VOSCO AGENCY AND LOGISTICS JSC

Ship management – Ship Agency – Logistics

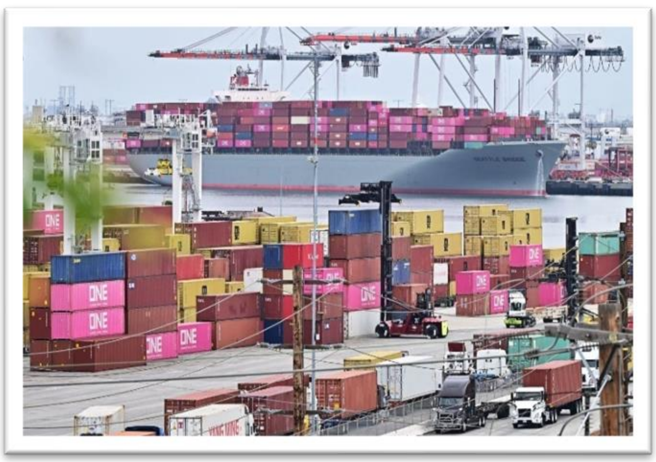
MARKET BRIEFING Week 46 – 2025

HEAD LINES

Product Tankers: How Will the Red Sea Reopening Impact the Market?

The ceasefire in the Red Sea could have a significant impact in the product tanker market. In its latest weekly report, shipbroker Gibson said that "the latest ceasefire between Israel and Hamas has again raised hopes of a normalization of Red Sea transits for commercial shipping Earlier this week, the Houthis announced a pause to attacks on commercial shipping provided the ceasefire holds. Whether this will be enough to convince mainstream shipowners as well as insurance companies that the Red Sea is safe to cross so far remains highly uncertain. Read more at: https://www.hellenicshippingnews.com/product-tankers-how-will-the-red-sea-reopening-impact-the-market/#google_vignette

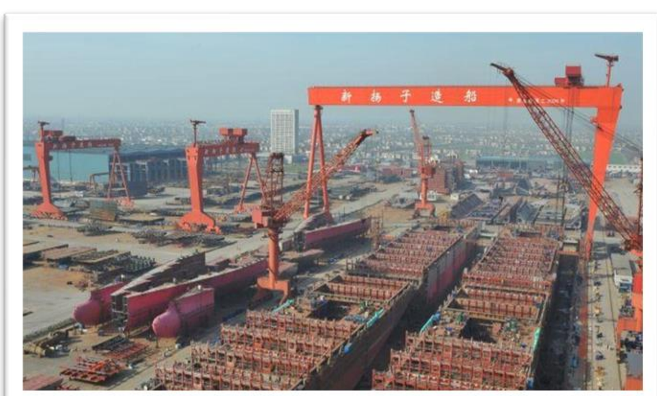
USTR port fee pause broadly welcomed, but labor decries 'free pass' for China



The deal struck by the US and China to pause reciprocal port fees for one year starting Monday has generally been welcomed by shipping, agricultural and manufacturing interests as well as port industry players, the US Trade Representative said, although the move has been criticized by labor unions. The USTR said in a statement Sunday it received 73 responses during a 48-hour comment period it held last Thursday and Friday to garner feedback from the pause in port fees and tariffs targeting China.

Read more at: https://www.joc.com/article/ustr-port-fee-pause-broadly-welcomed-but-labor-decries-free-pass-for-china-6112264

Chinese Owners Dominate Orders at China's Shipyards



Chinese owners have dominated ordering activity at Chinese shipyards, accounting for over 65% of them, with foreign-based owners scaling back their contracting, because of the looming uncertainties. In its latest weekly report. shipbroker Xclusiv said that "Chinese shipyards remain firmly at the center of the global newbuilding landscape, capturing the lion's share of both bulker and tanker contracts. Read more at:https://www.hellenicshippingnews.com/chinese-owners-dominate-orders-at-chinas-shipyards/

DRY BULK

The Baltic Exchange's dry bulk index rose on Friday, hitting a one-month peak and recording a slight weekly increase, primarily driven by increased vessel rates across all categories. The primary index increased by 48 points, reaching 2,125 points, achieving its peak level since October 13. In total, the index noted a weekly increase of around 1%. Adding to the daily increase, the Capesize index gained 119 points, reaching 3,252 points, despite experiencing a weekly drop of 2.7%. As a result, average daily earnings rose by US$988, totaling US$26,968. Iron ore futures prices fluctuated within a narrow range on Friday as investors tried to interpret demand mixed signals: unexpectedly strong data juxtaposed with ongoing weakness in the real estate sector in leading consumer China.

	VLSFO $/mt	+/-	MGO $/mt	+/-	IFO380 $/mt	+/-
Global 4 Ports Average	447.50	▲0.50	728.00	▲1.50	370.50	▼2.00
Global 20 Ports Average	492.00	▲2.00	797.00	▲5.50	421.50	▲2.50
Global Average Bunker Price	540.00	▲1.00	829.50	▼1.00	436.00	▲1.00
Singapore	465.50	▲4.50	741.50	▲2.50	371.50	▼4.00
Rotterdam	434.50	▲1.50	724.00	▲0.50	382.50	▼0.50
Fujairah	452.50	▼5.50	738.50	▼2.00	344.00	▼2.50
Houston	437.00	▲1.00	707.00	▲4.00	383.00	▼1.00

shipandbunker.com

Capesize: The Capesize market has demonstrated a favorable turnaround, recovering strength following recent low charter rates. This shift is fueled by the Pacific, where market sentiment is improving due to higher iron ore cargo shipments from Western Australia along with limited vessel availability. Pacific r/v concluded the week at US26,250's

Panamax/Kamsarmax: In the Atlantic, deals are happening, yet rate hikes are restricted as market participants remain in a deadlock, leading to a shortage of upward progress. T/A concluded the week at US$17,600. The Pacific is demonstrating early signs of a correction, as the gains have decreased due to short-term pressures from a decline in coal cargo inflows from Indonesia

Supramax/Ultramax: in the Atlantic indicates a strengthening outlook and increasing rates, bolstered by a reduction in vessel availability on several routes. Similarly, the Pacific is seeing an upward trend in rates and sustaining a strong market sentiment overall, particularly in the North Asia area where charterers' offered prices have edged up. Pacific r/v concluded the week at US$13,150's

Handysize: Handies in the Atlantic experienced a strengthening trend, mainly because of diminished vessel availability on the majority of trade routes. T/A concluded the week at US$15,150, while the Pacific experienced rising rates and upheld a steady outlook, with Inter Pacific hovering near US$10,250

Baltic Exchange Dry Bulk Indices

	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE	Y-O-Y CHANGE
BDI	2,125	2,104	1,785	+1.00%	+19.05%
BCI	3,252	3,341	3,229	-2.66%	+0.71%
BPI	1,897	1,833	1,212	+3.49%	+56.52%
BSI	1,408	1,319	1,019	+6.75%	+38.17%
BHSI	819	810	685	+1.11%	+19.56%

Dry Bulk 1 year T/C rates

TANKER

A notable increase in oil transportation freight rates has led to a major change in the global tanker fleet, causing many vessels to switch from carrying refined products to moving crude oil. This shift is clearly demonstrated by the fact that in the initial four days of this month, 9 LR2 tankers changed to transporting crude. This latest action raises the year-to-date count of "clean-to-dirty" switches to 35 ships, providing new evidence of the effects stemming from higher production by oil-exporting countries and the ripple effects of stricter Western sanctions on Russia and Iran.

VLCC: MEG wrapped up the week with a significant increase, closing with 270,000mt to China at WS129. Rates continue to be high, staying at levels approximately double compared to the same month a year ago. With the anticipated arrival of the peak winter season, rates are projected to stay stable. In the Atlantic, 260,000mt WAFR/China rose by 17.5 points to WS118

Suezmax: The West African market concluded with steady prices, bolstered by a persistent supply shortage. This is fueled by the need to replace Russian crude oil at European refineries and the increase in loading volumes ahead of winter. 130,000mt Nigeria/UKC stay at WS157. In the MEG, 140,000mt to the Mediterranean (through the Suez Canal) increased by 2 points to WS112

Aframax: MEG achieved a noteworthy milestone, attaining the WS200 level for the first time since June 2024. This significant rise was attributed to robust demand for FO aimed at Singapore, alongside a decrease in the number of ballasters heading to the Middle East. In the Mediterranean, 80,000mt Ceyhan/Lavera rose 3 small points to WS217

Clean: LR: The Middle East LR2 market finished up, with TC1 to Japan rising to WS144. Although it was Bahri week, a limited number of vessels and an increase in new cargo requests maintained a positive sentiment this week. In LR1, MEG stays steady this week with TC5 levels near WS141. The MR market in the Far East concluded the week with somewhat firm freight rates, fueled by a rebound in local demand. In the MEG, rates held steady with TC17 MEG/East Africa rising 5 points to WS218.

Baltic Exchange Tanker Indices

	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE	Y-O-Y CHANGE
BDTI	1,453	1,403	890	+3.56%	+63.26%
BCTI	702	642	477	+9.35%	+47.17%

Tanker 1 year T/C rates