

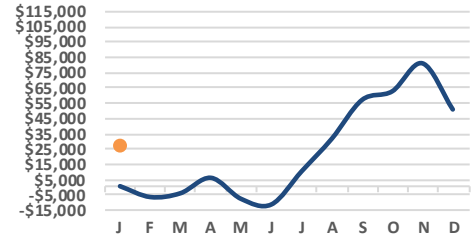
WEEKLY MARKET REPORT



Week 3 • January 20, 2023

Issue WM03-23

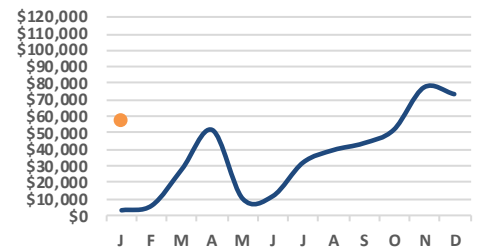
VLCC: It proved a week of mixed results in the VLCC sector; while US Gulf export rates softened from the \$8,400,000 level down to \$8,200,000 for Long East, TD3 and TD15 saw slight improvements. With more eastern ballasters heading toward the Atlantic to take advantage of the strong US Gulf returns, there were fewer modern vessels to compete in the Arabian Gulf. Next week marks the Chinese New Year holiday and could bring some further quietness, although in recent years, activity has continued as normal during the holiday.



VLCC Average Earnings* MTD 2023 v. CY 2022

MTD '23 Avg/Day: \$27,666 MTD '23 v. CY '22: +5272%

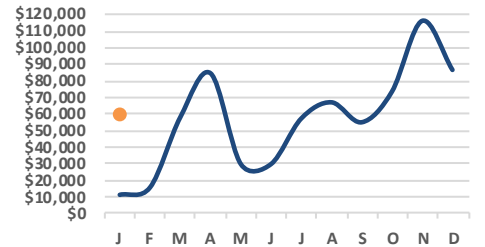
SUEZMAX: A lackluster week in West Africa as charterers strategically held back on working their 1st decade February programs to quell any remaining bullish sentiment from last week's rate runup. As a result, charterers were able to test last done levels with ease off the back of limited inquiries surfacing from alternative load regions along with sufficient tonnage availabilities helped push WAFR>UKC rates back below the ws130 levels by mid-week. TD20 closed out the week at ws125 which yields a TCE return of roughly \$58,700/day (IFO 380) and \$50,100/day (0.5%) basis current bunkers. In the Americas, demand was limited this week with only a handful of cargoes making the rounds. Local rates in the USG and CBS region were handcuffed around last week's levels off the back of a sluggish Transatlantic Aframax market coupled with deteriorating sentiment spilling over from West Africa. Rates for USG>TA were successfully tested down this week at ws90 levels (basis 145,000mt) while COVENAS>USG rates held their ground at ws105-107.5 levels (basis 150,000mt) but both could witness additional testing next week. The USG>EAST route held flat this week with Singapore discharge commanding \$6.0m levels and Long East at \$6.65m levels and should remain date sensitive going into next week. BDTI- TD20 ended the week settling at ws124.57 which is down 7.93 from this time last week.



Suezmax Average Earnings* MTD 2023 v. CY 2022

MTD '23 Avg/Day: \$57,677 MTD '23 v. CY '22: +1982%

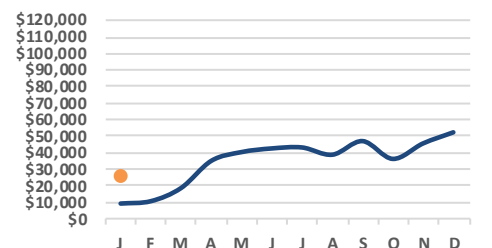
AFRAMAX: The market saw additional growth this week after a decent spike in activity was able to further thin out the list. Cargoes out of East Coast Mexico jumped up to ws210 while routes into Europe saw rates peak at ws180. For now, expect owners to hold on to their momentum as they look to continue their push for more into next week. Over in Europe rates remained steady out of the UKC and North Sea despite the lists tightening, Cross UKC rates traded sideways at ws160 for the week. Weather in the Mediterranean caused a bit of a stir, allowing owners to fetch more than last done off certain dates and routes. Rates topped off at ws245 by Friday. Overall, markets in Europe remained poised for additional growth as owners look to be gaining some headway heading into next week.



Aframax Average Earnings* MTD 2023 v. CY 2022

MTD '23 Avg/Day: \$60,028 MTD '23 v. CY '22: +439%

MR: A bit of a topsy turvy week in Europe saw Transatlantic levels for both UKC and Mediterranean initially climb upwards, only to later falter at the back end. Rates began at ws195 (basis 37,000mt), only to rise and later peak at ws225 due to an influx of cargoes. However, it did not take long for the USAC and Brazil ballasters to crash the party to flee the depressed U.S. market. Once this occurred, rates slid back just under ws200 and remain there heading into next week. Premiums to West Africa should also be tested, but presently still clinging to a ws15 point spread. The deep freeze effect in the US Gulf appeared to be worse than first anticipated resulting in fewer exports and further erosion to freight levels. TC14 dropped to ws75 (basis 38,000mt) on a drydock ship for strictly European destinations. Higher has been paid for a cargo with options, but damage has been done. A ws135 rate was placed on subjects for a market quoted cargo to Brazil, only to later fail when barrels were sold back to the suppliers. Voyages to Chile have fared no better as \$1.69m is now on subjects for a cargo heading this direction. Short hauls are still holding close to \$475,000 and \$275,000 for Caribs and EC Mexico, respectively. With increased refinery maintenance on the horizon, the US Gulf will need more vessels to ballast out of the region before we see any significant rebound.



MR Average Earnings* MTD 2023 v. CY 2022

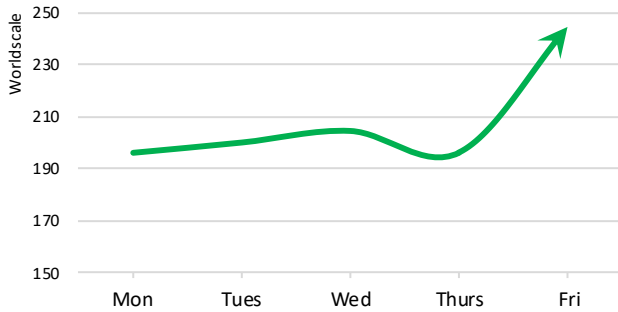
MTD '23 Avg/Day: \$26,445 MTD '23 v. CY '22: +197%

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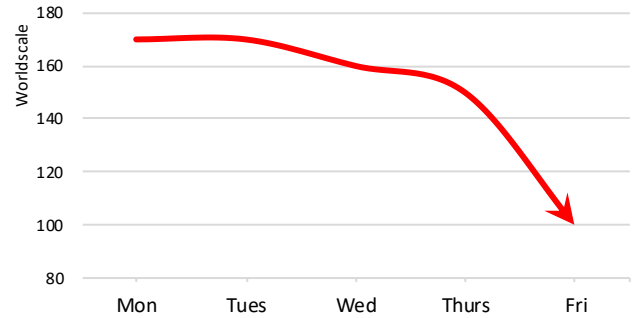
TANKER ROUTES (13kts LJB)	Week 2 WS L\$	Week 3 WS L\$	Week 2 TCE**	Week 3 TCE**	*Week 2 Bunkers VLSFO \$6/13/MTD	**Week 3 Bunkers VLSFO \$6/13/MTD
VLCC						
AG>USG • 280,000 (dwt)	31.10	36.00	--	--		
AG>SPORE • 270,000	39.50	44.80	\$18,395	\$23,495	Time Charter 1 Year v. 3 Years (\$ day): \$39,000 \$38,000	
AG>JPN • 265,000	43.90	42.60	\$25,025	\$20,385		
AG>CHINA • 270,000	40.20	44.90	\$14,516	\$18,626		
WAFR>CHINA • 260,000	42.00	49.40	\$20,273	\$27,905	# Ships Trading:	879
USG>SPORE-AG	7.37m	7.29m	\$81,086	\$76,984	% Fleet on Order:	3.2%
AG>USG/USG>SPORE-AG	--	--	\$65,060	\$67,405	Ships to Breakers:	No Activity
VLCC Average Earnings⁺	--	--	\$24,311	\$24,882		
SUEZMAX						
WAFR>USG • 130,000	101.70	133.00	\$42,905	\$63,571	Time Charter 1 Year v. 3 Years (\$ day): \$42,000 \$32,000	
WAFR>UKC • 130,000	106.50	135.50	\$40,550	\$58,855		
BSEA>MED • 140,000	189.60	200.50	\$126,361	\$134,515		
CBS>USG • 150,000	99.50	115.50	\$51,465	\$64,445	# Ships Trading:	599
USG>UKC • 145,000	84.50	97.50	\$33,091	\$41,865	% Fleet on Order:	2.3%
CBS>USG/USG>UKC-WAFR	--	--	\$48,954	\$60,982	Ships to Breakers:	No Activity
AG>USG • 140,000	68.50	72.50	\$37,193	\$39,023		
USG>SPORE	5.99m	5.99m	--	--		
AG>USG/USG>SPORE-AG	--	--	\$63,861	\$64,208		
Suezmax Average Earnings⁺	--	--	\$53,613	\$66,966		
AFRAMAX						
N.SEA>UKC • 80,000	134.20	159.50	\$50,269	\$71,009	Time Charter 1 Year v. 3 Years (\$ day): \$41,000 \$32,000	
BALT>UKC • 100,000	N/A	N/A	N/A	N/A		
CBS>USG • 70,000	148.00	175.00	\$34,929	\$45,929		
USG>UKC • 70,000	157.00	177.50	\$35,495	\$42,519	# Ships Trading:	651
CBS>USG/USG>UKC-NSEA	--	--	\$66,700	\$80,058	% Fleet on Order:	5.5%
MED>MED • 80,000	201.90	208.30	\$80,644	\$82,789	Ships to Breakers:	No Activity
AG>SPORE • 80,000	210.30	244.00	\$64,515	\$77,164		
Aframax Average Earnings⁺	--	--	\$58,195	\$65,612		
PANAMAX						
CBS>USAC(USG) • 50,000	303.00	305.00	\$74,090	\$73,408	Time Charter 1 Year v. 3 Years (\$ day): \$35,000 \$30,000	
MED>USG • 55,000	250.00	250.00	\$62,071	\$60,649		
ECU>USWC • 50,000	455.00	430.00	\$120,589	\$111,538	# Ships Trading:	55
USG>CBS • 50,000	303.00	305.00	\$66,171	\$65,473	% Fleet on Order:	0.0%
Panamax Average Earnings⁺	--	--	\$78,848	\$76,629	Ships to Breakers:	No Activity
LR2						
AG>JPN • 75,000	199.60	136.30	\$57,637	\$29,700	Time Charter 1 Year v. 3 Years (\$ day): \$45,000 \$32,000	
AG>UKC	5.00m	3.82m	\$64,366	\$40,017		
MED>JPN	4.30m	3.20m	\$45,748	\$25,077	# Ships Trading:	427
AG>UKC-MED>JPN-AG	--	--	\$65,624	\$40,798	% Fleet on Order:	12.4%
LR2 Average Earnings⁺	--	--	\$60,297	\$33,396	Ships to Breakers:	No Activity
LR1						
AG>JPN • 55,000	246.30	159.80	\$55,615	\$27,944	Time Charter 1 Year v. 3 Years (\$ day): \$41,000 \$31,000	
AG>UKC	4.12m	3.00m	\$53,380	\$30,419		
UKC>WAFR • 60,000	211.20	156.50	\$53,605	\$32,909	# Ships Trading:	391
AG>UKC/UKC>WAFR-AG	--	--	\$64,137	\$39,255	% Fleet on Order:	0.8%
LR1 Average Earnings⁺	--	--	\$59,876	\$33,599	Ships to Breakers:	No Activity
MR						
UKC>USAC • 37,000	187.50	208.00	\$21,424	\$25,075	Time Charter 1 Year v. 3 Years (\$ day): \$30,000 \$23,000	
USG>UKC • 38,000	97.50	87.00	\$2,980	-\$463		
USG>UKC/UKC>USAC(USG)	--	--	\$19,135	\$19,226		
USG>CBS (Pozos Colorados)	490k	486k	\$9,269	\$8,035	# Ships Trading:	1,924
USG>CHILE (Coronel)	1.96m	1.89m	\$31,225	\$28,213	% Fleet on Order:	5.2%
CBS>USAC(USG) • 38,000	151.00	136.00	\$19,368	\$14,525	Ships to Breakers:	No Activity
WCIND>JPN-ROK>SPORE-WCIND	--	--	\$39,086	\$34,778		
MR Average Earnings⁺	--	--	\$24,488	\$23,675		
HANDYSIZE						
MED>EMED • 30,000	189.20	186.80	\$40,759	\$39,141	Time Charter 1 Year v. 3 Years (\$ day): \$24,000 \$19,000	
SPORE>JPN • 30,000	218.50	178.50	\$23,569	\$15,337		
Handysize Average Earnings⁺	--	--	\$29,758	\$23,907	# Ships Trading:	549
					% Fleet on Order:	2.6%
					Ships to Breakers:	1

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

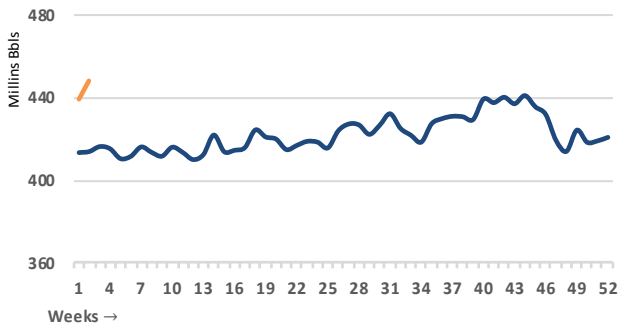
THE WEEK IN CHARTS



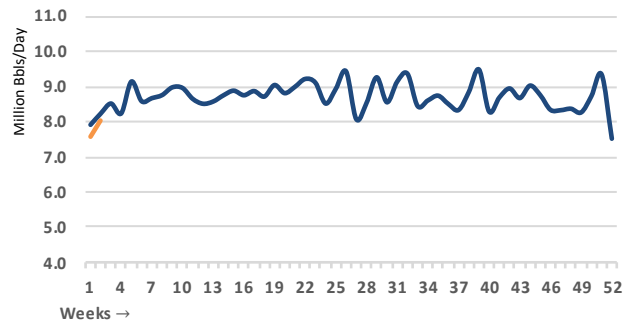
Global Climber of the Week: Aframax (MED>MED | 80,000mt) | **+25%**



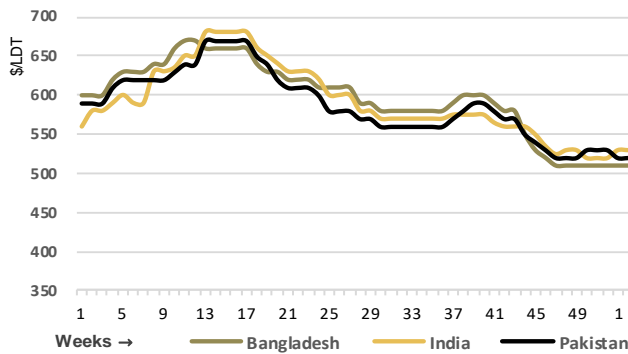
Global Decliner of the Week: LR1 (USG>UKC | 60,000mt) | **-41%**



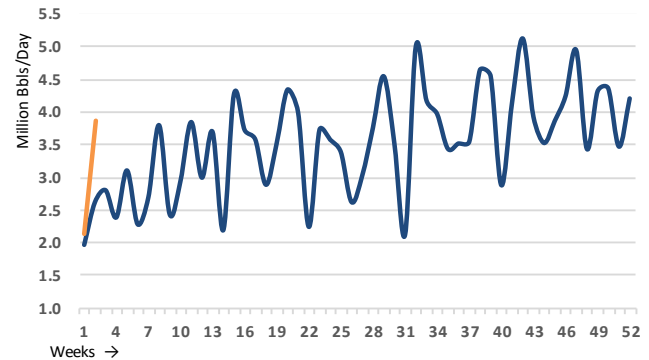
US Crude Oil Stocks (EIA) WTD '23 v. CY '22
Last Week: 448.0m bbls Last Week '23 v. '22: +8.3%



US Gasoline Demand (EIA) WTD '23 v. CY '22
Last Week: 8.054m bbls/day Last Week '23 v. '22: -2.1%



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



Charley's Chart of the Week: Weekly US Exports of Crude Oil (EIA)
WTD '23 v. CY '22
Last Week: 3.8m bbls/day Last Week '23 v. '22: +48.4%

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