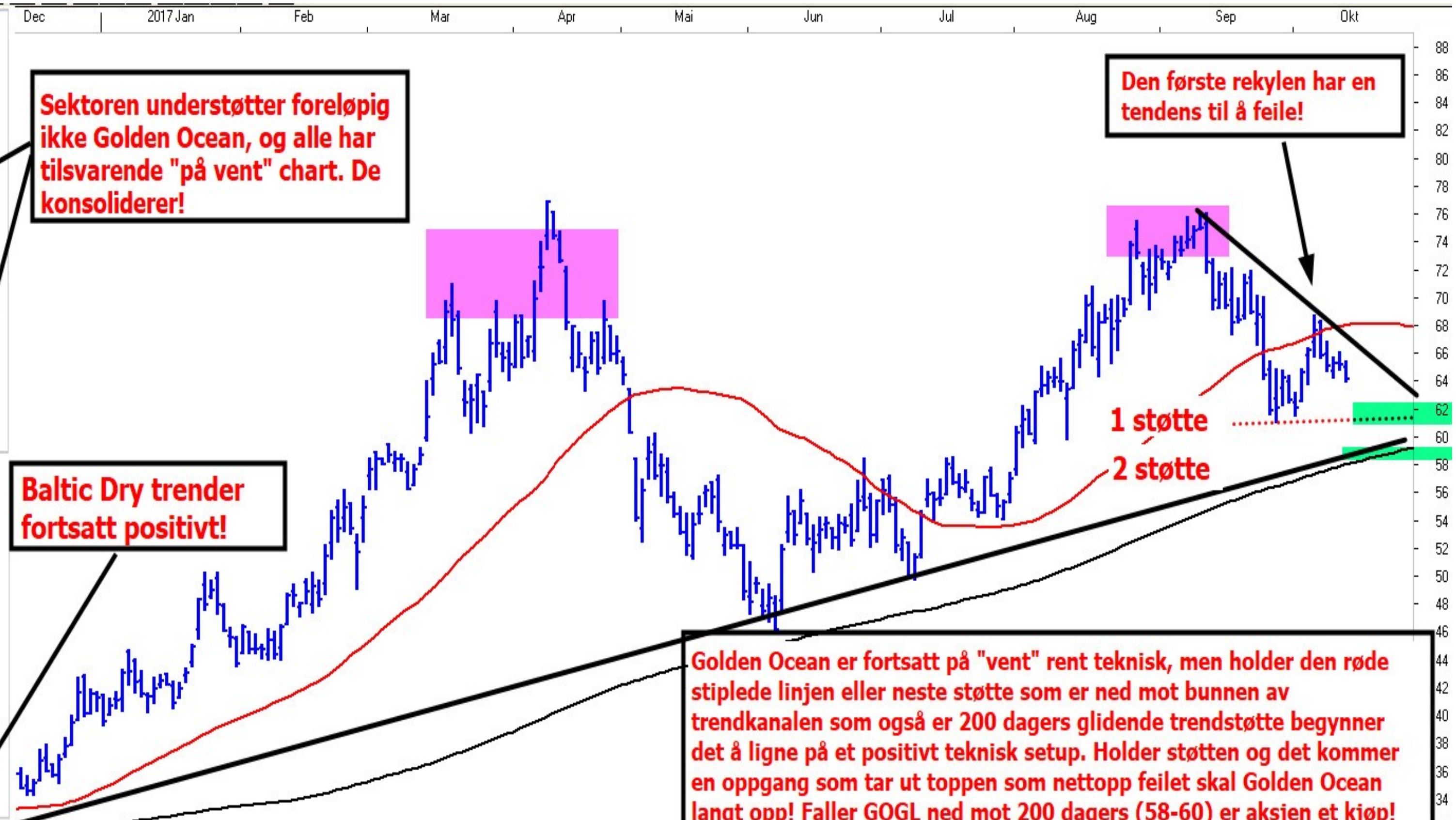
TAKTISK INSIDE
CHARTDREVET MAKRO OG SENTIMENTANALYSER

OSLO BØRS

TØRRBULK & GOLDEN OCEAN

12 okt 2017



SELSKAPSKOMMENTARER

GOLDEN OCEAN

Morgan Stanley | RESEARCH

October 9, 2017 07:05 PM GMT

Maritime Industries

Strong Asian Demand Pushes All Shipping Segments Higher

All shipping markets moved higher last week on the back of strong Asian demand. The BDI rose despite the Chinese holiday as high steel prices, ample supply of low cost iron ore, and a low orderbook continue to provide a favorable environment for shipowners.

DRY BULK: Strong steel prices push the BDI higher . Despite the Chinese holiday this week, dry bulk rates ended stronger last week with BDI rising 4% to 1405. For Capesize, the market ended on a positive note with owners seemingly holding off from fixing, up 9% WoW to $20.4kpd (+9% MoM, Exhibit 35). Freight cost from Australia to China increased 9% WoW to $8.2/ton, while from Brazil 2% to $18.6/ton.

For Panamax, the market recovered strongly during the holidays, generating increased interest in period charters. Panamax rates ended the week at $11.3kpd (+8% WoW, +2% MoM, (Exhibit 37). Only Supramax rates were marginally lower ending the week at $10.8kpd (5% WoW, +8% WoW).

Steel prices moved higher on Monday as Chinese markets reopened after a week-long National Holiday. Rebar futures were up 3% as investors anticipate further production cuts in the winter. Iron ore futures slipped by 2% as iron ore stocks at ports moved higher after eight consecutive weeks of decline (Exhibit 124).

According to our Chinese economics team, the real GDP for China in 3Q is expected to have a moderated growth to 6.7% YoY with key drags like policy-induced factors, tighter control on local government financing and SOE leverage. That said, the adjustments in industrial capacity and housing destocking in recent years mean limited room for a slowdown, and support from robust exports, private investment and consumption has ensured a more self-sustaining growth model. At the same time, industrial production growth likely rebounded to 6.6% YoY in September vs. 6.0% YoY in Aug. (see 3Q GDP/September Data Preview: Slight Moderation in Growth in 3Q).

INDUSTRY NOTE

USA | Energy

Maritime Group

October 9, 2017

Maritime Group
Jefferies Shipping Weekly - Dry Bulk Rates Up With Australian Iron Ore Exports

Key Takeaway

Last week, Capesize iron ore spot rates were up ~12% as iron ore shipments from Australia ended the month near all-time highs. Shipments from Australian ports totaled 74.6 mmt in September compared to 72.2 mmt in August. We continue to believe the near-term outlook for the dry bulk carrier market remains attractive, given continued Chinese preference for high-quality iron ore shipments.

Shipping Stock Performance:
The Jefferies Shipping Index was up 1.6% last week and is up 0.6% YTD. DSX, DAC, and SB outperformed the Jefferies Shipping Index last week, while SSW, TK, and CPLP underperformed.

Crude Tanker Spot Charter Rates:
Average modern VLCC rate increased 27.0% to $18,197
WAF-U.S. Suezmax rate decreased 19.7% to $10,070
AG-East Aframax rate decreased 2.3% to $11,994
Carib-U.S. Aframax rate decreased 20.2% to $12,341

Product Tanker Spot Charter Rates:
AG-Japan LR2 rate increased 1.5% to $17,177
AG-Japan LR1 rate decreased 26.3% to $9,425
Average MR rate decreased 4.6% to $10,280

Dry Bulk Carrier Spot Charter Rates:
Capesize iron ore rate increased 11.9% to $24,001
Capesize coal rate increased 17.9% to $17,744
Panamax coal rate increased 6.8% to $11,505

Tanker Asset Values:
VLCC newbuilding - $81.0MM; VLCC 5-year - $61.0MM
Suezmax newbuilding - $54.0MM; Suezmax 5-year - $39.0MM
Aframax newbuilding - $43.0MM; Aframax 5-year - $30.0MM
MR Tanker newbuilding - $33.5MM; MR Tanker 5-year - $24.0MM

Dry Bulk Asset Values:
Capesize newbuilding - $42.5MM; Capesize 5-year - $34.0MM
Panamax newbuilding - $24.5MM; Panamax 5-year - $21.5MM
Handymax newbuilding - $23.0MM; Handymax 5-year - $16.5MM

Investment Summary:
We believe that the crude oil tanker market is likely to weaken over the next few months due to the combination of limited global spare crude oil production capacity and accelerating fleet growth while the refined products tanker market should benefit from increasing global refining capacity and slowing fleet growth. We continue to believe the dry bulk shipping market is likely to remain firm in the coming months due to stable supply/demand fundamentals. Finally, we also continue to believe the LNG shipping market should benefit from increasing global LNG liquefaction capacity while the LPG shipping market is likely to stabilize in the coming months primarily due to decreasing shipyard deliveries.

SELSKAPSKOMMENTARER

GOLDEN OCEAN

Baltic dry Index har fremvist relativ styrke mot S&P 500 siden juli. Golden Ocean har også fulgt Baltic greit i 2017. I det siste har Golden Ocean og de øvrige bulkselskapene falt tilbake, men dette vil trolig endre seg hvis tørrlast ratene stikker videre opp!