



weekly
market
report



Week 21/2022 (21 May – 27 May)

Comment: Australian Coal Exports

AUSTRALIAN COAL EXPORTS

Following a disastrous 2020, with the world hit by lockdowns and recession pretty much everywhere, global seaborne coal trade managed to rebound to some extent in 2021.

In the full 12 months of 2021, global seaborne coal exports increased by +4.4% y-o-y to 1147 mln tonnes, from 1099 mln tonnes in 2020, according to vessels tracking data from Refinitiv.

This was still well below the levels we had in pre-Covid times, being -10.1% down from the 1276 mln tonnes shipped during 2019.

At the start of 2022, however, global coal trade declined again.

In the Jan-Apr period of 2022, global seaborne coal loadings declined by -4.0% y-o-y to 351.6 mln tonnes, from 366.3 mln tonnes in the same period of last year.

Most of the decline was in the month of January, which was particularly disappointing at just 76.7 mln t, down by -17.6% y-o-y from January 2021, and was due to export restrictions from Indonesia.

In more recent months, shipments from Indonesia recovered strongly, whilst Russian exports have been partially curtailed by sanctions.

Overall, in Jan-Apr 2022, shipments from Indonesia were down by -8.0% y-o-y to 96.6 mln tonnes.

Shipments from Russia in Jan-Apr 2022 were down by -10.2% y-o-y to 49.6 mln tonnes.

Australia is still very much the top exporter of coal worldwide, with 31.9% of global seaborne coal exports this year, ahead of Indonesia's 27.5% share.

The main coal export terminals in Australia are Newcastle (158.0 mln tonnes loaded in Jan-Dec 2021), Hay Point (94.3 mln), Gladstone (64.8 mln), Abbot Point (28.7 mln), and Port Kembla (7.4 mln).

Coal shipments from Australia have drastically affected in recent years by the country being backlisted by Mainland China, previously Australia's largest customer.

That said, Australian exporters have been relatively successful in finding new markets limiting the impact on overall volumes.

In the 12 months of 2020, Australian coal exports fell sharply by -7.8% y-o-y to 357.7 mln tonnes, from 388.0 mln tonnes in 2019.

However this was very much in line with the overall Covid-influenced collapse of the global coal market, in a year when Indonesian exports plunged by as much as -19.7% y-o-y.

In 2021, Australia failed to make progress, with exports pretty much flat on 2020 levels, even though shipments from other rival exporters rebounded strongly.

In the 12 months of 2021, shipments from Australia were up by only +0.1% y-o-y, at 358.2 mln tonnes.

For comparison, the year 2021 saw a +3.5% y-o-y increase in Indonesian

exports, a +9.6% y-o-y increase in volumes from Russia, and a +11.6% y-o-y jump from Colombia.

The first part of 2022 was again negative, with volumes from Australia declining by -2.7% y-o-y in the first 4 months to 112.2 mln t.

However, this somehow still looks positive given the already mentioned difficulties reported by Indonesia and Russia.

The big winners of the last 18 months in the coal business seem to be exporters from the Americas: the USA, Canada and Colombia.

There have been quite remarkable reshuffles in terms of trade patterns over the last few years.

Coal exports from Australia to Mainland China declined by -98.7% y-o-y in Jan-Dec 2021, to just 0.9 mln tonnes, from 70.4 mln t in 2020.

Pretty much the opposite happened to India. In 2021, Australia exported 68.6 mln t of coal to India, up +45.1% y-o-y, from 47.3 mln in 2020.

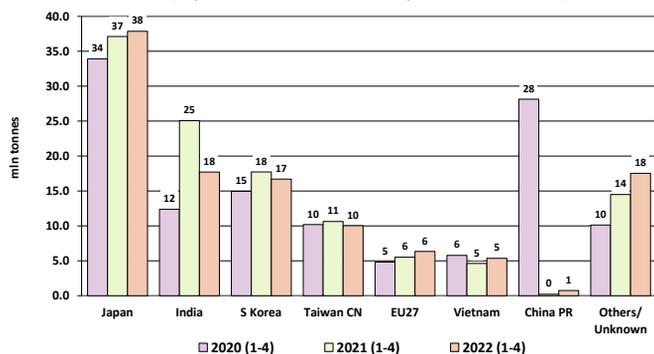
Similar growth was also seen to South Korea. Australia exported 62.3 mln tonnes of coal to Korea in 2021, up +34.6% y-o-y from 46.3 mln tonnes in 2020.

The top destination however is still Japan, with 115.0 mln tonnes in 2021, up by +14.6% y-o-y

Japan is now the destination for 32.1% of Australia's coal exports, with India 19.2%, Korea 17.4%, Taiwan 9.8% and the EU at 4.3%.

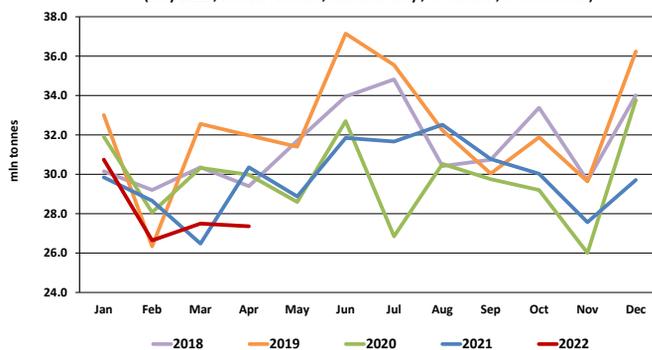
Australia - Coal Exports by Destination in Jan-Apr

(May 2022; source: refinitiv; seaborne only; all tankers; in mln tonnes)



Australia - Monthly Coal Exports - Seasonality

(May 2022; source: refinitiv; seaborne only; all bulkers; in mln tonnes)



CAPE-SIZE MARKET

PACIFIC BASIN

The start of the week was stable, confirming the previous week's strong gains. The market began to fall on Thursday and closed at \$23,373/d on Friday, down from \$38,169/d on Monday.

Demand on the two major routes remained strong, but inefficiencies and delays in the Pacific, particularly in China, eased and tonnage quickly built up, putting strong pressure on W Australia to Qingdao rates, which fell from \$15.30/mt on Monday to \$11.70/mt on Friday.

ATLANTIC BASIN

Tubarao-Qingdao immediately picked up the trend on the back of fluctuating, irregular volumes, falling from \$38.30/mt on Monday to \$31.70/mt on Friday.

In addition, Indian coal imports from Indonesia and South Africa continued to slow, putting additional pressure on rates.

CAPE-SIZE

	Unit	27-May	20-May	W-o-W	Y-o-Y
BCI TC Average	usd/day	23,373	37,538	-37.7%	-16.3%
C2 Tubarao- Rotterdam	usd/t	15.69	18.99	-17.4%	+20.3%
C3 Tubarao - Qingdao	usd/t	31.68	38.18	-17.0%	+26.7%
C5 W. Aust. - Qingdao	usd/t	11.74	15.01	-21.8%	-3.2%
C8 Transatlantic r/v	usd/day	22,100	32,150	-31.3%	-0.9%
C14 China-Brazil r/v	usd/day	20,955	34,955	-40.1%	-21.4%
C10 Pacific r/v	usd/day	19,313	36,771	-47.5%	-45.5%
Newcastlemax 1-Y Period	usd/day	34,800	39,000	-10.8%	+10.5%
Capesize 1-Y Period	usd/day	29,000	33,000	-12.1%	+3.6%



PANAMAX MARKET

PACIFIC BASIN

The Pacific market has been extremely quiet, with market players moving only when "strictly necessary," particularly charterers, who prefer to wait and see rather than moving and taking vessels in, or have reduced their bid, indicating that they expect the market to soften further.

Because of the low volume of cargoes, freight rates in Asia-Pacific have been moving lower and lower since the beginning of the week, while tonnage supply has moved in the opposite direction.

At the end of the week, Aussie and Nopac rv were valued in the mid-high 20s for a standard kmx opening in the China-Korea-Japan region, while Indo rv was valued in the low-mid 20s for vessels opening in S China-SE Asia.

ATLANTIC BASIN

A negative week for the north Atlantic market, with lower levels concluded and other vessels failing due to market softening.

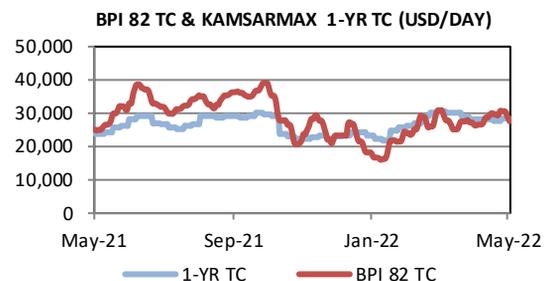
If rates for standard T/A via USG/NCSAm were averaging well over 30k this week, we saw fixtures concluded below 30k as done by ultrabulk that clean fixed Ocean Thyme (82,306 2014) at \$29,500/d dop Gib 4th Jun for a tct via NCSAm redely Skaw-Gib. Despite the fact that rates are still high, lower

hires on the front haul route have been seen: Mingwah clean fixed mv Doric Armour (81,800 2018) opening Rotterdam 28th May for a tct via US Gulf and redely Feast at around \$40,500/d.

With many holidays in Europe, the Atlantic failed to get going, and negative sentiment continued to envelop the market, including ECSAm.

The week concludes with the P8 losing 834 points in the index over the previous day, implying that the last front hauls through South America were done in the 28-29k dop PG-Singapore range on KMX (Navios Herakles 81k at \$29,000/d to Se Asia and Prabhu Das 76k at \$24,000/d dop Spore).

PANAMAX	Unit	27-May	20-May	W-o-W	Y-o-Y
BPI 82 TC Average	usd/day	27,431	30,440	-9.9%	+11.4%
P1_82 Transatlantic r/v	usd/day	26,975	30,200	-10.7%	+41.3%
P2_82 Skaw-Gib Trip F. East	usd/day	37,427	40,768	-8.2%	+12.2%
P3_82 Pacific r/v	usd/day	26,469	29,636	-10.7%	-2.3%
P4_82 Far East - Skaw-Gib	usd/day	21,036	22,623	-7.0%	+41.4%
P5_82 China - Indo rv	usd/day	26,581	30,325	-12.3%	-3.2%
P6_82 Spore Atlantic rv	usd/day	27,411	30,473	-10.0%	-0.3%
Kamsarmax 1-Y Period	usd/day	28,000	28,300	-1.1%	+19.1%
Panamax 1-Y Period	usd/day	22,000	22,500	-2.2%	+12.8%



SUPRAMAX & HANDYSIZE MARKET

US GULF / NORTH AMERICA

Supramax and Ultramax are maintaining a slow trend, with slow cargo entering the market. Levels dwindling. TARV supras are in the mid to high 30k's, and ultras are in the high 30's to 40's.

For front hauls, around mid 30's for supra and mid 40's for ultra. Usual small premium if petcoke loading of \$1,000.

With a longer tonnage list, handysize follows the same negative trend. For TARV, the 32/35,000 dwt around the mid 20's, and the larger 36/39,000 dwt is in the high 30's. Petcoke loading costs \$1,000.

EAST COAST SOUTH AMERICA

The market on the ECSAm softened slightly in the area, on both Handy and Supramax size.

Handy rates for a nice 35,000 dwt geared were around \$35,000/d diot basis dely aps ECSAm for tct to Cont-Med range and duration around 35 days wog.

There were also rumors that a nice 35,000 dwt modern and fancy was

traded at around \$36,000/d dio basis dely aps ECSAm for one tct with grains to the Singapore-Japan range.

There were no fixtures reported on the Supramax as well. Anyway, the T/A round basis dely aps ecsa level was estimated to be around \$39,000/d diot for a nice Tess 58 basis redely Med.

Instead, front haul rates for a nice tess 58,000 dwt was around \$19,000/d diot plus \$900,000 gbb basis dely aps ECSAm bss redy Singapore-Japan range and duration of about 60 days wog.

NORTH EUROPE / CONTINENT

After a slow start in the middle of the week, we have seen a little more action, mainly on handy size where rates for scrap cargoes to emed, finally back in the market, agreed in the low 20's usd daily skaw delivery on 39k dwt, trip to USG/ECSAm very low 20's usd - would call it 20k mark for small handy - subs duration and redelivery.

Front haul if any is in the low/mid 20s, bss dely skaw sub dur and redelivery.

Smx and Umx size are still under pressure - notable ships are still leaving the zone in ballast, particularly umx.

Also, a 63k dwt fixed a little less than \$25k dop Germany for trip via uk with scrap redely emed, just a little less than what a T58 can get for the same run. As market is so uncertain and volatile, all players are playing on the spot with very limited activity in forward bookings.

BLACK SEA / MEDITERRANEAN

Another slow week in the Black Sea region, with tonnage beginning to pile up, which can only lead to a slowdown in the region.

In any case, the owners appear to be hesitant to move if not spot, presumably hoping for an increase in June.

The trip to the Continent for handies dropped from \$22,000/d to

\$21,000/d bss Canakkale, while the intermed remained at \$21,000/d.

Trips in the Atlantic fell from \$24,000/d to \$21,500/d for direction USG, and from \$21,000/d to \$20,000/d to ECSAm.

The Far east trip is at \$25,000/d.

The ultramax and supramax are trending in the same direction:

The intermed is now \$23,000/d, and the trip to the Continent is still \$23,000/d, possibly \$23,500/d because the Continent is also decreasing.

The Transatlantic route to ECSAm or USG went down to \$22,000/d, even if no fixtures were reported.

The trip Far east went down to \$25,000/d, same level as handies.

SUPRAMAX & HANDYSIZE MARKET

SOUTH AFRICA / INDIAN OCEAN

With taxes imposed on steel and iron ore from India, as well as an immediate ban on wheat export, rates in the area fluctuated slightly, with usual routes suffering and back hauls from the region to Africa and the Mediterranean still paying a premium. A 56k open WCI was fixed around 33k levels for typical PG loading aggregates to Bangladesh. A 52k open PG port was fixed around \$34k levels for the same route. One 63k open WCI was heard to have fixed \$32k dop WCI levels for limestone loading

FAR EAST / PACIFIC

Following several weeks of positive trend, the Far East market remained more or less stable last week compared to the previous one, both on supramaxes and handies.

Regarding China direction, a 56,000 dwt delivering Singapore was fixed at \$30,000/d for a trip via Indonesia to China, a similar size vessel with the same delivery was fixed at

from PG to discharge in ECI. A 53k fetched \$35k dop WCI for bagged rice cargo from WCI to E Africa.

A Mitsui 66k open WCI was fixed at similar levels for a quick trip with fertilizers via the Arabian Gulf for a similar redely area. More cargoes and steels were almost gone for ECI - supras open ECI were either ballasting to Singapore or taking cargoes to China - fetching around \$24-25k levels. Supras were fixed in the mid 30's and umxes in the high 30's for bhaults to WAfr with bagged

\$5,000 more, and a 63k dwt delivering Indonesia was done at \$35,000/d for a trip via Indonesia to China. A 57,000 dwt delivering Singapore was also rumored to be fixed at \$34,000/d for a trip to Thailand via Indonesia.

rice cargoes. Rates from South Africa appeared to have dropped further and continued throughout the week.

For SAfr to feast, an umx was fixed around \$28k aps + 800k. WAfr vessels were also picked and paid \$25-26k levels for similar trips.

Many 56-58k dwt vessels were being fixed/failed for South Africa/India stems around 27k aps + 700k gbb levels and later re-fixing at \$1k-2k less on hire ad about 100-200k less on gbb.

Regarding west direction, a 63,000 dwt delivering Vietnam took \$40,000/d for a trip to WC India.

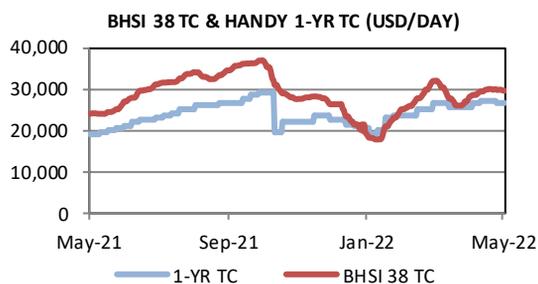
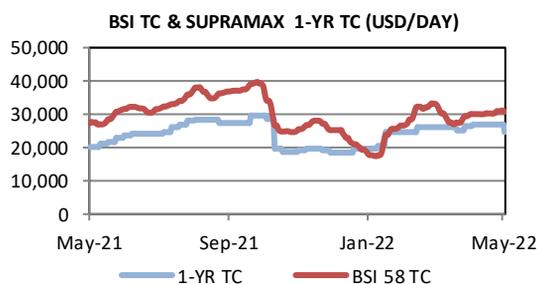
On handies, a 35,000 dwt delivering mid-China was done at \$30,000/d for a trip via China to ECI.

SUPRAMAX

	Unit	27-May	20-May	W-o-W	Y-o-Y
BSI 58 TC Avg.	usd/day	30,757	30,971	-0.7%	+11.0%
BSI 52 TC Avg.	usd/day	30,464	30,678	-0.7%	+11.1%
S4A_58 USG-Skaw/Pass	usd/day	38,900	39,961	-2.7%	+54.2%
S1C_58 USG-China/S Jpn	usd/day	38,429	39,186	-1.9%	+23.7%
S9_58 WAF-ECSA-Med	usd/day	28,191	28,684	-1.7%	+24.7%
S1B_58 Canakkale-FEast	usd/day	25,529	25,417	+0.4%	-14.0%
S2_58 N China Aus/Pac RV	usd/day	29,714	29,393	+1.1%	+3.2%
S10_58 S China-Indo RV	usd/day	27,979	28,321	-1.2%	-1.4%
Ultramax 1-Y Period	usd/day	28,000	30,000	-6.7%	+27.3%
Supramax 1-Y Period	usd/day	24,500	26,800	-8.6%	+22.5%

HANDYSIZE

	Unit	27-May	20-May	W-o-W	Y-o-Y
BHSI 38 TC Average	usd/day	29,652	29,908	-0.9%	+22.9%
HS2_38 Skaw/Pass-US	usd/day	22,043	22,107	-0.3%	+20.5%
HS3_38 ECSAm-Skaw/Pass	usd/day	37,972	40,806	-6.9%	+37.5%
HS4_38 USG-Skaw/Pass	usd/day	30,107	31,964	-5.8%	+61.5%
HS5_38 SE Asia-Spore/Jpn	usd/day	32,738	31,969	+2.4%	+13.5%
HS6_38 Pacific RV	usd/day	31,844	31,206	+2.0%	+18.5%
38k Handy 1-Y Period	usd/day	26,500	26,500	+0.0%	+39.5%
30k Handy 1-Y Period	usd/day	22,000	22,000	+0.0%	+35.4%



CRUDE TANKER MARKET

VLCC: Rates have continued to move (slowly) upwards towards the WS43.5 level for 270kt MEG/China and WS45.5 level for 260kt WAFr/China, but returns have suffered due to rising bunker prices. WS24.75 done by Exxon for 280kt MEG/UKC via suez/cape with laycan 4/6.

Suezmax: Rates ex West Africa rose to the WS100 level, propelled by heavy action from the Americas, before settling at WS95, achieved by Exxon for 130kt Angola/UKCmed 15/6.

Rates in the Mediterranean rose slightly as well, with Unipecc covering

130kt marsa el hariga/ningbo at \$3.6 and 3.7 mln off 2/6 and 7/6, respectively.

In the East, rates for 130kt MEG/East increased to WS95, while the market for 140kt Basrah/Med has been busy, with 5 cargoes worked and rates rising from WS42.5 done by cssa on 2/6 to WS54 done by tupras on 8/6.

The American market remained very active, with rates comparable to those in West Africa.

Aframax: Rates in the Med are still softening, with Hellenic achieving WS115 for Sidi Kerir/Greece on 8/6 and

by Petroineos for Algeria/UKC on 5/6.

Rates for 80kt North Sea/UKC remained stable, hovering around WS140 level.

The American market is very active, with rates rising to the WS197.5 level for 70kt USG/UKC-Med. In the East, rates ex MEG have remained stable at the WS80 level.

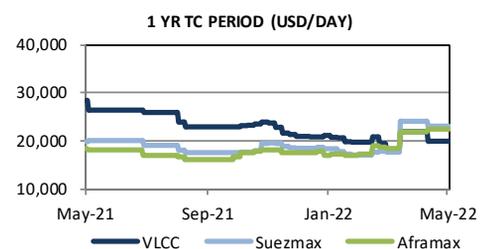
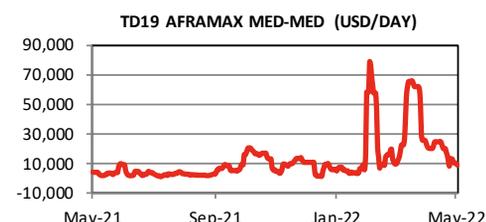
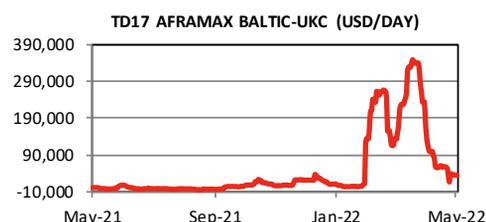
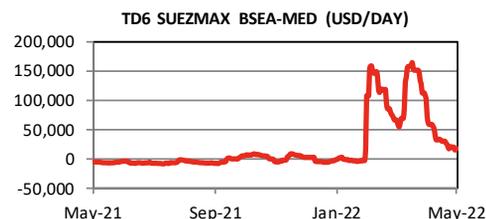
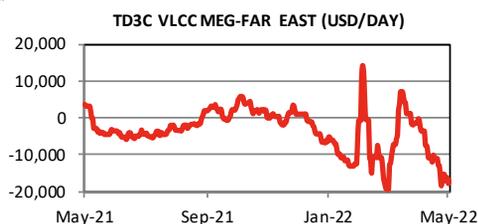
Delays at Turkish Straits: 1.5 days northbound, 1.5 days southbound.

Congestion in China: down to 3 (vs 5) vlcc and 1 (vs 0) suezmax, laden/idle for more than 2 weeks in china atm.

VLCC	Unit	27-May	20-May	W-o-W	Y-o-Y
TD1 MEG-USG	ws	25.0	24.2	+3.4%	+29.7%
TD1-TCE MEG-USG	usd/day	-37,259	-33,817	-10.2%	-189.3%
TD2 MEG-Spore	ws	44.1	41.7	+5.9%	+19.6%
TD3C MEG-China	ws	43.3	41.0	+5.6%	+19.2%
TD3C-TCE MEG-China	usd/day	-17,112	-15,366	-11.4%	-626.2%
TD15 WAF-China	ws	45.6	43.6	+4.6%	+25.6%
VLCC TCE Average	usd/day	-27,186	-24,592	-10.5%	-464.8%
VLCC 1-Y Period	usd/day	20,000	20,000	+0.0%	-29.8%

SUEZMAX	Unit	27-May	20-May	W-o-W	Y-o-Y
TD6 BSea-Med	ws	112.9	114.3	-1.2%	+96.5%
TD6-TCE BSea-Med	usd/day	18,158	20,802	-12.7%	+471.1%
TD20 WAF-Cont	ws	99.3	90.5	+9.8%	+104.7%
MEG-EAST	ws	95.0	90.0	+5.6%	+81.0%
TD23 MEG-Med	ws	55.1	44.1	+25.1%	+140.4%
TD23-TCE MEG-Med	usd/day	-10,866	-16,136	+32.7%	+31.7%
Suezmax TCE Average	usd/day	14,926	15,002	-0.5%	+671.9%
Suezmax 1-Y Period	usd/day	23,000	23,000	+0.0%	+16.5%

AFRAMAX	Unit	27-May	20-May	W-o-W	Y-o-Y
TD7 NSea-Cont	ws	140.3	139.7	+0.4%	+51.2%
TD7-TCE NSea-Cont	usd/day	15,658	19,058	-17.8%	+1194.2%
TD17 Baltic-UKC	ws	164.4	164.4	+0.0%	+140.2%
TD17-TCE Baltic-UKC	usd/day	35,647	38,476	-7.4%	+1820.6%
TD19 Med-Med	ws	122.9	127.2	-3.3%	+38.0%
TD19-TCE Med-Med	usd/day	8,526	12,587	-32.3%	+142.4%
TD8 Kuwait-China	ws	180.33	181.67	-0.7%	+93.8%
TD8-TCE Kuwait-China	usd/day	12,113	16,248	-25.4%	+174.4%
TD9 Caribs-USG	ws	207.5	180.9	+14.7%	+145.0%
TD9-TCE Caribs-USG	usd/day	29,013	21,902	+32.5%	+6478.9%
Aframax TCE Average	usd/day	19,321	21,097	-8.4%	+659.2%
Aframax 1-Y Period	usd/day	22,500	22,500	+0.0%	+21.6%



PRODUCT TANKER MARKET

Clean: Softening market for both LR1s and LR2s from MEG to Japan due to a shortage of clean cargoes in the market.

TC1 MEG-Japan 75@222WS / TC5 MEG-Japan 55@259WS

Very strong sentiment in the Med, with many enquiries from charterers and BSea in the first half of the week, pushing rates up to WS450 on cross med (TC6) and WS650 on ex russian blsea cargoes.

Russian cargoes are still completely "owner's kyc/duo diligence-dependent," and the majority of them are flying under the radar.

A special note on TC6-TCE, which was more than \$80,000/d on Friday.

Once again, the Baltic market (ex-Russia) improved rates, closing Friday at 30@431WS, mirroring the situation in the Baltic Sea, where the market is determined by how many

owners can still call Russian ports.

A "normal" xUKC, on the other hand, improved up to 30@310WS.

The TC2 market (MRs/Cont-USAC) has had a steady week, with rates hovering around 37@326WS.

Dirty :

Despite some reduced activity, handies maintain levels at WS305 bss 30 for x-med and WS315 ex non-Russian BSea. The last number seen ex-Russian BSea was WS515 bss 30, with a consistent sentiment that if not justified by some more activity, activity could begin to slow down. Because the list is still short, some firm activity could easily allow owners to achieve higher levels. MR market is following the same trend as handies, and a lack of natural cargoes and less handies' activity could have an impact on the market, even if availability is tight for the time being on this size for the

next loading window. 45@245 -med and +5 if ex non-russ BSea 45@370 levels if ex Russian ports.

Similarly, less activity in the cont, but this market suffered a more than 10 point drop in sentiment, with levels today at 30@350 x-cont and abt + 5 point if non-russian Baltic. 30@470 if russian baltic with a consistent sentiment only for this trade. MR market showed little fresh, and despite only a few vessels being pushed, the same market should be tested as owners can maintain a bullish sentiment for natural stems. 45@250 for x-cont and 45@385 if ex-Russian Baltic.

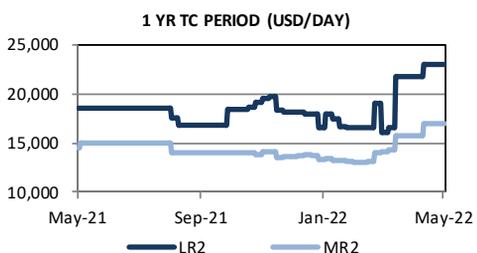
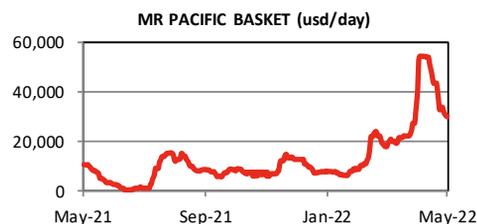
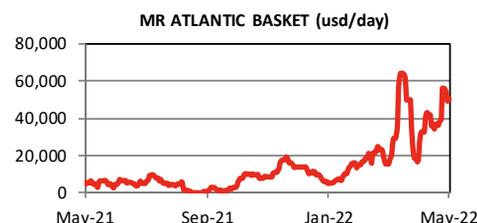
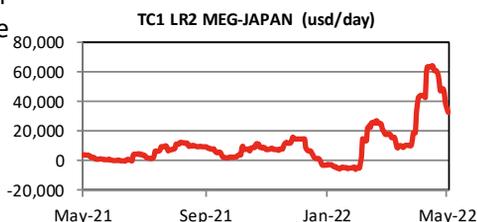
The Panamax market remains active, with little available tonnage and levels firming up to ws 165@55, with the only question being whether larger ships are willing/able to cap them.

CLEAN

	Unit	27-May	20-May	W-o-W	Y-o-Y
TC1 MEG-Japan (75k)	ws	222.9	262.5	-15.1%	+175.7%
TC1-TCE MEG-Japan (75k)	usd/day	32,851	48,678	-32.5%	+677.2%
TC8 MEG-UKC (65k)	usd/mt	63.32	74.35	-14.8%	+190.3%
TC5 MEG-Japan (55k)	ws	259.3	301.8	-14.1%	+170.9%
TC2 Cont-USAC (37k)	ws	326.7	342.8	-4.7%	+185.5%
TC14 USG-Cont (38k)	ws	276.4	291.4	-5.1%	+289.0%
TC9 Baltic-UKC (22k)	ws	431.4	424.3	+1.7%	+259.5%
TC6 Med-Med (30k)	ws	448.4	364.8	+22.9%	+182.9%
TC6-TCE Med-Med (30k)	usd/day	80,710	60,507	+33.4%	+609.9%
TC7 Spore-ECAU (30k)	ws	312.1	337.1	-7.4%	+95.8%
TC7-TCE Spore-ECAU (30k)	usd/day	24,229	30,113	-19.5%	+147.7%
TC11-TCE SK-Spore (40k)	usd/day	6,575	7,995	-17.8%	+135.6%
MR Atlantic Basket	usd/day	50,261	56,016	-10.3%	+959.5%
MR Pacific Basket	usd/day	29,897	33,657	-11.2%	+182.2%
LR2 1-Y Period	usd/day	23,000	23,000	+0.0%	+24.3%
MR2 1-Y Period	usd/day	17,000	17,000	+0.0%	+17.2%
MR1 1-Y Period	usd/day	12,800	12,800	+0.0%	+4.5%

DIRTY

	Unit	27-May	20-May	W-o-W	Y-o-Y
TD18 Baltic-UKC (30k)	ws	357.9	368.3	-2.8%	+164.1%
TD18-TCE Baltic-UKC (30k)	usd/day	35,182	39,403	-10.7%	+4078.4%
Med-Med (30k)	ws	305.0	300.0	+1.7%	+159.6%
Black Sea-Med (30k)	ws	515.0	500.0	+3.0%	+303.9%



CONTAINERSHIP MARKET

The Covid-related disruption is continuing at ports across China. In latest updates, Tianjin was the latest major port city to go into lockdown. Carriers have cancelled many vessels, causing delays and blank sailings at Tianjin and Xingang. Factories and ports are fully operational, and pushing up freight rates, but this might change with the lockdown these weeks. In South China there was no congestion at Yantian and Shekou, with good spot rates available to the US and EU markets. However, PCR testing is still required for drivers and cross-border trucking with Hong Kong has been suspended again until further notice.

As Shanghai prepares to fully reopen this week, the attention of supply chain stakeholders turns to the potential manufacturing and congestion aftershocks from the two-month Covid lockdown. Shipping lines have been regularly updating customers on the status of empty-container depots and the availability of line haulage but have little visibility of how intermodal capacity will look when the lockdown ends. Indeed, before stymied orders can get to Shanghai port, shippers will face manufacturing backlogs, full warehouses, equipment and trucking shortages and, inevitably, landside congestion.

A lot of question's marks are on the table: it will be a 'suck it and see' situation at many levels of the whole supply chain. Analysis firms have estimated it could take between one and two-and-a-half months to clear the backlog at the world's biggest container port, but suggests assumptions used for these calculations are "overly optimistic", also they are wondering what will happen at the destination gateway ports, where both trucking capacity and importers' ability to turn the boxes quickly is also highly questionable, first in the US and now also in Europe.

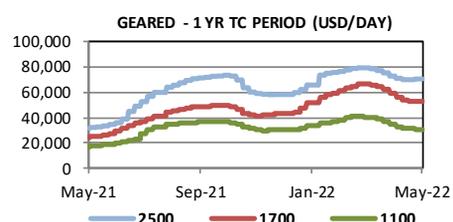
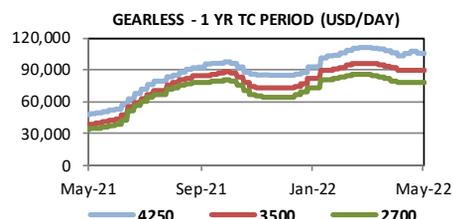
REPORTED CONTAINERSHIP FIXTURES

Vessel's Name	Built	TEUs	TEU@14	Gear	Account	Period (mos)	Rates (\$)
Esperance	2011	1436	1054	no	Fixed to CMA CGM	11-13 m	\$40,000/d
Eli A	2005	868	612	no	Extended to X-Press	11-13 m	\$22,500/d
Star Comet	2002	735	413	no	Fixed to CMA CGM	4-6 m	\$16,500/d
OSG Bosstec	2005	694	436	no	Extended to CUL	18 m	\$20,000/d
Lisboa	2007	698	410	no	Fixed to Huarong Marine	3-4 m	\$32,000/d

VHSS CONTAINERSHIP TIMECHARTER

(source: Hamburg Shipbrokers' Association)

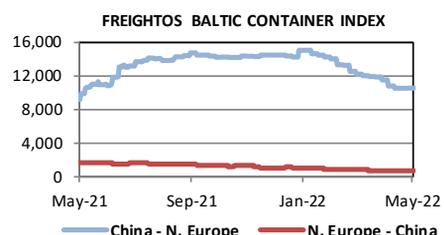
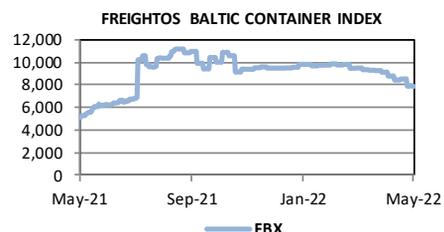
VHSS	Unit	27-May	20-May	W-o-W	Y-o-Y
ConTex	index	3,120	3,119	+0.0%	+116.7%
4250 teu (1Y, g'less)	usd/day	105,750	105,900	-0.1%	+117.3%
3500 teu (1Y, g'less)	usd/day	89,300	89,220	+0.1%	+132.7%
2700 teu (1Y, g'less)	usd/day	78,532	78,391	+0.2%	+129.4%
2500 teu (1Y, geared)	usd/day	70,814	70,700	+0.2%	+123.2%
1700 teu (1Y, geared)	usd/day	52,925	52,979	-0.1%	+112.0%
1100 teu (1Y, geared)	usd/day	30,833	30,921	-0.3%	+78.6%



FREIGHTOS BALTIC GLOBAL CONTAINER INDEX

(source: Baltic Exchange)

FREIGHTOS	Unit	27-May	20-May	W-o-W	Y-o-Y
FBX	index	7,832	7,865	-0.4%	+49.7%
China - WCNA	usd/feu	11,383	11,455	-0.6%	+111.6%
WCNA - China	usd/feu	837	826	+1.3%	+4.7%
China - ECNA	usd/feu	14,570	14,570	+0.0%	+98.0%
ECNA - China	usd/feu	766	814	-5.9%	-16.8%
China - N. Europe	usd/feu	10,583	10,583	+0.0%	+7.2%
N. Europe - China	usd/feu	758	793	-4.4%	-56.8%
China - Med	usd/feu	12,826	12,825	+0.0%	+25.6%
Med - China	usd/feu	1,338	1,577	-15.2%	-15.7%
ECNA - Europe	usd/feu	544	579	-6.0%	+8.1%



NEWBUILDING ORDERS

Gas dominated the scene with further LNG New buildings ordered.

Adnoc booker 4 x 175,000 cum LNG at Jiangnan (China) for delivery mid 2026 end 2027 at price of \$200 mln per unit. Vessels will be membrane type.

Hong Kong based Chellaram Shipping went to Yangzi-Mitsui for Ultramax Bulker 2 x 64,000 dwt for delivery start 2024 at price level of \$35 mln per unit.

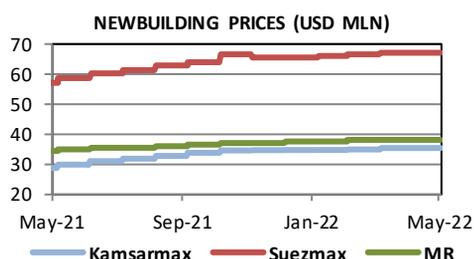
Shanghai Waigaichao got order for 2 x 7,000 teu from regional Container

Thailand, vessels will be for delivery end 2025 at price of \$85 mln per unit.

Kumiai Navigation are at Letter of Intent stage for 2 x 86,700 cum LPG at Kawasaki for delivery mid/end 2025 at undisclosed level.

INDICATIVE NEWBUILDING PRICES (CHINESE SHIPYARDS)

	Unit	May-22	Mar-22	M-o-M	Y-o-Y
Capesize	usd mln	60.7	59.6	+1.9%	+17.4%
Kamsarmax	usd mln	35.1	34.7	+1.3%	+22.1%
Ultramax	usd mln	33.0	32.3	+2.3%	+23.1%
Handysize	usd mln	29.4	28.9	+1.5%	+22.0%
VLCC	usd mln	103.9	103.1	+0.8%	+16.3%
Suezmax	usd mln	67.2	66.8	+0.6%	+17.7%
LR2 Coated	usd mln	59.0	58.6	+0.7%	+21.5%
MR2 Coated	usd mln	38.1	37.9	+0.7%	+10.3%



DEMOLITION SALES

The ongoing price collapse on the subcontinent came to a head this week, with all sectors talking down the market and refusing to offer any new tonnage until markets stabilized. As the Ukraine conflict drags on, fundamentals continue to deteriorate at all of the major recycling destinations, with plate prices plummeting (in India this week) and Bangladesh suffering from a combination of the two.

Unfortunately, as the global economic crisis unfolds, the usual

games at the waterfront are becoming more common, as End Buyers refuse to perform or find the flimsiest of reasons to abandon deals with the sole intent of negotiating down the price. As a result, a period of frustration in completing deliveries is likely to follow. Owners seeking fresh unit offers should stay away from the markets for the time being, as there will almost certainly be some opportunistic offer that is not reflective of today's market pricing, and it would be far better to give markets and prices at least a couple

of weeks of stability before parties meet at the bidding tables again.

Some sales reported:

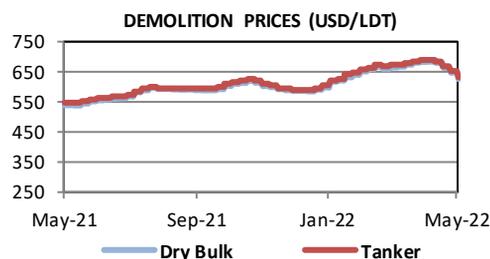
MT Ion, 105,212 dwt, 1998, 16,649 ldt, Delivered Bangladesh \$651 USD/ldt, Previous sale to Pakistan failed, reported resold.

MT Xinag Shun (Chem/Prod), 9,273 dwt, 1996, 3,024 ldt, Delivered Bangladesh \$640 USD/ldt

Tai Ning (Reefer), 3,901 dwt, 1983, 2,055 ldt, Delivered Bangladesh \$630 USD/ldt

SHIP RECYCLING ASSESSMENTS (BALTIC EXCHANGE)

	Unit	27-May	20-May	W-o-W	Y-o-Y
Dry Bangladesh	usd/ldt	634.3	645.6	-1.7%	+15.8%
Dry India	usd/ldt	614.8	645.3	-4.7%	+19.8%
Dry Pakistan	usd/ldt	625.9	650.2	-3.7%	+13.4%
Tnk Bangladesh	usd/ldt	641.4	652.9	-1.8%	+13.9%
Tnk India	usd/ldt	622.1	651.1	-4.5%	+18.4%
Tnk Pakistan	usd/ldt	632.1	655.6	-3.6%	+12.4%



SECONDHAND SALES

In the **dry** market, after offers were invited last week for the Majullah Harbourfront abt 82k blt 2014 Tsuneishi Zhoushan (BWTS fitted Eco ME) she has been committed for \$31.65 mln. after 2-3 offers were submitted. German controlled Rio Tamara abt 75k blt 2014 Taizhou Kouan (ice class 1C and BWTS fitted)was sold at \$24 mln, one month ago sister vessel Rio Grita abt 75k blt 2014 Taizhou Kouan was reported at \$22.5 mln.

After offers were invited last week, Japanese controlled Supramax Xin Xiang Hai abt 56k blt 2012 Mistui (SS/DD due July 2022 BWTS fitted)gone for \$23.5 mln basis surveys due. Few weeks back Bulk orion abt 56k blt 2012 Mitsui was done at \$22 mln. A vintage handysize Lion abt 28k blt 1996 Naikai (SS due 2026 Open Hatch boxed BWST fitted) has been sold at \$8.3 mln.

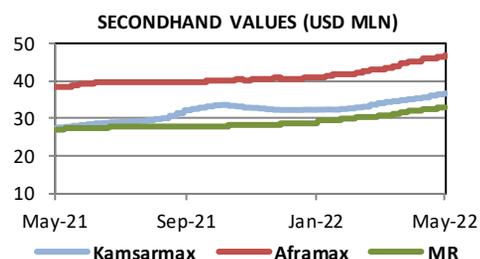
In the **tanker** market, German buyers were behind purchase of two LR1 BW Orinoco and BW Lena abt 76k blt 2007 Dalian at \$12 mln each , two weeks ago Amalia abt 73k blt 2006 New Century was reported at \$10.5 mln.

Cido controlled MR1 Claxton Bay avt 37k blt 2010 HMD (SS due 2025 DD due 2023) sold at USD \$15.5 mln basis prompt delivery.

Bulk	Mount Nevis	177,000	2005	Saebo	Greek buyers	20.5	scrubber fitted
Bulk	Majullah Harbourfrt	82,001	2014	Tsuneishi Zhoushan	Greek buyers	31.65	SS due 2024-BWTS fitted
Bulk	Rio Tamara	75,000	2014	Taizhou Kouan	German Buyers	24	Ice class 1C BWTS fitted
Bulk	Xin Xiang Hai	56,000	2012	Mitsui	undisclosed	23.5	
Bulk	Evans	54,000	2009	Zhejiang	undisclosed	16.2	BWTS fitted
Bulk	Crestone	54,000	2009	Zhejiang	undisclosed	16.2	BWTS fitted
Bulk	Lion	28,000	1996	Naikai	undisclosed	8.3	
Tank	BW Orinoco	76,000	2007	Dalian	German Buyers	12	
Tank	BW Lena	76,000	2007	Dalian	German Buyers	12	
Tank	Falcon Nostos	52,000	2006	Shina	undisclosed	13.3	BWTS fitted
Tank	Claxton Bay	37,000	2010	HMD	undisclosed	15.5	SS due 2025 DD due 2023

BALTIC SECONDHAND ASSESSMENTS (BALTIC EXCHANGE)

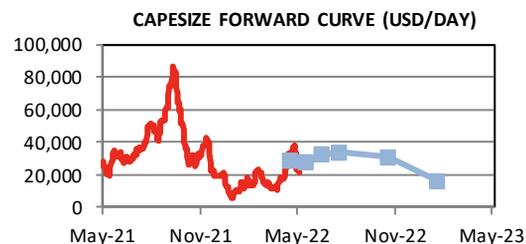
	Unit	27-May	20-May	W-o-W	Y-o-Y
Capesize	usd mln	51.6	51.3	+0.6%	+27.1%
Kamsarmax	usd mln	36.9	36.7	+0.8%	+33.6%
Supramax	usd mln	30.8	30.7	+0.3%	+41.4%
Handysize	usd mln	28.9	28.8	+0.2%	+46.5%
VLCC	usd mln	77.0	76.7	+0.4%	+12.5%
Suezmax	usd mln	52.2	51.8	+0.7%	+14.7%
Aframax	usd mln	46.9	46.5	+0.8%	+22.1%
MR Product	usd mln	33.0	32.8	+0.7%	+21.4%



DRY BULK FFA ASSESSMENTS

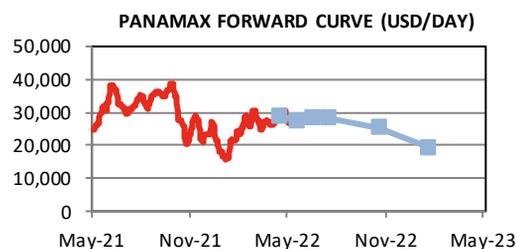
CAPE SIZE

	Unit	30-May	23-May	W-o-W	Premium
May-22	usd/day	29,014	29,286	-0.9%	+34.8%
Jun-22	usd/day	27,704	29,086	-4.8%	+28.8%
Jul-22	usd/day	32,357	32,271	+0.3%	+50.4%
Aug-22	usd/day	34,607	34,864	-0.7%	+60.8%
Q2 22	usd/day	23,579	24,131	-2.3%	+9.6%
Q3 22	usd/day	34,083	34,141	-0.2%	+58.4%
Q4 22	usd/day	31,036	30,636	+1.3%	+44.2%
Q1 23	usd/day	16,236	21,914	-25.9%	-24.5%



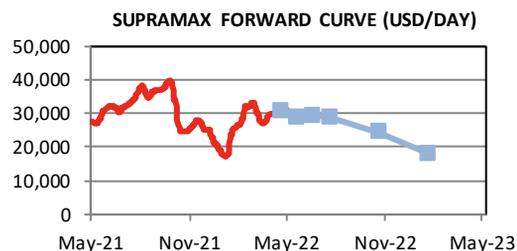
PANAMAX (82k)

	Unit	30-May	23-May	W-o-W	Premium
May-22	usd/day	28,797	28,779	+0.1%	+8.7%
Jun-22	usd/day	27,465	27,479	-0.1%	+3.7%
Jul-22	usd/day	28,461	29,007	-1.9%	+7.4%
Aug-22	usd/day	28,507	28,790	-1.0%	+7.6%
Q2 22	usd/day	27,593	27,592	+0.0%	+4.2%
Q3 22	usd/day	28,380	28,801	-1.5%	+7.1%
Q4 22	usd/day	25,307	25,532	-0.9%	-4.5%
Q1 23	usd/day	19,347	19,490	-0.7%	-27.0%



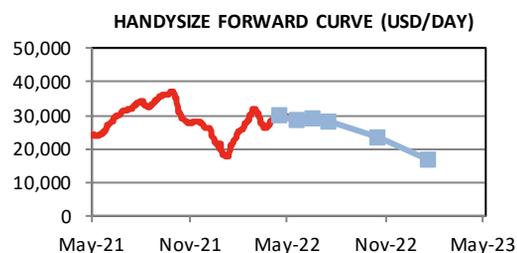
SUPRAMAX (58k)

	Unit	30-May	23-May	W-o-W	Premium
May-22	usd/day	30,538	30,442	+0.3%	+0.1%
Jun-22	usd/day	28,958	29,117	-0.5%	-5.1%
Jul-22	usd/day	29,288	29,238	+0.2%	-4.0%
Aug-22	usd/day	29,479	29,442	+0.1%	-3.4%
Q2 22	usd/day	29,432	29,453	-0.1%	-3.5%
Q3 22	usd/day	28,954	28,851	+0.4%	-5.1%
Q4 22	usd/day	24,342	24,225	+0.5%	-20.2%
Q1 23	usd/day	17,988	17,896	+0.5%	-41.1%



HANDYSIZE (38k)

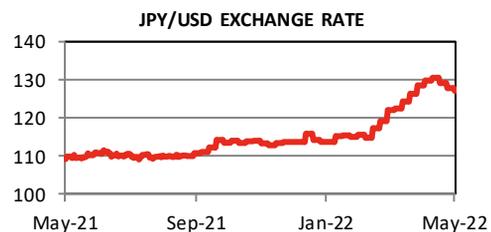
	Unit	30-May	23-May	W-o-W	Premium
May-22	usd/day	29,644	29,581	+0.2%	+0.4%
Jun-22	usd/day	28,600	28,563	+0.1%	-3.1%
Jul-22	usd/day	28,675	28,563	+0.4%	-2.9%
Aug-22	usd/day	28,138	28,063	+0.3%	-4.7%
Q2 22	usd/day	28,700	28,667	+0.1%	-2.8%
Q3 22	usd/day	28,000	27,896	+0.4%	-5.2%
Q4 22	usd/day	23,338	23,213	+0.5%	-21.0%
Q1 23	usd/day	16,775	16,725	+0.3%	-43.2%



EXCHANGE RATES

CURRENCIES

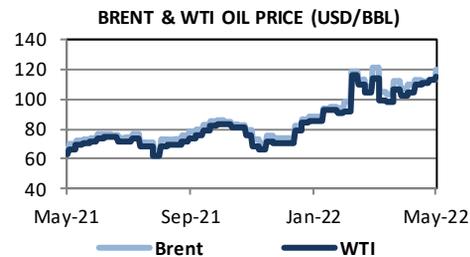
	27-May	20-May	W-o-W	Y-o-Y
USD/EUR	1.07	1.06	+1.6%	-12.0%
JPY/USD	127.11	127.85	-0.6%	+15.8%
KRW/USD	1252	1274	-1.7%	+11.9%
CNY/USD	6.70	6.69	+0.1%	+4.9%



COMMODITY PRICES

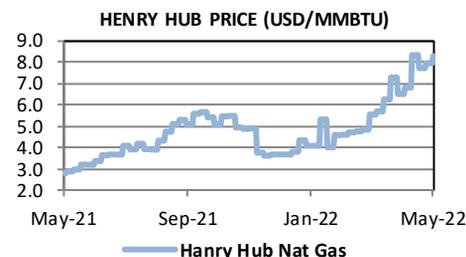
BUNKERS

	Unit	27-May	20-May	W-o-W	Y-o-Y	
IFO 380 (3.5%)	Rotterdam	usd/t	677.0	631.0	+7.3%	+82.5%
	Fujairah	usd/t	681.0	645.0	+5.6%	+83.6%
	Singapore	usd/t	641.0	671.0	-4.5%	+59.1%
VLSFO (0.5%)	Rotterdam	usd/t	854.0	811.0	+5.3%	+77.9%
	Fujairah	usd/t	1041.0	921.0	+13.0%	+114.6%
	Singapore	usd/t	1081.0	950.0	+13.8%	+118.8%
LSMGO (0.1%)	Rotterdam	usd/t	1181.0	1099.0	+7.5%	+104.3%
	Fujairah	usd/t	1421.0	1351.0	+5.2%	+158.4%
	Singapore	usd/t	1185.0	1106.0	+7.1%	+107.5%
SPREAD (LS/HS)	Rotterdam	usd/t	177.0	180.0	-1.7%	-69.4%
	Fujairah	usd/t	360.0	276.0	+30.4%	-37.7%
	Singapore	usd/t	440.0	279.0	+57.7%	-23.9%



OIL & GAS

	Unit	27-May	20-May	W-o-W	Y-o-Y
Crude Oil ICE Brent	usd/bbl	119.4	112.6	+6.1%	+79.8%
Crude Oil Nymex WTI	usd/bbl	115.1	113.2	+1.6%	+81.0%
Crude Oil Murban	usd/bbl	115.5	111.0	+4.0%	+77.7%
Crude Oil Shanghai	rmb/bbl	740.7	695.1	+6.6%	+83.5%
Gasoil ICE	usd/t	1168.8	1068.0	+9.4%	+113.9%
Gasoline Nymex	usd/gal	4.02	3.84	+4.7%	+94.1%
Naphtha C&F Japan	usd/t	887.5	901.5	-1.6%	+56.4%
Jet Fuel Singapore	usd/bbl	146.0	134.0	+9.0%	+112.2%
Nat Gas Henry Hub	usd/mmbtu	8.30	7.97	+4.2%	+192.9%
LNG TTF Netherlands	usd/mmbtu	27.19	26.99	+0.8%	+172.3%
LNG North East Asia	usd/mmbtu	23.40	22.40	+4.5%	+93.4%



COAL

	Unit	27-May	20-May	W-o-W	Y-o-Y
Steam Coal Richards Bay	usd/t	317.0	347.6	-8.8%	+206.0%
Steam Coal Newcastle	usd/t	398.8	424.7	-6.1%	+299.7%
Coking Coal Australia SGX	usd/t	502.3	512.5	-2.0%	+313.4%

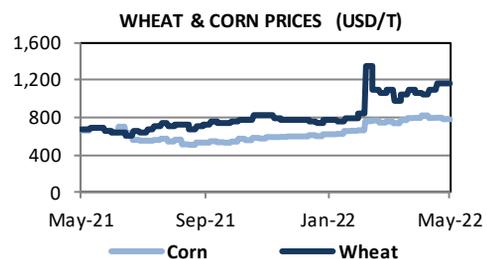


IRON ORE & STEEL

	Unit	27-May	20-May	W-o-W	Y-o-Y
Iron Ore SGX 62%	usd/t	133.4	134.4	-0.7%	-35.8%
Rebar in China CISA	rmb/t	4652.0	4729.0	-1.6%	-12.1%
Plate in China CISA	rmb/t	5170.0	5236.0	-1.3%	-12.4%

AGRICULTURAL

	Unit	27-May	20-May	W-o-W	Y-o-Y
Soybeans CBoT	usc/bu	1732.0	1705.3	+1.6%	+13.5%
Corn CBoT	usc/bu	777.0	778.8	-0.2%	+17.8%
Wheat CBoT	usc/bu	1158.0	1168.8	-0.9%	+71.7%
Sugar ICE N.11	usc/lb	19.61	19.95	-1.7%	+17.6%
Palm Oil Malaysia	usd/t	1571.0	1524.0	+3.1%	+48.2%
Ferts Urea Middle East	usd/t	720.0	708.5	+1.6%	+85.8%



COMMODITY NEWS – DRY BULK

India has no immediate plan to lift wheat export ban

India has no immediate plans to lift a ban on wheat exports but will continue with deals which are done directly with other governments, Commerce Minister Piyush Goyal told Reuters. The world's second biggest producer of wheat banned private overseas sales of the grain on May 14 after a scorching heat wave curtailed output and domestic prices hit a record high.

Russia ready to set up corridor for ships leaving Ukraine with food, with conditions

Russia is ready to provide a humanitarian corridor for vessels carrying food to leave Ukraine, in return for the lifting of some sanctions, the Interfax news agency cited Russian Deputy Foreign Minister Andrei Rudenko as saying. Ukraine's Black Sea ports have been blocked since Russia sent thousands of troops into Ukraine on Feb. 24 and more than 20 million tonnes of grain are stuck in silos in the country. Russia and Ukraine account for nearly a third of global wheat supplies and the lack of significant grain exports from Ukraine ports is contributing to a growing global food crisis.

India seen facing wider coal shortages, worsening power outage risks

India is expected to face a wider coal shortage during the quarter ending September over expectations of higher power demand, an internal power ministry presentation seen by Reuters showed, worsening risks of widespread power outages. The energy-hungry nation expects local coal supply to fall 42.5 million tonnes short of demand in the September quarter, 15% higher than previously projected, due to higher growth in power demand and lower

output from some mines. The grim forecast shows the extent of the fuel shortage in India, at a time when annual power demand is seen growing at the fastest rate in at least 38 years and global coal prices are trading at near-record levels due to a supply crunch resulting from the Russia-Ukraine crisis. India has stepped up pressure on utilities to increase imports in recent days, warning of cuts to supply of domestically mined coal if power plants do not build up coal inventories through imports.

China clears way for Brazilian corn imports to fill Ukraine gap

China's customs authority finalised an agreement to allow imports of Brazilian corn, the Ministry of Commerce said, lining up an alternative to U.S. corn to replace imports from Ukraine. Similar agreements covering imports of soy protein and soymeal from Brazil are expected to be concluded during talks next month, an official involved in the negotiations told Reuters, requesting anonymity.

EU wheat falls on improved sentiment on Ukrainian exports

European wheat fell 2%, pressured by signs that Russia could unlock grain cargoes blocked in Ukrainian ports and on welcome showers in France, though volumes were light in the absence of U.S. markets closed for the Memorial Day holiday. Rainfall in several parts of France over the weekend also eased concerns over heavy damage from dry and hot weather in the European Union's largest producer of the grain, traders said.

Strategie Grains hikes EU sunseed crop outlook, cuts biodiesel demand

Strategie Grains has raised its monthly forecast for this year's European Union sunflower seed

harvest, confirming its expectation for record production, the consultancy in a report. In monthly supply and balance estimates the consultancy also sharply lowered demand for oilseed-based biodiesel after several EU countries reduced incorporation mandates. It projected sunseed output at 10.9 million tonnes from 10.7 million last month, about 5% above last year's crop of 10.4 million tonnes, the current record for EU sunflower seed output, it said.

Analyst APK-Inform boosts Ukraine 2022 grain crop, export forecast

Analyst APK-Inform raised its forecasts for Ukraine's 2022/23 grain crop and exports because of a better-than-expected winter harvest. The consultancy said in a statement that Ukraine could harvest 48.3 million tonnes of grain in 2022, including almost 17.1 million tonnes of wheat and 25.2 million tonnes of corn. APK-Inform said 2022/23 exports could also rise to 39.4 million tonnes versus the previous outlook of 33.2 million tonnes.

Global 2021/22 sugar supply balance forecast flips to small surplus

The International Sugar Organization (ISO) has revised its projection for the global 2021/22 sugar supply balance from a deficit of 1.92 million tonnes in February to a surplus of 237,000 tonnes, according to its quarterly report released. ISO increased its view for global sugar production by 3.51 million tonnes since its last report in February, projecting now a total output of 174.02 million tonnes. It also increased its estimate for consumption, but by a smaller amount of 1.34 million tonnes to 173.78 million tonnes.

Source: Reuters

COMMODITY NEWS – OIL & GAS

Global LNG markets brace for unknowns ahead of winter

Global liquefied natural gas (LNG) buyers and sellers are bracing for more uncertainty over Russian supplies and a murky demand outlook from Europe and top importer China in the run-up to peak winter season, industry executives said. Western sanctions on Russia due to the Ukraine invasion have sparked fears of disruption of Russian gas supply to Europe, sending global gas prices to all-time highs earlier this year and raising energy security concerns.

EU, resolving a deadlock, in deal to cut most Russia oil imports

European Union leaders agreed in principle to cut 90% of oil imports from Russia by the end of this year, resolving a deadlock with Hungary over the bloc's toughest sanction yet on Moscow since the invasion of Ukraine three months ago. Diplomats said the agreement would clear the way for other elements of a sixth package of EU sanctions on Russia to take effect, including cutting Russia's biggest bank, Sberbank, from the SWIFT messaging system.

Europe, Asia gas buyers switching to long-term supplies to beat volatile prices

Natural gas buyers in Asia and Europe are seeking to lock in supplies via long-term contracts as a buffer against volatile global prices, industry executives said, in moves that will reverse the last decade's trend of increasing spot purchases. Fears of disruptions in Russian gas to Europe and low inventories led the continent to import record volumes of spot liquefied natural gas (LNG), driving prices to all-time highs earlier this year and sparking energy security concerns among buyers globally.

China's LNG imports set for first big decline as demand wanes

China's imports of liquefied natural gas (LNG) are on track to post their first major decline this year, as high prices and weak manufacturing due to COVID-19 lockdowns crimp demand for the super-chilled fuel. China became the world's top LNG buyer last year but surrendered the top spot back to Japan in the first four months of 2022 as imports sank 18% from a year earlier, Refinitiv data shows. Gas use has fallen further this month as a COVID resurgence caused extended lockdowns across several manufacturing hubs, portending a potentially steep drop for the year, industry sources told Reuters.

India's imports of cheap Russian crude surge since Ukraine invasion

India has received 34 million barrels of discounted Russian oil since Moscow invaded Ukraine on Feb. 24, according to Refinitiv Eikon data, more than trebling the value of total imports from Russia, including other products, compared with the same period of 2021. The volumes of India's seaborne oil imports from Russia exclude CPC Blend oil, which is also exported via Russia's Black Sea port, but mostly supplied by Kazakhstan's subsidiaries of western countries as transit volumes. India's oil imports from Russia have been rising since February, as Asia's third largest economy and the world's third biggest oil importer, turned to deeply discounted Russian oil, mostly Urals crude, to cut its imports bill.

Saudi Arabia may raise July crude oil prices for Asia

Top oil exporter Saudi Arabia may raise prices of all grades of crude it sells to Asia in July following strong refining margins for gasoline and jet fuel, while expectations of a rebound in China's demand also

supported prices, trade sources said. The July official selling price (OSP) for flagship Arab Light crude could increase by \$1-\$1.50 a barrel from June, six refining sources said in a Reuters survey.

OPEC+ set to stick to modest output hike for July

OPEC+ is set to stick to an oil production deal agreed last year at its meeting on June 2 and raise July output targets by 432,000 barrels per day, six OPEC+ sources told Reuters, rebuffing Western calls for a faster increase to lower surging prices. Western nations, grappling with record inflation rates that are threatening economic growth, have repeatedly asked the group to accelerate its output hikes. Members from the group maintain that the oil market is balanced and that the recent price hikes are not related to fundamentals. Under a deal reached in July last year, the OPEC+, have been easing record production cuts by increments of about 400,000 bpd every month. The cuts are set to be fully unwound by the end of September, but the group's oil output has been falling sharply in reality as sanctions and buyer reluctance hit Russian output, and Nigeria and Angola pump well below target.

U.S. crude stocks down, refining activity surges

U.S. crude stocks fell modestly in the most recent week, the government said, as refiners picked up the pace of activity, boosting overall capacity use to the highest levels since before the pandemic. Crude inventories fell by 1 million barrels in the week to May 20 to 419.8 million barrels, not far from analysts' expectations in a Reuters poll for a 737,000-barrel drop, the U.S. Energy Information Administration said.

Source: Reuters



GENOA

banchemo costa spa
ITALY
tel +39 01056311
info@bancosta.it

MONACO

bancosta (monaco) sam
MONACO
tel +377 97707497
info@bancosta-monaco.com

GENEVA

bancosta s.a.
SWITZERLAND
tel +41 227372626
info@bancosta.ch

LUGANO

bc insurance s.a.
SWITZERLAND
tel +41 912251067
info@bcinsurance.ch

LONDON

bancosta (uk) ltd.
UNITED KINGDOM
tel +44 2073981870
info@bancosta.co.uk

THE HAGUE

bancosta (benelux) bv
THE NETHERLANDS
tel +31 612346176
at@bancosta-monaco.com

DUBAI

bancosta mediorient dmcc
UNITED ARAB EMIRATES
tel +971 43605598
mena@bancosta.com

BEIJING

bancosta (oriente) ltd. beijing
CHINA
tel +86 1084534993
beijing@bancosta.com

SEOUL

bancosta oriente ltd. korea
SOUTH KOREA
tel +82 269592637
salepurchase@bancosta.com

HONG KONG

bancosta (oriente) ltd.
HONG KONG, CHINA
tel +852 28651538
sap@bancosta.com.hk

SINGAPORE

bancosta (oriente) pte ltd.
SINGAPORE
tel +65 63276862
sap@bancosta.com.hk

TOKYO

bancosta tokyo office
JAPAN
tel +81 362688958
project@bancosta.jp



www.bancosta.com
research@bancosta.com

Legal notice: The information and data contained in this presentation is derived from a variety of sources, own and third party's, public and private, and is provided for information purposes only. Whilst banchemo costa has used reasonable efforts to include accurate and up-to-date information in this presentation, banchemo costa makes no warranties or representations as to the accuracy of any information contained herein or accuracy or reasonableness of conclusions drawn there from. Although some forward-looking statements are made in the report, banchemo costa cannot in any way guarantee their accuracy or reasonableness. banchemo costa assumes no liabilities or responsibility for any errors or omissions in the content of this report.