Preliminary financial information for first quarter 2023

BW Epic Kosan

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OSLO / SINGAPORE, 25 May 2023 – BW Epic Kosan Ltd. (ticker "BWEK", "BW Epic Kosan" or the "Company") today announced its unaudited financial and operating results for the first quarter ended 31 March 2023. All amounts reported in US dollars unless otherwise stated.

Q1 2023 highlights

Financial highlights (US$)	Q1 2023	Q1 2022	Q1 23 vs Q1 22 (%)	Q4 2022	Q1 23 vs Q4 22 (%)
TCE revenue	**$72.0m**	$72.3m	-0.4%	$70.0m	+3.0%
EBITDA	**$33.4m**	$33.3m	+0.2%	$26.7m	+25.0%
Net profit	**$12.0m**	$9.1m	+31.2%	$0.2m	>100%
EPS	**$0.08**	$0.06	+31.2%	$0.00	>100%
Key indicators					
TCE/calendar day	**$12,956**	$11,726	+10.5%	$11,618	+11.5%
Total OPEX/day	**$5,308**	$4,957	+7.1%	$5,857	-9.4%
Total G&A/day	**$1,262**	$1,053	+19.8%	$1,271	-0.7%
Calendar days (owned/chartered-in)	**5,561**	6,170	-9.9%	6,023	-7.7%
Fleet operational utilisation	**95.7%**	92.7%	+3.2%	95.3%	+0.4%
LTIF (Lost-Time Injury Frequency Rate)	**0.00**	0.00		0.00	
A.E.R. / Carbon intensity	**24.88**	24.03	+3.5%	25.30	-1.7%

- Q1 2023 Net profit of $12.0 million
- EBITDA of $33.4 million
- ROE 9.7% / ROCE 7.2%
- Cash of $97.4 million

Charles Maltby, Chief Executive Officer of BW Epic Kosan, commented:

"The stronger market combined with an increase in average vessel capacity, and effective cost management has helped us deliver a first quarter net profit of $12 million, a 31% year on year increase, with the stronger markets continuing into the second quarter.

Our fleet mix, which includes pressurised, semi-refrigerated and ethylene capable vessels, combined with an improving underlying market, saw our time charter earnings (TCE) per calendar day for the first quarter increase by 10.5% year on year (yoy) to $12,956 per day (+$1,230 per day). Our underlying operational expenses (OPEX) costs increased by 7.1% to $5,308 per day (+$351 per day), impacted in part by our increasing average vessel size, along with inflationary pressure. Our G&A on a per day basis increased primarily due to our reducing fleet calendar days.

Our strategy remains to focus on the LPG, petrochemicals, and speciality gases sector, grow the average size of our fleet and maintain an attractive average age, whilst improving our emissions profile.

We ended the quarter with 64 vessels in the fleet. During the quarter we continued to exercise on our fleet strategy, resulting in the sale or redelivery of a further seven non-core vessels, in part facilitated by improving demand for second-hand vessels. We also welcomed a newbuild 7,500 cbm vessel into our fleet at the end of the quarter, resulting in our average vessel size being over 9% larger year on year.

Our year-on-year emissions have increased by 3.5% with an AER of 24.88g of CO_2/dwt-tm in part because of our heavy docking schedule during the quarter reducing our efficiency, offset by investments in carbon emission reduction, such as silicon paints and other energy saving initiatives.

The stronger market and our larger average fleet size meant we conclude the first quarter with 38% cover at US$12,710 per day, a year-on-year increase of 8.4% or $923 per day. We anticipate a 2.7% growth in LPG seaborne trade over 2023, with smaller gas vessel fleet growth forecast at 2.2% before any further scrapping, which should result in further positive earnings momentum over the medium term. The stronger market has continued into the second quarter. The spot market can often show seasonal weakness over the spring and summer, but with our improved level of cover, we expect to maintain better year on year performance in the second and third quarters.

Following payment of a dividend in the first quarter, and in line with the Company's dividend policy to target a twice-yearly payment of 50% of net profit, the Board will review further dividend payments in August 2023."

Conference Call and Slide Presentation

A live Zoom meeting to discuss these results is scheduled for 25 May 2023 at 07:00 AM (New York) / 01:00PM (Oslo) / 07:00PM (Singapore).

A slide presentation will be shared during the Zoom meeting and will be accessible on the Investor Relation page of the Company's website. www.bwek.com

Please register in advance for this webinar via the following link:

https://tinyurl.com/BWEKQ12023EP

After registering, you will receive a confirmation email containing information about joining the webinar. A replay will be available shortly after the conclusion of the live event on the Investor Relations page of the Company's website.

About BW Epic Kosan

BW Epic Kosan Ltd. owns and operates the world's largest fleet of gas carriers providing seaborne services for the transportation of liquefied petroleum gas, petrochemicals, and other speciality gases. The Company controls a fleet of 64 vessels that serve the international supply chains of leading oil majors and commodity traders throughout Asia, Europe, Africa, and the Americas. The Company has significant commercial and technical capability across pressurised, semi-refrigerated, refrigerated gas and petrochemical transportation, and aims to deliver customers the best solution for their transportation needs, along with leading service and operational standards. The Company is headquartered in Singapore, with Copenhagen as a regional office alongside offices in Manila and Tokyo. The Company's shares are listed and tradable on Euronext Growth Oslo under the symbol "BWEK".

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For regular updates on BW Epic Kosan please follow:

Forward-looking statements

Matters discussed in this press release may constitute forward-looking statements. The Private Securities Litigation Reform Act of 1995 provides safe harbor protections for forward-looking statements in order to encourage companies to provide prospective information about their business. Forward-looking statements include statements concerning plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts. The Company desires to take advantage of the safe harbor provisions of the Private Securities Litigation Reform Act of 1995 and is including this cautionary statement in connection with this safe harbor legislation. The words "believe", “anticipate”, “intends”, “estimate”, “forecast”, “feel”, “project”, “plan”, “potential”, “may”, “should”, “expect”, “pending” and similar expressions identify forward-looking statements.

Gas market overview

Drewry’s latest research has estimated that seaborne LPG trade in 2023 will rise to 120.1 million tonnes, equivalent to a yoy gain of 2.7%, and with a related 3.1% growth in tonne-mile demand. In 2024, a further 3.1% increase to 123.8 million tonnes and a related 3.0% growth in tonne-mile demand is forecasted.

US LPG seaborne exports have continued to ramp up. In the first quarter, exports exceeded 14.0 million tonnes, a 6% quarter-on-quarter (qoq) gain, with over 50% of these volumes bound for Asia. The Middle East exported over 10.8 million tonnes of LPG during the quarter, down by 10% qoq. Recently announced cuts to OPEC oil production are expected to reduce Middle East LPG exports by approximately 800,000 tonnes between May and December 2023, according to Facts Global Energy (FGE).

China, India, Japan, and South Korea remain the main demand drivers and together imported over 16.6 million tonnes of LPG in the first quarter of 2023 as reported by Kpler, up 2.8% yoy. China’s LPG demand is driven by its petrochemical sector with producers favouring LPG over naphtha. US cargoes now account for over 34% of total Chinese imports. Indian LPG demand is from the residential and retail sectors and imports have risen by 11.4% year on year.

The IMF recently announced that their global output growth was expected to be 2.8% in 2023, which was 0.1% lower than what they had predicted in January this year. Their view for 2024 is slightly higher at 3%. However, current metrics related to the manufacturing sector in major economies like China, US and the EU are still weak, which suggests a slower recovery in the petrochemical sector.

In this regard, the global seaborne Olefins (Ethylene, Propylene, Butadiene, VCM) trade is estimated to increase to 16.1 million tonnes in 2023, equivalent to a gain of 0.2% year on year, with a further 1.2% gain expected in 2024, according to Drewry.

Ethylene exports from the US have seen a modest 5% drop from the previous quarter. Kpler’s data shows that exports to Asia accounted for 70% of the volumes in the first quarter compared to 67% at the end of last year, and 6% in Q1 2022 when over 90% of the cargoes went to Europe on account of favourable pricing. This has tightened the market for the ethylene capable fleet, which has also benefited from robust ethane exports from the US.

Supply of propylene in Asia is expected to increase with new plants coming on-line that can offer long haul trading opportunities to the West. FGE reports that seven new propylene dehydrogenation (PDH) plants are planned to start up in China this year adding approximately 4.0 million tonnes of annual production capacity to their existing 12.0 million tonnes capacity.

Smaller Gas Carrier (SGC) market

	Q1 2023 12M TC market rates by cbm ship size				
	PR 3,500	PR 5,000	PR 7,500	PR 11,000	ETH 8,250
Average day rate	$ 7,912	$ 9,759	$ 12,663	$ 15,412	$ 16,164
Change vs Q1 2022	↑ 2%	↑ 2%	↑ 10%	↑ 11%	↑ 6%

The small gas carrier market in Europe remained tight in the first quarter mostly on account of a strong LPG market. Vessels were generally well employed serving Contract of Affreightment (COA) and spot cargoes, and short-term floating storage contracts. Strikes in France disrupted refineries, crackers, and downstream production units, and delayed berthing and port turnaround schedules, which impacted shipping availability. Favourably priced LPG from the US offered gainful employment and higher tonne-mile utilisation to the larger-sized pressure vessels. Freight levels were firm and gained across all vessels' sizes. At quarter end the benchmark butane 1,800 tonnes Tees-ARA and 4,000 tonnes East Coast UK-Morocco freight indices were +11% and +5% respectively qoq. Producers of European olefins have continued to manage cracker and downstream operating rates carefully. Downstream demand was stable but at a low level. Hence, crackers and derivatives' plants were run at low rates, which limited regional spot market activity. US ethylene exports remained steady, and with approximately 70% of the product bound for Asia in the quarter, the handy-sized sector was tight. In addition, robust exports of ethane from the US further tightened the market for the 12,000–22,000 cbm fleet offering employment in the Atlantic basin.

The shipping market in the East was not as strong as in Europe with activity levels impacted by planned maintenance plant shutdowns. On the other hand, unplanned shutdowns disrupted schedules and product inventories, which offered owners an opportunity to keep their ships moving. LPG imports into Bangladesh fell by 12% qoq, impacted by rising costs due to the declining value of their local currency against the US dollar. Sri Lanka's LPG imports haven't gained traction, with volumes lower by 17% qoq and 41% yoy. Regional supply of olefins was impacted by reduced operating rates, heavy maintenance programmes and extended shutdowns on account of poor downstream demand. As a result, intra-Asian trades declined, and there were no long-haul exports to the West as was the case a year ago. China's propylene imports were 12% higher qoq, but ethylene imports were lower by approximately 20% qoq. The quarter ended on a slightly more positive note with improved buying interest on expectations of tighter supply in the upcoming cracker turnaround season and improving underlying demand.

There are a total of 354 pressure vessels (non-Chinese flagged over 3,000 cbm) on the water, which includes three newbuilds that delivered during the quarter. The international pressure vessel order book has nine more newbuilds scheduled to be delivered in 2023, three in 2024, four in 2025, and one in 2026, a total of 103,500 cbm. This represents a 5.5% increase in the existing 1.9 million cbm fleet capacity. If we consider the existing older tonnage, there are 16 ships totalling approximately 56,000 cbm that are aged 30 years and older, which are potential scrapping candidates, representing 3.0% of existing fleet capacity.

The smaller-sized semi-refrigerated fleet has no newbuilds on order. There are three 7,200 cbm LNG dual-fuel ethylene vessels under order for delivery in 2024, which represents a 2.4% increase in existing fleet capacity. Amongst the older units in the fleet, there are eight non-ethylene vessels and three ethylene vessels that are aged 30 years and older which may be scrapped, equivalent to 3.2% of existing fleet capacity. So far, only two dedicated 7,500 cbm CO2 carrier newbuilds have been ordered, for delivery in 2024.

The present combined small gas carrier fleet has a forecast total expected net fleet growth, before any further scrapping, of 2.2% for 2023, 1.1% for 2024, 0.7% for 2025, and 0.1% for 2026. In the adjacent handy-sized sector, there are three non-ethylene newbuilds that will be delivered in 2023, representing a 2.6% increase in existing fleet capacity.

Our business

In Q1 2023 the company loaded over 1.1 million tonnes, 13% lower than the previous quarter and 20% lower than a year ago impacted by lower calendar days. LPG and petrochemical cargoes each made up 50% of the cargoes lifted. We engaged in 958 cargo operations in 206 different ports in the first quarter.

We ended the quarter with a core fleet of 60 vessels with a total capacity of 469,717 cbm and an average size and age of 7,829 cbm and 13.0 years, respectively. Since Q1 2022, 14 vessels have been sold or redelivered, and six vessels have joined our fleet, which has resulted in a 9% increase in average vessel size. We also have four additional vessels with a total capacity of 23,573 cbm under our commercial management.

At quarter-end we had 11 vessels operating in the Americas, 32 in the Europe/Middle East/Africa (EMEA) belt and 21 in Asia. During the quarter, our vessels performed a total of 44 ship-to-ship (STS) operations, 35% lower than the previous quarter, and 51% lower than a year ago. The number of STS operations off Male in the Indian Ocean and off West and East Africa have decreased.

During the first quarter, the fleet experienced 160 technical off-hire days, which included the impact of six planned dry dockings, one of which had commenced in December 2022. This resulted in fleet availability of 97.1% and an operational utilisation of 95.7%.

Revenue

The Company reported revenue of $86.0 million, down 5.1% year on year for the first quarter 2023, due to 9.9% reduction in fleet calendar days. Time Charter Equivalent earnings per calendar day of $12,956 were 10.5% higher than the $11,726 earned in the corresponding period of 2022.

As of 31 March 2023, the Company was approximately 38% covered for the balance of 2023, with 6,648 voyage days covered at an average daily Time Charter Equivalent rate of $12,710, leaving 10,677 calendar days open for the rest of the year.

Operating expenses

Vessel operating expenses decreased 5.7% from $27.8 million in Q1 2022 to $26.2 million in Q1 2023 reflecting the Company's decrease in fleet calendar days by 11.9%, offset by higher costs due to inflationary pressures. On a per calendar day basis, operating expenses increased by 7.1%

from $4,957 in Q1 2022 to $5,308 in the first quarter of 2023, partly driven by the increased average vessel size by 9% to 7,829 cbm.

Voyage expenses were $14.0 million, down from $18.2 million in Q1 2022. The decrease is a result of the Company's reduced voyage charter activity year on year, down from 1,984 in Q1 2022 to 1,178 spot market days in Q1 2023. As a percentage of total voyage days, spot market days accounted for 21.8% in Q1 2023, down from 33.8% in Q1 2022.

Charter-in costs increased from $2.6 million in Q1 2022 to $3.5 million in Q1 2023 due to additional tonnage chartered-in on a time charter basis. As of 31 March 2023, the Company had eight ships on inward charter arrangements, one on a bareboat basis and seven on time charter basis.

General and Administrative (G&A) expenses increased 3.2% year on year from $7.3 million in Q1 2022 to $7.5 million in Q1 2023. On a per calendar day basis, they increased from $1,053 to $1,262 due to the overall reduction of fleet calendar days.

G&A expenses, in our integrated model, include the cost of commercial and technical management of our fleet as well as all ownership and corporate-level general and administrative expenses.

Finance and other expenses

Finance expenses decreased from $4.8 million to $4.5 million year on year due to reduced debt across our fleet. The Company has outstanding bank indebtedness and lease liabilities of $375.3 million.

Sale and purchase

In line with its strategy to focus on larger tonnage, the Company sold three 3,600 cbm pressurised LPG carriers. The net cash proceeds from the sale amount to $13.7 million. The sales will not have a material impact on the Company's future earnings.

The Company agreed the sale and received a 10% deposit for another 3,600 cbm LPG carrier with delivery scheduled within Q2 2023.

The Company fulfilled its purchase obligation under a bareboat charter contract to buy two 7,500 cbm pressurised vessels at well below current market prices.

Share options

As previously reported, the Company granted 797,325 new share options to members of the management. Each option gives the option holder the right to purchase one share in the Company at an exercise price of NOK 19.81, which is equal to the volume weighted average of the share price over the thirty working days prior to the grant date. The options will vest on the third anniversary of the grant date and automatically expire six years after the grant date. This new grant brings the total options outstanding to 2,063,331.

Dry dockings

We are required to dry dock each vessel once every five years until it reaches 15 years of age, after which we choose to dry dock the applicable vessel every two and a half to three years. In the interim, there are shorter-duration, less-costly intermediate surveys. We capitalize dry dock costs and amortize these costs on a straight-line basis over the period between the docks.

Our overall docking schedule in 2023 is relatively intensive compared to other years, due to the age and docking cycle of our fleet. During Q1 2023, we were involved with six special survey dry dockings, four of which were still in progress at the end of the quarter. For the remainder of 2023 we are planning another seven special survey and two intermediate survey dry dockings with a total expected off-hire time of 308 calendar days.

Subsequent events

As previously announced, the Company allotted and issued 90,653 ordinary shares to Odfjell SE at an issue price of USD 1.00 per share, which was settled and fully paid by way of set off against the additional consideration due from the Company pursuant to the transaction agreement entered into with Odfjell Gas Shipowning AS (subsequently transferred to Odfjell SE) to acquire two 9,000 cbm ethylene capable carriers. Following the share issuance, the issued share capital of the Company now stands at 159,557,686 ordinary shares.

Outlook

Our positive first quarter results were driven by a strong market in the West, and early signs of a recovery in China. However, the threat of recession in key markets and higher interest rates, with uncertainty on China's economic recovery, and ongoing geopolitics provides reasons for uncertainty. Asia remains the main driver for the LPG and olefins markets but will be impacted by the pace of China's recovery. Ethylene exports from the US are an important driver too, and whether most cargoes end up in Asia or in Europe will determine shipping availability accordingly.

For 2023, the newbuild vessel supply remains balanced with a small gas carrier fleet growth forecast of 2.2% before further scrapping. However, the orderbook for the larger LPG segments is more substantial, with general tight shipyard capacity, and a mix of demand, inflation and technology costs driving yard prices higher - we note that 73% of newbuild orders now placed for LPG vessels are for dual fuel LPG, ethane, or LNG. We expect that the implementation of the IMO's EEXI and CII regulations in 2023 will result in a general reduction in the global fleet's steaming speed.

The stronger market has continued into the second quarter, and we have placed further cover since first quarter end. As of today, we have TC cover in place for 2023 at $12,944 per day, an increase of $1,169 per day year on year, with 58% of our remaining fleet days for the year uncovered.

The spot market can often show seasonal weakness over the spring and summer, but with our improved level of cover, we expect to maintain better year on year performance in the second and third quarters.

BW Epic Kosan has a strong foundation in scale and operational capability for future success and is working to optimise performance from its fleet both in economic and environmental terms, whilst working with partners on projects in areas such as ammonia and CO_2 shipping. The fine-tuning of our fleet with asset transactions highlights the Company's ability to evolve its fleet positively and deliver profitable growth.

Balance sheet (unaudited)

All amounts in US$ millions	31 March 2023	31 December 2022
Current assets		
Cash and cash equivalents	82.5	62.8
Trade and other receivables, net	26.6	43.7
Inventories	5.2	7.2
Assets held for sale	16.6	41.7
Derivative financial instruments	5.8	7.9
Total current assets	136.7	163.3
Non-current assets		
Trade and other receivables, net	0.1	0.1
Restricted cash	14.9	15.7
Property, plant, and equipment	755.8	763.1
Right-of-use assets	38.1	35.3
Deferred tax assets	0.0	0.0
Derivative financial instruments	8.7	9.9
Total non-current assets	817.6	824.0
TOTAL ASSETS	954.3	987.3
Current liabilities		
Trade and other payables	28.9	39.1
Contract liabilities	19.7	21.6
Current income tax liabilities	0.3	0.3
Borrowings	67.1	70.2
Derivative financial instruments	0.0	0.1
Lease liabilities	10.8	12.5
Total current liabilities	126.9	143.8
Non-current liabilities		
Lease liabilities	30.6	26.9
Borrowings	305.7	328.2
Deferred income tax liabilities	0.0	0.0
Total non-current liabilities	336.3	355.1
Total liabilities	463.2	498.9
NET ASSETS	491.1	488.4
Equity		
Share capital	568.0	568.0
Share option reserves	4.9	4.9
Accumulated other comprehensive gain	14.2	17.4
Accumulated losses	(96.1)	(101.9)
Total equity	491.1	488.4
TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY	954.3	987.3

Income statement (unaudited)

All amounts in US$ M	Q1 2023	Q1 2022
Charter revenue	86.0	90.6
Voyage expenses	(14.0)	(18.2)
TCE Income	72.0	72.3
Other income	0.1	0.3
Address commissions	(1.6)	(1.6)
Charter-in costs	(3.5)	(2.6)
Vessel operating expenses	(26.2)	(27.8)
General and administrative expenses	(7.5)	(7.3)
Operating profit before depreciation, amortisation, and impairment (EBITDA)	33.4	33.3
Depreciation and amortization	(17.0)	(19.0)
Impairment gain/(loss) on sale of vessels	0.1	(0.1)
Operating profit (EBIT)	16.5	14.2
Interest and finance costs	(4.5)	(4.8)
Foreign exchange gain/(loss)	(0.0)	0.0
Finance expense - net	(4.5)	(4.8)
Profit and loss before income taxes	12.0	9.4
Income tax expense	(0.0)	(0.3)
Net profit after tax	12.0	9.1
Other comprehensive income/(loss) (1)	(3.2)	11.2
Total comprehensive income	8.8	20.3

(1) From time to time, the Company enters into derivative contracts in the form of interest rate swaps in order to mitigate the risk of interest rate fluctuations. These derivatives are used to hedge the Company's borrowings. The unrealised mark to market gains or losses on these instruments are recognised under "Other comprehensive income / (loss)."

Statement of cash flows (unaudited)

All amounts in US$ millions	Q1 2023	Q1 2022
Cash from operating activities	36.3	13.0
Cash from investing activities	18.3	3.2
Cash used in financing activities	(34.9)	(19.4)
Net increase/(decrease) in cash and cash equivalents	19.7	(3.1)
Cash and cash equivalents at the beginning of the year	62.8	58.0
Cash and cash equivalents at the end of the period (excl. restricted cash)	82.5	54.8

Total indebtedness

All amounts in US$ millions	31 March 2023	31 December 2022
Lease liabilities	2.5	3.1
CTL – 2023	13.3	13.5
Japanese owners - 2027/2028/2029	55.4	56.9
Norwegian owner – 2023/2024	5.8	7.5
ABN/CA/SEB/SC/Iyo – 2024	125.2	129.5
BNP/DSF – 2026	45.5	46.7
SEB/DSF/Nordea/Danske/CA - 2026	99.4	115.1
Nordea – 2026	28.3	29.2
	375.3	401.6

Operating metrics

	Q1 2023	Q1 2022
Average number of vessels in period (1)	**61.8**	68.6
Number of vessels as of period end (2)	**60**	68
Average vessel age (years)	**13.0**	12.1
Fleet capacity at period end (cbm)	**469,717**	488,141
Average vessel size (cbm)	**7,829**	7,179
Fleet calendar days	**5,561**	6,170
Time charter days	**4,223**	3,889
Spot market days	**681**	1,498
COA days (relets excluded)	**497**	486
Voyage days (3)	**5,401**	5,873
Fleet utilisation (4)	**97.1%**	95.2%
Fleet operational utilisation (5)	**95.7%**	92.7%
Time charter equivalent earnings		
Per calendar day	**$12,956**	$11,726
Per voyage day	**$13,338**	$12,319
Operating expenses per calendar day (6)	**$5,308**	$4,957

(1) The number of days each vessel (excluding vessels under commercial management) was a part of our fleet during the period divided by the number of calendar days.
(2) Excluding vessels under commercial management.
(3) Calendar days net of off-hire days associated with major repairs, dry dockings or special or intermediate surveys.
(4) Calculated by dividing voyage days by fleet calendar days.
(5) Calculated by dividing voyage days, excluding commercially idle days, by fleet calendar days.
(6) Time charter-in vessels excluded.

Reconciliation of revenue to TCE rate

Time charter equivalent ("TCE") rate is a measure of the average daily revenue performance of a vessel. Our method of calculating TCE rate is to divide charter revenues net of voyage expenses by calendar days for the relevant time period, which may not be comparable to that reported by other companies. TCE rate is a shipping industry performance measure used primarily to compare period-to-period changes in a company's performance despite changes in the mix of charter types (i.e., spot charters, time charters and contracts of affreightment) under which the vessels may be employed between the periods. We include average daily TCE rate, as we believe it provides additional meaningful information in conjunction with net operating revenues, because it assists our management in making decisions regarding the deployment and use of our vessels and in evaluating their financial performance.

All amounts in US$ millions except per day amounts	**Q1 2023**	Q1 2022
Charter revenue	**86.0**	90.6
Voyage expenses	**(14.0)**	(18.2)
TCE income	**72.0**	72.3
Calendar days	**5,561**	6,170
Average daily TCE rate	**12,956**	11,726

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