



## EEX Asia End of Day Report

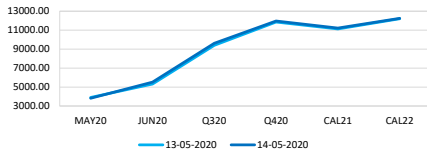
Thursday, 14 May 2020

## Capesize Average 5TC

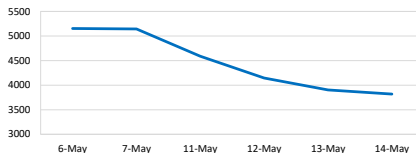
Period	Open	Close	Change	Daily High	Daily Low
MAY20	3903	3819	▼84	3900	3900
JUN20	5319	5516	▲197	5700	5275
Q320	9407	9625	▲217	9700	9650
Q420	11863	11972	▲109	12000	12000
CAL21	11128	11220	▲92	-	-
CAL22	12209	12253	▲44	-	-

A quiet day in the Capesize market today for fixtures although not for lack of available cargo and tonnage. Charterers and owners were seemingly unable to meet on agreeable levels which is hardly a surprise after the previous days rates destruction. The market read this as a possible floor being met which translated to a small bump on both West Australia to Qingdao C5 and time-charter Pacific Round C10. All other routes were seen to weaken slightly.

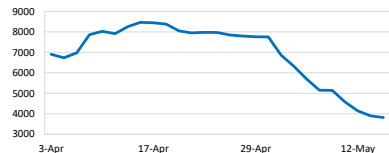
## Closing Prices



## Spot Prices of Last 7 Days



## Spot Prices of Last 30 Days

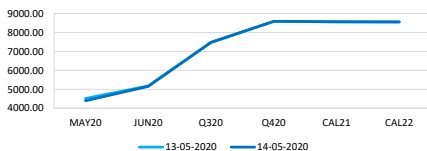


## Panamax Average 4TC

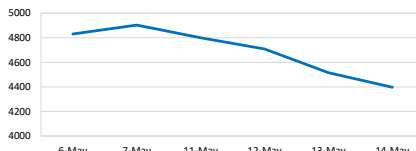
Period	Open	Close	Change	Daily High	Daily Low
MAY20	4516	4397	▼119	4600	4600
JUN20	5178	5153	▼25	5250	5100
Q320	7468	7478	▲10	7550	7500
Q420	8581	8591	▲10	8700	8575
CAL21	8559	8568	▲9	8600	8550
CAL22	8553	8556	▲3	-	-

The selloff in the market continued with little sign of a bottom in sight many had mentioned, with indices reflecting same today. EC South America levels continued to fall, and sources spoke now of very few bids available out there for early/mid-June arrival and a large question mark over cargo availability for June. Asia by contrast was less of a demise with good fixing volumes but certainly easier numbers were getting agreed.

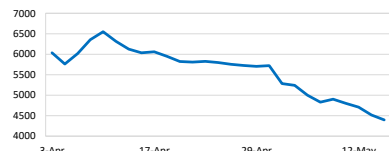
## Closing Prices



## Spot Prices of Last 7 Days



## Spot Prices of Last 30 Days

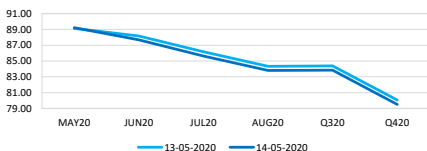


## Iron Ore TSIO 62% Fe

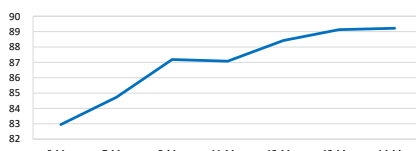
Period	Open	Close	Change	Daily High	Daily Low
MAY20	89.13	89.22	▲0.09	89.60	89.40
JUN20	88.17	87.69	▼0.48	88.60	88.00
JUL20	86.17	85.64	▼0.53	86.40	85.50
AUG20	84.32	83.80	▼0.52	84.50	83.80
Q320	84.39	83.85	▼0.54	84.00	84.00
Q420	80.06	79.51	▼0.56	80.00	79.35

Iron ore futures extended its gains amid fresh supply concerns after the coronavirus situation in Brazil has worsened in the past two weeks. Elsewhere, exports from Australia fell by 2.1 million tonnes, or 10.8% for the period 4-10 May due to scheduled port maintenance. On the demand side, construction demand in China remains high which prompted steel mills to ramp up its outputs amid tight port inventory level across Chinese ports and improving steel margins.

## Closing Prices



## Spot Prices of Last 7 Days



## Spot Prices of Last 30 Days

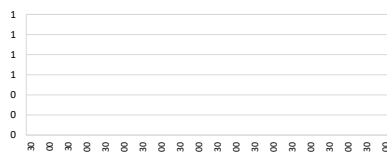


## Singapore Fuel Oil 380cst

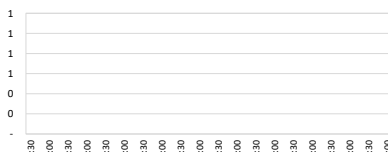
Period	Open	Close	Change	Highest Bid	Lowest Offer	Last Bid	Last Offer
MAY20	140.33	144.13	▲3.80				
JUN20	158.66	161.53	▲2.87				
JUL20	166.72	168.98	▲2.26				
AUG20	172.10	174.02	▲1.92				
Q320	171.68	173.38	▲1.70				
Q420	180.77	182.44	▲1.67				

As the coronavirus crushes global demand for gasoline, diesel and jet fuel, the world's oil refineries are getting a helping hand from an unlikely source: high sulphur fuel oil. Due to the drop in crude processing, this has driven up premiums for the product that has historically traded at a large discount to crude costs. Singapore's residual fuel oil inventories rose 4% in the week ended May 13 despite lower net import volumes in a sign of sluggish marine fuels demand at the world's top bunkering hub.

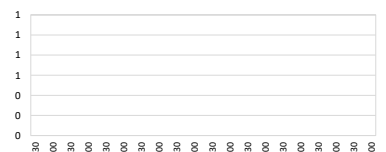
## FOS S380 MAY20



## FOS S380 JUN20



## FOS S380 JUL20



## Daily Volumes

Asset Class	14-May	13-May	12-May	11-May	8-May
Capesize 5TC (Lots)	565	805	750	1320	55
Panamax 4TC (Lots)	905	1020	3525	1100	165
Iron Ore 62% (MT)	1548300	1740000	1558000	731000	1280000
FOS S380 (MT)	-	-	-	-	-

Best Regards,  
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