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Rustin Edwards
Head, Fuel Oil Procurement
Euronav NV

Dry bulk rates are off their highs as raw materials demand has slowed into China.
Conversely, tanker freight rates have been moving up higher, which is in line with Q4 and Q1 seasonal trade flows, with distillate rich crudes moving to the right locations. Container freight rates meanwhile have retreated a little but will remain elevated as supply bottlenecks have not eased much and probably won't until Q3 of next year. Until we can incentivize people in the support logistics streams of driving trucks to move the containers out of ports, it's hard to alleviate the problem. We almost need a shutdown on the demand side to let the supply chain readjust to the new demand profile.

Will the recent US China talks have any tangible impact on trade relations?
It depends on how much of the Trump tariffs Biden is able to roll back. Any détente is good, especially rhetoric around Taiwan, and that seems to be the big sticking point. Will it get resolved or will we just go back to the status quo pre-Trump, where Taiwan lives in this realm of a bubble that you can't really talk about.

Outlook for the US economy in 2022?
There are worries about the Chinese property crisis with a lot of moving parts to that as it unfolds. I think that issue is going to rear its ugly head in December or in January when some of these huge billion-dollar bond payments come due. If these real estate companies have trouble meeting those, there will be a knock on impact into the world economy. ■

**Paraphrased comments*