

## MARKET BRIEFING Week 43 – 2025

### **HEAD LINES**

#### Decarbonisation in doubt?



The path to net-zero emissions for the global shipping sector hit a significant roadblock last Friday, as a scheduled Extraordinary Session of the International Maritime Organization's (IMO) Marine Environment Protection Committee (MEPC/ES.2) concluded with a decision to adjourn, deferring the adoption of the crucial Net-Zero Framework (NZF) for one year. Read more at: <https://www.hellenicshippingnews.com/decarbonisation-in-doubt/>

#### Tanker owners face tighter sanctions enforcement as new rules secondary target sanctions evasion, impacting fleet operations globally



During the last week of October, tanker market participants have been sorting out the potential impacts of the sanctions now announced by the United States, which put Russian state-owned oil company Rosneft, along with privately owned Lukoil, on its list of sanctioned entities. Read more at: <https://www.seatrade-maritime.com/tankers/tankers-and-enforcing-secondary-sanctions>

#### Sanctioned Russian Tanker Breaks Down in Suez Canal



A sanctioned Russian crude oil tanker traveling as part of the southbound convoy in the Suez Canal broke down on Tuesday, October 28, briefly interfering with transits. The Suez Canal Authority is emphasizing its quick response to get the tanker, which had grounded, back underway. The ship, which is currently trading under the name Komander, is another flagrant example of the tactics of the shadow fleet. Read more at: <https://maritime-executive.com/article/sanctioned-russian-tanker-breaks-down-in-suez-canal>

## SHIPPING MARKET REPORT

### DRY BULK

The Baltic Exchange's dry bulk index fell to a low on Friday because of major declines in Capesize rates. The primary index dropped to 1,991 points. The overall reduction was significantly impacted by the Capesize index, which experienced a comparable decline, losing 250 points from the previous week, to reach 2,871 points.

Notably, this decline happened even while iron ore futures prices increased for a third straight day, bolstered by expectations of stimulus initiatives and favorable steel statistics from China. In comparison, the Panamax index increased its gains, rising by 20 points to hit 1,924 points, marking its highest point since September 16.

	VLSFO \$/mt +/-	MGO \$/mt +/-	IFO380 \$/mt +/-
Global 4 Ports Average	453.50 <b>▼ 2.00</b>	710.50 <b>▲ 4.50</b>	405.00 <b>▼ 2.50</b>
Global 20 Ports Average	499.00 <b>▲ 0.50</b>	773.50 <b>▲ 7.50</b>	444.00 <b>▼ 2.50</b>
Global Average Bunker Price	540.50 <b>▲ 1.50</b>	807.00 <b>▲ 9.00</b>	452.00 <b>▼ 3.50</b>
Singapore	460.00 <b>▼ 1.00</b>	721.00 <b>▲ 3.50</b>	401.00 <b>▼ 9.50</b>
Rotterdam	437.00 <b>▼ 4.50</b>	693.50 <b>▲ 13.50</b>	414.50 <b>▼ 3.50</b>
Fujairah	461.00 <b>▲ 6.50</b>	752.50 <b>▲ 0.00</b>	384.00 <b>▼ 0.00</b>
Houston	456.50 <b>▼ 8.00</b>	676.00 <b>▲ 2.00</b>	420.00 <b>▲ 3.00</b>

[shipandbunker.com](http://shipandbunker.com)

**Capesize:** The capes market experienced a decline at the close, influenced by wary sentiment in both basins. The Pacific remains calm, as purchasing interest declines due to adverse weather in China and hesitation from leading mining firms. Pacific r/v concluded the week at approximately US\$26,600

**Panamax/Kamsarmax:** Panamaxes in the Atlantic basin are rising due to a steady flow of cargoes from South America, with strong demand expected for both F/H and T/A routes, particularly in the latter half of November. T/A rates strengthened, concluding at US\$19,250 per day.

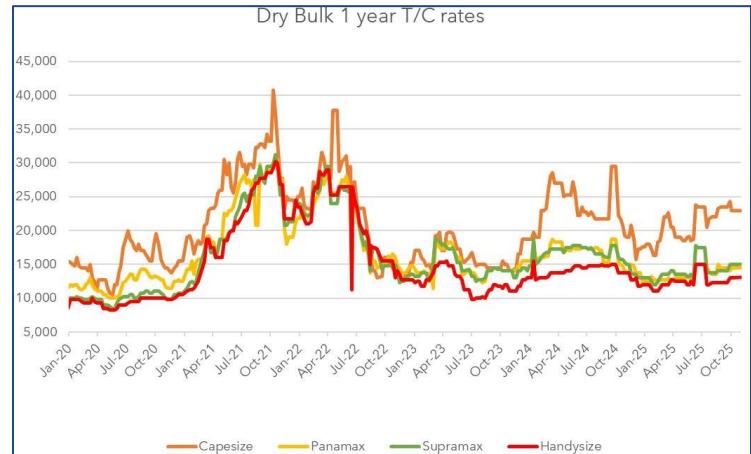
**Supramax/Ultramax:** Supramax market continues to be relatively quiet. The Atlantic's decline persists as there is a significant shortage of fresh cargo arriving on the North America-to-Mediterranean route. In the Pacific, the demand from the NOPAC area stays strong, but the overall stays rate is steady due to restricted fresh needs. Pacific r/v concluded the week at around US\$13,300

**Handysize:** The handy segment experienced a quiet week with rates staying comparable to the previous week. Activity increased in the Pacific area, with Inter Pacific experiencing slight rises and rising at US\$10,500's. In the Atlantic, tonnage saw rates decreased marginally, with T/A concluding at US\$15,850's.

#### Baltic Exchange Dry Bulk Indices

	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE	Y-O-Y CHANGE
BDI	1,991	2,069	1,410	<b>-3.77%</b>	<b>+41.21%</b>
BCI	2,871	3,121	1,856	<b>-8.01%</b>	<b>+54.69%</b>
BPI	1,924	1,827	1,201	<b>+5.31%</b>	<b>+60.20%</b>
BSI	1,369	1,424	1,240	<b>-3.86%</b>	<b>+10.40%</b>
BHSI	878	885	728	<b>-0.79%</b>	<b>+20.60%</b>

#### Dry Bulk 1 year T/C rates



## TANKER

Tanker freight futures have increased significantly after the US government recently sanctioned key Russian oil producers, prompting major crude buyers to quickly search for alternative sources. The Baltic Exchange data reflected this market response, showing that front-month FFAs on the key Middle East-to-China route surged by nearly 16%, hitting their peak since early 2023, whereas December contracts for VLCCs on that route increased by almost 13%. This increase directly results from the White House imposing sanctions on Rosneft PJSC and Lukoil PJSC on Wednesday, leading major purchasers such as Indian and Chinese refiners to pull away from the Russian market and possibly look to the Middle East to address any supply gaps.

**VLCC:** The general speed of negotiations in the MEG slowed from recent peaks as Chinese charterers reassessed the flag and ownership arrangements of the vessels on offer. The week concluded with 270,000mt MEG/China at WS84. This observed the market shift from a charterer-driven impasse at the beginning of the week to an engaging mid-week, as many aims to obtain vessels with reduced sanctions risk. Comparable trends were observed in the Atlantic, with WAFR/China ending at WS85.

**Suezmax:** The West Africa Suezmax market declined at the end of the week, finishing with a decrease of 8 points, with 130,000mt Nigeria/UKC concluding at WS126. This was caused by a significant decline in cargo output from European refineries. In the Middle East, markets pulled back slightly as 140,000mt to the Meds dropped to WS102.

**Aframax:** The Aframax market in the Middle East experienced a modest rise in freight rates, supported by growing demand for fuel oil and a consistent volume of cargo for shorter routes. In the Mediterranean, favorable progress was noted as Ceyhan/Lavera soared to WS203, reaching 80,000mt.

**Clean: LR:** The Middle East LR2 market saw gains this week as TC1 increased by 17 points to WS121. The problem regarding Chinese port charges imposed on US-related ships offered a kind of protection against more significant drops. In the LR1, positive sentiments were conveyed as TC5 MEG/Japan finished higher at WS129.

**MR:** Due to the ongoing stagnation in demand, the MEG market is experiencing a slow and uninspiring performance this week, with TC17 MEG/E.Africa declining by approximately 20 points to WS204. In the USG, rates experienced a varied week with rates decreasing after rising significantly. TC14 USG/UKC concluded on Friday at WS201.

### Baltic Exchange Tanker Indices

	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE	Y-O-Y CHANGE
BDTI	1,234	1,207	1,041	+2.24%	+18.54%
BCTI	642	551	558	+16.52%	+15.05%

### Tanker 1 year T/C rates

