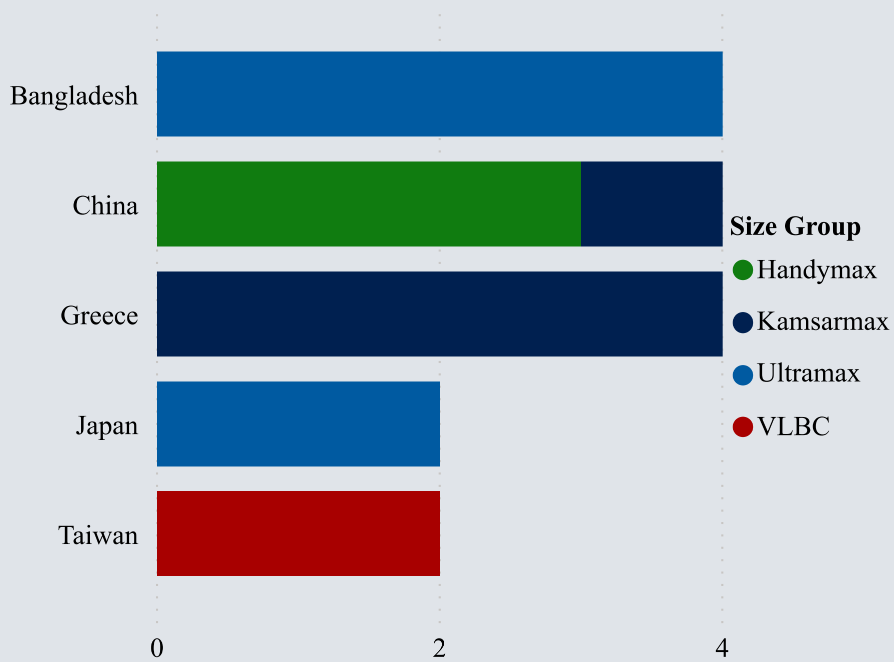
Delivery Year by Size

Size Group	2021	2021/2022	2022	2023	Total
Kamsarmax	28		30	6	**64**
Handysize	16	9	35	3	**63**
Ultramax	26	3	29		**58**
VLBC	5		21		**26**
Supramax	1		12		**13**
Capesize	1		2	7	**10**
Handymax	4	4			**8**
Post Panamax			3	2	**5**
Panamax			4		**4**
Total	**81**	**16**	**136**	**18**	**251**

Units by Year and Size Group



Newbuilding Orders by Country of Buyer and Size Class (2021)



Opposite to the S&P market, the Newbuilding market stands weak and fragile. For the 5th consecutive week, investments in new buildings have slowed down significantly as no new orders were reported the past week.

The unclear environmental regulations continue affecting investors, who are unsure in terms of what strategy they will pursue. Nevertheless, it remains to see if the positive tone in the dry bulk freight market and high S&P activity will lead investors back into the newbuilding market.

Furthermore, issues emerged in terms of finance in the shipping industry. Access to finance for small companies is complicated; banks are now more selective as to their clients and Chinese credit institutions did not come in strong enough to fill the gap left by traditional western banks in maritime finance. Therefore, resulting in newcomers facing financing obstacles in the newbuilding market.

On the Pricing front, we witnessed changes compared to the previous week. Capesize's market value increased by US$500K. Meanwhile the market value for a Handymax newbuilding rose by US$1M.

Bunker Prices & Port Activity

D&F SHIPPING MARKET ANALYSIS

Bunker Prices

Port	VLSFO	MGO	IFO380	IFO180
Fujairah				
29/01/2021	452.00	523.00	333.00	350.00
07/02/2021	478.50	553.00	350.50	350.00
14/02/2021	496.00	581.00	361.50	350.00
20/02/2021	506.50	602.50	373.00	350.00
Hong Kong				
29/01/2021	439.50	450.00	347.50	423.00
07/02/2021	469.50	479.50	368.00	423.00
14/02/2021	486.50	498.50	377.00	423.00
20/02/2021	501.50	518.00	392.00	423.00
Houston				
29/01/2021	411.00	487.50	318.50	375.00
07/02/2021	432.00	512.50	329.50	375.00
14/02/2021	453.00	529.00	337.50	375.00
20/02/2021	483.00	565.00	384.00	375.00
LA/Long Beach				
29/01/2021	463.00	544.00	377.00	529.00
07/02/2021	484.50	534.50	416.00	529.00
14/02/2021	507.00	551.00	423.50	529.00
20/02/2021	506.50	581.00	431.00	529.00
New York				
29/01/2021	449.00	502.00	353.00	383.50
07/02/2021	462.50	518.00	368.00	383.50
14/02/2021	477.50	545.00	377.00	383.50
20/02/2021	489.50	555.00	368.50	383.50
Rotterdam				
29/01/2021	415.00	458.00	326.00	
07/02/2021	446.50	493.50	346.00	
14/02/2021	459.00	500.50	356.50	
20/02/2021	478.00	529.50	363.50	
Santos				
29/01/2021	446.00	528.00		
07/02/2021	483.00	532.00		
14/02/2021	490.00	562.00		
20/02/2021	495.00	631.00		
Singapore				
29/01/2021	451.00	475.50	352.50	
07/02/2021	486.00	504.00	371.00	
14/02/2021	506.00	520.50	379.50	
20/02/2021	503.00	534.00	386.50	

Average bunker Prices

Date	VLSFO	MGO	IFO380	IFO180
29/01/2021	440.81	496.00	343.93	412.10
07/02/2021	467.81	515.88	364.14	412.10
14/02/2021	484.38	535.94	373.21	412.10
20/02/2021	495.38	564.50	385.50	412.10

Time at Port (TAP) and Time at Anchorage (TAA) - Difference WoW

Main Iron Ore and Coal Ports

PORT	TAP (hrs) - WoW	TAA (hrs) - WoW
Dampier	7.20	31.20
Hay point	4.80	57.60
Newcastle	-2.40	-45.60
Paranagua	48.00	38.40
Ponta da madeira	14.40	-132.00
Port hedland	-4.80	-36.00
Richards bay	12.00	-19.20
Saldanha	-33.60	-184.80
Tubarao	16.80	-52.80
Yuzhny	7.20	-57.60

Main Grain Ports

PORT	TAP (hrs) - WoW	TAA (hrs) - WoW
Bahia blanca	-16.80	-88.80
Ghent	-16.80	4.80
Houston	-52.80	14.40
New orleans	-28.80	
Paranagua	48.00	38.40
Portland or	110.40	-158.40
Rotterdam	-86.40	307.20
Rouen	0.00	-276.00
San lorenzo	-2.40	
Santos	21.60	91.20
Vancouver	26.40	69.60

No. of Calls by Week and 2020

PORT	6	7
Bahia blanca	6	8
Dampier	18	19
Ghent	11	7
Hay point	25	17
Houston	7	9
New orleans	48	36
Newcastle	42	39
Paranagua	14	14
Ponta da madeira	12	13
Port hedland	62	47
Portland or	9	2
Richards bay	25	18
Rotterdam	4	6
Rouen	2	5
Saldanha	10	8
San lorenzo	19	19
Santos	27	36
Tubarao	14	10
Vancouver	35	29
Yuzhny	6	10

PORT	2020
Bahia blanca	7
Dampier	18
Ghent	8
Hay point	17
Houston	6
New orleans	59
Newcastle	33
Paranagua	8
Ponta da madeira	11
Port hedland	40
Portland or	8
Richards bay	22
Rotterdam	4
Rouen	6
Saldanha	10
San lorenzo	18
Santos	19
Tubarao	8
Vancouver	30
Yuzhny	10

*2020 Port Calls refer to week 7 of that year

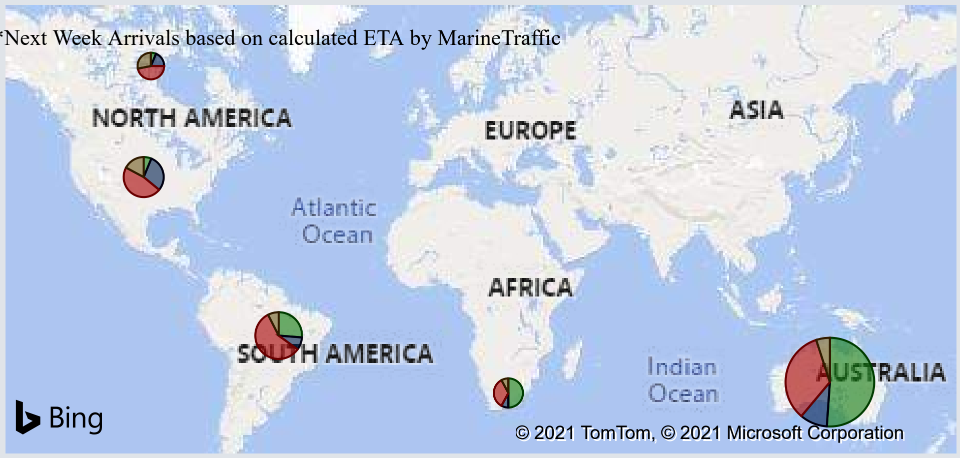
Vessel Tracking

D&F SHIPPING MARKET ANALYSIS

Top 5 Destination Countries of Ships in Ballast by Vessel Size (Week 8 Arrivals*)

Size Group ● Capesize ● Handysize ● Panamax ● Supramax

*Next Week Arrivals based on calculated ETA by MarineTraffic



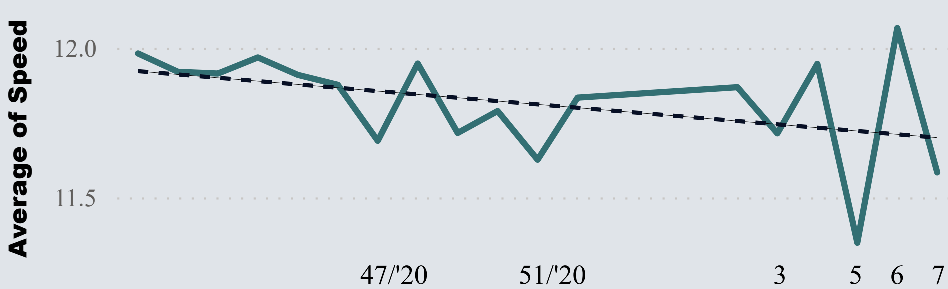
Average Speed of Vessels - Ballast Arrivals - Week 7

Size Group	Average of Speed
Capesize	11.59
Handysize	10.98
Panamax	11.59
Supramax	11.48
Total	**11.40**

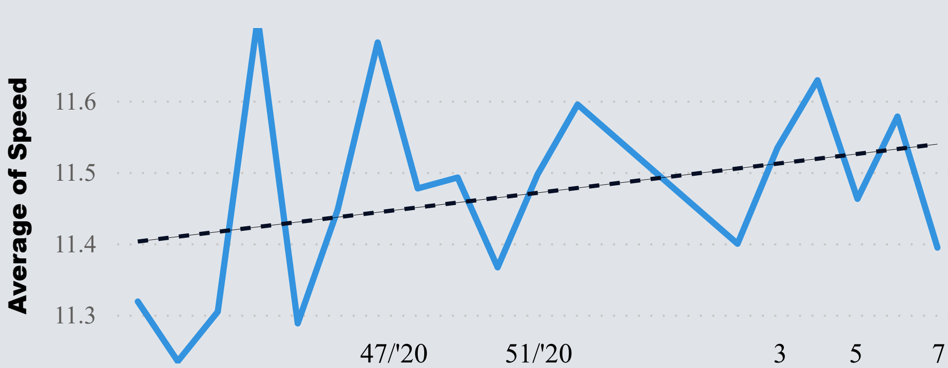
Average Speed of Vessels - Ballast Arrivals - Week 8*

Size Group	Average of Speed
Capesize	11.61
Handysize	11.04
Panamax	11.73
Supramax	11.41
Total	**11.47**

Average Speed of Vessels in Ballast by Arrival Week (100,000+ dwt)



Average Speed of Vessels in Ballast by Arrival Week (10,000 - 100,000 dwt)



Top 5 Destination Countries of Ships in Ballast by Vessel Size and Arrival Week

Destination Country	6	7	8	Total
AU	**177**	**182**	**184**	**543**
Capesize	85	66	92	**243**
Handysize	20	24	20	**64**
Panamax	58	67	62	**187**
Supramax	14	25	10	**49**
BR	**66**	**69**	**80**	**215**
Capesize	15	12	17	**44**
Handysize	13	9	7	**29**
Panamax	32	42	50	**124**
Supramax	6	6	6	**18**
CA	**33**	**43**	**32**	**108**
Capesize	4	9	2	**15**
Handysize	6	8	6	**20**
Panamax	19	23	15	**57**
Supramax	4	3	9	**16**
US	**47**	**68**	**62**	**177**
Capesize	4	4	2	**10**
Handysize	9	23	20	**52**
Panamax	28	36	32	**96**
Supramax	6	5	8	**19**
ZA	**31**	**41**	**37**	**109**
Capesize	10	18	16	**44**
Handysize	1		3	**4**
Panamax	10	15	15	**40**
Supramax	10	8	3	**21**
Total	**354**	**403**	**395**	**1152**

West Australia's ports indicated fewer vessels calls in that area during the previous week. Port Hedland port authorities counted 15 calls less than the 6th week of the year, while the Dampier port showed almost the same vessel calls. On the other hand, Tubarao also witnessed a decline in terms of vessels calls. The same behaviour was noted in Richards Bay and the Australian ports of Newcastle and Hay point, which completed the week with a dropped number of calls compared to the previous week.

Furthermore, the waiting anchorage time was increased in some cases, such as Dampier and Hay point, while in most vessel destinations, the waiting time decreased.

The weekly average of VLSFO across major ports that *D&F Shipping Market Analysis* monitors, increased by US$ 11/mt compared to last week when prices increased by US$16/mt. MGO weekly average prices were up US$ 28.56/mt selling for US$564.50/mt.

Commodities Markets

D&F SHIPPING MARKET ANALYSIS

GRAINS

While corn and soybean prices started strong but weakened towards the end of week 7, wheat prices rose sharply responding to worries about global supply.

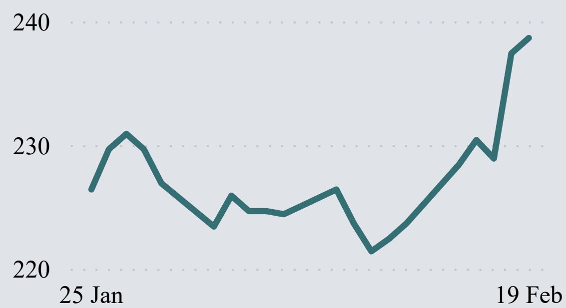
The total tonnage loaded on week 7 increased by almost 300K mt compared to the previous week. The return to activity of China put the country back in our top 5 destinations by dwt. Loaded ships departed from Vancouver, Santos and Portland OR, while a mild decrease in loaded tonnage was noticed in ships going through Panama.

DWT of Loaded Vessels Departing on Week 7 by Origin Port and Destination - Ships under 100,000 dwt

Origin Port	CN	GI	ID	MX	PA	Total
VANCOUVER	119,455		81,690		143,592	**344,737**
SANTOS	158,010	55,687	161,639			**375,336**
SAN LORENZO		32,642				**32,642**
PORTLAND OR	80,886					**80,886**
PARANAGUA		38,629				**38,629**
NEW ORLEANS		63,800		194,447	406,851	**665,098**
HOUSTON				181,128	60,454	**241,582**
Total	**358,351**	**190,758**	**243,329**	**375,575**	**610,897**	**1,778,910**

Corn Price ($/bl)

Wheat Price ($/t)



Soybean Price ($/bl)

IRON ORE & COAL

Commodities shipments from West Australia to China increased by 1M the 7th week of the year compared to the previous week.

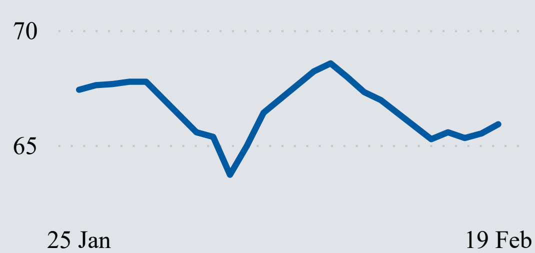
Port Hedland exported over 6.2 million tonnes of commodities to Chinese ports, a decrease of 1M compared to the past week, while Dampier saw an increase of almost 2M mt in its shipments to China. Similarly, port Walcott increased its exports by more than 100K mt compared to the previous week.

Iron ore prices continue the uptrend, increasing the closing rate by $4.42 w-o-w to $164.07/mt, while coal prices closing rate saw a slight decrease of $1.05/mt w-o-w to $65.95/mt.

DWT of Loaded Vessels Departing on Week 7 by Origin Port and Destination - Ships over 100,000 dwt

Origin Port	CN	IN	JP	KR	TW	Total
PORT HEDLAND	6,252,195		209,996	528,067		**6,990,258**
PORT WALCOTT	2,838,788		769,092	179,649	414,858	**4,202,387**
DAMPIER	3,500,427					**3,500,427**
HAY POINT			491,211	180,000	175,021	**846,232**
RICHARDS BAY	182,584	536,180				**718,764**
SALDANHA	478,017			170,000		**648,017**
ABBOT POINT			84,849			**84,849**
Total	**13,252,011**	**536,180**	**1,555,148**	**1,057,716**	**589,879**	**16,990,934**

Coal Price This Month ($/t)



Iron Ore Price This Month ($/t)

Weekly Commodity Update

D&F SHIPPING MARKET ANALYSIS

IRON ORE

BHP ASK WESTERN AUSTRALIAN REGULATORS TO INCREASE ITS PORT CAPACITY BY 7 PERCENT.

BHP has asked the Western Australian regulators to grant it more port capacity Australia Financial Review reported. This could raise its exports by more than seven percent, a strong indication it expects demand to remain firm this year. This sentiment is shared by Fortescue Metals Group Chief Executive Elizabeth Gaines, stating "Not only in China, but the ex-China activity is also picking up to pre-COVID levels,"

On Tuesday the BHP Group reported its best first half profit in seven years and declared a record interim dividend with Iron Ore accounting for 82% of its earnings. Rio Tinto followed suit reporting its best annual earnings since 2011 declaring a record dividend of USD3.09 per share up USD0.78 from 2019. The world's biggest miners benefitted from record Iron Ore prices propelled by China's desire to maintain economic recovery from slump of the early days of the pandemic.

Meanwhile, China welcomed a 3000tonne shipment of Scrap metal from Japan on 29 January. This is after the country lifted a 2-year ban on Scrap metal in January in what is thought to be a part of a plan to reduce steel manufacturing emissions by 20% in the next 5 years and meet a zero-carbon emission target by 2060. BHP acknowledged this move but believes its impact on Iron Ore supply will not be evident until the later years of this decade stating, "In the second half of the 2020s, China's demand for iron ore is expected to be lower than today as crude steel production plateaus and the scrap-to-steel ratio rises," Industry watchers however believe it will be expedited to further wane China of its dependence on Australian Iron Ore.

Ongoing supply issues will continue to keep prices underpinned due COVID-19-related disruptions at Brazil's Vale coupled with, disruptions to port operation during the Australian Cyclone season. Iron ore (CFR Tianjin port) were up 3.3% at USD 174.45/tonne on Thursday while futures contract prices, an indication of near-term market conditions, were trading at USD 160 per tonne for March and USD 150 per tonne for June settlement on the Singapore Exchange.

COAL

THERMAL COAL DEMAND WILL CONTINUE TO WEAKEN IN THE COMING WEEKS

Argus Media reports indicate thermal Coal demand will continue to weaken in the coming weeks as a combination of returning nuclear capacity, and rising temperatures continue after severely cold winter months. China's Meteorological Administration expects a 10-20°C rise in temperature while its Japanese counterparts forecast a 40% chance of above temperature climbing higher than the monthly average in March. Meteorologist have still warned temperatures could still be volatile in the coming weeks.

Chinese demand could yet swing upwards as industries are expected resume from the lunar New Year celebrations quicker than in the past due to restrictions on inter-provincial travel during the festive season designed to curtail the spread of Corona Virus. Furthermore, a possible lifting of restrictions on the production of cement which have been banned since January due to environmental concerns would push demand even higher in the coming months. Meanwhile in Japan, rising LNG spot prices would support coal imports even as the country imported a 35-month high 8.1million tonne of LNG in January.

Coal Industry Down under continues to be severely hit by poor China relations. BHP has said it is looking to divest its investment in Coal with a possible sale or spin-off been considered with no imminent end in sight to trade strife between Canberra and Beijing. Chief Executive Mike Henry told reporters "We're certainly not banking on any near-term resetting of that policy," China is also moving to boost local production of Coal to forestall a repeat of this year's winter supply dip with state-owned Longmay Mining reporting increased production of 32% in January from 2.56million tonnes in 2020. Chinese coal producers will also be encouraged by a statement from the ministry of emergency of no mining accidents during the holiday. Safety inspections at mines are typically stepped up during the accident-prone winter period, discouraging producers from aggressively raising output. The statement from the ministry and the end of the peak winter demand season could be signs that safety inspections on the coal sector will ease, encouraging producers to raise output.

Prices for Australian hard coking coal ticked $US5 lower over the week to $US128.30 per tonne as non-Chinese buyers such as from Brazil and India took over in the spot market. Cargoes of US origin coking coal continue to trade at prices higher than Australian cargoes by a margin of around $US30 per tonne for standard quality shipments.

GRAINS

TALE OF TWO CLIMATES: FEARS FOR US WHEAT AS STORM URI BATTERS THE COUNTRY WHILE AUSTRALIAN FARMERS ARE THANKFUL FOR LA NINA.

Australian farmers are on course to harvest a record amount of wheat during the 2020/21 season, the country's chief commodity forecaster said on Tuesday. As harvesting rounds up, output will total a record 33.34 million tonnes in the season ending in July 2021, “This is 7.4% higher than the forecast presented in the December 2020 crop report,” said Jared Greenville, acting executive director of ABARES. “The upward revision was the result of yields continuing to exceed expectations as harvest progressed, particularly in New South Wales and Western Australia.” The bumper harvest is because of heavy rains which battered the East of Australia during La Nina. Wheat production is estimated to have increased by 120% in 2020–21 to 33.3 million tonnes. The Australian Bureau of Agricultural and Resource Economics and Sciences (ABARES) said, eclipsing the previous all-time high of 31.8 million tonnes in the 2016/17 season.

While the weather has been kind to Australia wheat farmers, American farmers are experiencing the opposite with Storm Uri bring freezing temperatures to the country. Commodity Weather Group last week estimated that 10% of the U.S. soft wheat crop and 15% of the hard wheat crop were at risk of damage from winterkill caused by freezing temperatures.

Meanwhile Agriculture and Agri-Food Canada forecast wheat production will be 32.7 million tons in 2021/22, 1 million tons less than the previous estimate, while exports estimates decreased by 1 million tons to 24 million tons.

Chicago wheat futures rose to a one-week high on Tuesday, gaining more than 2%, as Storm Uri lashed the U.S. amid worries about global supplies. The most-active wheat contract on the Chicago Board of Trade was up at $6.51-1/2 a bushel, as of 0328 GMT, after hitting its highest since Feb. 9 at $6.57 a bushel earlier in the session. IGC export Prices indicate France (Rouen) at USD289, both US HRW and SRW at USD291. Argentina Grade 2 (Up River) export price at USD272 on Friday.

BOOST FOR BRAZILIAN CORN HARVEST, USDA FORECAST CONTINUED INCREASE IN CORN PRODUCTION

While Rains ruin Soybean harvesting in Brazil’s Midwest, drier weather in southern Brazil this week will help boost harvest activity, traders see the two-week outlook for very little rain in Argentina as somewhat supportive. The U.S. Department of Agriculture on Friday said private exporters reported the sale of 195,338 tonnes of corn to Costa Rica and 115,577 tonnes of corn to Guatemala.

USDA forecast for US Corn production in 2021 increased 168 million bushels from 2020 to 14.89 billion bushels. The forecast projects a record for Corn production in 2023 at 15.22 billion bushels eclipsing 2016 record by 72 million bushels.

IGC price data monitored on Friday show US 3YC (Gulf) and Brazil (Paranagua) closed at USD251 and USD260 respectively while prices of Argentine export Maize prices closed the week at USD248.

RAINS SLOW BRAZIL SOYBEAN HARVESTS

The 2020/21 Brazil soybean crop was 9% harvested late last week compared to 24% last year and 20% average according to AgRural. However, there are concerns heavy rains across Brazil’s Midwest are slowing harvest. Meanwhile in the US “There are worries about winter kill for grains,” said Ole Houe, director of advisory services at agriculture brokerage IKON Commodities. This fear has pushed up prices. Soybeans gained 1.2% at $13.88-3/4 a bushel and corn added 1.4% to $5.46 a bushel.

Meanwhile Export prices monitored by the IGC showed Argentina (Up River) at USD558 gaining USD8 from Monday, Brazil (Paranagua) lost USD5 this week closing Lowest since February 10 at USD509 and US 2Y(Gulf) closed Friday at USD536, a USD1 increase from Monday.

D&F

Broker's Meeting Point - Available Cargoes

22/02/2021

Loading Port	Discharging Port	Cargo	Laycan	Extra Info	Contact
KANDLA, INDIA (ANY SPECIAL RESTRICTIONS OR REQUIRE	CHITTAGONG, BANGLADESH	AGGREGATE (10MM - 20MM) 50,000 MT (+/- 10%)			Contact
BEIRA PORT - MOZAMBIQUE	TIANJIN - CHINA	LOOSE IRON ORE 70 - 80000 MT		DUE TO DRAFT RESTRICTIONS ONLY 35 - 40,000MT WILL BE LOADED PER VESSEL. (THEREFORE PER MONTH , SHIPPED IN 2 VESSELS)	Contact
KANDLA & MUNDRA, INDIA (ANY SPECIAL RESTRICTIONS O	CHITTAGONG, BANGLADESH	STONE BOULDERS (10KGS - 500KGS & SF - 0.65 CBM/MT 50,000 MT (+/- 10%)		FREIGHT LEVEL TARGET : KINDLY ADVISE BEST POSSIBLE FREIGHT INDICATION FOR TCT. TOTAL QTY TO BE SHIPPED AROUND 5,00,000 MT (SO TOTAL AROUND 10 TRIPS)	Contact
NADOR	GABES	BLK CAOLIN 15,000 TONS			Contact
MINA SAQR	ADEN - YEMEN	MOLOO CEMENT IN JUMBO BAGS 25,000MT			Contact
MATADI, CONGO	1SP TURKEY	WBP IN BULK 10000MT +/-10%		PART CARGO WORKABLE	Contact
CHORNOMORSK	S.CHINA	BARLEY 40000MT +/-10%			Contact
BARTIN	CASABLANCA	STEEL 7800MT	20 Feb - 22 Feb		Contact
B.ABBAS	ISKENDERUN	UREA IN BULK 5500MT			Contact
SOHAR OMAN	SINGAPORE	STEEL REBARS IN BUNDLES 30.000TS +5% CHOPT		PDA BENDS OWNERS ACCOUNT , QUAY WALL CHARGES AT LOAD PORT ON CHARTERERS ACCOUNT	Contact
KHERSON	HOLLAND	CORN 10000MT			Contact
AZOV-TBS	MARMARA	CORN IN BULK 5000MT+-10%			Contact
1SBP ALEXANDRIA	1SBP TARAGONA	HOT ROLLED COILS PW MAX 27 MT 7,600 MTS	21 Feb- 25 Feb		Contact
TEMRYUK	TARTOUS	WHEAT 3000 - 5000MT			Contact
BARRANQUILLA, COLOMBIA	SEPETIBA, BRAZIL	METALLURGICAL COKE 23,000 MT +/- 10 PCT	27 Mar - 31 Mar		Contact
MERSIN	TRIESTE	MOLOO GRAY CEMENT IN BULK 6000 MT +/-10%	15 Feb - 20 Feb		Contact
1SB WATCO, GREENS PORT, HOUSTON, TEXAS	SB PORT ZAYED, ABU DHABI	FLUORSPAR FILTER CAKE IN BULK 13,500 MT +/- 500 MT			Contact
KARACHI/PAKISTAN	ADEN/YEMEN	CEMENT IN BIG BAGS 2 MT 10000 MT		FRT IDEA : 20 USD	Contact
WEIFANG PORT, CHINA	1. PARADIP PORT , INDIA â€“ 5000 MT 2. GOA (ADANI	GREEN PETCOKE (ANODE GRADE) 10000 MT +/- 5%			Contact
1SBP ALEXANDRIA	1SBP SAGUNTO	HOT ROLLED COILS PW MAX 27 MT 6,650MTS			Contact
1SP VARNA RANGE	1SP TUNISIA	BULK WHEAT 25.000 MTS			Contact
AIN SOKHNA PORT, EGYPT	NANTONG RUGAO, CHINA	BULK SILICA SAND FOR GLASS 50,000 TONS		LR 6 TO 8 DAYS SHINC BENDS DR 4 DAYS LAYCAN 15 TO 20 DAYS AFTER SIGNING & STAMP FIXTURE NOTE. TARGET RATE US$ 17 PER TON (FOR FIXING)	Contact
BANDAR ABBAS	SAO FRANCISCO DO SUL, BRAZIL	MOLOO UREA 40.000MT -/+ 10%	20 Feb - 28 Feb		Contact
JEB AIL, UAE	EIN AL-SOKHNAH, EGYPT	SULFUR BULK 35.000MT			Contact
TARRAGONA	DAMMAM	AGRI 60' 27500MT			Contact
CTZA	POZZALLO	CORN 25000MT			Contact
LUMUT, MALAYSIA	XIAMEN, CHINA	BALL CLAY 20000		DEMURRAGE AND DESPATCH : USD 2,500/DAY PRORATE	Contact