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D'Amico books significant progress for Q2

Product tanker carrier d'Amico is riding the wave of the upswing seen on the market since war broke out in Ukraine, and the company expects this advancement to continue for years to come.



Photo: d'Amico International Shipping

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Italian product tanker carrier d'Amico International Shipping, like many of its competitors, has seen significant progress in recent months, which is reflected by the company's half-year interim report.

In the first half of 2022, the carrier secured a net profit of USD 19.2m, with earnings before interest, taxes, depreciations and amortizations (EBITDA) coming to USD 66.2m. In a **statement** <<http://investorrelations.damicointernationalshipping.com/files/Eventi%20&%20Presentazioni/ENG/2022/luglio/DIS>> d'Amico describes the results as "very strong," saying they were achieved "on the back of a buoyant product tanker market."

This progress was made in the second quarter of the year, when d'Amico's net profit came to USD 25.7m against a net loss of USD 5.4m in the corresponding quarter last year.

This year also saw a slow start on the tanker market, which only started to improve toward the end of March, most of all due to Russia's invasion of Ukraine on Feb. 24.

Starting from the end of the first quarter, the outbreak of the war in Ukraine has been having a significant impact on the tanker markets

PAOLO D'AMICO, CEO & CHAIR, D'AMICO INTERNATIONAL SHIPPING

"Starting from the end of the first quarter, the outbreak of the war in Ukraine has been having a significant impact on the tanker markets," says the carrier's chief executive and chairman, Paolo d'Amico, in the statement.

Shipping companies state a variety of reasons for the rising demand for oil products, among which are the post-pandemic reopenings, inefficiency in supply chains and changing trade patterns with large volumes on long-haul routes from the US and Asia to Europe as buyers seek alternatives to Russian oil.

Optimism about the future

Paolo d'Amico expects the upswing to last for a while.

"We expect to continue benefiting from strong markets for several years, due to the very positive fundamentals for our industry, both on the demand and the supply side," he predicts.

His optimism is based on factors including an expected rise in tonne-mile demand, and that there are almost no orders for new tankers at the moment. Moreover, the numerous environmental rules coming from bodies including the European Union and the International Maritime Organization will entail that several old and "less efficient" tankers will be scrapped.

In that situation, d'Amico will be able to benefit from having a modern fleet, the carrier states.

English edit: Jonas Sahl Hollænder

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