The Chinese economy demonstrated resilience in 2024, achieving the government's annual GDP growth target of 5.0 percent. Fourth-quarter growth outpaced expectations at 5.4 percent, supported by a combination of stimulus measures and a surge in exports ahead of anticipated higher US tariffs. China's economic expansion in the fourth quarter beat Reuters-polled economists' estimates, outpacing the 4.6 percent in the third quarter, 4.7 percent in the second quarter, 5.3 percent in the first quarter. According to official data released by the National Bureau of Statistics (NBS), annual GDP reached RMB 134.91 trillion (USD 18.80 trillion), reflecting solid year-on-year growth amidst persistent structural challenges and global economic uncertainties.

China's economic performance in 2024 was characterized by a mixed contribution from its three major sectors. The secondary industry emerged as the primary driver, expanding by 5.3 percent year-on-year to RMB 49.21 trillion (USD 6.85 trillion). Within this sector, manufacturing above the designated size stood out with a robust 6.1 percent year-on-year growth. Notably, equipment manufacturing and high-tech manufacturing recorded impressive expansions of 7.7 percent and 8.9 percent, respectively, underscoring China's commitment to industrial modernization and technological advancement. The tertiary sector, encompassing services, grew by 5.0 percent to RMB 76.56 trillion (USD 10.63 trillion). Sub-sector performance revealed strong gains in information transmission, software, and information technology services (+10.9 percent), leasing and business services (+10.4 percent), transportation, storage, and postal services (+7.0 percent), and accommodation and catering (+5.6 percent). Additionally, finance and wholesale and retail trade grew by 6.4 percent and 5.5 percent, respectively. In the fourth quarter, the service sector's value-added rose by 5.8 percent year-on-year, demonstrating continued momentum. The primary industry, comprising agriculture, contributed RMB 9.14 trillion (USD 1.31 trillion) in 2024, with a modest but steady growth rate of 3.5 percent year-on-year. While its expansion lagged behind other sectors, its stable performance highlights the sector's resilience amid broader economic fluctuations. In terms of investment, fixed asset investment (excluding rural households) reached RMB 51.44 trillion (USD 7.18 trillion), growing by 3.2 percent year-on-year. When excluding investment in real estate development, the growth rate improved to 7.2 percent. Key contributors included manufacturing investment, which surged by 9.2 percent, and infrastructure investment, which rose by 4.4 percent. In contrast, real estate development investment contracted sharply, declining by 10.6 percent, reflecting the ongoing challenges in China's property market. Retail activity saw moderate growth, with total retail sales of consumer goods reaching RMB 4.88 trillion (USD 679.81 billion), an increase of 3.5 percent compared to the previous year. Online retail sales accounted for RMB 1.55 trillion (USD 215.92 billion), marking a stronger annual growth rate of 7.2 percent. Retail performance improved in the fourth quarter, with total retail sales of consumer goods rising by 3.8 percent year-on-year, supported by seasonal demand and increased consumer confidence.

China's property sector showed tentative signs of stabilization in December 2024, as new home prices ceased their 18-month decline, according to official data released on Friday. This marked a significant shift from the 0.1 percent month-on-month decline recorded in November, based on calculations by Reuters from the National Bureau of Statistics (NBS). However, on an annual basis, new home prices still contracted by 5.3 percent, following a 5.7 percent drop in November, reflecting the lingering challenges in the sector. The turnaround in monthly price trends coincided with a series of government-led initiatives to bolster the struggling real estate market. These included reductions in mortgage rates and measures enabling local governments to use special bond proceeds to acquire unsold housing units and idle land. These policies appear to have mitigated risks in the property market, a sentiment echoed by the governor of China's central bank, who noted that risks had been "significantly mitigated." First-tier cities, in particular, showed a modest uptick in property prices, further supporting this view. Despite this stabilization in pricing, broader data released on Friday underscored ongoing weaknesses in the real estate sector. Property investment in 2024 fell by 10.6 percent year-on-year, representing the steepest annual decline on record. The supply side also showed persistent sluggishness, with property sales and new construction starts, measured by floor area, contracting by 12.9 percent and 23.0 percent, respectively. These figures highlight the depth of the challenges facing the sector and suggest that the road to recovery will be protracted.

In stark contrast, China's foreign trade reached an all-time high in 2024, reinforcing its position as the global leader in goods trade. Total goods imports and exports amounted to RMB 43.85 trillion (approximately USD 6.1 trillion), reflecting a 5 percent year-on-year increase, according to data released by the General Administration of Customs (GAC). Exports led this growth, rising 7.1 percent year-on-year to RMB 25.45 trillion, while imports expanded by 2.3 percent to RMB 18.39 trillion. At a government press conference in Beijing on Monday, Wang Lingjun, the deputy head of the GAC, highlighted that China's foreign trade growth in 2024 was among the fastest among major global economies. "China's foreign trade has concluded the year 2024 with a successful ending," Wang remarked, referencing the strong performance in December. December imports and exports exceeded RMB 4 trillion, a record monthly high, representing a 6.8 percent year-on-year increase. The fourth quarter further showcased robust trade activity, with total foreign trade reaching RMB 11.51 trillion. Quarterly growth accelerated by 0.4 percentage points compared to the third quarter, underscoring a consistent upward momentum in trade activity during the latter part of the year.

At the close of 2024, the head of China's statistics bureau described the nation's economic achievements as "hard won," crediting the slew of stimulus measures implemented in the latter half of the year. However, looking ahead to 2025, warnings about a potential slowdown in China's economy are intensifying. One of the primary drivers of last year's growth – exports – faces significant risks. However, the challenges extend beyond external pressures. Domestically, business and consumer confidence remains subdued, exacerbated by the anticipated weakening of the Chinese yuan as Beijing continues to lower interest rates in an effort to stimulate growth. While the property market downturn is expected to reach its nadir this year, analysts at Goldman Sachs caution that it will likely remain a "multi-year drag" on the economy, further dampening prospects for rapid recovery.

China's economic outlook for 2025 is set to hinge on government-driven stimulus measures, suggesting that disparities across sectors may persist. To foster more stable and inclusive growth, boosting confidence among households and private businesses will be essential. This lack of confidence is also mirrored in the dry bulk shipping, where the spot market remains subdued in early January.

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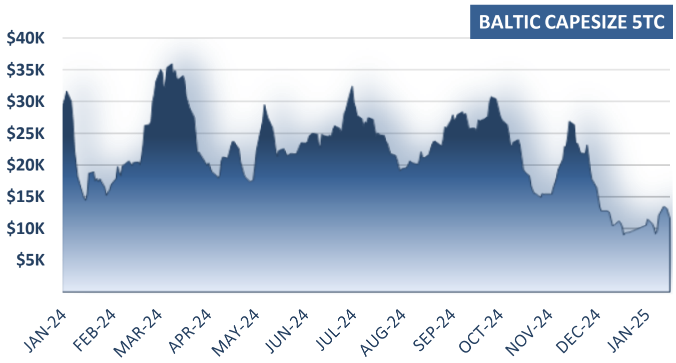
Capesize

Iron ore futures prices climbed on Friday to their highest levels in over four weeks, buoyed by a series of stronger-than-expected economic data from China, the world's largest consumer. Resilient demand underpinned market sentiment, setting the stage for weekly gains. Conversely, the Baltic Capesize Average concluded the week at $11,555 per day, marking a 3.7 percent decline week-on-week, despite a robust start.



Pacific

In the Pacific basin, China's iron ore imports reached a record high of over 1.2 billion tonnes in 2024, extending their growth streak for a second consecutive year. December imports alone totaled 112.5 million tonnes, reflecting a 10 percent month-on-month increase and a 12 percent rise year-on-year. Stockpiles at 45 major Chinese ports monitored by Mysteel continued their upward trajectory for a third consecutive week, reaching 150.6 million tonnes as of January 16. However, the growth was modest at 530,900 tonnes, or 0.4 percent week-on-week. On the supply side, combined iron ore exports from Western Australia's four largest producers—BHP, Fortescue, Rio Tinto, and Roy Hill—fell from multi-month peaks and below the 12-month rolling weekly average during the week to January 11. Exports totaled 17.32 million deadweight tonnes (dwt), down from 19.03 million dwt the prior week. Notably, Rio Tinto's volumes declined significantly. In the freight market, the C5 route (Western Australia to Qingdao) concluded the week at $6.405 per metric tonne, a 2.5 percent week-on-week increase. Similarly, the C10_14 route rose 3.4 percent to $5,827 daily. In recent fixtures, Rio Tinto covered basis 'TBN' 170,000/10 from Dampier 31 Jan – 02 Feb to Qingdao at $6.55 per metric tone, and BHP covered with 'TBN' 160,000/10 from Port Hedland 2-4 Feb to Qingdao ay $6.40 per metric tone.

Atlantic

In the Atlantic basin, iron ore dispatches from Australia and Brazil fell for a second consecutive week. Mysteel's survey reported a 2.4 million tonne, or 9 percent, weekly decline in shipments from 19 ports and 16 mining enterprises, totaling 23.9 million tonnes for the week ending January 12. Brazilian shipments from nine ports decreased by 812,000 tonnes, or 12 percent, to 6 million tonnes. Vale's exports were particularly impacted, dropping 1.1 million tonnes, or 20 percent week-on-week, to 4.3 million tonnes. With shipments being on a downward trajectory, the C3 Tubarão-Qingdao route ended a touch lower at $18.005 per metric tonne, representing a 0.8 percent week-on-week decline. For this run early in the week the 'Captain Petros H' (174,667 dwt, 2009) was fixed basis Tubarao 5-10 Feb for a trip to Qingdao at $18.50 with Vale. A two-tier market emerged in the North Atlantic. The C9_14 fronthaul route rose 8 percent week-on-week to $34,375 daily, while the C8_14 transatlantic route fell 9.5 percent to $15,250 daily. The 'Besiktas Kazakhstan' (169,291 dwt, 2010) was fixed 150,000/10 from Bolivar 11-20 Feb to Iskenderun at $11.20 per metric tone with Oldendorff, and 'TBN' was fixed for 140,000/10 stem from Seven Islands to Djen Djen at $14.20 per metric tone with Rio Tinto.

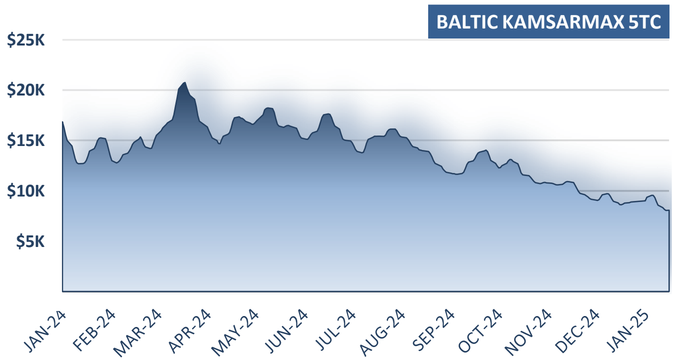
Period activity remained subdued, with no significant deals reported during the week.

Iron ore futures prices climbed on Friday to their highest levels in over four weeks, buoyed by a series of stronger-than-expected economic data from China. Conversely, the Baltic Capesize Average concluded the week down at $11,555 per day.

Representative Capesize Fixtures						
Vessel Name	**Loading Port**	**Laydays**	**Discharge Port**	**Freight**	**Charterers**	**Comment**
TBN	Dampier	31 Jan - 02 Feb	Qingdao	$6.55	Rio Tinto	170,000/10
TBN	Port Hedland	2-4 Feb	Qingdao	$6.40	BHP	160,000/10
Captain Petros H	Tubarao	5-10 Feb	Qingdao	$18.50	Vale	170,000/10
Besiktas Kazakhstan	Bolivar	11-20 Feb	Iskenderun	$11.20	Oldendorff	150,000/10
TBN	Seven Islands	101- Feb	Djen Djen	$14.20	Rio Tinto	140,000/10

Panamax

As political and economic uncertainty continue to dominate the field it is inevitable to observe reluctance in the everyday trading. Overall, the P82 TCA dropped to $8,070, marking a 5.9% w-o-w decline, despite faint signals of stabilization, particularly in the South Atlantic and Pacific regions.



Pacific

In the Pacific commodity news, China's coal imports reached a record-high 542.8 MMT in 2024, reflecting a 14.4% y-o-y increase from 474.5 MMT in 2023 and accounting for approximately 41% of global coal imports. December imports declined 7.9% m-o-m to 52.35 MMT, according to GACC data, but the annual total was bolstered by lower seaborne coal prices, which encouraged import arbitrage against domestic supply. Thermal power generation in China grew by an estimated 1% y-o-y in 2024, driving coal demand, although consumption in key sectors such as cement and steel declined due to weak construction activity. Cement production for the first eleven months of 2024 dropped by 12.3% y-o-y, while crude steel output fell 2.9% over the same period, contributing to reduced coal use in these sectors. The relative cost of domestic versus imported coal, combined with freight and currency exchange rates, plays a pivotal role in shaping import trends. Despite expectations of a possible reduction in Chinese imports to 525 MMT in 2025, steady industrial demand may sustain volumes near 2024 levels. China's dominance in global coal trade was evident in its import volumes, which more than doubled those of India, the second-largest importer. As the world's largest coal consumer, China's market activity continues to impact global trade dynamics, although uncertainties remain for 2025 due to potential changes in domestic policy and stockpile requirements. On the fixtures front, an improved influx of cargo from NoPac over the week successfully reversed the regional trend, eventually lending support to rates from Australia. Meanwhile, Indonesia remains subdued, with minimal demand observed this week. The respective Far East routes followed opposite courses. The P3A_82 HK-S.Korea Pacific/RV recorded an increase of 9.8%, while the P5_82 S. China Indo RV a drop of 8.7%. On NoPac, 'Darya Rashmi' (82,210 dwt, 2023) was reported at $9,250 basis delivery Donghae for a trip back to Singapore - Japan with Messrs Viterra. On Australian rounds, the well described and scrubber fitted 'Macheras' (80,635 dwt, 2015) fixed a premium commanding business of alumina at $8,500 retro CJK via Kwinana to the Persian Gulf for account of Klaveness. On Indonesian fixtures, 'Shen Hua 811' (76,150 dwt, 2013) agreed a coal run to S. China at a grim $2,500 pd with delivery Hong Kong.

Atlantic

In the Atlantic commodity news, Brazilian crop agency Conab raised its forecast for the 2024/2025 domestic soybean production to 166.32 MMT, slightly higher than its previous estimate of 166.21 MMT. This represents a 12.6% increase over the 2023/2024 harvest and sets a new record for Brazil, the world's largest producer and exporter of soybeans. The revised forecast attributes the growth to favorable weather conditions and a minor expansion in the planted area of circa 2.7% Y-o-Y. Despite the record-breaking outlook, private consultancies project even higher production, ranging between 167 and 173 MMT. Brazil's soybean exports are expected to exceed 105 MMT this season, surpassing the 98.6 MMT exported last year, with China remaining the primary destination. Conab adjusted its forecast for total corn production slightly downward to 119.55 MMT, citing reductions in first-corn planting areas and dry weather in southern regions. Brazil's second corn crop, which accounts for 70-75% of annual output, is projected to be planted later than usual due to delays in the soybean cycle. Meanwhile, China lowered its corn import forecast for the 2024/2025 marketing year by 30.8% to 9 MMT, a 61.6% decline Y-o-Y. The reduction reflects record domestic production, which has reached 294.92 MMT, up 2.1% from the previous year. On the fixtures front, The P1A North Atlantic route displayed a sharp decline of 18.1% w-o-w, reflecting the ongoing oversupply and limited cargo availability in the region. Meanwhile, the P2A route performed slightly better with a smaller 9.8% decline due to the fact that S. America showed a mildly improving demand and owners were firmer on their offers. The fixtures reflect this disparity, with the above BKI spec, "Elona" (82,050 dwt, 2021) earning $11,000 pd from Visak for a grain fronthaul trip via ECSA with Oldendorff. In contrast, fixtures in the N. Atlantic were not lower, such as the "Bulk Italy" (81603 dwt, 2020) that agreed $15,350 pd for a trip with coal from Amsterdam via USEC to PMO-Japan. The limited options in the latter region were rather vividly reflected by the "Beskidy" fixture tick below $15,000 pday with Glb delivery for an NCSA grain trip to Far East.

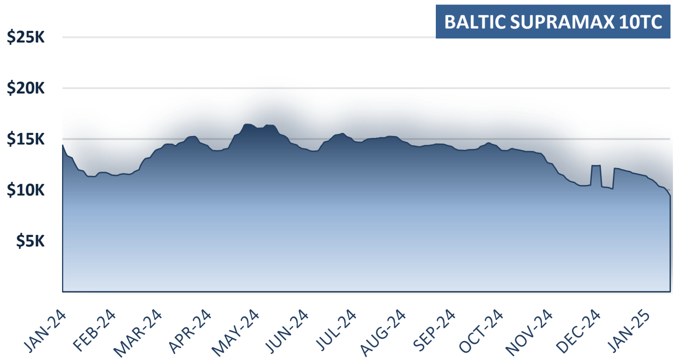
The seasonally low Q1 is usually bringing up the subject of period as operators seek to lock in rates that are lower to yearly average tc rates and owners are keen to rid themselves of the current spot market burden. However the dormant state of the spot market is not making these talks very productive. The 'Century Shanghai' (81738 dwt, 2018) obtained $12,950 with Hong Kong delivery for 6 to 9 months and worldwide trading with Messrs. Oldendorff.

China lowered its corn import forecast for the 2024/2025 marketing year by 30.8% to 9 MMT, a 61.6% decline Y-o-Y.

Representative Panamax Fixtures								
Vessel Name	Deadweight	Year Built	Delivery	Laycan	Redelivery	Rate	Charterers	Comment
Darya Rashmi	82,210	2023	Donghae	23-Jan	Singapore - Japan	$9,250	Viterra	grains via NoPac
Macheras	80,635	2015	CJK	11-Jan	Persian Gulf	$8,500	Klaveness	alumina via W.Australia
Shen Hua 811	76,150	2013	Hong Kong	17-Jan	S.China	$2,500	cnr	coal via Indo
Elona	82,050	2021	Vizag	11-Jan	F.East	$11,000	Oldendorff	grains via ECSA
Bulk Italy	81,603	2020	Amsterdam	15-Jan	PMO - Japan	$15,350	Jera	coal via USEC
Beskidy	82,138	2013	Gibraltar	22-Jan	Singapore - Japan	$14,800	LDC	via NCSA
Century Scope	81,738	2018	Hong Kong	20-Jan	ww	$12,950	Oldendorff	6-9 mos

Supramax

The Supramax market saw another challenging week, as rates continued to erode across most regions. The BSI 10TC average fell sharply, settling at $9,437, an 8.8% week-on-week drop. Both the Atlantic and Pacific basins struggled with oversupply and limited fresh inquiry, while sentiment remained firmly in charterers' favour.



Pacific

In the Pacific, the BSI Asia 3TC closed at $6,726, down 14.4% week-on-week, as the region faced downward pressure from weak fundamentals. China's record-breaking steel exports in 2024, which reached 110.72 million tons, and its December coal import decline of 7.9% to 52.35Mt added complexity to the market dynamics. These developments reflect China's influence on regional freight flows, with global anti-dumping measures and domestic inventory adjustments shaping demand. From North Asia, the 'Prabhu Mihika' (55,557 DWT, 2005) fixed delivery CJK for a trip via Indonesia to China at $4,500, reflecting soft demand. The 'Seabird' (63,553 DWT, 2016) secured delivery Tianjin for a trip via China to Peru with coils at $8,600 for the first 65 days and $12,500 thereafter. Further south, the 'Van Infinity' (56,693 DWT, 2011) was reported fixed basis delivery Lianyungang for a trip via China to the Red Sea at $10,250. In Southeast Asia, rates continued to languish as the 'Ikan Seligi' (56,236 DWT, 2010) secured delivery Koh Sichang for a trip via Indonesia to China with coal at $4,000. The 'Heilan Spring' (56,920 DWT, 2010) fixed basis delivery Hong Gai for a trip via Indonesia to China at $2,500, while the 'Nami One' (57,353 DWT, 2011) took delivery APS East Kalimantan for a trip via Indonesia to China at $5,000. From the Indian Ocean, sentiment remained weak as oversupply persisted. The 'SSI Dauntless' (57,200 DWT, 2013) was fixed basis delivery Kandla for a trip to the Far East with salt at $6,000. Meanwhile, the 'Port Everglades' (63,367 DWT, 2023) secured delivery APS Fujairah for a trip to WC India with HBI at $12,750. The 'Josco Binzhou' (64,240 DWT, 2022) fixed delivery APS Mina Saqr for a trip to Bangladesh with limestone at $13,000. From South Africa, the 'Kouros Queen' (56,132 DWT, 2012) was fixed basis delivery APS Richards Bay for a trip with coal to Pakistan at $7,000.

Atlantic

The Atlantic basin also faced significant headwinds, with both transatlantic and fronthaul routes under pressure. The US Gulf market saw some activity, including the 'Star Island' (63,592 DWT, 2024) fixing delivery SW Pass for a trip to West Coast South America with grains at $20,500 to Norden. The 'Asian Eternity' (64,683 DWT, 2024) was reported fixed basis delivery Altamira for a trip to the Continent at $19,500 with Cargill. Meanwhile, the 'Propel Success' (58,655 DWT, 2012) fixed basis delivery Houston for a trip to India with petcoke at $18,750. On a transatlantic run, the 'Bulk Freedom' (52,545 DWT, 2005) fixed delivery SW Pass for a trip with petcoke to Hereke at $15,000. Moving on to the South Atlantic, the 'HPC Atlantic' (56,000 DWT, 2013) secured delivery APS Santos for a trip to the India-Japan range with sugar at $12,500 plus a $250,000 ballast bonus. In the Mediterranean and Black Sea, weak sentiment persisted, with limited opportunities for owners. The 'Spar Maia' (63,550 DWT, 2024) fixed basis passing Gibraltar for a trip via Kamsar to China at $13,500. Elsewhere, the 'Yangze' (47,000 DWT, 2012) was fixed basis delivery Oran for a trip via Conakry with clinker at $7,750, while the 'Spar Virgo' (53,565 DWT, 2005) secured delivery APS Agadir for a trip to Conakry at $8,000. From the Continent-Baltic region, rates remained under pressure, even though some demand agents such as Russia's grain exports remained robust, reaching 4.4 million metric tons in December, with growth from Baltic terminals targeting markets in Africa and Latin America. Fixture activity included the 'Thor Fearless' (54,881 DWT, 2005) fixing delivery Rotterdam for a trip via ARAG to the East Mediterranean with scrap at $8,750. A 58,000 DWT vessel was also reported fixed basis delivery ARAG for a transatlantic trip to the US East Coast with headless cargo at $5,000, but further details were scarce.

Period activity remained limited, though some fixtures were noted. The 'Port Kyushu' (63,689 DWT, 2019) reportedly fixed basis delivery Kaohsiung for 9-12 months trading at $13,000.

Both the Atlantic and Pacific basins struggled with oversupply and limited fresh inquiry, while sentiment remained firmly in charterers' favour.

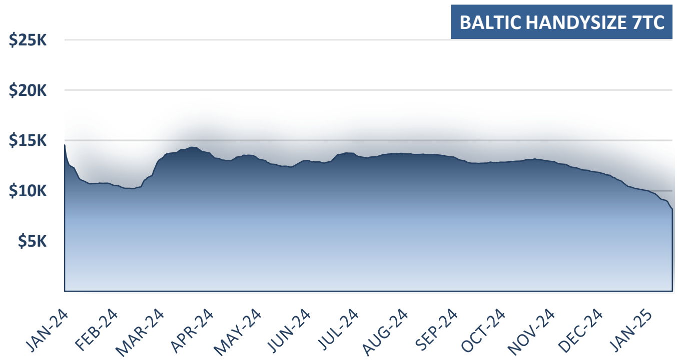
Representative Supramax Fixtures

Vessel Name	Deadweight	Year Built	Delivery	Laycan	Redelivery	Rate	Charterers	Comment
Prabhu Mihika	55,557	2005	CJK	prompt	China	$4,500	cnr	via Indonesia
Seabird	63,553	2016	Tianjin	prompt	Peru	$8,600 65d $12,500 after	cnr	
Van Infinity	56,693	2011	Lianyungang	prompt	Red Sea	$10,250	cnr	
Ikan Seligi	56,236	2010	Koh Sichang	prompt	China	$4,000	cnr	coal
Heilan Spring	56,920	2010	Hong Gai	prompt	China	$2,500	cnr	
Nami One	57,353	2011	East Kalimantan	prompt	China	$5,000	cnr	
SSI Dauntless	57,200	2013	Kandla	prompt	Far East	$6,000	cnr	salt
Port Everglades	63,367	2023	Fujairah	prompt	WC India	$12,750	cnr	hbi
Josco Binzhou	64,240	2022	Mina Saqr	prompt	Bangladesh	$13,000	cnr	limestone
Kouros Queen	56,132	2012	Richards Bay	prompt	Pakistan	$7,000	cnr	coal
Star Island	63,592	2024	SW Pass	prompt	WCSA	$20,500	Norden	
Asian Eternity	64,683	2024	Altamira	prompt	Continent	$19,500	Cargill	
Propel Success	58,655	2012	Houston	prompt	India	$18,750	cnr	petcoke
Bulk Freedom	52,545	2005	SW Pass	prompt	Hereke	$15,000	cnr	petcoke
HPC Atlantic	56,000	2013	Santos	prompt	India-Japan	$12,500 + $250k bb	cnr	sugar
Spar Maia	63,550	2024	Pass Gib	prompt	China	$13,500	cnr	VIA Kamsar
Yangze	47,000	2012	Oran	prompt	Conakry	$7,750	cnr	clinker
Spar Virgo	53,565	2005	Agadir	prompt	Conakry	$8,000	cnr	
Thor Fearless	54,881	2005	Rotterdam	prompt	East Med	$8,750	cnr	scrap
Port Kyushu	63,689	2019	Kaohsiung	prompt	ww	$13,000	cnr	9-12 mos period

Handysize

We are still slowing down on the Handysize.

Another week came to an end with the market struggling to maintain some activity for starters and its levels as second. So far we all have to agree that it is failing on both miserably. The feeling is that the market is still holding its breath, while waiting for CNY and Trump's inauguration, before it decides that Q1 will be over before anything really positive happens. With the pessimism growing that even this is going to be a dream. Economic growth is not in sight for most of the world, and uncertainty is looming for yet again another year. Chinese economy saved the game for shipping in the Q4 with its remarkable recovery and growth, but economists still worry that China is at risk of entrenched deflation and the threatened US Tariffs will simply pull the trigger for it. It remains to be seen. Otherwise, this week the 7TC Average lost another 12% W-o-W, which makes it close to a $1,000 loss, struggling to keep above the $8,000 mark.



Pacific

The Pacific felt again more pressure from the increased tonnage volume, with sentiment following the rates in their dive. To give an idea of how low, the 3 routes on average lost 19.3% of their values W-o-W. The whole of Far East is so 'messy' that Owners with ships in SE Asia are considering to ballast towards the north in a search for alternatives and vice versa. South East Asia in particular, saw a small peak in activity compared with the past weeks, but the levels were seriously depressed due to the tonnage surplus seen in the area. Australian cargoes are in slim supply for the moment, leaving again Owners with ships around Indonesia to look for quick local trips at still discounted numbers. Sentiment for next week remains bleak. Further in the North, Owners are still facing hardships. Small 'bidding wars' for any odd cargo are more and more common, just to secure employment throughout the CNY holidays. Backhaul enquiry is also subdued and NoPac cargoes are in scarce supply. It seems everybody is waiting for 'salvation' after the holidays, for next week sentiment is very bearish. The market in the Indian Ocean is still slowing down although a slight activity was present this past week, but far from enough to maintain last done levels.

Atlantic

The Atlantic market continued on the slide of earlier weeks. The 4 routes on average lost 8.1% of their values this week with the most losses seen in the first 2 routes. Breaking it down to areas, USG surprisingly again was the area with the least drop on the route, even managing to see a 'positive' day during the week. Most probably one of the panellists sneezed while putting the numbers in. Tonnage remains abundant and demand is limited, so Charterers continue to have the upper hand nevertheless. Sentiment for next week is slightly negative hoping that after the inauguration market will find its footing. The market in the ECSA dipped even lower than last week, with tonnage in ample supply and demand staying relatively steady, pushing the spread between bid and offer apart. The result is lengthy trading but the reality eventually hits that rates need to be lowered in order to secure employment. Sentiment for next week is still weak. Across the pond in the Continent, market hit the bottom, but unfortunately it does not show signs of a rebound for now. The oversupply of tonnage remains, and rates dip lower. Russian Baltic cargoes are in steady supply, but the spread between their rates and non-Russian cargoes is very thin not allowing Owners to smile a lot. Sentiment for next week is flat. Finally in the Med the decline is being intensified with every day that passes. Ships opening in EMed are ballasting all the way into Bl. Sea to fix numbers well under $5,000 for various Atlantic destinations. Charterers are taking advantage of the abundance of spot ships still in the area. Rumours were even heard of bids going across with 'zero' hire for a trip from Morocco to ECSA for smaller size handies. Sentiment for next week remains negative.

Period interest remains heightened whether it is for a couple of legs or longer. We heard of 'Manta Kerem' (37,046dwt, 2015blt) fixed from Davant 2 legs at $11,500 with redelivery Far East.

Holding our breath for Chinese New Year.

Representative Handysize Fixtures								
Vessel Name	**Deadweight**	**Year Built**	**Delivery**	**Laycan**	**Redelivery**	**Rate**	**Charterers**	**Comment**
Erna Oldendorff	38,330	2016	Tianjin	prompt	SE Asia	$6,000	cnr	
Fuga	38,036	2012	Pasir Gudang	prompt	China	$8,000	Oldendorff	via W.Aussie
Ardennes	36,062	2013	Callao	prompt	Continent	$11,250	cnr	
Radius	37,976	2012	Klaipeda	prompt	Morocco	$6,250	cnr	grains
Mother M	34,737	2012	Yesilovacik	prompt	Montoir	$4,500	Cobelfret	clinker
Majestic Vera	33,684	2010	SW Pass	prompt	Italy	$9,750	LDC	grains
Valeria	32,391	2011	Suape	prompt	Matadi	$9,600	cnr	bgd sugar

Sale & Purchase

Groundhog's Day is just around the corner, on February 2nd - right on the heels of Chinese New Year. And the direction in which the market will move post-CNY is as 'up in the air' as whether or not Punxsutawney Phil will see his own shadow. Owners in general, and potential sellers specifically, would like to have shipping's proverbial badger not see his shadow, thus ushering in an early 'spring' and bringing the cold climate to a close.

Owners are venting varying views when it comes to guessing market trajectory post-Chinese New Year; some feel things will firm up, while others are prognosticating that the dormant market will trudge on.

Indeed, with CNY upon us, and coupled with the somber mood and ambiguous future, a majority of sellers and buyers alike are waiting to see how things look circa Q2.

The 'wait and see' strategy serves both sides. Sellers who are espousing a positive outlook and who are reluctant to accept softer (and softening) prices may be doing so in order to avoid further hits to their ships' values in the secondhand market come Feb-Mar. Adamant buyers are hoping that the slide will continue, allowing them to buy ships for less.

Buyers are quick to point out 'last dones' in many segments, while sellers are averse to expressing price ideas; rather, sellers prefer to hear what buyers are willing to pay. Frequently, sellers are receiving offers below their expectations and seeing numbers that reflect the present mood and possible path of the market. Sellers with ships facing imminent SSs and DDs are likely feeling the pressure to sell even more. For the owners unwilling to come to grips with the status quo and face market levels, their ships remain on the sale shelves with prospective buyers wincing at their price tags as they walk past. And even with some sellers accepting their fate, i.e. that they need to adjust their expectations on price, many buyers are still unwilling to consider even those levels, fearful of a further drop. Owners looking to actually sell presently must navigate through what seems to be a buyers' market.

There is an abundance of vessels in the market for sale – especially a plethora of Handies and Supras – stemming perhaps from a combination of some sellers' eagerness to sell and many buyers' unwillingness to pay unrealistic asking prices (that don't reflect the current state of affairs). Panamaxes have certainly corrected further, evidenced by the sale of the M/V ARGOLIS (76K DWT, BLT 2005, TSUNEISHI, JAPAN) , which was reported sold at region $8 mio with her SS/DD due shortly. Rumors have emerged that two 38K DWT Japan-built Handies didn't attract the kind of numbers their respective sellers were hoping for.

Owners are venting varying views when it comes to guessing market trajectory post-Chinese New Year; some feel things will firm up, while others are prognosticating that the dormant market will trudge on.

Reported Recent S&P Activity							
Vessel Name	DWT	Built	Yard/Country	Price $Mil.		Buyer	Comments
Sikamia	207,923	2008	Universal/Japan		29	Chinese buyers	Scrubber fitted
Feg Success	182,619	2010	Kawasaki/Japan	low	28	Korea Line Corp	Scrubber fitted
Zampa Blue	178,459	2011	Mitsui/Japan	region	30	Undisclosed buyers	
Otsl Artemis	177,736	2008	Shanghai/China		24.5	Greek buyers	
Century Wave	91,686	2013	Oshima/Japan	high	21	Chinese buyers	
Verdure Wave	88,269	2005	Imabari/Japan	high	11	Chinese buyers	
Am Contrecoeur	82,177	2011	Tsuneishi Zhoushan/China	high	17	Greek buyers	
Nord Virgo	80,915	2014	Jmu/Japan		26	Undisclosed buyers	Electronic m/e, scrubber fitted
Pan Clover	81,177	2012	New Century/China	low	16	Turkish buyers	
Energy Sunrise	81,793	2014	Tadotsu/Japan		23.5	Greek buyers	
Mythos	74,195	2004	Namura/Japan		8.5	Vietnamese buyers	
Golden Orient	73,326	1998	Halla Samho/S.Korea	high	4	Undisclosed buyers	Dd due 05/25
Great Century	61,441	2017	Dalian Cosco/China		24.52	Amoysailing	Auction
Nord Adriatic	61,254	2016	Iwagi/Japan	low	29	Bangladeshi buyers	Eco
Jasmine	56,124	2012	Mitsui/Japan		17.5	Indonesian buyers	
Cs Sonoma	56,704	2010	Jiangsu/China		11.3	Undisclosed buyers	
Pps Luck	55,429	2009	Kawasaki/Japan		15.7	Undisclosed buyers	
My Fair Lady	50,450	2011	Oshima/Japan		15.3	Far Eastern buyers	
Global Saikai	51,828	2007	Oshima/Japan	region	12	Undisclosed buyers	Ohbs
Karteria	50,320	2001	Kawasaki/Japan		7	Undisclosed buyers	
Nord Copenhagen	33,175	2012	Kanda/Japan	low	14	Greek buyers	Ohbs
Pacific Pioneer	35,480	2015	Taizhou/China		16.5	Undisclosed buyers	Eco,bwts fitted
Four Otello	34,357	2010	Spp/S.Korea		23	Greek buyers	
Four Aida	34,408	2009	Spp/S.Korea			Greek buyers	
Bliss	35,278	2007	Shikoku/Japan		10	Undisclosed buyers	
Momo Glory	28,222	2014	I-S/Japan	high	12	Indonesian buyers	

The reported fixtures and S&P deals are obtained from market sources.