

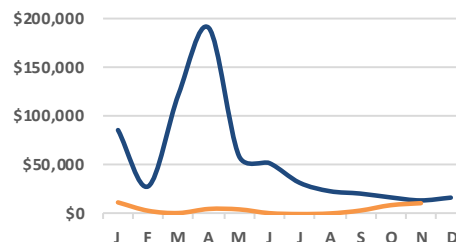
WEEKLY MARKET REPORT



Week 45 • November 12, 2021

Issue WM45-21

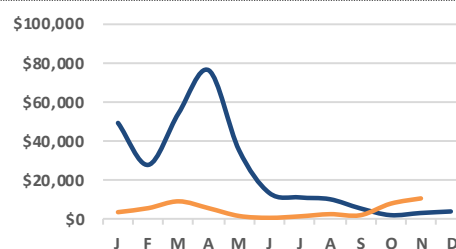
VLCC: Another sluggish week of activity in the VLCC sector with little change in market sentiment or rates. Charterers concluded most of their remaining November stems from the Arabian Gulf but have not yet begun to progress into their December programs. Those market cargoes that did appear, saw more than ample supply and Worldscale rates for TD3 hovered around the ws45 level.



VLCC Average Earnings* MTD 2021 v. CY 2020

MTD '21 Avg/Day: \$9,907 MTD '21 v. CY '20: -19%

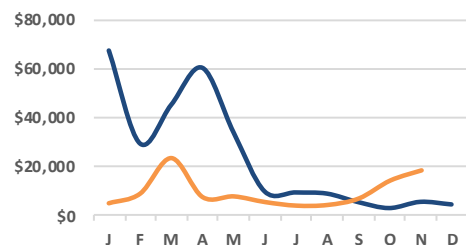
SUEZMAX: Another sluggish week for the sector as disjointed fundamentals and a lack of overall demand have kept last done levels under downward pressure across the board. West Africa rates were softer this week as charterers continue to demonstrate patience with their remaining 3rd decade programs keeping owner's sentiment on ice. Sufficient tonnage available coupled with limited inquiries surfacing from alternative load regions helped push WAFR>UKC rates down below the ws70 barrier and East rates into the mid ws70's. The TD20 route dipped 7.5 points on the week down to ws67.5 which yields a TCE return of roughly \$10,000/day (IFO 380) and \$5,300/day (0.5%) basis current bunker prices. In the Americas, inquiries were stagnant besides a handful of South American liftings surfacing. Local rates in the USG and CBS region remain flat to soft as ample tonnage continue to hamper any significant improvement from materializing. Rates for USG>TA ended the week flat at ws55 (basis 145,000mt cargo) and up-coast remains pegged at ws82.5 (basis 150,000mt cargo). The USG>East route slipped a touch lower this week with Singapore discharge commanding \$3.05m levels and remains date sensitive. BDTI- TD20 ended the week settling at ws68.05 which is down 7.18 points from this time last week.



Suezmax Average Earnings* MTD 2021 v. CY 2020

MTD '21 Avg/Day: \$10,879 MTD '21 v. CY '20: +214%

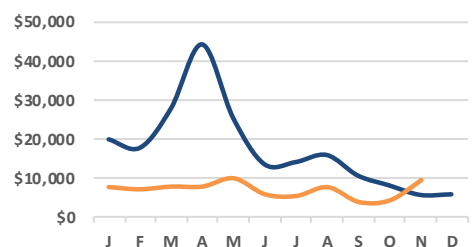
AFRAMAX: There was a decent amount of activity in the Transatlantic market to close out last week with multiple cargoes coming out of the woodwork which continued into the start of this week. This early activity did not have enough punch to move the needle as tonnage still outweighed the inquiries. Local markets are poised due to PMI continuing to push supplier dates in efforts to get caught up with the EC Mexico backlog. Once local markets get back to full strength, companied with transatlantic activity, we could see rates making a push coming into the holidays. The Cross Mediterranean sector began to soften with the supply of available tonnage beginning to mount which caused rates to trend down near the ws125 level. We expect next week to start off with some buoyancy as we see the list being a little tighter in the local market, and if inquiries remain steady, owners could start showing some more resistance, especially on Transatlantic voyages.



Aframax Average Earnings* MTD 2021 v. CY 2020

MTD '21 Avg/Day: \$18,480 MTD '21 v. CY '20: +245%

MR: Owners on the UK Continent route were able to hold their ground this week buoyed by a stronger Mediterranean market and most USAC tonnage opting to ballast towards a firmer US Gulf. As cargoes remained uncovered, owners were able to boost their asking prices resulting in a 15-point increase bringing TC2 close to ws130 levels (basis 37,000mt cargo). The list heading into next week appears favorable to owners with less ballasters, which should keep things at the very least sideways if not firmer. After experiencing its strongest week of the year, rates in the US Gulf have finally appeared to ease slightly. Despite owners assessing the market well, a few less cargoes and building tonnage from ballasters added a bit of downward pressure. TC14 slid down to ws115 (basis 38,000mt cargo) with rates to Brazil hovering close ws175 but untested. USG>Chile slipped down \$50,000 with present levels now close to \$1.55m. Short hauls are still proving to be attractive for owners, but like longer voyages, have softened to \$550,000 and \$350,000 for Caribbean and EC Mexico, respectively. We anticipate a further drop moving forward but should probably see a settling before we approach the upcoming Thanksgiving holiday.



MR Average Earnings* MTD 2021 v. CY 2020

MTD '21 Avg/Day: \$9,631 MTD '21 v. CY '20: +68%

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TANKER ROUTES (13kts LJB)	Week 44 WS L\$	Week 45 WS L\$	Week 44 TCE**	Week 45 TCE**	*Week 44 Bunkers VLSFO \$624/MTD	**Week 45 Bunkers VLSFO \$627/MTD
VLCC						
AG>USG • 280,000 (dwt)	21.20	21.00	--	--		
AG>SPORE • 270,000	44.20	44.00	\$7,579	\$7,189		
AG>JPN • 265,000	43.30	43.00	\$12,953	\$12,406		
AG>CHINA • 270,000	45.20	45.00	\$5,734	\$5,340		
WAFR>CHINA • 260,000	47.10	45.60	\$8,337	\$6,609		
USG>SPORE-AG	5.47m	5.50m	\$48,079	\$48,376		
AG>USG/USG>SPORE-AG	--	--	\$28,973	\$28,869		
VLCC Average Earnings⁺	--	--	\$10,248	\$9,565		
SUEZMAX						
WAFR>USG • 130,000	71.00	66.50	\$9,609	\$7,062		
WAFR>UKC • 130,000	77.00	72.50	\$7,915	\$5,463		
BSEA>MED • 140,000	87.50	86.00	\$22,277	\$21,335		
CBS>USG • 150,000	89.00	83.50	\$24,859	\$20,905		
USG>UKC • 150,000	61.00	58.00	\$5,268	\$3,268		
CBS>USG/USG>UKC-WAFR	--	--	\$14,665	\$11,741		
AG>USG • 140,000	48.00	37.50	\$7,124	-\$507		
USG>SPORE	3.25m	3.16m	--	--		
AG>USG/USG>SPORE-AG	--	--	\$20,113	\$14,517		
Suezmax Average Earnings⁺	--	--	\$12,116	\$9,641		
AFRAMAX						
N.SEA>UKC • 80,000	116.00	128.90	\$17,203	\$25,657		
BALT>UKC • 100,000	89.40	110.10	\$13,334	\$24,765		
CBS>USG • 70,000	126.00	124.00	\$12,045	\$11,246		
USG>UKC • 70,000	105.00	111.50	\$4,651	\$6,545		
CBS>USG/USG>UKC-NSEA	--	--	\$22,812	\$24,581		
MED>MED • 80,000	133.00	125.60	\$24,323	\$20,885		
AG>SPORE • 80,000	114.00	110.00	\$11,403	\$10,039		
Aframax Average Earnings⁺	--	--	\$18,030	\$18,930		
PANAMAX						
CBS>USAC(USG) • 50,000	155.00	156.00	\$14,221	\$14,367		
UKC>USG • 55,000	106.50	121.10	\$2,363	\$6,012		
MED>USG • 55,000	108.00	112.00	\$5,210	\$6,169		
ECU>USWC • 50,000	185.00	185.50	\$19,457	\$19,479		
Panamax Average Earnings⁺	--	--	\$7,775	\$9,506		
LR2						
AG>JPN • 75,000	111.80	112.00	\$9,868	\$9,824		
AG>UKC	2.23m	2.30m	\$12,006	\$13,255		
MED>JPN	1.93m	2.26m	\$4,921	\$10,578		
AG>UKC-MED>JPN-AG	--	--	\$13,898	\$17,912		
LR2 Average Earnings⁺	--	--	\$11,210	\$12,518		
LR1						
AG>JPN • 55,000	126.60	121.20	\$9,316	\$7,992		
AG>UKC	1.82m	1.75m	\$9,578	\$8,090		
UKC>WAFR • 60,000	107.60	129.10	\$7,866	\$13,496		
AG>UKC/UKC>WAFR-AG	--	--	\$13,403	\$14,843		
LR1 Average Earnings⁺	--	--	\$11,359	\$11,417		
MR						
UKC>USAC • 37,000	121.50	117.00	\$1,178	\$372		
USG>UKC • 38,000	121.50	122.00	\$2,796	\$2,805		
USG>UKC/UKC>USAC(USG)	--	--	\$9,863	\$9,414		
USG>CBS (Pozos Colorados)	597k	612k	\$17,386	\$18,311		
USG>CHILE (Coronel)	1.52m	1.58m	\$18,922	\$20,550		
CBS>USAC(USG) • 38,000	151.00	157.00	\$10,555	\$11,631		
WCIND>JPN-ROK>SPORE-WCIND	--	--	\$9,071	\$7,708		
MR Average Earnings⁺	--	--	\$9,752	\$9,510		
HANDYSIZE						
MED>EMED • 30,000	139.00	155.00	\$14,006	\$18,906		
SPORE>JPN • 30,000	140.30	138.40	\$3,371	\$3,041		
Handysize Average Earnings⁺	--	--	\$7,199	\$8,752		

Time Charter 1 Year v. 3 Years (\$ | day):
\$27,000 | \$29,000

Ships Trading: 839
% Fleet on Order: 9%
Ships to Breakers: 1

Time Charter 1 Year v. 3 Years (\$ | day):
\$21,000 | \$22,500

Ships Trading: 570
% Fleet on Order: 7%
Ships to Breakers: No Activity

Time Charter 1 Year v. 3 Years (\$ | day):
\$18,500 | \$19,500

Ships Trading: 1,053
% Fleet on Order: 9%
Ships to Breakers: 1

Time Charter 1 Year v. 3 Years (\$ | day):
\$14,000 | \$15,500

Ships Trading: 455
% Fleet on Order: 3%
Ships to Breakers: No Activity

Time Charter 1 Year v. 3 Years (\$ | day):
\$18,500 | \$19,000

Ships Trading: 1,053[^]
% Fleet on Order: 9%[^]
Ships to Breakers: 1

Time Charter 1 Year v. 3 Years (\$ | day):
\$16,000 | \$16,000

Ships Trading: 455[°]
% Fleet on Order: 3%[°]
Ships to Breakers: No Activity

Time Charter 1 Year v. 3 Years (\$ | day):
\$13,000 | \$14,000

Ships Trading: 1,808
% Fleet on Order: 8%
Ships to Breakers: 1

Time Charter 1 Year v. 3 Years (\$ | day):
\$11,500 | \$13,500

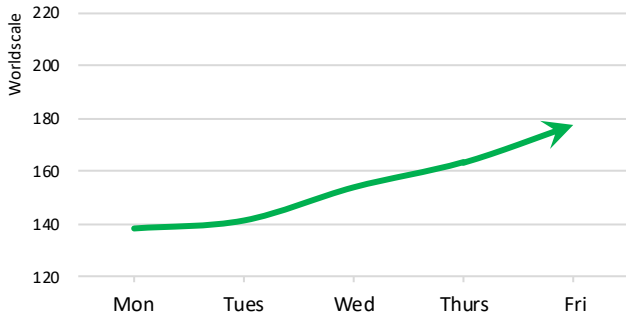
Ships Trading: 610
% Fleet on Order: 4%
Ships to Breakers: No Activity

⁺ "Average Earnings" are weighted proportionally to each size class's worldwide market activity (may include routes not necessarily shown in this report).

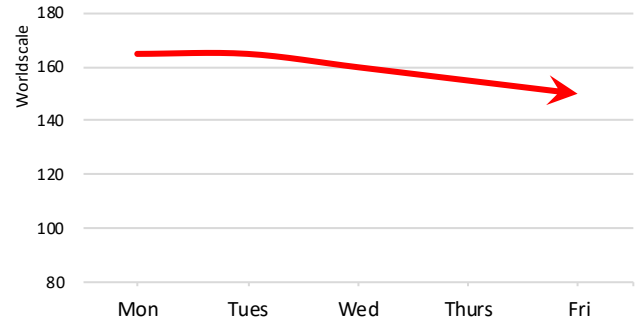
[^] Aframax and LR2 fleet numbers are combined for the purposes of these entries.

[°] Panamax and LR1 fleet numbers are combined for the purposes of these entries.

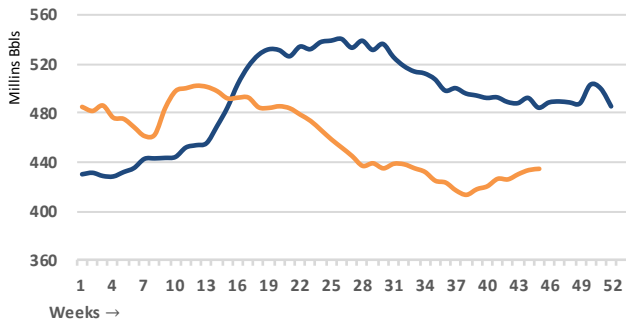
THE WEEK IN CHARTS



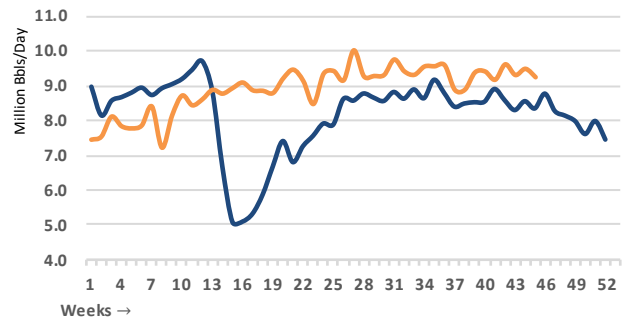
Global Climber of the Week: Handy (MED>MED | 30,000mt) | **+28%**



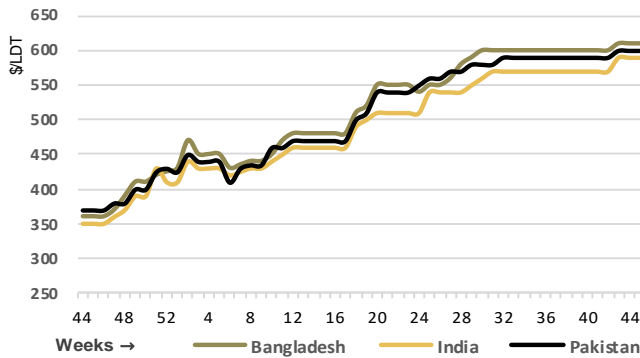
Global Decliner of the Week: MR (USG>WAF | 38,000mt) | **-9.0%**



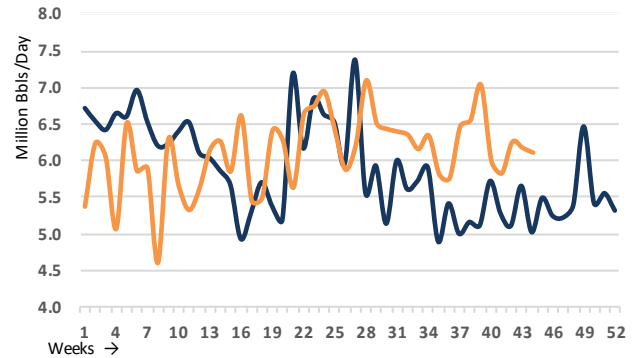
US Crude Oil Stocks (EIA) WTD '21 v. CY '20
 This Week: 435.1m bbls This Week '21 v. '20: -10%



US Gasoline Demand (EIA) WTD '21 v. CY '20
 This Week: 9.259m bbls/day This Week '21 v. '20: +11%



Tanker Demolition Market, 52-Week Ticker (\$|Ldt)



Charley's Chart of the Week: US Imports of Crude Oil (EIA) WTD '21 v CY '20
 This Week: 6.108m bbls/day This Week '21 v. '20: 21%

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