



Global freight and Texas gulf freight Outlook and Analysis

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Global freight outlook and Texas gulf freight Analysis

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Part1 Shipping background and introduction

- Vessel description: Panamax vessel
- Baltic Panamax vessel for Timecharter routes is a non-scrubber fitted vessel based on the following description:
 - 82,500mt dwt on 14.43m SSW draft
 - Max age 12 yrs
 - LOA 229m, beam 32.25m, TPC 70.5
 - 97,000 cbm grain
 - 13.5 knots laden on 33mt fuel oil (380cs t) / 14 knots ballast on 31mt fuel oil (380cs t) + 0.1 MGO at sea
 - 11.5 knots laden on 22mt fuel oil (380cs t) / 12.5 knots ballast on 23mt fuel oil (380cs t) + 0.1 MGO at sea

Part1 Shipping background and introduction

- Vessel description: Supramax
- 58,328mt dwt on 12.80 m ssw
- Max age 15 yrs
- LOA 189.99m, beam 32.26m, TPC 57.5
- 72,360 cbm grain / 70,557 cbm bale
- 5 holds/hatches
- 4 x 30t Cr + 12 cbm grabs
- 14 knots laden on 33mt fuel oil (380cst) / 14 knots ballast on 32mt fuel oil (380cst), no diesel at sea
- 12 knots laden on 24mt fuel oil (380cst) / 12.5 knots ballast on 23mt fuel oil (380cst), no diesel at sea

Part1 Shipping background and introduction

- Panamax Route
- Timecharter Weightings : P1A_82 – 25%, P2A_82 – 10%, P3A_82 - 25%, P4_82 – 10%, P6_82 – 30%

Baltic Panamax Index

Route	Description	Size	
P1A_82	Skaw-Gib transatlantic round voyage	82,500mt	
P2A_82	Skaw-Gib trip HK-S Korea incl Taiwan	82,500mt	
P3A_82	HK-S Korea incl Taiwan 1 Pacific round voyage	82,500mt	
P4_82	HK-S Korea incl Taiwan trip to Skaw-Gib	82,500mt	
P6_82	Dely Spore round voyage via Atlantic	82,500mt	

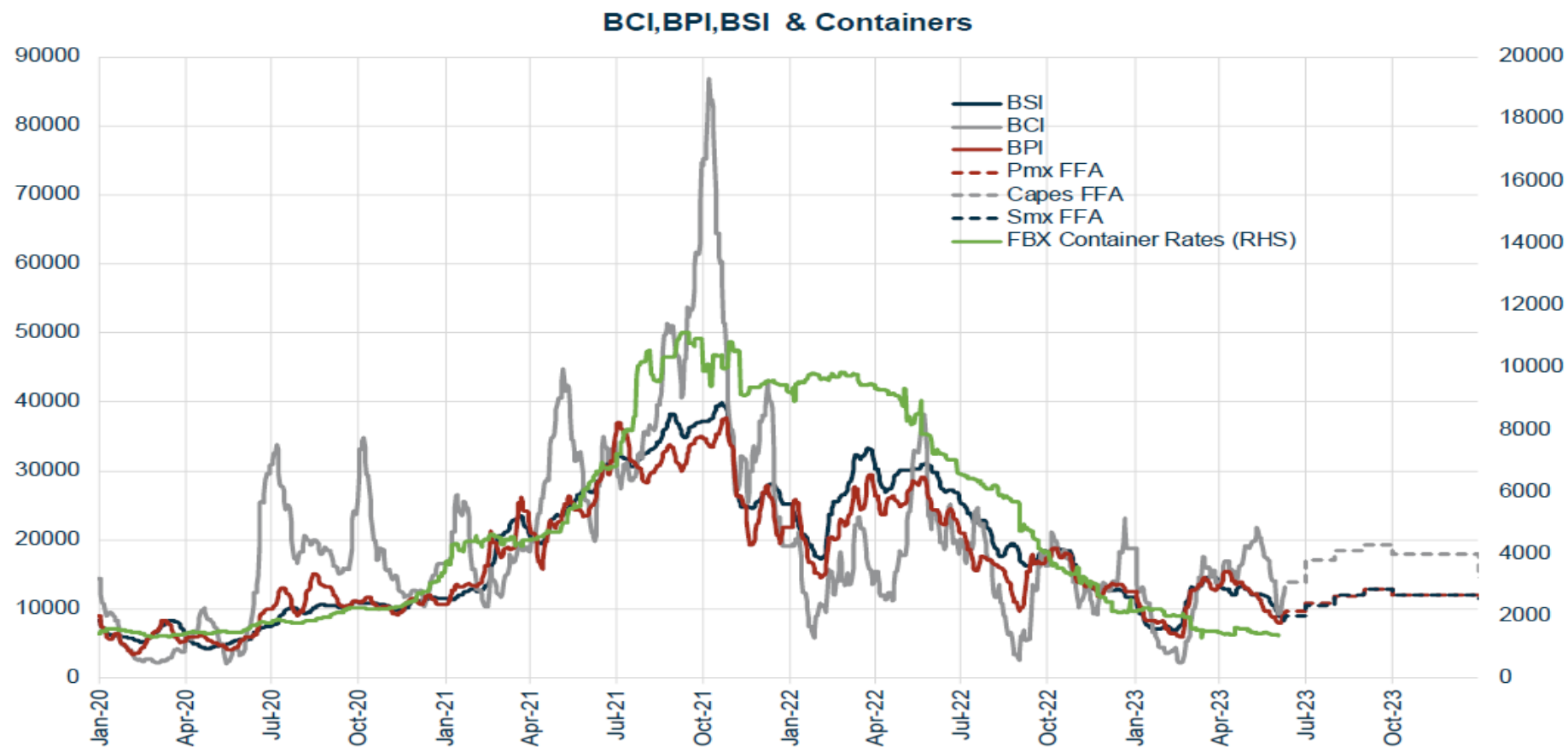
Part1 Shipping background and introduction

- Supra Route
- S1B_58 - 5%, S1C_58 - 5%, S2_58 - 20%, S3_58 - 15%, S4A_58 - 7.5%, S4B_58 - 10%, S5_58 - 5%, S8_58 - 15%, S9_58 - 7.5%, S10_58 - 10%

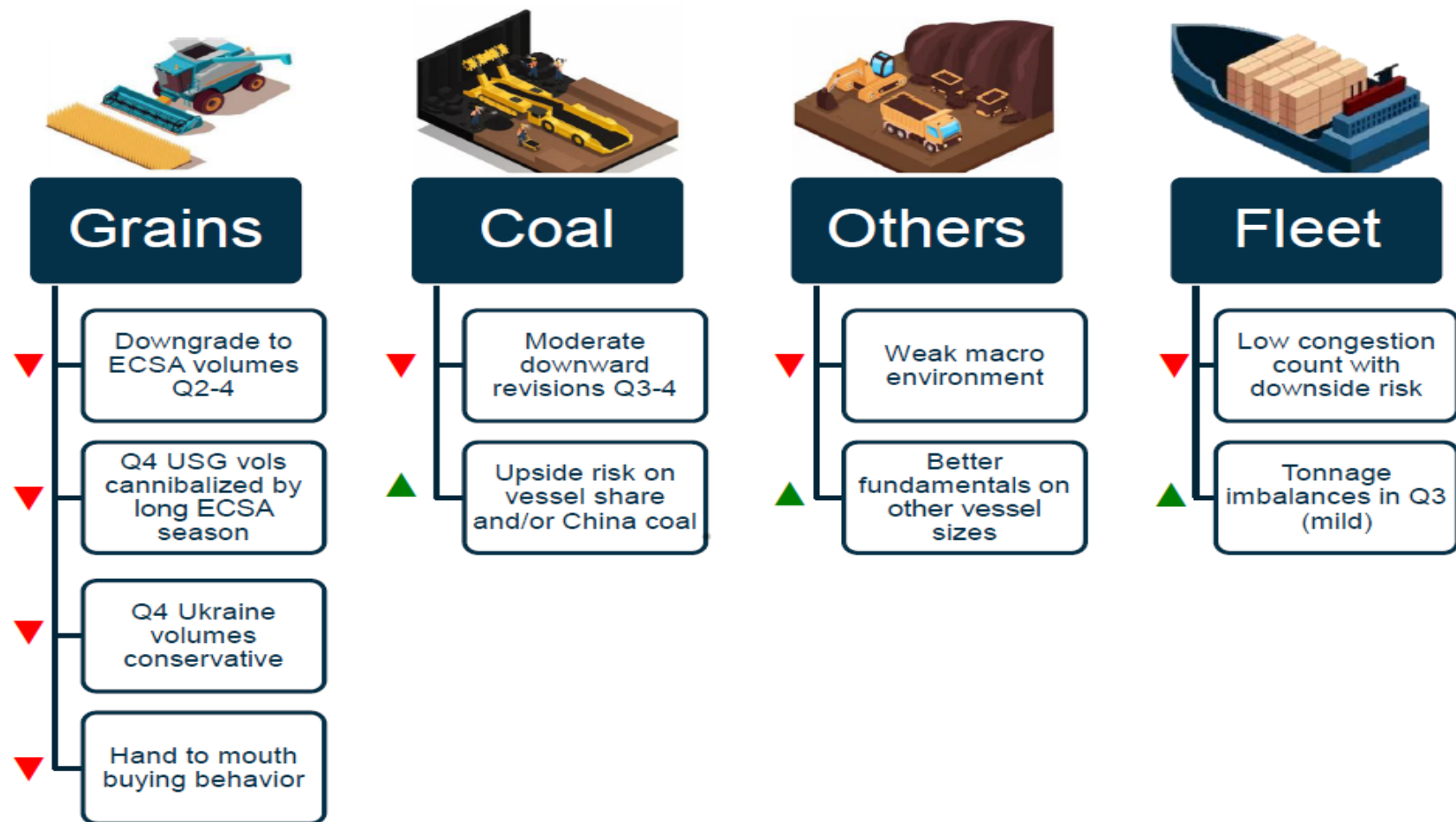
Baltic Supramax Index

Route	Description	Size (MT)
S1B_58	Canakkale trip via Med or BI Sea to China-South Korea	58,328 mt
S1C_58	US Gulf trip to China-south Japan	58,328 mt
S2_58	North China one Australian or Pacific round voyage	58,328 mt
S3_58	North China trip to West Africa	58,328 mt
S4A_58	US Gulf trip to Skaw-Passero	58,328 mt
S4B_58	Skaw-Passero trip to US Gulf	58,328 mt
S5_58	West Africa trip via east coast South America to north China	58,328 mt
S8_58	South China trip via Indonesia to east coast India	58,328 mt
S9_58	West Africa trip via east coast South America to Skaw-Passero	58,328 mt
S10_58	South China trip via Indonesia to south China	58,328 mt

Part2 Global freight market



PMX 2023 Key drivers



Pmx coal-Drop in coal volume to feast&EU

Key Coal Imports* on PMX

By Exporting Region, Mt, 2021–2024F, 2022–23F YoY Change

Indonesia Australia Russia US + Canada SAF+MOZ Columbia

2022 : +33.0Mt

2023F: -2.0Mt

YoY Change in Total PMX Coal

To China



2022 : +0.3Mt
2023F: -4.7Mt

To JKT



2022 : +6.5Mt
2023F: -6.6Mt

To Other Asia*

*incl all others not shown in flag



2022 : +0.1Mt
2023F: +8.1Mt

To India

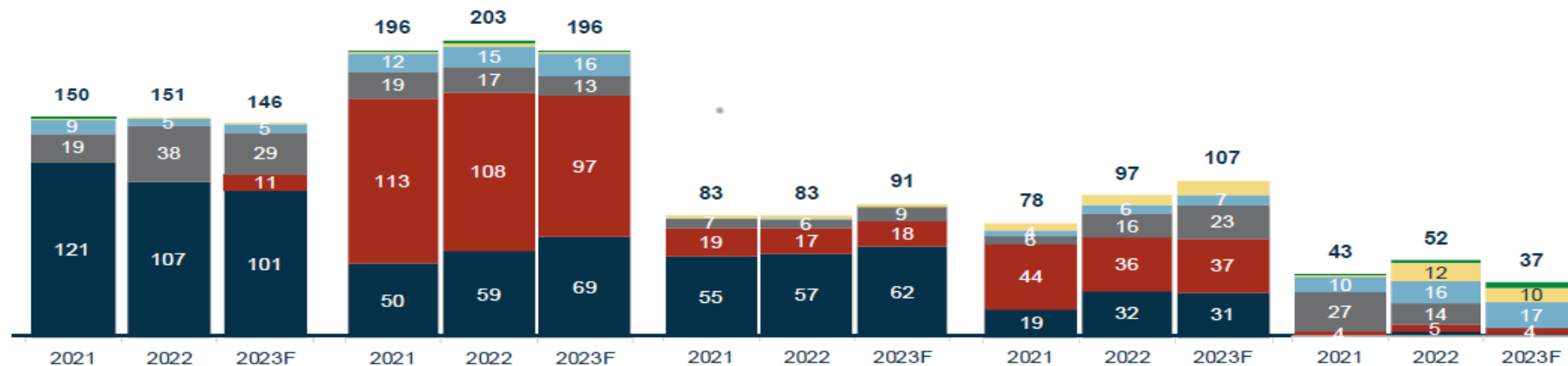


2022 : +19.1Mt
2023F: +10.0Mt

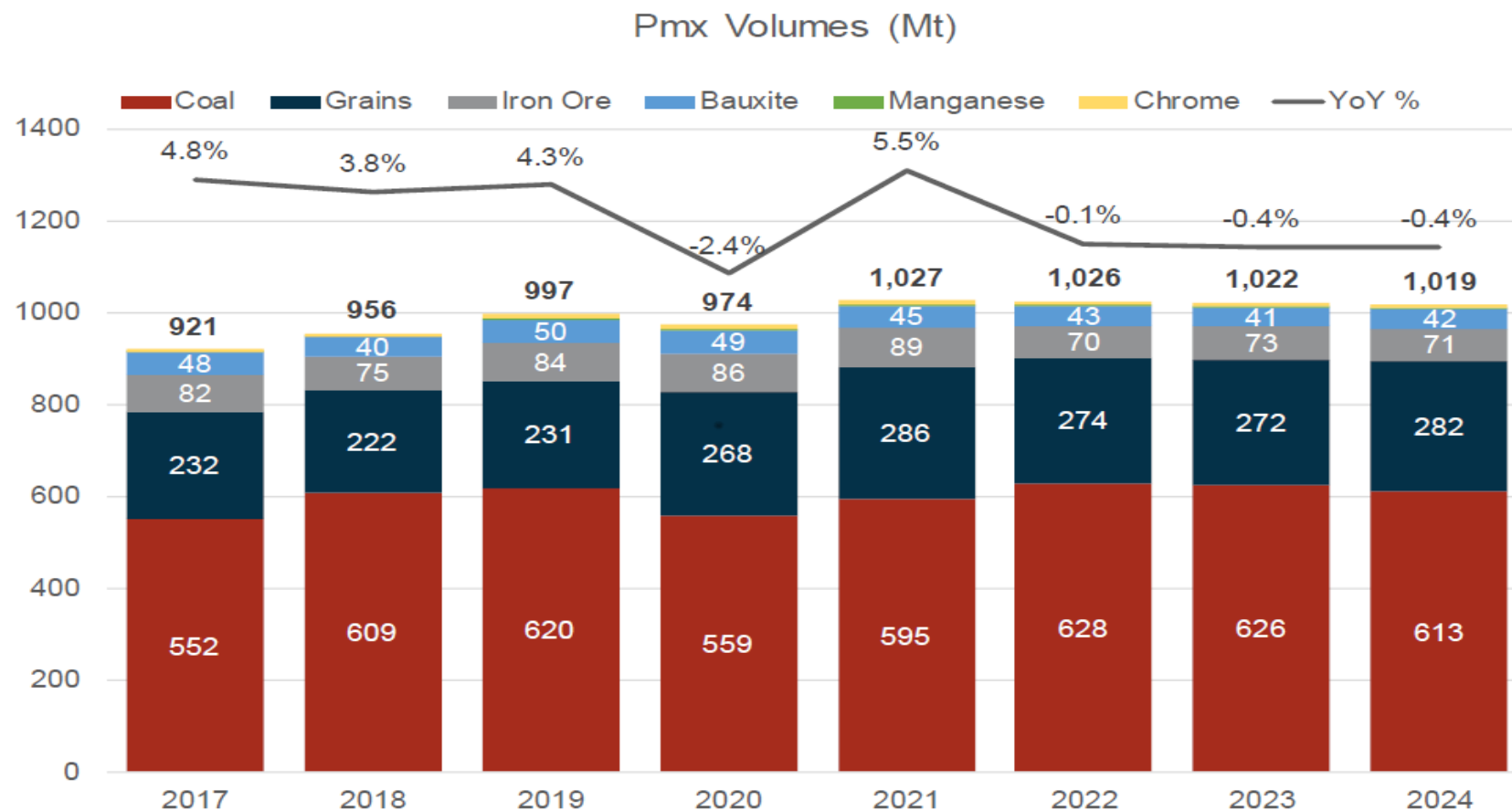
To Europe



2022 : +9.4Mt
2023F: -15.0Mt

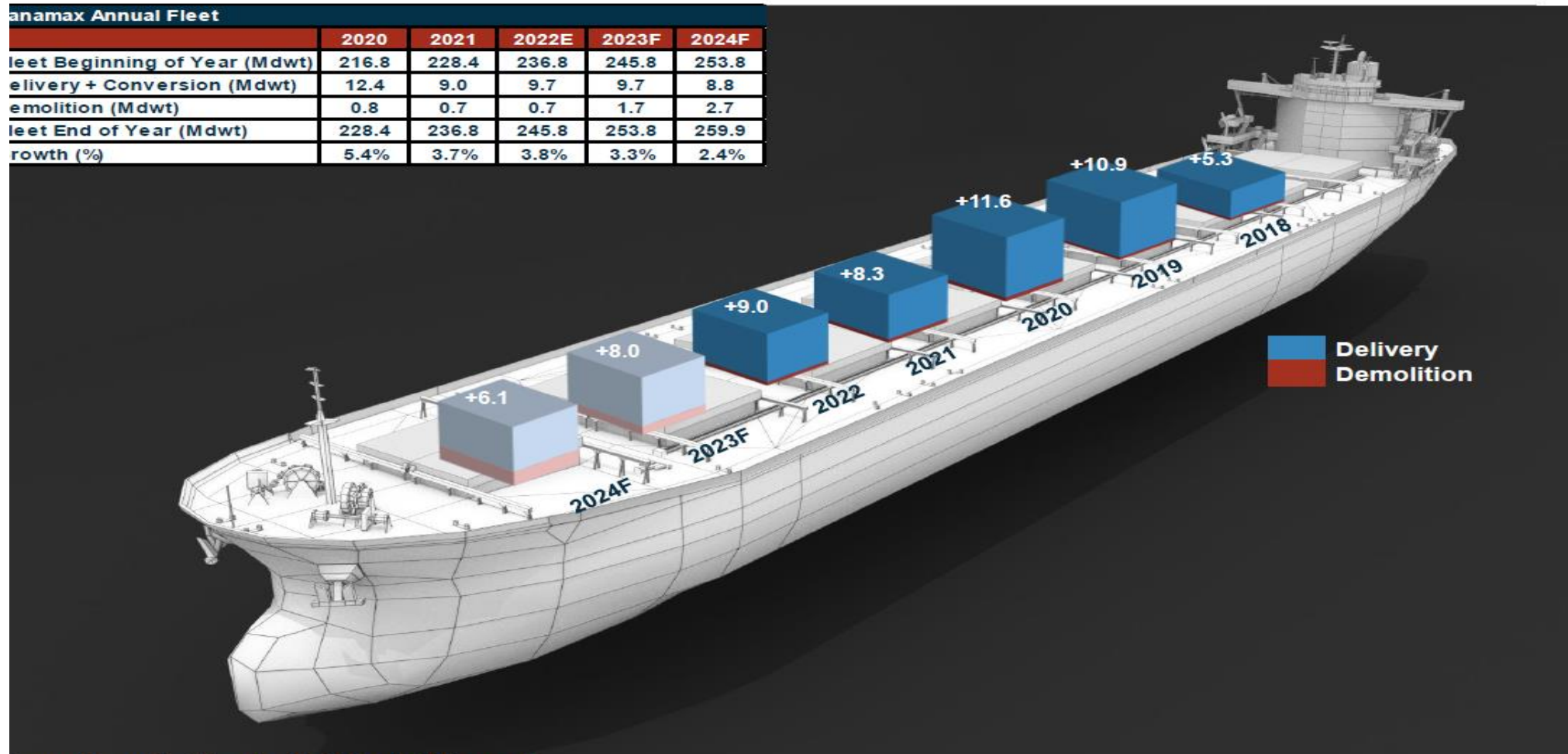


Pmx annual volume



Pmx fleet outlook

Panamax Annual Fleet					
	2020	2021	2022E	2023F	2024F
Fleet Beginning of Year (Mdw)	216.8	228.4	236.8	245.8	253.8
Delivery + Conversion (Mdw)	12.4	9.0	9.7	9.7	8.8
Demolition (Mdw)	0.8	0.7	0.7	1.7	2.7
Fleet End of Year (Mdw)	228.4	236.8	245.8	253.8	259.9
Growth (%)	5.4%	3.7%	3.8%	3.3%	2.4%



Source: Seaweb, Shipsales24, Oldendorff Research

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Part3 Texas Freight market

- 1. Major port introduction
- 2. Analysis on Texas Gulf freight

Major port introduction

TERMINAL NAME	HRS OF PILOT-AGE	BERTH DEPTH	AIR-DRAFT LIMIT	NUMBER OF SPOUTS / STORAGE CAPACITY	MAX SPOUT REACH	APPX BEAM LIMIT	APPX LOA LIMIT	DOCKAGE CHARGE	FACILITY CHARGE	ELEV. O/T CHARGE PER HOUR	CHANNEL AIRDRAFT	SECURITY CHARGE	LINESMEN SERVICE
ADM GRAIN CO. GALVESTON, TEXAS	1.5 HRS FROM PILOT STATION	44'00" BW Depth Channel Draft is 44'00" BW with plus tide Berth Water Density about 1.012 to 1.020	GEARLESS: 44 FEET GEARED: 38 FEET WL TO TOP OF HATCH COAMING Some flexibility if vsl is capable of moving gear to diff positions during placement of spouts or changing holds	2 BUHLER 2,600,000 BUSHELS	About 85'	About 118'	900'	0.60 GRT DAY BULK CARRIER VESSELS 0.70 GRT DAY TANKER, TWEEN AND CONTAINER CARRIER VESSELS \$25,000 MINIMUM FOR EACH	HSS .27 PER LT FOR STBC, .47 PER LT TWEENDECK, OTHER. MEAL/PELLET .35 PER LT FOR STBC, .50 PER LT TWEENDECK, OTHER.	\$1200/HR MON-SAT \$1300/HR SUN, MH, HOLIDAYS INCL FGIS SUPERVISOR	NONE	\$0.054 per Short Ton Loaded WATER \$5.53 per 1000 cu.ft. Hookup \$225 ST & \$350 OT. Must be	UNION BOATMEN GALVESTON
ADM GRAIN CO. CORPUS CHRISTI, TEXAS	4.0 HRS FROM PILOT STATION	45'00" BRACKISH Channel Deep Draft is 45'00" Berth Water Density about 1.018 to 1.022	About 64 feet WL TO TOP OF HATCH COMMING	6 GRAVITY SPOUTS 3 Super Spouts and 3 Regular 2 Spouts used concurrently Super Spouts Center and Fwd on berth 5,600,000 BUSHELS	110'	130'	900'	0.60 GRT DAY BULK CARRIER VESSELS 0.70 GRT DAY TANKER, TWEEN AND CONTAINER CARRIER VESSELS \$25,000 MINIMUM FOR EACH	HSS .27 PER LT FOR STBC, .47 PER LT TWEENDECK, OTHER. MEAL/PELLET .35 PER LT FOR STBC, .50 PER LT TWEENDECK, OTHER.	1200/HR MON-SAT, 1300/HR SUN, MH, HOLIDAYS INCL FGIS SUPERVISOR	138' HARBOR BRIDGE	10% of Wharfage + \$500 per day (Wharfage USD 0.35 per net ton) WATER \$3.00 PER S/T MIN USD 500	BEST BET OR COASTAL BEND
CARGILL ELEVATOR CHANNELVIEW, TEXAS (HOUSTON)	4.5 HRS FROM PILOT STATION	Berth 1 39'06" BW Berth 2 42'06" BW Channel Deep Draft is 45'00" BW Berth Water Density about 1.000 to 1.005	45'00" WL TO TOP OF HATCH COMMING	6 GRAVITY SPOUTS ON EACH BERTH (DOCK #1 & 2) - CAP 6,000,000 BUSHELS	120'	120'	800'	\$3.80 FOR THE DURATION OF THE LOADING DOCKAGE OF ALL OTHER VESSELS NOT LISTED AS SELF TRIMMING BULK CARRIERS IN LLOYD'S REGISTER OF SHIPPING OR RIGHTSHIP WILL BE ASSESSED AT A RATE OF \$4.30 PER GROSS REGISTERED METRIC TON FOR \$32,000 MINIMUM	BC .20/LT TNKR, 40/LT TW, 40 L/T TRIM TW - .15/LT	OVERTIME PERIODS, MONDAY THROUGH FRIDAY, SHALL BE AT THE RATE OF \$1,250.00 PER PLANT HOUR. SATURDAY OVERTIME SHALL BE AT THE RATE OF \$1,250.00 PER PLANT	175' JEESE JONES BRIDGE *IF LAYBERTH AT HCD, THEN 135'	USD 2000 FLAT FEE PER VSL WATER FRESH WATER PORTABLE WATER WILL BE SUPPLIED	CARGILL LINESMEN : \$1300 PER ATTENDANCE (\$2600 moor & unmoor)

The most competitive vessel type

- Why Supramax 58k is cheaper than Pmx 82k
- Broker 1 saying:
- For this route in particular. Pmax & Smax Q4 rates are about the same. Pmax have more expenses (bunkers and ports costs) hence favors Smax in terms of freight rates. Particularly where draft restrictions apply (Panama canal and Machong for ex) since the benefit of higher intake is washed out.

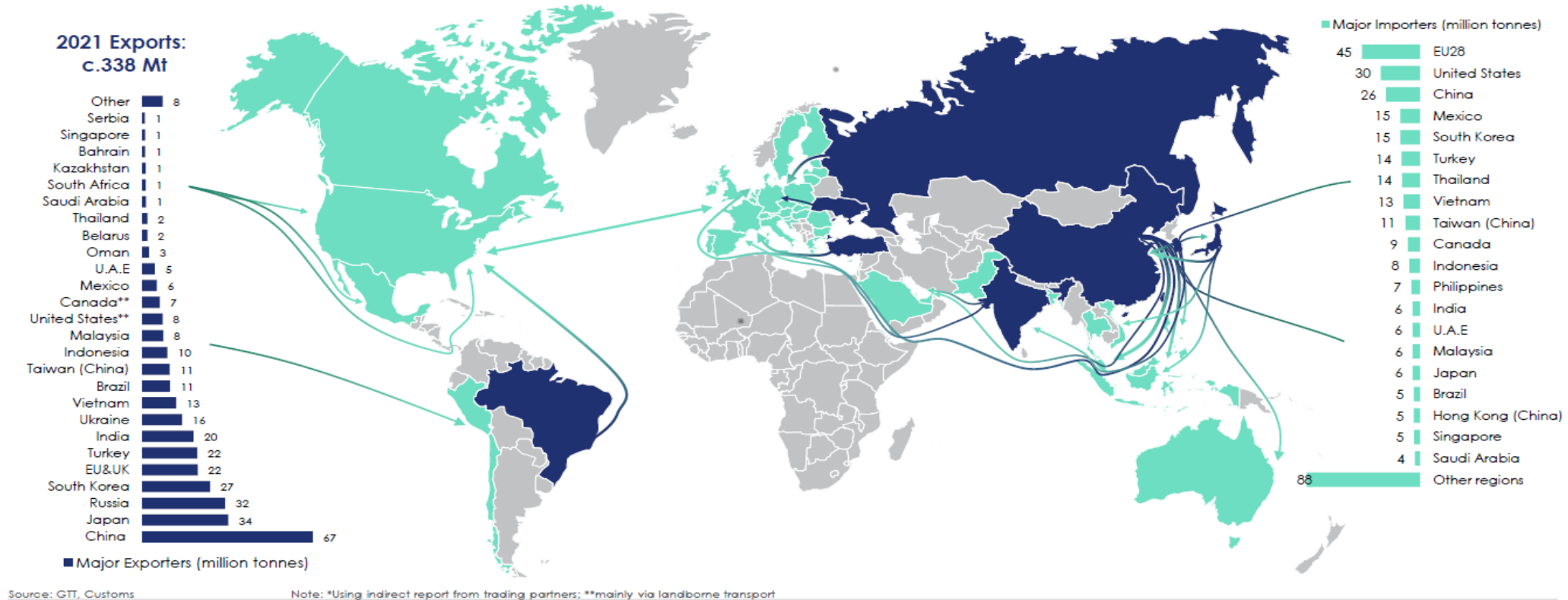
The most competitive vessel type

- Broker 2 saying
- With regards to Panamax v Supramax pricings, its a tricky question but FYG:
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- We are seeing a very similar level of Atlantic supply across the two dry bulk segments. With exceptionally long tonnage lists for both, providing competition between the two.
-
- More importantly, the stem sizes from USG appear to be predominately 60,000/10 this year, compared to more varied stems in previous years meaning they are attracting interest from both ship sizes.
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- Both sizes have also seen a significant downturn in available cargoes in the last few months alone. For example, the Panamax market has seen a drop in coal chartering activity, while Supramax minor bulk cargoes have also fallen.

Reason 1: Cargo flow for steel

Steel Trade Flow

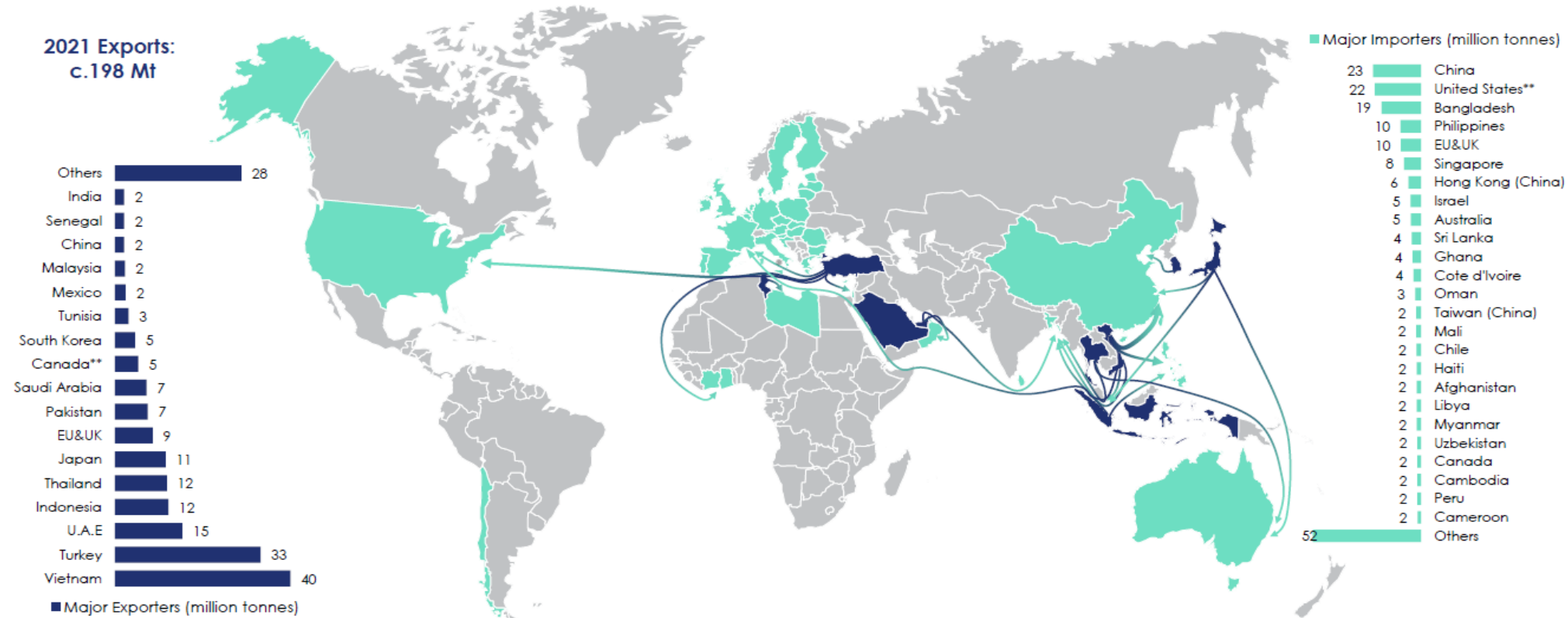
Major steel trade based on 2021 data (Finished Steel & Semi-finished Steel)



Reason 1: Cargo flow for Cement

Cement & Clinker Trade Flow

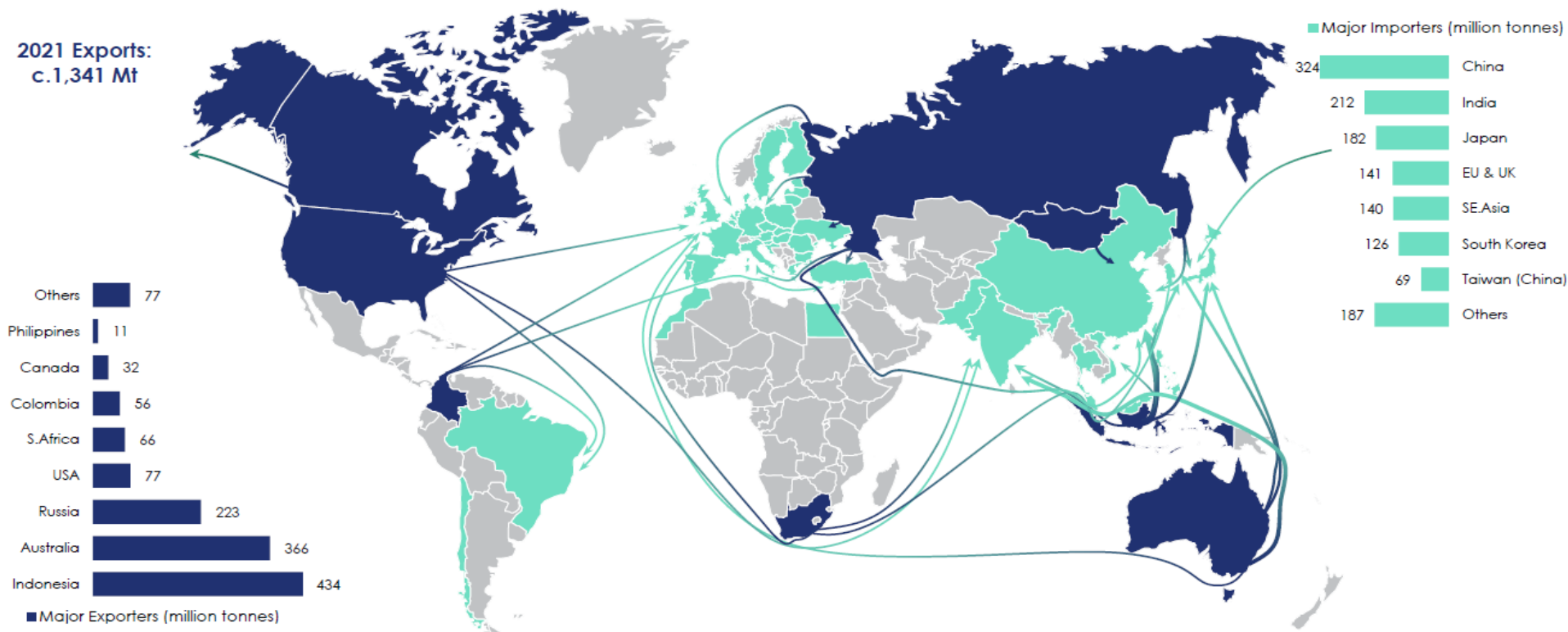
Major cement & clinker trade based on 2021 data



Reason 1: Cargo flow for Coal

Coal Trade Flow

Major coal trade based on 2021 data (Steam Coal & Coking Coal)



Reason 2: PDA cost

	CARGILL HOUSTON
Pilotage	\$18,000.00
2nd Pilot (extreme LOA)	\$0.00
Tugs (Lay Berth)	\$16,000.00
Tugs (Load Berth)	\$16,000.00
Linesmen	\$3,500.00
Dockage	\$174,150.00
Layberth Security	\$657.39
Layberth (1 day for hold insp and bunkers)	\$7,513.03
Warping Linesmen	\$0.00
Harbor Fee	\$766.00
Gangway Fee	\$3,200.00
Customs Fee	\$1,310.00
Tonnage Tax	\$1,560.00
USDA/NCB	\$5,000.00
Bunkering Wharfage	\$300.00
Security Cargo	\$0.00
Security Vessel	\$0.00
Agency Fee (5 days)	\$5,450.00
Agency Expenses	\$3,625.00
ADM Secuirty Fee	\$0.00
Harbor Security Fee	\$0.00
Barging of Empty Bags	\$0.00
Trimming Expenses	\$0.00
Harbor Master Fee/Maintenance Fee	\$0.00
Port/Terminal Security Fees	\$2,000.00
Flipping in Berth (2 spout load)	\$0.00
Terminal Fee Hansen Mueller	\$0.00
Total Estimated Expenses	\$259,031.42
Dockage Contingency	\$24,000.00
<i>(Dockage Contingency Must be remitted to Elevator with filing and refunded if not used)</i>	
Total Funds due prior arrival	\$283,031.42

Reason 3: Draft and cargo loaded

- Cargill Houston berth2 with 42 feet
- 62,000 mt cargo loaded for Pmx

Application

- 1. Panama canal or Suez canal (13-15 days)
- 2. Disc port Combination (What if we need S.China+Nangtong option)



Thank you!