weekly
market
report

# Week 23/2023 (5 Jun – 11 Jun)

## Comment: China’s Coal Imports

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RESEARCH

# CHINA'S COAL IMPORTS

After a slow start in the first quarter, global coal trade has really picked up pace last year and is now fully back to pre-Covid levels.

In the full 12 months of 2022, total global seaborne coal loadings increased by +5.8% y-o-y to 1204.8 mln t (excluding cabotage), from 1138.3 mln t in the full 12 months of 2021, although still below the 1275.6 mln t in Jan-Dec 2019.

As already mentioned, the worst was at start of the year, and the trend in recent months has been increasingly positive.

In 1Q 2022, global loadings were down -4.8% y-o-y to just 257.4 mln t, and down -20.3% from 1Q 2019.

In 2Q 2022, coal loadings were a strong +8.5% y-o-y at 313.8 mln t, and down -4.1% from 2Q 2019.

In 3Q 2022, shipments increased again to 317.2 mln t, up +6.3% y-o-y, and just -0.7% from 3Q 2019.

In 4Q 2022, loadings were 316.5 mln t, up +12.9% y-o-y from 4Q 2021, and -0.6% from 4Q 2019.

In Jan-Dec 2022, exports from Indonesia increased by +21.1% y-o-y to 388.8 mln t, whilst from Australia down -5.0% y-o-y to 340.4 mln t.

Seaborne coal imports into the European Union surged by +34.0% y-o-y to 116.6 mln t in Jan-Dec 2022, whilst imports to India increased by +13.6% y-o-y to 203.8 mln t, and imports to China declined by -3.2% y-o-y to 234.7 mln t.

**Mainland China** is currently the world's largest seaborne importer of coal (including both thermal and coking), accounting for 26.2% of the global seaborne coal market so far in 2023.

It is ahead of India, which accounts for 17.0% of coal trade and Japan with a 12.9% market share.

Total seaborne coal imports into China in the 5 months of 2023 reached 138.8 mln tonnes, according to Refinitiv vessel tracking data.

This was up 93.4% y-o-y from the 71.8 mln tonnes of 2022, and 47% from the 94.3 mln t in 2021, and also 22.6% above the 113.2 mln tonnes imported in 2020.

The year started in line with previous years and much stronger than 2022 with January and February imports at 23.6 and 21.8 mln tonnes respectively.

From March coal imports into China started booming with a month on month increase of 45.6% to 31.8 mln tonnes, the strongest monthly record in at least 5 years.

In April imports were only marginally lower to 30.4 mln tonnes, -4.4% month on month and 64.7% year on year.

In May imports increased again to 31.3 mln tonnes, 3% higher than in April and 113.6% than May 2022.

Around half of coal volumes into China are loaded on Panamax and Post-Panamax vessels, with 27.2% on Supramax and Ultramax vessels and just 19.0% on Capesize tonnage.

Indonesia is still by far the top supplier of coal to China accounting for 55.2% of China's imports in the first 5 months of 2023.

Arrivals from Indonesia increased by 83.7% y-o-y to 76.7 mln tonnes in the first 5 months of the year compared to the same period in 2022.

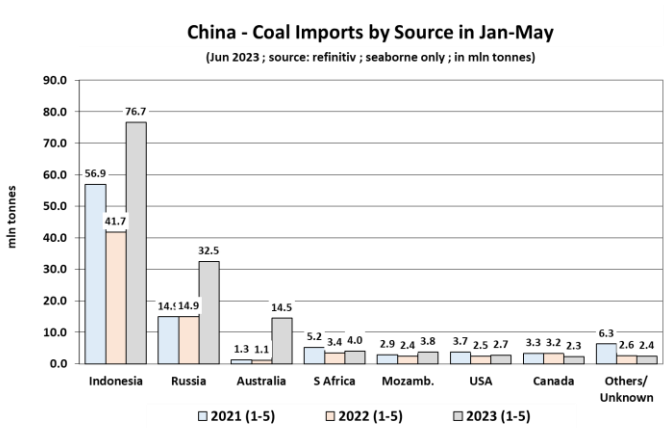
The second largest supplier of coal to China is Russia, accounting for a 23.4% share of Chinese imports.

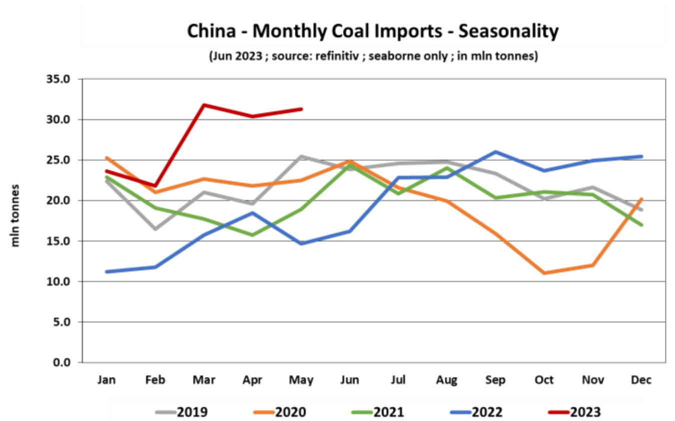
Shipments from Russia to China increased by 117.7% y-o-y to 32.5 mln tonnes in Jan-May 2023, from 14.9 mln tonnes in the same period of 2022.

On a monthly basis, volumes from Russia to China reached an all-time record of 7.4 mln tonnes in May 2023, +130.9% compared to the monthly average of the previous 5 years.

Imports from Russia have surged last year as Europe suspended purchasing from the country.

Australia is now back and the third largest supplier of coal into China with a share of 10.4% and 14.5 mln tonnes in the first 5 months of the year, +1262.3% compared to the same period last year.



# CAPESIZE MARKET

## ATLANTIC AND PACIFIC BASIN

Capesize rates found a bottom and rebounded thanks to increased demand from major miners and FFA values which were on the rise.

The market moved upwards especially with the Pacific activity whilst the Atlantic was relatively quiet. In any case, the market remained resilient and both time charter and freight rates continued to rise. Sentiment remains positive.

As a positive note, the Chinese government is currently working on a stimulus package to give some aid to the real estate segment.

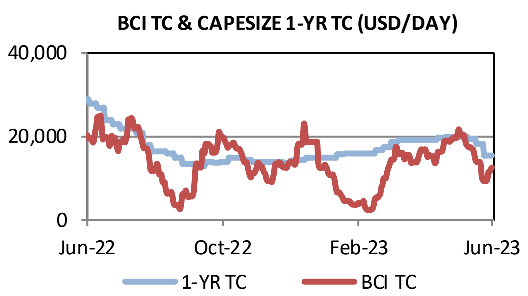
In the Pacific basin a 181,300 dwt 2014 built was fixed to move 170,000 mt +/- 10% iron ore from W Australia to China for a laycan 20/22 June in the upper $8s/mt. Netbulk fixed a TBN vessel to lift a stem of 170,000 mt +/- 10% from Dampier to Qingdao, laydays 28 June - 2 July at $8.65/mt. Oldendorff also fixed a cargo from W Australia to China for laycan 23 June onwards at $8.70/mt. Vale fixed a TBN vessel for their iron ore cargo of 170,000 mt +/- 10% from Teluk Rubiah to Qingdao, laycan 19-21 June at $6.45/mt.

In the Atlantic, out of Brazil, Trafigura fixed a Capesize to lift an iron ore cargo of 170,000 mt +/- 10% from Sudeste to Qingdao at $19.00/mt, laycan from July 2 onwards. Cargill fixed a 180,700 dwt 2011 built to move 150,000 mt +/- 10% iron ore from Port Cartier to Qingdao for laydays 16-25 June at $25.25/mt. Cargill also fixed an Oldendorff Newcastlemax to lift 185,000 mt +/- 10% iron ore from Nouadhibou to China, laycan 21-28 June in the low/mid $20s/mt.

EZDK fixed 160,000 mt +/- 10% or 145,000 mt +/- 10% iron ore pellets from Ponta do Ubu to El Dekheila or Sokhna for a laycan 21-27 June in the $9s/mt.

Out of South Africa, NYK is rumoured to have fixed a Capesize to move 170,000 mt +/- 10% of iron ore from Saldanha Bay to Qingdao for July 1-10 laycan at a freight rate around low $14s/mt.

| CAPESIZE | Unit | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **BCI TC Average** | usd/day | 12,560 | 9,254 | +35.7% | -36.1% |
| **C2 Tubarao- Rotterdam** | usd/t | 8.28 | 7.92 | +4.5% | -44.4% |
| **C3 Tubarao - Qingdao** | usd/t | 19.70 | 18.08 | +8.9% | -37.5% |
| **C5 W. Aust. - Qingdao** | usd/t | 8.74 | 7.57 | +15.4% | -29.3% |
| **C8 Transatlantic r/v** | usd/day | 7,913 | 5,088 | +55.5% | -58.2% |
| **C14 China-Brazil r/v** | usd/day | 13,000 | 10,705 | +21.4% | -11.3% |
| **C10 Pacific r/v** | usd/day | 16,486 | 11,300 | +45.9% | -3.8% |
| **Newcastlemax 1-Y Period** | usd/day | 18,600 | 18,600 | +0.0% | -46.6% |
| **Capesize 1-Y Period** | usd/day | 15,500 | 15,500 | +0.0% | -46.6% |



# PANAMAX MARKET

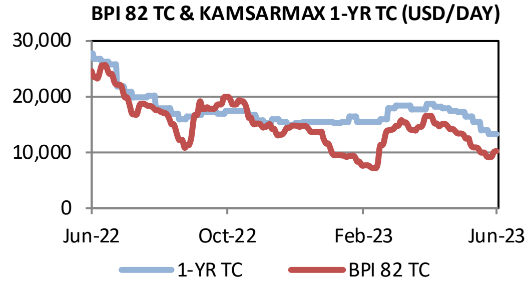
## ATLANTIC BASIN

Despite a positive beginning of the week, caused by a seemingly increasing demand in the Atlantic Basin, the market rapidly crashed once again with rates that fell back to a the levels of 2 weeks ago. As usual, the leading route was the P2A_82 which closed at $18,500/d. A nice Kamsarmax 2017 built was fixed at a rate close to $19,000/d dop Gibraltar for a trip via NCSAm to F East with grains. Regarding P8, bids in ECSAm ranged from $33/mt to $35/mt for the month with tct fixtures averaging $15,000/d + 500,000 gbb on modern Kamsarmax tonnage for trips via ECSAm to Spore/Jpn range with grains. The situation in the Black Sea area remains uncertain with only 2 vessels allowed to go to inspection at JCC over the weekend.

## PACIFIC BASIN

Last week was flat and owners were not ready to move till ships became spot. It started with an 82,200 dwt built 2022 fixed a tick higher than $10,000/d basis dely dop Japan for a trip via Australia to India, then on the same route an 80,700 dwt built 2019 got $9,500/d basis dely China 3 July. An 82,600 dwt built 2008 was on subs for an Indo RV at $9,000/d basis dely China. An 81,000 dwt built 2016 was fixed at $11,000/d basis dely Japan for an Australia RV with minerals whilst a 2023 built 85,600 dwt achieved $11,600/d basis dely S China. Little activity on the NoPac grain trade, but an 82,000 dwt built 2010 was fixed at $11,000/d basis dely Japan. Towards the end of the week more fixtures emerged and an 83,600 dwt built 2010 open CJK 14 ,June was reported on subs for a trip via EC Australia to Japan at $9,000/d, an 81,200 dwt built 2015 opening in CJK 10/11 June was rumoured for a NoPac trip to Spore/Jpn in the low $9,000s/d.

| PANAMAX | Unit | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **BPI 82 TC Average** | usd/day | 10,316 | 9,269 | +11.3% | -57.1% |
| **P1_82 Transatlantic r/v** | usd/day | 8,300 | 7,535 | +10.2% | -61.1% |
| **P2_82 Skaw-Gib - F. East** | usd/day | 18,523 | 17,295 | +7.1% | -44.2% |
| **P3_82 Pacific r/v** | usd/day | 9,646 | 8,288 | +16.4% | -57.4% |
| **P4_82 Far East - Skaw-Gib** | usd/day | 3,688 | 3,391 | +8.8% | -80.8% |
| **P5_82 China - Indo rv** | usd/day | 8,044 | 7,000 | +14.9% | -64.3% |
| **P6_82 Spore Atlantic rv** | usd/day | 12,027 | 10,814 | +11.2% | -53.9% |
| **Kamsarmax 1-Y Period** | usd/day | 13,300 | 13,300 | +0.0% | -52.5% |
| **Panamax 1-Y Period** | usd/day | 11,000 | 11,000 | +0.0% | -50.0% |



# SUPRAMAX & HANDYSIZE MARKET

## US GULF / NORTH AMERICA

Like the previous week, an excess of prompt tonnage kept rates down and it is difficult to see any change in the short term. On Ultramax levels remained stable and a nice unit was fixed at $19,000/d with petcoke to India whilst a similar unit got $18,500/d for the same destination with coal. A nice Ultramax was fixed on a TA RV around $15,000/d basis dely aps swpass. On Supramax fixing levels were around $17,000/d to F East and $11,000/d to Med.

On Handysize the long tonnage list kept rates around $8,000/d for TA RV and $6,500/d for CrossCaribbis trips (basis 34,000 dwt).

## EAST COAST SOUTH AMERICA

Rates were stable and still better than other areas. A modern 29,000 dwt was fixed at $13,750/d basis dely aps ECSAm for a tct to S Africa with calcined petcoke. Another modern 32,000 dwt was fixed at $10,250/d basis dely aps for a tct to US Atlantic Coast.

Activity for larger units was muted.

## NORTH EUROPE / CONTINENT

The market remained soft with rates for non-Russian business still very low.

As far as Russia is concerned a Supramax was put on subs basis dely Gibraltar at $7,000/d for a trip to Turkey.

## BLACK SEA / MEDITERRANEAN

Another week of slow and constant descent on all routes. On Handysize the trips towards East went down from $11,000/d to around $10,000/d basis dely Canakkale, Supramax rates lost $1,500/d to $13,500/d on the same route. The trip to MEG on Supramax was in the $13/13,500/d if delivery BSea, while the same trip from Central Med was getting rates around $11,000/d showing a lack of fresh cargoes.

35,000 dwt units on trips to Continent from Med were getting rates similar to the previous week probably signalling the market reached a bottom around $5,500/6,000/d basis dely Canakkale, whilst 58,000 dwt Supramax units were getting fixed around $7,500/d basis dely Canakkale or around $7,000/d from Med, if not less.

TransAtlantic trips lost some $1,000/d: Handies were around $5,500/d to S America and $7,500/d to USG while Supramax were around $6,500/d and $8,500/d respectively.

# SUPRAMAX & HANDYSIZE MARKET

## SOUTH AFRICA / INDIAN OCEAN

A 63,000 dwt was fixed at $13,000/d level basis dely Fujairah for a trip to Bangladesh with limestone, another similar unit achieved $14,000/d level for a similar trip and a 58,000 dwt got $10,000/d with aggregates.

A 56,000 dwt open WC India was rumored fixed around $9,000/d basis dely dop for a trip via WC India to Bangladesh. On backhaul trips a 63,000 dwt was rumored around $8/8,250/d level basis dely MEG port for a trip to Caribbeans and a 61,000 dwt achieved $7,500/d basis dely aps MEG to USG. From EC India a 56,000 dwt open Bangladesh was fixed around $4,900/d dop for a trip via EC India to China with iron ore. Another similar unit was fixed basis dely aps loadport in EC India at $5,000/d on the same trips. From S Africa early in the week a 63,000 dwt was rumored around $14,000/d + 130,000 gbb basis dely aps RBCT to Pakistan. A 61,000 dwt was rumored at $12,000/d + 120,000 gbb for a trip to WC India. As the week progressed trips to F East were being fixed around $14,000/d + 140/130,000 gbb on Ultramax.

## FAR EAST / PACIFIC

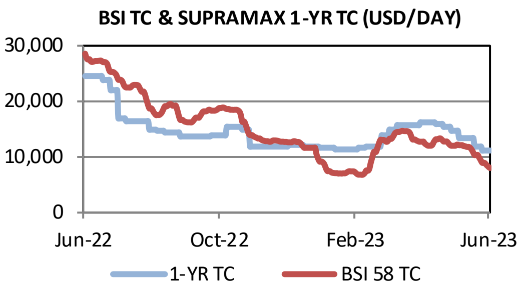
Rates kept slowly decreasing on all the most representative routes both on Handy and on Supramax tonnage.

A 53,000 dwt with dely N China was reported to be fixed for a trip via Philippines to China with nickel ore at $5,500/d to S China or $6,500/d to N China and a 58,000 dwt with dely Indonesia was done at $6,500/d for a trip to China.

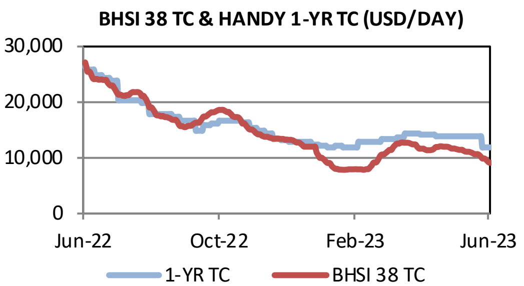
A smaller Supramax with dely S China was fixed at $3,750/d for a trip via Indonesia to Vietnam, a 63,000 dwt with dely S China took $8,000/d for a trip via Australia to China and a 55,000 dwt with dely mid China was done at $7,500/d for a trip via NoPac to Spore/Jpn range.

On Handies, a 28,000 dwt with dely S China was fixed at $7,500/d for a trip to SE Asia.

| SUPRAMAX | Unit | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **BSI 58 TC Avg.** | usd/day | 8,093 | 9,011 | -10.2% | -70.9% |
| **BSI 52 TC Avg.** | usd/day | 7,800 | 8,718 | -10.5% | -71.6% |
| **S4A_58 USG-Skaw/Pass** | usd/day | 11,496 | 13,414 | -14.3% | -62.3% |
| **S1C_58 USG-China/S Jpn** | usd/day | 16,018 | 17,629 | -9.1% | -44.5% |
| **S9_58 WAF-ECSA-Med** | usd/day | 7,491 | 8,607 | -13.0% | -71.1% |
| **S1B_58 Canakkale-FEast** | usd/day | 14,183 | 15,208 | -6.7% | -41.0% |
| **S2_58 N China Aus/Pac RV** | usd/day | 6,569 | 7,319 | -10.2% | -76.4% |
| **S10_58 S China-Indo RV** | usd/day | 5,500 | 6,056 | -9.2% | -78.0% |
| **Ultramax 1-Y Period** | usd/day | 13,500 | 13,500 | +0.0% | -51.8% |
| **Supramax 1-Y Period** | usd/day | 11,300 | 11,300 | +0.0% | -53.9% |




| HANDYSIZE | Unit | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **BHSI 38 TC Average** | usd/day | 9,023 | 9,805 | -8.0% | -65.9% |
| **HS2_38 Skaw/Pass-US** | usd/day | 8,164 | 9,257 | -11.8% | -60.2% |
| **HS3_38 ECSAm-Skaw/Pass** | usd/day | 12,294 | 13,950 | -11.9% | -57.9% |
| **HS4_38 USG-Skaw/Pass** | usd/day | 9,571 | 10,464 | -8.5% | -56.6% |
| **HS5_38 SE Asia-Spore/Jpn** | usd/day | 9,644 | 10,025 | -3.8% | -68.5% |
| **HS6_38 Pacific RV** | usd/day | 9,119 | 9,619 | -5.2% | -70.1% |
| **38k Handy 1-Y Period** | usd/day | 12,000 | 12,000 | +0.0% | -54.7% |
| **30k Handy 1-Y Period** | usd/day | 9,800 | 9,800 | +0.0% | -55.5% |



# CRUDE TANKER MARKET

**VLCC** rates bounced back to WS54 both for 270,000 mt MEG-China and for 260,000 mt W Africa-China; Hound Point-S Korea paid $7.2 mln.

**Suezmax** rates out of W Africa fell to WS90 to UKCM with the last done by Petroineos ex Cap Lopez off 25/6. From Med 130,000 mt Libya-Ningbo was fixed down to $4.65 mln and Arzew-Spore down to $4.1 mln. The 140,000 mt Basrah-Med route was down with Shell fixing off 25/6 at a softer WS60 whilst rates for 130,000 mt to F East moved down to WS115 level.

**Aframax** in Med found a floor at WS150 level with the last done ex Ceyhan off 19/6. Rates in NW Europe were steadish with a Med discharge option on a fuel oil cargo paying WS130.

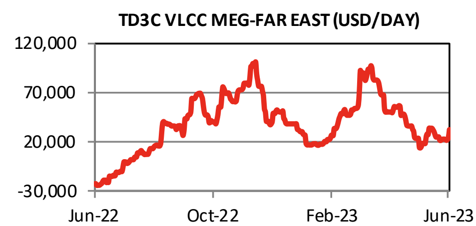
70,000 mt WTI USG TA went up to WS177.5 thanks to a midweek rush. East of Suez rates fell to WS170 for 80,000 mt ex MEG.

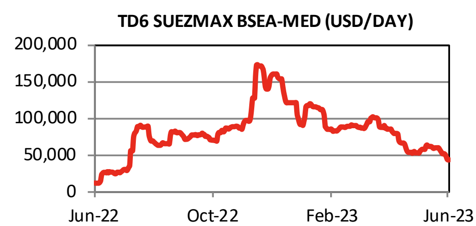
Down to 4 (vs 5) VLCC and 3 (vs 3) Suezmax waiting off China laden for more than 2 weeks.

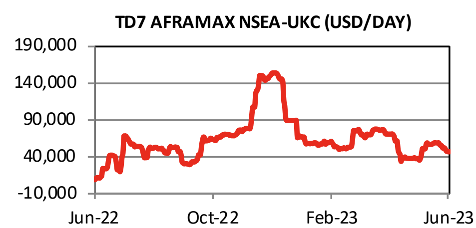
| VLCC | Unit | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **TD1 MEG-USG** | ws | 34.2 | 31.9 | +7.0% | +33.4% |
| **TD1-TCE MEG-USG** | usd/day | 9,167 | 6,727 | +36.3% | +121.0% |
| **TD3C MEG-China** | ws | 53.6 | 45.8 | +17.0% | +19.3% |
| **TD3C-TCE MEG-China** | usd/day | 32,630 | 22,983 | +42.0% | +246.3% |
| **TD15 WAF-China** | ws | 54.0 | 48.2 | +11.9% | +18.7% |
| **TD15-TCE WAF-China** | usd/day | 33,843 | 27,165 | +24.6% | +262.1% |
| **VLCC TCE Average** | usd/day | 20,899 | 14,855 | +40.7% | +163.4% |
| **VLCC 1-Y Period** | usd/day | 39,600 | 39,600 | +0.0% | +93.2% |

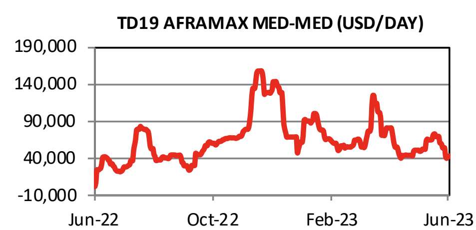
| SUEZMAX | Unit | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **TD6 BSea-Med** | ws | 110.3 | 119.3 | -7.6% | -1.9% |
| **TD6-TCE BSea-Med** | usd/day | 42,657 | 50,906 | -16.2% | +297.5% |
| **TD20 WAF-Cont** | ws | 90.5 | 99.3 | -8.8% | -3.0% |
| **MEG-EAST** | ws | 115.0 | 117.5 | -2.1% | +15.0% |
| **TD23 MEG-Med** | ws | 59.2 | 65.3 | -9.3% | +7.8% |
| **TD23-TCE MEG-Med** | usd/day | 12,551 | 18,288 | -31.4% | +172.6% |
| **Suezmax TCE Average** | usd/day | 37,706 | 45,244 | -16.7% | +504.9% |
| **Suezmax 1-Y Period** | usd/day | 43,000 | 43,000 | +0.0% | +87.0% |

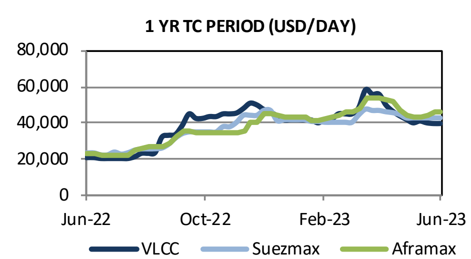
| AFRAMAX | Unit | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **TD7 NSea-Cont** | ws | 140.7 | 145.7 | -3.4% | +0.1% |
| **TD7-TCE NSea-Cont** | usd/day | 46,473 | 51,638 | -10.0% | +372.5% |
| **TD25 USG-UKC** | ws | 177.5 | 143.4 | +23.7% | +4.8% |
| **TD25-TCE USG-UKC** | usd/day | 45,873 | 33,272 | +37.9% | +286.0% |
| **TD19 Med-Med** | ws | 150.4 | 168.9 | -10.9% | +12.6% |
| **TD19-TCE Med-Med** | usd/day | 43,676 | 54,515 | -19.9% | +443.9% |
| **TD8 Kuwait-China** | ws | 170.71 | 188.86 | -9.6% | -8.5% |
| **TD8-TCE Kuwait-China** | usd/day | 41,613 | 50,348 | -17.3% | +367.2% |
| **TD9 Caribs-USG** | ws | 167.8 | 139.7 | +20.1% | -4.5% |
| **TD9-TCE Caribs-USG** | usd/day | 41,852 | 30,584 | +36.8% | +233.6% |
| **Aframax TCE Average** | usd/day | 41,941 | 48,220 | -13.0% | +220.0% |
| **Aframax 1-Y Period** | usd/day | 46,000 | 46,000 | +0.0% | +100.0% |



# PRODUCT TANKER MARKET

**CLEAN**

Another flat week for LR22 in MEG with TC1 around WS115 and Westbound cargoes fixed a little higher than $3.2 mln. A quite week also for LR1 with TC5 closing on Friday at WS125; hopefully we will see more activity in the current week, which together with a shorter tonnage list might firm rates.

Handies in Med are still waiting an increase of activity and higher rates, last week rates remained around WS135 with a lot of prompt tonnage in the area.

A steady week for MR tonnage in Med, by the end of week however an increasing number of ballasters was noticed which made the market slightly oversupplied and rates softened some 5 WS points on TA trips taking fixing levels around WS175.

Same levels compared to the previous week for Handies in UKC with 30@135 for CrossUKC. TC2 was pushed down hard by charterers to 37@170 due to a long tonnage list and a slowdown of Russian demand.

Russia activity softened and Handies in BSea asking slightly more than WS210 to Med and ''only'' WS250 from Baltic to non-EU Med.

**DIRTY**

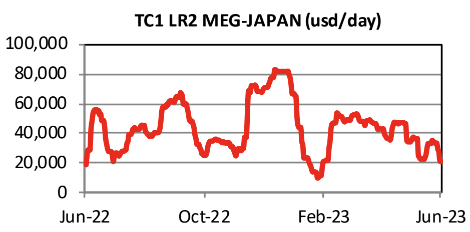
Another soft week for Handies in Med where a lack of demand and rising tonnage availability pushed CrossMed rates down to WS200 by the end of the week when some more demand was spotted. A similar trend affected Russian BSea market which went down to 30@290 to Med. Little activity for MRs with CrossMed fixing around 45@190 and Russian BSea to Med around 45@235.

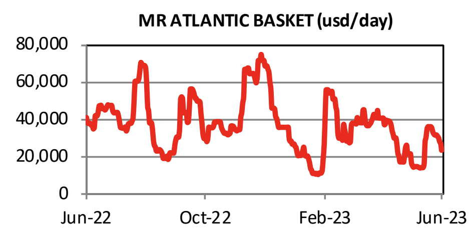
Slow activity affected also the Cont with CrossUKC down to 30@235 and 30@315 from Russian BSea and MRs fixing 45@192.5 and 45@250 respectively.

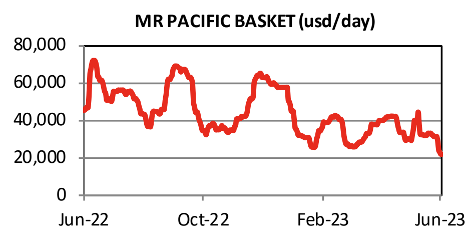
Panamax were untested due to a lack of demand and assessed around 55@150 on MED/UKC TA.

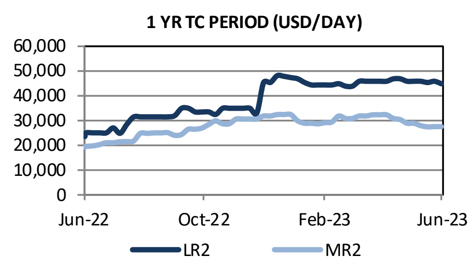
| CLEAN | Unit | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **TC1 MEG-Japan** (75k) | ws | 114.4 | 143.9 | -20.5% | -46.8% |
| **TC1-TCE MEG-Japan** (75k) | usd/day | 21,281 | 33,502 | -36.5% | -18.2% |
| **TC8 MEG-UKC** (65k) | usd/mt | 39.49 | 46.15 | -14.4% | -36.6% |
| **TC5 MEG-Japan** (55k) | ws | 127.1 | 145.8 | -12.8% | -50.8% |
| **TC2 Cont-USAC** (37k) | ws | 167.2 | 201.7 | -17.1% | -57.6% |
| **TC14 USG-Cont** (38k) | ws | 104.2 | 120.0 | -13.2% | -41.4% |
| **TC6 Med-Med (30k)** | ws | 135.0 | 135.0 | +0.0% | n/a |
| **TC6-TCE Med-Med (30k)** | usd/day | 9,999 | 10,353 | -3.4% | -85.4% |
| **TC7 Spore-ECAu (30k)** | ws | 203.9 | 219.3 | -7.0% | -55.6% |
| **TC7-TCE Spore-ECAu (30k)** | usd/day | 23,225 | 26,824 | -13.4% | -48.7% |
| **TC11-TCE SK-Spore (40k)** | usd/day | 8,985 | 14,043 | -36.0% | -80.5% |
| **TC20-TCE AG-UKC (90k)** | usd/day | 21,089 | 35,117 | -39.9% | n/a |
| **MR Atlantic Basket** | usd/day | 23,305 | 31,517 | -26.1% | -38.7% |
| **MR Pacific Basket** | usd/day | 22,114 | 31,581 | -30.0% | -51.9% |
| **LR2 1-Y Period** | usd/day | 45,000 | 46,000 | -2.2% | +91.5% |
| **MR2 1-Y Period** | usd/day | 27,600 | 27,600 | +0.0% | +44.5% |
| **MR1 1-Y Period** | usd/day | 23,300 | 23,800 | -2.1% | +45.6% |

| DIRTY | Unit | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **TD18 Baltic-UKC** (30K) | ws | 232.1 | 244.6 | -5.1% | -27.9% |
| **TD18-TCE Baltic-UKC** (30K) | usd/day | 28,558 | 32,002 | -10.8% | +17.7% |
| **Med-Med** (30k) | ws | 200.0 | 215.0 | -7.0% | -33.3% |
| **Black Sea-Med** (30k) | ws | 290.0 | 300.0 | -3.3% | -43.1% |



# CONTAINERSHIP MARKET

The market was still showing an activity slowdown and a little more units available, especially in the 2500 teu size segment.

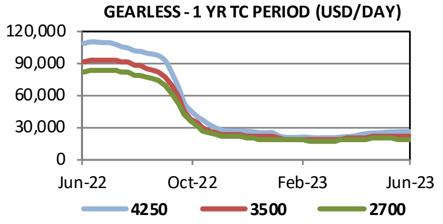
Some problems for operators are arising due to the Panama canal drought season which has been reducing the canal capacity and causing severe restrictions on vessels obliged to transit the waterway with significantly reduced load factors.

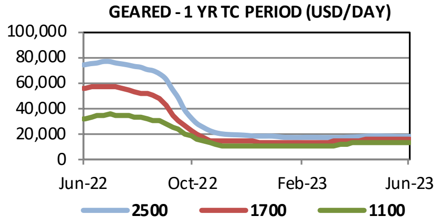
**REPORTED FIXTURES:**

| Vessel's Name | Built | TEUs | TEU@14 | Gear | account | Period (mos) | Rates ($) |
|---|---|---|---|---|---|---|---|
| Zhong Gu Xi An | 2023 | 4636 | 4290 | No | Fixed to Sealead | 8 - 10 m | $27,000/d |
| Sealand Guayaquil | 2009 | 2546 | 1905 | Yes | Fixed to Hapag Lloyd | 12 - 14 m | $17,950/d |
| Haris | 2015 | 2192 | 1570 | Yes | Extended to CMA CGM | 12 m | $20,500/d |

## VHSS CONTAINERSHIP TIMECHARTER
(source: Hamburg Shipbrokers' Association)

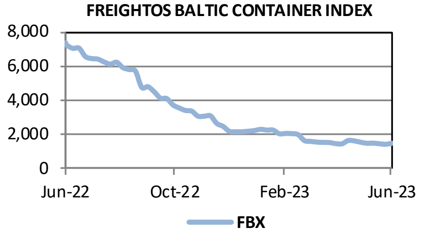
| VHSS | Unit | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **ConTex** | index | 838 | 840 | -0.2% | -74.1% |
| **4250 teu (1Y, g'less)** | usd/day | 25,278 | 25,220 | +0.2% | -76.8% |
| **3500 teu (1Y, g'less)** | usd/day | 21,615 | 21,653 | -0.2% | -76.6% |
| **2700 teu (1Y, g'less)** | usd/day | 18,643 | 18,709 | -0.4% | -77.2% |
| **2500 teu (1Y, geared)** | usd/day | 17,798 | 17,773 | +0.1% | -75.9% |
| **1700 teu (1Y, geared)** | usd/day | 16,150 | 16,158 | -0.0% | -71.3% |
| **1100 teu (1Y, geared)** | usd/day | 12,833 | 12,938 | -0.8% | -60.4% |

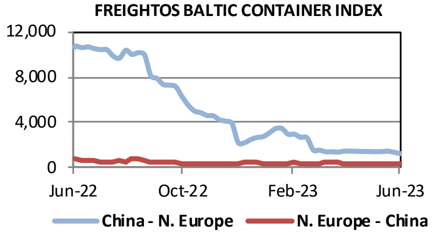



## FREIGHTOS BALTIC GLOBAL CONTAINER INDEX
(source: Baltic Exchange)

| FREIGHTOS | Unit | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **FBX** | index | 1,441 | 1,380 | +4.4% | -80.4% |
| **China - WCNA** | usd/feu | 1,569 | 1,324 | +18.5% | -83.7% |
| **WCNA - China** | usd/feu | 710 | 655 | +8.4% | -15.2% |
| **China - ECNA** | usd/feu | 2,626 | 2,351 | +11.7% | -77.9% |
| **ECNA - China** | usd/feu | 613 | 625 | -1.9% | -20.0% |
| **China - N. Europe** | usd/feu | 1,201 | 1,319 | -8.9% | -88.7% |
| **N. Europe - China** | usd/feu | 366 | 366 | +0.0% | -51.7% |
| **China - Med** | usd/feu | 2,364 | 2,390 | -1.1% | -81.5% |
| **Med - China** | usd/feu | 442 | 443 | -0.2% | -66.6% |
| **ECNA - Europe** | usd/feu | 416 | 356 | +16.9% | -14.6% |



# NEWBUILDING ORDERS

Contracting activity remained high despite long delivery dates.

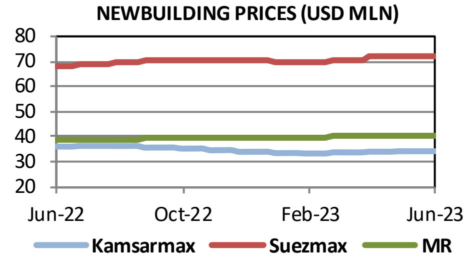
Tanker activity has been strong and LR2 tankers were dominating affairs. China was leading the way with nine units being ordered to Chinese builders: Zhoushan Changhong recently secured a significant order for 6 x LR2 tankers. Four of these will be constructed for an undisclosed Turkish Owner while the remaining two will be for Stamford Ship Management in Singapore. Additionally, Guangzhou Shipyard received an order for 2 x LR2 tankers from Eastern Pacific Shipping. The Turkish owner has also included 4 options while Eastern Pacific added 2 indicating a forthcoming increase in orders from China.

Mitsui O.S.K. increased its order at Dalian Cosco KHI for VLCCs from 2 to 4, while Samsung confirmed the order for 2 x Suezmax from Teodor Shipping at $86 mln each.

In the dry sector, TMS Dry placed an order for 2 x Capesize from Cosco Yangzhou while Japan's Lepta Shipping sealed a deal with Yangzi Mitsui shipyard for 10 Kamsarmax, prices remained undisclosed.

## INDICATIVE NEWBUILDING PRICES (CHINESE SHIPYARDS)

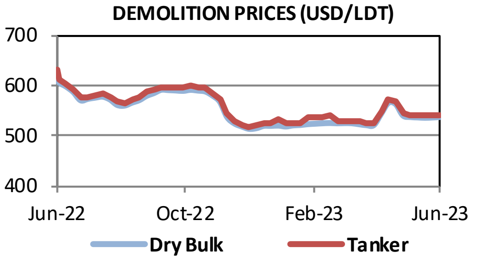
| | Unit | May-23 | Apr-23 | M-o-M | Y-o-Y |
|---|---|---|---|---|---|
| **Capesize** | usd mln | 61.1 | 60.6 | +0.7% | -0.2% |
| **Kamsarmax** | usd mln | 34.3 | 34.2 | +0.5% | -3.4% |
| **Ultramax** | usd mln | 32.5 | 32.1 | +1.1% | -2.3% |
| **Handysize** | usd mln | 29.5 | 29.3 | +0.8% | -0.0% |
| **VLCC** | usd mln | 111.1 | 109.8 | +1.2% | +6.3% |
| **Suezmax** | usd mln | 72.6 | 72.0 | +0.8% | +7.9% |
| **LR2 Coated** | usd mln | 61.5 | 60.9 | +0.9% | +4.1% |
| **MR2 Coated** | usd mln | 40.8 | 40.5 | +0.8% | +5.8% |




# DEMOLITION SALES

## SHIP RECYCLING ASSESSMENTS (BALTIC EXCHANGE)

| | Unit | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **Dry India** | usd/ldt | 550.6 | 547.9 | +0.5% | -10.4% |
| **Dry Pakistan** | usd/ldt | 493.8 | 493.8 | +0.0% | -21.1% |
| **Tnk India** | usd/ldt | 558.3 | 555.2 | +0.5% | -10.3% |
| **Tnk Pakistan** | usd/ldt | 495.8 | 495.8 | +0.0% | -21.6% |



# SECONDHAND SALES

In the dry market, Norwegian controlled Ultramax Belvedere 66,000 dwt built 2015 Mitsui (SS due 2025 BWTS fitted) was sold in excess of $27 mln, a few weeks ago the sistership Bulk Electra was reported sold at high $26 mln. After offers were invited last week CF Diamond 58,000 dwt built 2016 Tsuneishi (SS due 2026 BWTS fitted) has been committed in excess of $24 mln. One resale Handysize 40,000 dwt with delivery August 2023 under construction at JNS was purchased by a German buyer at $32 mln.

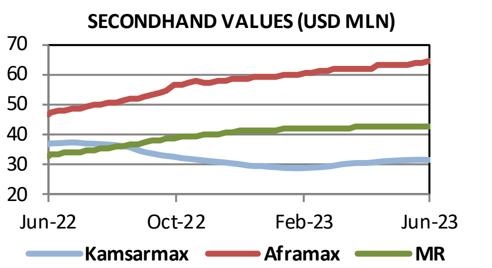
In the tanker market UAE controlled LR1 Gulf Coral 75,000 dwt built 2009 HMD (SS DD due Sept 2024 Epoxy coated ) was reported sold at $28.5 mln. The pumproom MR Super Ruby 50,000 dwt built 2006 Shina (SS/DD due 2026 BWTS fitted) was sold at $24 mln to Middle Eastern Buyers, a month ago the Atlantica Brave 51,000 dwt built 2008 STX was reported at $22 mln.

**REPORTED SALES:**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Bulk | Herun Zhoushan | 181,056 | 2017 | SWS | Greek | 41.5 | BWTS - Dely Jul-Nov'2023 |
| Bulk | Belvedere | 66,637 | 2015 | Mitsui | Undisclosed | x 27 | BWTS - Dely Q3 '23 |
| Bulk | Victoria T | 61,266 | 2017 | Toyohashi | Undisclosed | mid 29 | Eco Modern |
| Bulk | CF Diamond | 57,823 | 2016 | Tsuneishi Zosen | Undisclosed | xs 24 | Eco Modern |
| Bulk | Jiangmen Nanyang 616 | 40,500 | 2023 | Jiangmen | German | 32 | Resale |
| Bulk | Pazeh Wisdom | 18,969 | 2009 | Kanasashi | Undisclosed | rgn 8.5 | |
| Tank | Gulf Coral | 74,999 | 2009 | Hyundai Mipo | Undisclosed | 28.5 | |
| Tank | Golden Shiner | 74,999 | 2007 | Onomichi | Undisclosed | | BWTS - Scrubber |
| Tank | Bowfin | 74,999 | 2008 | Minaminippon | Undisclosed | 79 | BWTS |
| Tank | Lake Sturgeon | 74,993 | 2007 | Onomichi | Undisclosed | | BWTS |
| Tank | Super Ruby | 50,400 | 2006 | ShinA | Middle East | rgn 24 | BWTS |

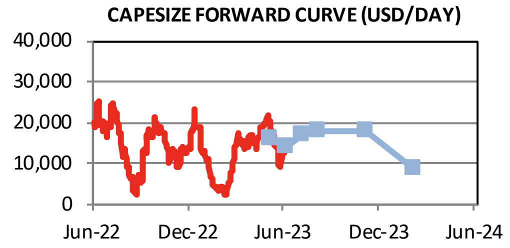
## BALTIC SECONDHAND ASSESSMENTS (BALTIC EXCHANGE)

| | Unit | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| **Capesize** | usd mln | 46.2 | 46.3 | -0.3% | -10.4% |
| **Kamsarmax** | usd mln | 31.5 | 31.5 | -0.2% | -14.8% |
| **Supramax** | usd mln | 26.5 | 26.5 | -0.1% | -13.8% |
| **Handysize** | usd mln | 25.3 | 25.4 | -0.4% | -12.4% |
| **VLCC** | usd mln | 97.7 | 98.1 | -0.3% | +27.0% |
| **Suezmax** | usd mln | 68.7 | 68.7 | -0.0% | +31.8% |
| **Aframax** | usd mln | 64.2 | 64.2 | +0.1% | +37.1% |
| **MR Product** | usd mln | 42.5 | 42.5 | +0.0% | +28.6% |

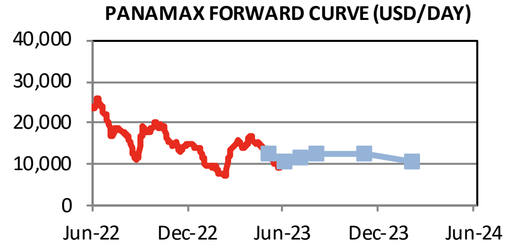


# DRY BULK FFA ASSESSMENTS

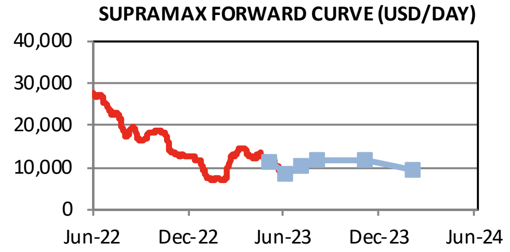
| CAPESIZE | Unit | 12-Jun | 05-Jun | W-o-W | Premium |
|---|---|---|---|---|---|
| **Jun-23** | usd/day | 14,057 | 13,989 | +0.5% | +10.7% |
| **Jul-23** | usd/day | 17,075 | 16,964 | +0.7% | +34.4% |
| **Aug-23** | usd/day | 17,789 | 17,921 | -0.7% | +40.0% |
| **Sep-23** | usd/day | 18,636 | 18,907 | -1.4% | +46.7% |
| **Nov-23** | usd/day | 18,314 | 18,450 | -0.7% | +44.2% |
| **Q2 23** | usd/day | 15,920 | 15,898 | +0.1% | +25.3% |
| **Q3 23** | usd/day | 17,833 | 17,931 | -0.5% | +40.4% |
| **Q4 23** | usd/day | 17,729 | 17,879 | -0.8% | +39.6% |



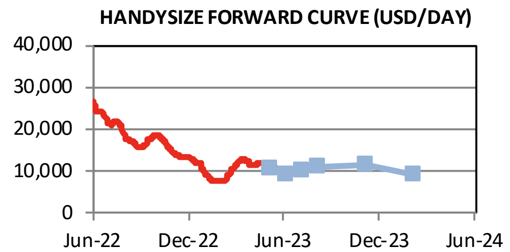

| PANAMAX (82k) | Unit | 12-Jun | 05-Jun | W-o-W | Premium |
|---|---|---|---|---|---|
| **Jun-23** | usd/day | 10,497 | 10,790 | -2.7% | +2.0% |
| **Jul-23** | usd/day | 11,568 | 11,950 | -3.2% | +12.4% |
| **Aug-23** | usd/day | 12,582 | 13,100 | -4.0% | +22.2% |
| **Sep-23** | usd/day | 13,547 | 13,993 | -3.2% | +31.6% |
| **Nov-23** | usd/day | 13,400 | 13,665 | -1.9% | +30.2% |
| **Q2 23** | usd/day | 12,569 | 12,666 | -0.8% | +22.1% |
| **Q3 23** | usd/day | 12,566 | 13,015 | -3.4% | +22.1% |
| **Q4 23** | usd/day | 12,725 | 13,150 | -3.2% | +23.6% |




| SUPRAMAX (58k) | Unit | 12-Jun | 05-Jun | W-o-W | Premium |
|---|---|---|---|---|---|
| **Jun-23** | usd/day | 8,558 | 8,788 | -2.6% | +7.2% |
| **Jul-23** | usd/day | 10,163 | 10,271 | -1.1% | +27.3% |
| **Aug-23** | usd/day | 11,704 | 11,946 | -2.0% | +46.6% |
| **Sep-23** | usd/day | 12,467 | 12,721 | -2.0% | +56.1% |
| **Nov-23** | usd/day | 11,867 | 12,017 | -1.2% | +48.6% |
| **Q2 23** | usd/day | 10,985 | 11,062 | -0.7% | +37.6% |
| **Q3 23** | usd/day | 11,444 | 11,646 | -1.7% | +43.3% |
| **Q4 23** | usd/day | 11,596 | 11,846 | -2.1% | +45.2% |

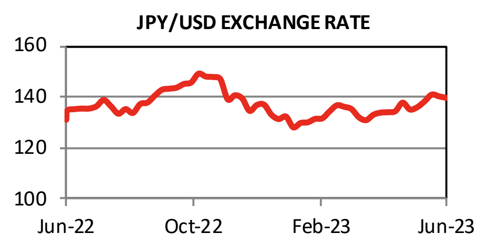



| HANDYSIZE (38k) | Unit | 12-Jun | 05-Jun | W-o-W | Premium |
|---|---|---|---|---|---|
| **Jun-23** | usd/day | 9,150 | 9,225 | -0.8% | +3.4% |
| **Jul-23** | usd/day | 10,088 | 10,188 | -1.0% | +14.0% |
| **Aug-23** | usd/day | 11,013 | 11,088 | -0.7% | +24.5% |
| **Sep-23** | usd/day | 11,900 | 11,888 | +0.1% | +34.5% |
| **Nov-23** | usd/day | 11,363 | 11,425 | -0.5% | +28.5% |
| **Q2 23** | usd/day | 10,671 | 10,696 | -0.2% | +20.6% |
| **Q3 23** | usd/day | 11,000 | 11,054 | -0.5% | +24.3% |
| **Q4 23** | usd/day | 11,263 | 11,350 | -0.8% | +27.3% |




# EXCHANGE RATES

| CURRENCIES | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|
| **USD/EUR** | 1.07 | 1.07 | +0.4% | +0.3% |
| **JPY/USD** | 139.34 | 139.94 | -0.4% | +6.5% |
| **KRW/USD** | 1287 | 1306 | -1.4% | +2.9% |
| **CNY/USD** | 7.13 | 7.08 | +0.6% | +7.0% |



# COMMODITY PRICES

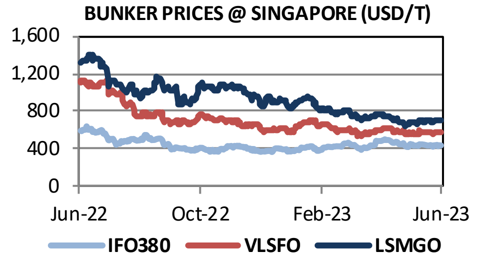
| BUNKERS | | Unit | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|---|---|
| IFO 380 (3.5%) | Rotterdam | usd/t | 447.0 | 443.0 | +0.9% | -30.2% |
| | Fujairah | usd/t | 426.0 | 413.0 | +3.1% | -39.2% |
| | Singapore | usd/t | 439.0 | 441.0 | -0.5% | -26.5% |
| VLSFO (0.5%) | Rotterdam | usd/t | 538.0 | 526.0 | +2.3% | -44.5% |
| | Fujairah | usd/t | 558.0 | 544.0 | +2.6% | -50.2% |
| | Singapore | usd/t | 579.0 | 574.0 | +0.9% | -48.8% |
| LSMGO (0.1%) | Rotterdam | usd/t | 689.0 | 675.0 | +2.1% | -47.6% |
| | Fujairah | usd/t | 801.0 | 833.0 | -3.8% | -48.0% |
| | Singapore | usd/t | 709.0 | 706.0 | +0.4% | -46.1% |
| SPREAD (LS/HS) | Rotterdam | usd/t | 91.0 | 83.0 | +9.6% | -72.3% |
| | Fujairah | usd/t | 132.0 | 131.0 | +0.8% | -68.6% |
| | Singapore | usd/t | 140.0 | 133.0 | +5.3% | -73.8% |

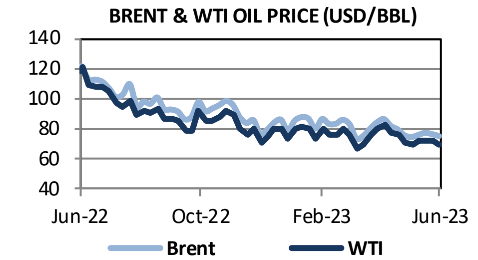
| OIL & GAS | Unit | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| Crude Oil ICE Brent | usd/bbl | 74.8 | 76.1 | -1.8% | -37.5% |
| Crude Oil Nymex WTI | usd/bbl | 70.2 | 71.7 | -2.2% | -41.0% |
| Crude Oil Russia Urals | usd/bbl | 56.1 | 55.7 | +0.7% | -38.2% |
| Crude Oil Shanghai | rmb/bbl | 526.6 | 509.4 | +3.4% | -27.9% |
| Gasoil ICE | usd/t | 708.0 | 695.3 | +1.8% | -46.3% |
| Gasoline Nymex | usd/gal | 2.59 | 2.50 | +3.7% | -39.0% |
| Naphtha C&F Japan | usd/t | 560.5 | 564.5 | -0.7% | -35.4% |
| Jet Fuel Singapore | usd/bbl | 90.4 | 85.4 | +5.8% | -41.3% |
| Nat Gas Henry Hub | usd/mmbtu | 2.25 | 2.17 | +3.8% | -73.6% |
| LNG TTF Netherlands | usd/mmbtu | 8.95 | 7.34 | +21.9% | -65.9% |
| LNG North East Asia | usd/mmbtu | 9.00 | 9.00 | +0.0% | -63.6% |

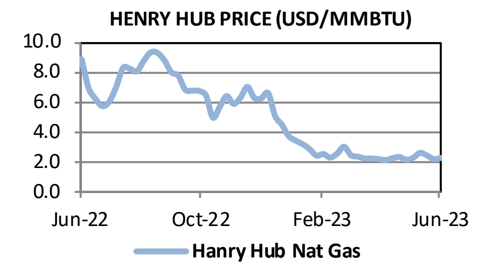
| COAL | Unit | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| Steam Coal Richards Bay | usd/t | 97.6 | 104.5 | -6.6% | -70.6% |
| Steam Coal Newcastle | usd/t | 136.7 | 145.8 | -6.2% | -67.5% |
| Coking Coal Australia SGX | usd/t | 226.5 | 225.5 | +0.4% | -44.8% |

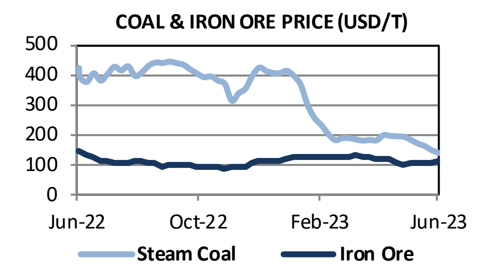
| IRON ORE & STEEL | Unit | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| Iron Ore SGX 62% | usd/t | 113.8 | 106.4 | +6.9% | -21.2% |
| Rebar Steel in China | rmb/t | 3471.0 | 3366.0 | +3.1% | -26.1% |
| HRC Steel in China | rmb/t | 3922.0 | 3845.0 | +2.0% | -20.8% |

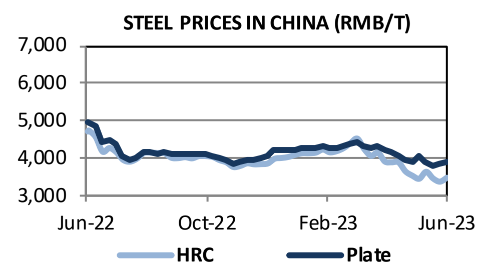
| AGRICULTURAL | Unit | 09-Jun | 02-Jun | W-o-W | Y-o-Y |
|---|---|---|---|---|---|
| Soybeans CBoT | usc/bu | 1386.5 | 1352.5 | +2.5% | -18.3% |
| Corn CBoT | usc/bu | 604.2 | 609.0 | -0.8% | -16.9% |
| Wheat CBoT | usc/bu | 630.2 | 619.0 | +1.8% | -39.4% |
| Sugar ICE N.11 | usc/lb | 25.38 | 24.73 | +2.6% | +31.6% |
| Palm Oil Malaysia | usd/t | 754.0 | 745.0 | +1.2% | -50.6% |
| Ferts Urea Middle East | usd/t | 310.0 | 357.5 | -13.3% | -55.7% |

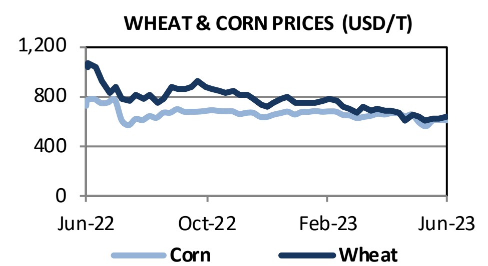


# COMMODITY NEWS – DRY BULK

**Brazil corn, sugar and coffee areas seen escaping frosts**

A polar mass advancing over Brazil is not expected to hit crops like sugarcane, corn and coffee even though temperatures will drop sharply over the coming days, weather consultancy Rural Clima said on Wednesday.

Agrometeorologist Marco Antonio dos Santos said some areas will have temperatures close to zero, but crops should be spared from frosts as a cold front system in southern Brazil blocks the polar mass' advance to the main producing regions.

**Russia and Ukraine say ammonia pipeline was damaged, in potential blow to grain deal**

A pipeline used to transport ammonia fertilizer from Russia via Ukraine that may be central to the future of the Black Sea grain deal has been damaged, according to both Kyiv and Moscow, potentially complicating talks around the accord.

**Hydro power hotspots hit by hot and dry weather**

Electricity generation from hydro power sources has fallen in Asia, Europe and North America over the opening months of 2023 from the same period in 2022, crimping a key source of clean power generation for electricity providers. In the opening quarter of 2023, global hydro-powered electricity generation dropped by close to 4% from the same period in 2022, due to output falls in key hydro producers China, the U.S., India, Vietnam and Turkey, data from Ember shows. Roughly 43% of global hydropower is generation capacity is in Asia, by far the top hydro-producing region. China, the top global hydro power, alone has 30% of global capacity, but in the opening months of 2023 has seen hydro generation fall 7.2% from the same period in 2022 due to reduced precipitation and hot, dry conditions in key hydro hubs in the Yunnan province. India, Asia's next largest hydro producer and the sixth largest overall, has seen output fall by nearly 5% in early 2023 from early 2022, also due to dry, hot weather. Vietnam, the ninth largest global hydro producer, is currently in the grips of an extended heatwave, and has seen output drop by 10.5% in the opening quarter of this year from the year before. In contrast, hydro output in Japan has increased by nearly 16% from year-before levels, Ember data shows. Europe has around 22% of global hydro generation capacity and has had a mixed hydro output record so far in 2023. Norway, Sweden, France, Turkey and Italy and all major hydro producers, and have seen their collective output decline by around 8% in the first quarter of 2023 from 2022. The biggest output decline has come in Turkey, due to an extended drought, while output in Switzerland and Austria is so far above year-ago levels. Canada is North America's largest hydro producer, but the U.S. has suffered the biggest output falls this year. Drier than normal conditions in Washington, Arizona, Nevada and Colorado - all key hydro states - have dragged overall hydro generation 17% lower in the opening four months of 2023 from the same period in 2022, Ember data shows. Mexico's output is down around 15% from 2022's total due to similar conditions. In contrast, hydro output in Latin America is trending above year-ago levels, with Brazil, the third largest hydro producer globally, seeing production run around 3.4% above 2022's levels, and Colombia experiencing a roughly 10% increase.

All together, worldwide hydro production has gotten off to a weak start in 2023 and will likely deteriorate further in the wake of the Kakhovka dam failure and as temperatures rise during the hottest part of the northern hemisphere summer.

**Australia sees wheat, barley output dropping by a third next year**

Australia's production of winter crops is set to fall from record highs, with wheat output seen declining more than 30%, the country's agricultural department said, as forecasters predict dryness due to the El Nino weather pattern. Australia is the world's second largest wheat exporter, supplying mainly to buyers in Asia, including China, Indonesia and Japan. Total Australian winter crop production is forecast to fall by 34% to 44.9 million tonnes in 2023–24, around 3% below the 10-year average to 2022–23 of 46.4 million tonnes, according to the June crop report from the Department of Agriculture, Fisheries and Forestry.

Wheat and barley production will drop by 34% and 30% to 26.2 million tonnes and 9.9 million tonnes, respectively. Both figures are below the 10-year average. Canola is forecast to fall 41% to 4.9 million tonnes but remain 15% above the decade average.

**Philippines Q1 nickel ore output up 5.3% y/y - mines bureau**

Philippine nickel ore output in the first quarter totalled 4 million dry metric tons (dmt), up 5.3% versus the 3.8 million dmt produced in the same period last year, the Mines and Geosciences Bureau (MGB) said on Wednesday.

Of the 33 nickel mines in the Philippines, only 13 recorded output during the first quarter while the rest did not produce any due to unfavorable weather or because they were under maintenance, the agency said in its quarterly report.

Source: Reuters / S&P Platts

# COMMODITY NEWS – OIL & GAS

**US crude inventories notch surprise drawdown on refinery runs -EIA**

U.S. crude oil stockpiles fell unexpectedly last week as refiners cranked out fuel to the highest level since 2019 during the Memorial Day holiday, the Energy Information Administration (EIA) said on Wednesday. Refinery crude runs rose by 482,000 barrels per day (bpd), while refinery utilization rates increased by 2.7 percentage points in the week to its highest level since August 2019. Crude inventories fell by 451,000 barrels in the week to June 2, the EIA said. Gasoline and diesel stocks rose during the period, the EIA said, but remained below last year's inventory levels. Gasoline stocks rose by 2.7 million barrels in the week, the EIA said, compared with analysts' expectations for a 880,000-barrel rise. Distillate stockpiles, which include diesel and heating oil, rose by nearly 5.1 million barrels in the week, versus expectations for a 1.3 million barrel rise, the EIA said. "Refiners need to build up those stocks...if we lose a refinery, if there's a disruption, it's kind of a Red Sox bullpen: there's no one really there," said Phil Flynn, an analyst at Price Futures group. Net U.S. crude imports rose by 1.6 million bpd, the data showed. Crude stocks at the Cushing, Oklahoma, delivery hub rose by 1.7 million barrels last week, the EIA said.

**US solar power installations soar in Q1 on easing panel import gridlock**

U.S. solar energy installations soared 47% in the first quarter, according to an industry report published on Thursday, as easing panel supplies alleviated industry gridlock and allowed many stalled big projects to be completed and connected to the grid. The solar industry had its best first quarter ever, installing 6.1 gigawatts (GW), an analysis by research firm Wood Mackenzie and the Solar Energy Industries Association (SEIA) trade group found. That is enough capacity to power more than 1 million homes. The sector accounted for 54% of new U.S. electric generating capacity during the quarter, the report said. Florida had more new installations than any other state. As a result of the strong quarter, SEIA raised its forecast for the year slightly to 29 GW from 28.4 GW.

**US 2023 oil output to rise more than previously expected, EIA says**

U.S crude oil production this year will rise faster, and demand increases will cool compared to prior expectations, the U.S. Energy Information Administration (EIA) said on Tuesday. EIA issued the new outlook after the Organization of the Petroleum Exporting Countries (OPEC) and allies extended output cuts through 2024. Saudi Arabia will pare 1 million barrels per day (bpd) from its July output to stabilize oil markets, it said. The production cuts by the group known as OPEC+ will slightly reduce global oil inventories in each of the next five quarters and boost global oil prices in late-2023 and early-2024, the agency predicted in its Short-Term Energy Outlook. U.S. total petroleum consumption will rise only by 100,000 bpd to 20.4 million bpd this year, compared with an estimated gain of 200,000 bpd in the May forecast, it said. EIA projects U.S. crude oil production will climb by 720,000 bpd to 12.61 million bpd this year, above a prior forecast calling for a gain of 640,000 bpd. U.S. oil production gains have slowed due to investor demand for increases in dividends and share buybacks over capital spending. But U.S. output is still set to hit annual production records in 2023 and 2024, EIA said.

**China's May crude oil imports climb to third-highest monthly level on record**

China's crude oil imports in May rose to the third-highest monthly level on record, customs data showed on Wednesday, as refiners built inventories and stepped up operations after maintenance in April. Crude imports in May totalled 51.44 million tonnes, or 12.11 million barrels per day (bpd), according to data from the General Administration of Customs. That was up 12.2% from the 10.79 million bpd of crude imported in May last year. Shipments to the world's largest oil importer increased significantly month on month, up 17.4% on April's 10.32 million bpd. Despite a mixed macroeconomic picture, a build-up in inventories has helped to sustain crude import demand.

**U.S. natgas output and demand to hit record highs in 2023**

U.S. natural gas production and demand will rise to record highs in 2023, the U.S. Energy Information Administration (EIA) said in its Short Term Energy Outlook (STEO) on Tuesday. The EIA projected dry gas production will rise to 102.74 billion cubic feet per day (bcfd) in 2023 and 103.04 bcfd in 2024 from a record 98.13 bcfd in 2022. The agency also projected domestic gas consumption would rise from a record 88.53 bcfd in 2022 to 88.64 bcfd in 2023 before sliding to 86.59 bcfd in 2024. If correct, 2024 would be the first time that output rises for four years in a row since 2015, and 2023 would be the first time demand rises for three years in a row since 2016.

Source: Reuters / S&P Platts

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