

# DIRTY TANKERWIRE

Volume 34 / Issue 39 / Thursday, February 25, 2016

## EAST OF SUEZ DIRTY TANKERS

### VLCC (PGT page 2980)

From	To	Cargo size (kt)	Worldscale	\$/mt
Persian Gulf	Japan	AASEYSZ 265	AASEY00 57.50	AASEZ00 11.18
Persian Gulf	West Coast India	TDAFDSZ 265	TDAFD00 65.50	TDAFH00 3.58
Persian Gulf	China	AASLBSZ 270	AASLB00 56.50	AASLC00 9.75
Persian Gulf	Far East	PFAOCSZ 270	PFAOC00 56.50	TDAAB00 9.03
Persian Gulf	Singapore	PFAODSZ 270	PFAOD00 58.00	TDAAJ00 6.70
Persian Gulf	Red Sea	PFAOESZ 270	PFAOE00 60.00	TDAAH00 5.36
Persian Gulf	South Korea	AASFASZ 270	AASFA00 56.50	AASFB00 10.21
Persian Gulf	US Gulf Coast	PFAOGSZ 280	PFAOG00 32.50	TDAAN00 11.35
Persian Gulf	US West Coast	PFBACSZ 280	PFBAC00 51.75	TDADG00 16.46
Persian Gulf	UK Continent	PFAOHSZ 280	PFAOH00 34.50	TDAAE00 6.99
Persian Gulf	Mediterranean	PFANXSZ 280	PFANX00 39.50	TDADH00 5.83

### Suezmax (PGT page 2970)

From	To	Cargo size (kt)	Worldscale	\$/mt
Persian Gulf	East	PFAGKSZ 130	PFAGK10 80.00	TDAAB00 14.16
Persian Gulf	Red Sea	PFAGOSZ 130	PFAGO10 85.00	TDAAG00 7.59
Persian Gulf	US Gulf Coast	PFAGLSZ 130	PFAGL10 46.50	TDAAM00 16.23
Persian Gulf	UK Continent	PFAGNSZ 130	PFAGN10 48.50	TDAAD00 13.56
Persian Gulf	Mediterranean	PFAGMSZ 130	PFAGM10 48.50	TDACY00 12.45
Red Sea	China	TDAFCSZ 135	TDAFC00 105.00	TDAFG00 20.52

### Aframax (PGT page 2970)

From	To	Cargo size (kt)	Worldscale	\$/mt	
Persian Gulf	East	PFAJDSZ 80	PFAJD10 120.00	TDAAC00 19.19	
Persian Gulf	Red Sea	PFAJHSZ 80	PFAJH10 125.00	TDAAI00 11.84	
Red Sea	China	TDAFBSZ 80	TDAFB00 132.50	TDAFF00 25.89	
Indonesia	Japan	PFALQSZ 80	PFALQ10 120.00	TDABD00 13.31	
Indonesia	Korea	PFALOSZ 80	PFALO10 120.00	TDABE00 11.68	
Indonesia	Australia	PFALPSZ 80	PFALP10 117.50	TDABC00 16.43	
Australia	North Asia	TDAFASZ 80	TDAFA00 112.00	TDAFE00 12.72	
				<b>Lumpsum</b>	
Indonesia	Singapore	PFBAGSZ 80	PFBAG00 370	TDADD00 4.63	

### Medium Range (PGT page 2970)

From	To	Cargo size (kt)	Lumpsum	\$/mt
Singapore	Japan	TDAFQSZ 40	TDAFQ00 760	TDAFR00 19.00
Singapore	Chittagong	TDAFSSZ 30	TDAFS00 400	TDAFT00 13.33
East Coast India	Singapore	TDAFUSZ 40	TDAFU00 400	TDAFV00 10.00

## MARKET COMMENTARY

### East of Suez (PGT page 2999)

Thin activity weighed on Asian VLCC market sentiment Thursday and sources said there was ample availability of competitive tonnage in the market. Chartering activity was heard concluded for the first decade of March and cargoes loading in the second decade of March were expected to be worked next week, sources said. A shipowner source said the key VLCC PG-Japan rate was in the range of w55-59 basis 270,000 mt, depending on vessel condition. Thailoil was heard to have replaced the DS Chief with the Marina for a PG-Sriracha voyage, loading March 8-10, at w63. The VLCC PG-Japan rate was assessed down w1 day on day at w57.5 basis 265,000 mt. The Asian Suezmax market continued to move sideways, with activity for West-bound voyages keeping the market balanced, sources said. The w45 basis 140,000 mt rate was repeated for mid-March Basrah-West voyages, fixtures showed. The Suezmax PG-East rate was assessed flat day on day at w80 basis 130,000 mt. Firm sentiment held for the Asian Aframax markets on the back of cargoes heard for the PG region and limited vessel supply for the Indonesia segment, sources said. It was widely heard that there were fresh deals concluded on the PG-East route, but few details were known. "The likelihood that the market will keep in this direction is strong as there have been a lot of replacement

## FUTURES AT PLATTS' MARKET ON CLOSE

### 16:30 London time (PGA page 703)

ICE Brent	Apr	AAYES00	33.79
NYMEX WTI	M1	AASCR00	31.35

## WEST OF SUEZ DIRTY TANKERS

## VLCC (PGT page 1970)

From	To	Cargo size (kt)		Worldscale		\$/mt
Mediterranean	UK Continent	PFAOISZ	260	PFAOI00	72.50	TDABN00 6.98
Mediterranean	Mediterranean	PFAOLSZ	260	PFAOL00	82.50	TDABK00 4.11
West Africa	UK Continent	PFAONSZ	260	PFAON00	76.25	TDACS00 11.01
West Africa	Mediterranean	PFAORSZ	260	PFAOR00	76.25	TDACQ00 11.38
West Africa	US Atlantic Coast	PFAOPSZ	260	PFAOP00	76.25	TDACU00 12.36
West Africa	US Gulf Coast	PFAOQSZ	260	PFAOQ00	76.25	TDACW00 14.70
West Africa	East Coast Canada	PFAOOSZ	260	PFAOO00	76.25	TDACO00 11.32
West Africa	Caribbean	PFAOSSZ	260	PFAOS00	71.25	TDACL00 9.98
West Africa	Far East	PFAOMSZ	260	PFAOM00	62.50	TDACN00 17.66
<b>Lumpsum</b>						
UK Continent	East	AASLASZ	270	AASLA00	4.30	AASKY00 15.93

## Suezmax (PGT page 1970)

From	To	Cargo size (kt)		Worldscale		\$/mt
West Africa	UK Continent	PFAICSZ	130	PFAIC10	70.00	TDACR00 10.11
West Africa	Mediterranean	PFAIBSZ	130	PFAIB10	70.00	TDACP00 10.44
West Africa	US Atlantic Coast	PFAHXSZ	130	PFAHX10	67.50	TDACT00 10.94
West Africa	US Gulf Coast	PFAIASZ	130	PFAIA10	67.50	TDACV00 13.01
West Africa	Caribbean	PFAHYSZ	130	PFAHY10	67.50	TDADC00 9.46
West Africa	Far East	PFAHZSZ	130	PFAHZ10	75.00	TDACM00 21.20
UK Continent	UK Continent	PFAHPSZ	135	PFAHP10	95.00	TDACC00 6.66
UK Continent	Mediterranean	PFAHOSZ	135	PFAHO10	90.00	TDABZ00 11.06
UK Continent	US Atlantic Coast	PFAHKSZ	135	PFAHK10	60.00	TDACE00 8.69
UK Continent	US Gulf Coast	PFAHNSZ	135	PFAHN10	62.50	TDACH00 11.79
UK Continent	East Coast Canada	PFALHSZ	135	PFALH10	65.00	TDABW00 7.33
UK Continent	Caribbean	PFAHLSZ	135	PFAHL10	65.00	TDABV00 9.69
Mediterranean	UK Continent	PFAHISZ	135	PFAHI10	77.50	TDABM00 7.46
Mediterranean	Mediterranean	PFAHHSZ	135	PFAHH10	82.50	TDABJ00 4.11
Mediterranean	US Atlantic Coast	PFAHDSZ	135	PFAHD10	65.00	TDABP00 9.93
Mediterranean	US Gulf Coast	PFAHGSZ	135	PFAHG10	67.50	TDABS00 12.52
Mediterranean	East Coast Canada	PFALISZ	135	PFALI10	67.50	TDABG00 9.64
Black Sea	Mediterranean	TDADQSZ	135	TDADQ00	83.00	TDADL00 7.34
Black Sea	Mediterranean	TDAFJSZ	140	TDAFJ00	80.00	TDAFI00 7.07
Black Sea	US Atlantic Coast	TDADSSZ	135	TDADS00	67.50	TDADN00 13.08
Black Sea	US Gulf Coast	TDADRSZ	135	TDADR00	65.00	TDADM00 14.74

cargoes [in Southeast Asia] because of delays — I have come across five or six of them,” an Aframax owner said. The Aframax Indonesia-Japan rate was assessed flat day on day at w120 basis 80,000 mt and the Aframax PG-East rate up w1 at w120 basis 80,000 mt. No change was heard in the dirty MR segment and the MR Singapore-Japan rate was assessed flat day on day at \$760,000.

## West of Suez (PGT page 1999)

West African Suezmax freight rates dropped Thursday after another session which saw low levels of charterer inquiry for the second decade of March. Although a good supply of cargoes was still expected for the second decade, the ongoing force majeure at Forcados has had the dual effect of reducing the number of potential cargoes and releasing prompt ships into the market. “There is not much happening and we have some more prompt relets in WAF. It seems like Forcados is a mess at the moment. The market is so strange. There are about 17-18 million barrels to be moved from WAF in the second decade, but there is nothing happening at the moment,” a shipbroker said. Cepsa and Repsol were both said to have West African cargoes loading March 14, while Exxon had an expected cargo for the middle of the second decade. Such a low number of cargoes was not enough to stop the position list growing. “It is a slow market and prompt ships have been added to the list. It is very slow and dull at the moment,” a second shipbroker said. There was a slight increase in activity toward the end of the trading day, with BP said to have placed a ship on subjects at Worldscale 70 for a Bonga-UK Continent/Mediterranean voyage loading March 14. The WAF-UKC route, basis 130,000 mt, was assessed w7.5 lower at w70. It was a relatively quiet day in the Mediterranean Aframax sector, although a few charterers were looking to move cargoes east. Vitol worked an Algeria-Indonesia cargo loading March 14, while Newton was heard to have put the Kythira Warrior on subjects at \$1.9 million for a Mediterranean-Singapore fuel oil run with a March 3-5 laycan. According to market participants, there was a

## WEST OF SUEZ DIRTY TANKERS

## Aframax (PGT page 1960)

From	To	Cargo size (kt)		Worldscale		\$/mt
UK Continent	UK Continent	PFAKDSZ	80	PFAKD10	92.50	TDACD00 6.48
UK Continent	Mediterranean	PFAKFSZ	80	PFAKF10	80.00	TDACB00 9.83
UK Continent	US Atlantic Coast	PFAKESZ	80	PFAKE10	75.00	TDACG00 10.87
UK Continent	US Gulf Coast	PFAKGSZ	80	PFAKG10	75.00	TDACJ00 14.15
UK Continent	East Coast Canada	PFALFSZ	80	PFALF10	77.50	TDABY00 8.74
Mediterranean	UK Continent	PFAJQSZ	80	PFAJQ10	87.50	TDABO00 8.43
Mediterranean	Mediterranean	PFAJPSZ	80	PFAJP10	95.00	TDABL00 4.73
Mediterranean	US Atlantic Coast	PFAJLSZ	80	PFAJL10	80.00	TDABR00 12.22
Mediterranean	US Gulf Coast	PFAJOSZ	80	PFAJO10	80.00	TDABU00 14.84
Mediterranean	East Coast Canada	PFALGSZ	80	PFALG10	82.50	TDABI00 11.78
Black Sea	Mediterranean	TDADTSZ	80	TDADT00	100.00	TDADO00 8.68
Baltic	UK Continent	TDADPSZ	100	TDADP00	72.50	TDADK00 6.05
Baltic	UK Continent*	TDAENSZ	100	TDAEN00	0.00	TDAEO00 0.00

\*Baltic-UK Continent ice premium

## Panamax (PGT page 1960)

From	To	Cargo size (kt)		Worldscale		\$/mt
UK Continent	Mediterranean	AAKXESZ	55	AAKXE00	117.50	AAKXP00 13.14
UK Continent	US Gulf Coast	AAKXCSZ	55	AAKXC00	107.50	AAKXN00 23.28

## Handysize Residual Fuel Oil (PGT page 1950)

From	To	Cargo size (kt)		Worldscale		\$/mt
Baltic	UK Continent	TDADYSZ	30	TDADY00	135.00	TDADU00 11.43
UK Continent	Mediterranean	TDADZSZ	30	TDADZ00	107.50	TDADV00 12.02
Mediterranean	Mediterranean	TDAEASZ	30	TDAEA00	125.00	TDADX00 7.64
Black Sea	Mediterranean	TDAESZ	30	TDAEB00	135.00	TDADW00 12.88

## Turkish straits delays (days)\* (PGT page 1960)

Northbound	AAWIK00	5
Southbound	AAWIL00	5

## Turkish straits demurrage (\$ '000/day)\* (PGT page 1960)

80kt	AAPEE00	28.00
135kt	AAPED00	32.50

\*Charged to charterers account for delay in transit through the Turkish Straits

**Assessment notes:** Worldscale Freight Assessments are quoted as a percentage of Worldscale flat rates. Other assessments are quoted in a total rate for chartering the ship, expressed as a lumpsum in 000's of \$. Platts determines \$/mt freight rates based on a basket of Worldscale flat rates on several key routes between the two regions noted. Spot assessments are applied against this basket, to produce the assessment for a \$/mt rate. For lumpsum assessments, the amount is divided by the size of the cargo to determine the \$/mt figure.

relatively well supplied Aframax list in the Mediterranean, which could cause downward pressure on freight rates in coming days. "If I was a charterer that had a decent cargo with a decent voyage length like Ceyhan-Mediterranean, I would be aiming to do w90 today," a shipbroker said.

## Americas (PGT page 1998)

Inquiry in the Aframax market was largely silent Thursday, but freight rates nudged upward as two fixtures came in above previously done levels. Citgo and ATMI both booked ships at w137.5 for Caribbean-US Gulf Coast voyages basis 70,000 mt and that route was assessed at that level, showing a w2.5 rise on the day. Citgo took the Venice for a March 4 loading, while ATMI reserved the Georgy Maslov for a March 11 lifting. With six ships opening through March 3, a shipbroker said Aframax rates could see some further firming. "Things are shaping up so that we should see more climbing for Aframaxes, but it depends on the inquiry we see today and Friday," he said. No fresh inquiry was heard Thursday, however. The Suezmax market remained rangebound with short hauls out of the Caribbean ticking down slightly. The Caribbean-US Gulf Coast run basis 130,000 mt came in at w90, down w2.5. One fixture was heard for that route, where Citgo put the Sonangol Huila on subjects at w77.5 to haul a 150,000 mt cargo after a March 8 loading. The slight movement downward reflected a tonnage overhang within an easy ballast of the Caribbean. "There are lots of ships on the US Atlantic Coast," a broker said. The Suezmax position list shows five tankers opening on the US Atlantic Coast through March 10, with three available in the waning days of February. Sentiment was mixed for VLCCs as inquiry grew tepid. The Caribbean-Singapore route was assessed at a lump sum of \$5.7 million, down \$200,000 day on day. Some sources set the bar as low as \$5.5 million. "The market is falling due to lack of inquiry, mainly," a shipbroker said. Another shipbroker said a charterer was applying downward pressure to the market. "We've been hearing that PetroChina is trying to push the market down and they are usually able to get what they want," he said. The Chinese company was shopping around a cargo for a Caribbean-Far

## AMERICAS DIRTY TANKERS

## VLCC (PGT page 1972)

From	To	Cargo size (kt)		Lumpsum		\$/mt
Caribbean	China	TDAFLSZ	270	TDAFL00	6.70	TDAFK00 24.81
Caribbean	Singapore	TDAFNSZ	270	TDAFN00	5.70	TDAFM00 21.11
Caribbean	West Coast India	TDAFPSZ	270	TDAFP00	4.70	TDAF000 17.41

## Suezmax (PGT page 1972)

From	To	Cargo size (kt)		Worldscale		\$/mt
Caribbean	UK Continent	PFAGVSZ	130	PFAGV10	57.50	TDAAU00 8.52
Caribbean	Mediterranean	PFAGUSZ	130	PFAGU10	57.50	TDAAS00 8.60
Caribbean	US Atlantic Coast	PFAOASZ	130	PFAOA00	90.00	TDAAW00 8.12
Caribbean	US Gulf Coast	PFAOBSZ	130	PFAOB00	90.00	TDAAZ00 7.60
Caribbean	Caribbean	TDCARSZ	140	TDCAS00	92.50	TDCAR00 4.13
Lumpsum						
Caribbean	China	TDCSSSZ	130	TDCHS00	3.90	TDCSZ00 30.00
Caribbean	China	TDCASSZ	150	TDCAS00	3.90	TDCHI00 26.00
US Gulf Coast	Singapore	TDUGCSZ	130	TDUGC00	3.40	TDSAZ00 26.15
US Gulf Coast	Singapore	TDUCSZ	150	TDUSC00	3.40	TDSSZ00 22.67

## Aframax (PGT page 1962)

From	To	Cargo size (kt)		Worldscale		\$/mt
Caribbean	US Atlantic Coast	PFALTSZ	70	PFALT10	137.50	TDAAY00 12.40
Caribbean	US Gulf Coast	PFALUSZ	70	PFALU10	137.50	TDABB00 11.61
Caribbean	East Coast Canada	PFALVSZ	70	PFALV10	137.50	TDAAR00 12.87
Caribbean	UK Continent	TDCAUZS	70	TDCAU00	112.50	TDUKC00 16.08
Caribbean	UK Continent	TDCACSZ	90	TDCAC00	87.50	TDUKA00 12.50
Caribbean	Mediterranean	TDCAMSZ	70	TDCAM00	112.50	TDMED00 17.49
Caribbean	Mediterranean	TDCMESZ	90	TDCME00	87.50	TDMEA00 13.61
East Coast Mexico	UK Continent	TDEMSZ	70	TDEMU00	112.50	TDMAU00 18.19
East Coast Mexico	Mediterranean	TDEMMSZ	70	TDEM00	112.50	TDMA00 20.13
East Coast Mexico	US Gulf Coast	TDEMGSZ	70	TDEMG00	137.50	TDUSG00 6.39

## Panamax (PGT page 1962)

From	To	Cargo size (kt)		Worldscale		\$/mt
Latin America	US West Coast	PFBHSZ	50	PFBH00	247.50	TDADI00 34.03
Caribbean	US Atlantic Coast	PFANYSZ	50	PFANY00	125.00	TDAAX00 11.28
Caribbean	US Gulf Coast	PFANZSZ	50	PFANZ00	125.00	TDABA00 10.55
East Coast Mexico	US Gulf Coast	TDEMPZ	50	TDEMP00	135.00	TDUGP00 6.28

## REPORTED CRUDE SPOT TRANSACTIONS (PGA page 3)

Grade	Loading dates	Load Port	Size (barrels)	Seller	Buyer
Oseberg	March 12-14	Sture	600,000	Statoil	BP

East run with a March 10-15 laycan. It was the only inquiry heard Thursday. Panamax freight rates remained steady, with the Caribbean-USGC route basis 50,000 mt checking in unchanged at w125. No fresh fixtures were heard, but sentiment was on the bullish side. "The Panamax market is fixing to make a bit of a rebound and there is a massive split at the moment with the Caribbean and East Coast Mexico," a broker said. "Tonnage levels are holding in East Coast Mexico, but the list is thinning in the Caribbean and we should see above last done levels soon."

## MARKET NEWS (PGT page 100)

## Algeria may work with Iraq, others to stem oil price fall

Algeria and Iraq may cooperate with each other as well as other oil producers to stem the decline in international crude prices, the Algeria Press Service reported quoting foreign affairs minister Ramtane Lamamra. It followed a meeting between Lamamra and his Iraqi counterpart Ibrahim al-Jafaari. The two countries had common commitments, principles and interests which apply equally to the international oil market, Algeria's minister of foreign affairs and international cooperation said Wednesday. "We and our Iraqi brothers are able to act in concert with other brotherly and friendly countries to stem the oil price decline," Lamamra added. Discussing other aspects of bilateral cooperation, the Algerian minister referred to his visit to Iraq two years ago, which he said, helped lay the foundation for restoration of relations between Algeria and Iraq. Among other potential areas of future cooperation, Lamamra highlighted security and the ongoing regional fight against terrorism in the Middle East and North Africa. "The anti-terrorist struggle led by Iraq is now palpable," he said, adding that he was convinced Iraq would eventually defeat the scourge of terrorism just as Algeria had previously done. Jafaari said his visit to Algeria would be marked by the conclusion and updating of several agreements. He highlighted a recent convergence in Iraqi and

**LATEST MARKET FIXTURES** (PGT page 2950)

Ship name	Size	Type	Date	Route	Rate	Charterer
Izki	280	CR	8-Mar	Ras Tanura-USGC	w33.5	Bahri
Marina	270	CR	8-Mar	PG-Sriracha	w63	Thai Oil
Xin An Yang	270	CR	11-Mar	PG-China	coa	Unipecc
Tbn	270	CR	13-Mar	PG-Jamangar	rnr	Ril
Tajimare	269	CR	12-Mar	Basrah-EIIndia	w72.5	IOC
Godavari Spirit	140	CR	13-Mar	Basrah-UKC	w45	Shell
Cap Charles	140	CR	15-Mar	Basrah-USAC	w45	P66
Seavoyager	130	DY	5-Mar	Kharg-UKC	\$2m	CSSA
Silver Bridge	100	DY	6-Mar	Kozmino-Huizhou	\$685k	CNOOC
Syros Warrior	100	DY	8-Mar	Kozmino-NChina	\$610k	ChemChina
Nectar	80	FO	25-Feb	Tan Pelepas-Thailand	rnr	Clearlake
Ocean Trader	80	CR	6-Mar	Kimanis-Brisbane	w115	Chevron
Delta los	130	CR	14-Mar	Malongo-Durban	w85	Engen
Heidmar tbn	80	CR	20-Mar	Aseng-Jamnagar	\$1.95m	Reliance
Zourva	260	CR	22-Mar	Massongo+1-Paradip	\$4.1m	IOC
Atlanta Spirit	130	CR	14-Mar	Bonga-UKCM	w70	BP
Minerva Doxa	140	CR	1-Mar	Novo-Med	w80	Vitol
Vinga	140	CR	26-Feb	Libya-opts	rnr	ST
United Fortitude	100	CR	29-Feb	Sidi Kerir-Milazzo	w92.5	KPC
Nissos Paros	80	CR	3-Mar	Ceyhan-Med	w97.5	Socar
Kythira Warrior	80	FO	3-Mar	Turkey-East	rnr	Newton
STI Rotherhithe	30	FO	26-Feb	Malta-Med	w125	Litasco
Tianjin	270	FO	1-Mar	Rotterdam-Spore	\$4.4m	Koch

(continued on page 6)

Algerian positions on bilateral, Arab and international issues, even at the level of the United Nations where he said Algeria was the first to denounce Turkish military incursions into Iraqi territory. Relations between Algeria and Iraq, both major Arab oil producers and OPEC members, have been less cordial in recent years due, in part, to previous Algerian support for Iraq's Saddam Hussain. During his 2 1/2-year tenure as Algeria's foreign minister, Lamamra, a former African Union commissioner for peace and security, has been credited with recalibrating the North African country's previously US- and Europe-focused foreign policy with a new emphasis on strengthening ties with African and Middle Eastern countries. —Lies Sahar, [newsdesk@platts.com](mailto:newsdesk@platts.com) —Tamsin Carlisle, [tamsin.carlisle@platts.com](mailto:tamsin.carlisle@platts.com) —Edited by E Shailaja Nair, [shailaja.nair@platts.com](mailto:shailaja.nair@platts.com)

**Kurdish trucked crude exports to Turkey halted, border closed**

Exports of crude oil by truck from the Kurdish region of northern Iraq to terminals on Turkey's east Mediterranean coast have been halted by the closure of border crossings between the two countries. It is unclear if they will be

**DIRTY TANKERWIRE**

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**LATEST MARKET FIXTURES (continued)** (PGT page 2950)

Ship name	Size	Type	Date	Route	Rate	Charterer
Minerva tbn	100	CR	6-Mar	Baltic-UKC	w72.5	Trafigura
Alicante	100	CR	7-Mar	Baltic-STs Skaw	w72.5	Unipeç
Tempera	100	CR	8-Mar	Baltic-STs Skaw	w72.5	Unipeç
Ioanna	260	CR	15-Mar	Uruguay-China	w55	Baere
Astro Phoenix	130	CR	1-Mar	Caribs-USGC	rnr	Vitol
Vail Spirit	130	CR	17-Mar	Salina Cruz-Ulsan	\$2.45m	SK Energy
Sonangol Huila	150	CR	8-Mar	Caribs-USGC	w77.5	Citgo
Venice	70	CR	4-Mar	Caribs-USGC	w137.5	Citgo
Georgy Maslov	70	DY	11-Mar	Caribs-USGC	w137.5	ATMI
Jag Lavanya	70	DY	5-Mar	Caribs-USGC	rnr	cnr
Overseas Jademar	50	DY	27-Feb	Statia-USGC	w122.5	Vitol

DY: Dirty, CR: Crude, FO: Fuel Oil, +:Update, ppt: Prompt, cnr: charterer not reported, rnr: rate not reported, coa: contract of affreightment, o/p: own program

restarted despite closure of the Iraq-Turkey oil pipeline which for the past year has been handling the bulk of exports from the region. An official from Delta Rubis whose Dortyol terminal on the Gulf of Iskenderun has been handling trucked heavy crude from the Gulf Keystone operated Shaikan field, told Platts Thursday trucked exports to the terminal had been halted recently following the closure of the border crossings between Turkey and the northern Iraqi region. The official declined to say if he expected the trade to resume once the border has re-opened and if so what sort of volumes it might involve, or on what volumes had been arriving prior to the closure. Turkish official sources have said the border regions between Turkey, Iraq and Syria have been the scene of major security operations in recent weeks, following a number of incidents including at least one sabotage attack on the Iraq-Turkey oil line. It is unclear if this is the reason for the closure of the border crossings. Separately a spokesman for BP Turkey told Platts Thursday that trucked crude exports to Atas had ended at the end of January when the agreement between Powertrans, the Turkish company shipping the crude, and the terminal operating company expired. The spokesman confirmed that the volume of crude arriving at the terminal had been deteriorating for some months prior to the expiration of the agreement and that no moves have been made to reactivate the agreement despite the closure of the Iraq-Turkey export

pipeline. Trucked exports of Kurdish light crude through the terminal were running at around 18,000 b/d in the middle of 2015 but doubled to around 37,000 b/d following a series of sabotage attacks on the Iraq-Turkey oil line in July and August. Previously, light crude had also been handled by the Dortyol terminal, although this trade declined after producers Genel Energy and DNO started sending their crude to Turkey via the Iraq-Turkey line in December 2014. Sources close to one of the upstream operators in the Kurdistan region told Platts Thursday that while trucked deliveries of crude to the Bazian refinery inside the Kurdistan region were continuing, there were no plans to restart trucked exports via Turkey as it was not cost effective. —David O'Byrne, [newsdesk@platts.com](mailto:newsdesk@platts.com) —Edited by Jeremy Lovell, [jeremy.lovell@platts.com](mailto:jeremy.lovell@platts.com)

### Oman offers to cut oil production 10% if broader accord struck

Non-OPEC member Oman is willing to cut its own oil production by 10% if a deal is reached between major OPEC and non-OPEC countries to constrain output, oil and gas minister Mohammed al-Rumhy said. "One non-Opec country is willing to join hands with Opec, and that is us," the Oman Observer reported Al Rumhy as saying at a conference in Houston, Texas. Oman's crude and

### SUBSCRIBER NOTE (PGT page 1500)

#### Platts to launch two new fuel oil barge assessments

Platts confirms it will launch two new dirty barge assessments for cross-Rotterdam and Rotterdam-Antwerp routes, effective April 1, 2016, following its proposal note, published January 20, 2016. The new assessments will reflect established trade routes for fuel oil transported on barges in the Amsterdam-Rotterdam-Antwerp (ARA) area, and will be based on double-hull barge tonnage. The assessments will be published on a \$/mt basis to reflect how these routes are traded.

**ROTTERDAM TO ROTTERDAM:** This assessment will reflect movements of dirty barges between terminals in the Rotterdam harbor, carrying a 4,000 mt cargo of fuel oil.

**ROTTERDAM TO ANTWERP:** This assessment will reflect a dirty barge route from Rotterdam to Antwerp, carrying a 4,000 mt cargo of fuel oil.

Please send all further comments or questions to [tankers@platts.com](mailto:tankers@platts.com) and [pricegroup@platts.com](mailto:pricegroup@platts.com). For written comments, please provide a clear indication if comments are not intended for publication by Platts for public viewing. Platts will consider all comments received and will make comments not marked as confidential available to the public upon request.

condensate output averaged more than 1 million b/d in January, so a 10% cut would remove 100,000 b/d from the global market. Oman exported 97.5% of its crude production in January, or 881,533 b/d. Al-Rumhy also said Iran should be left out of any OPEC agreement to freeze output as it had lost out under sanctions. Instead, he suggested it could be "given time to ramp up production." The Oman Observer, however, also quoted Iran's ambassador to Oman, Ali Akbar Sibeveih, saying Tehran is committed to OPEC's oil output freeze decision since it was "in everyone's best interest". Russia and Saudi Arabia, the world's top two exporters, along with Qatar and Venezuela said last week they were ready to freeze production at January levels, provided other producers did likewise. So far, there has been no agreement from other producers to follow suit. —Adal Mirza, [adal.mirza@platts.com](mailto:adal.mirza@platts.com) —Edited by Jeremy Lovell, [jeremy.lovell@platts.com](mailto:jeremy.lovell@platts.com)