

BITUMEN

Bitumen is a heavy, semi solid oil derivative that gradually softens when heated.

Bitumen is primarily used in the construction of bituminous paving or asphalt roads. Due to its water-proofing properties it is also used for roofing as well as other household and industrial applications, from emulsion paints to sound-proofing.

There are different qualities of Bitumen which will vary according to the type of crude oil refined. ICIS pricing focuses on Bitumen 60/70 rated according to the penetration and softening point tests at 25 deg C. ICIS also reports on bitumen class 170 and class 320 rated according to the Australian market standard.

For the domestic China market, the detailed bitumen specifications are:

Item	AH-130	AH-110	AH-90	AH-70
Penetration,25°C,0.1mm	120-140	100-120	80-100	60-80
Ductility,15°C,cm,not less than	100	100	100	100
Softening Point,°C	40-50	41-51	42-52	44-54
Solubility, %, not less than	99	99	99	99
Flash Point, °C, not less than	230			
Water Content, %, not more than	3			
Thin film oven test 163°C, 5h				
Loss on heating, %	1.3	1.2	1	0.8
Drop in Penetration after heating %, %	45	48	50	55
Ductility,25°C,cm,not less than	75	75	75	50

ICIS pricing quotes Bitumen for **Asia/Middle East**.

Frequency:

Published weekly on Thursdays

Bitumen (Asia/Middle East)

Weekly Price Assessments:

Bitumen 60/70 (Bulk) East Asia Spot prices

- FOB South Korea
- FOB South China
- FOB Taiwan

Bitumen 60/70 (Bulk) Southeast Asia Spot prices

- FOB Singapore
- FOB Malaysia
- FOB Thailand
- CFR Vietnam (Hai Phong)
- CFR Indonesia (Jakarta)

Bitumen 60/70 Iran Spot prices

- FOB Iran (bulk)
- FOB Iran (drum)

Bitumen 60/70 (bulk) Australia Spot prices

- CFR Australia

Bitumen 60/70 (bulk) China Import Spot prices- Singapore origin

- CFR South China
- CFR East China
- CFR North China

Bitumen 60/70 (bulk) China Import Spot prices- Thailand origin

- CFR South China
- CFR East China
- CFR North China

Bitumen 60/70 (bulk) China Import Spot prices- Taiwan origin



- CFR South China
- CFR East China
- CFR North China

Bitumen 60/70 (bulk) China Import Spot prices- South Korea origin

- CFR South China
- CFR East China
- CFR North China

Domestic China Spot prices of Imported 60/80 bitumen

- Ex-terminal truck South China
- Ex-terminal truck East China
- Ex-terminal truck North China

Domestic China Spot prices of AH-70/90

- Ex-terminal truck China
- Ex-terminal truck South China
- Ex-terminal truck South China (excluding VAT)
- Ex-terminal truck East China
- Ex-terminal truck East China (excluding VAT)
- Ex-terminal truck Yangtze Delta
- Ex-terminal truck Shandong
- Ex-terminal truck Northern China
- Ex-terminal truck Northwest China





- Ex-terminal truck Northeast China
- Ex-terminal truck North China

Domestic China Spot prices of PMB

- Ex-terminal truck South China
- Ex-terminal truck East China
- Ex-terminal truck North China

Freight rates

- South Korea-Shanghai
- Singapore-Guangdong
- Thailand-Guangdong
- Singapore-Jakarta
- Singapore-Australia

General Information:

Assessment window: Price assessments are based on information supplied by market participants in the week up to close of business on Thursdays at 1800 hours in Singapore and Shanghai. All prices are determined following verification from major buyers and sellers, incorporating discussions and confirmation of actual done deals.

Information received after the assessment window cannot be used for assessment purposes, nor can a correction be issued based on subsequently received information.

Timing (Asia): ICIS takes into consideration spot cargoes loading or delivered within 45 days forward from publication date.

Terms:

The typical credit term for international bitumen trades is LC 90 days. Confirmed deals with differing credit terms will be factored into the assessment but will be adjusted to the equivalent of LC 90 days.

Domestic China trades are based on cash payments.

Assessment basis:

Most of the export prices from Asian producers like Korea, Taiwan, Singapore and Thailand are assessed on (Free on Board) FOB basis. Cargoes from these countries go either to China or other southeast Asian countries like Indonesia, Vietnam, Malaysia and the Philippines. Some sellers sell on FOB basis after working premiums or discounts over fuel oil values for the 180 CST grade. Both numbers are taken into account – the independently negotiated spot prices as well as tenders that are settled on fuel oil plus or minus basis to get assessed FOB values

China is the biggest importer of bitumen in Asia. In China the prices are assessed based on origin. As per China's Free Trade Agreement with ASEAN countries, the bitumen from Singapore, Malaysia and Thailand can be imported into China on a duty free basis and therefore sometimes commands a price premium.

For others like Korea and Taiwan, where import duties are applicable, the CFR prices are assessed separately.

FOB prices are also assessed for Iranian cargoes. ICIS FOB Iran bitumen assessments are not directly based on the Iran Mercantile Exchange where Iranian producers sell bitumen to traders. The FOB Iran price assessments are based on actual export deals done by traders selling to importers outside Iran.

Prices of drummed cargoes offered and sold from Iran are also assessed in the drummed price section.

Iranian cargoes usually go to India and to Middle East/ African markets. A commentary on India and the Middle East market is usually included.

Cargo sizes: In general for bulk deals, cargo sizes vary from 3,000 to 5,000 tonnes and these are taken into consideration for assessment.

For drummed cargoes – the quantity is usually based on multiple containers of a few hundred tonnes to 1,000 tonnes.

Shipping: A section on the transportation of Bitumen is included. The information contained has been obtained from the ICIS pricing Chemical Tanker Shipping reports and also directly from shipping sources.



Since the shipping of bitumen needs special vessels, the freight rates vary from other chemicals. Estimates of inter-regional freight rates are also provided in this section gathered from buyers, sellers, traders and shipping brokers.

A list of shipping enquiries and fixtures is also provided when available. Fixtures refer to cargoes that have been chartered on a vessel while enquiries are those that have been floated in the shipping market.

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