



WEEKLY MARKET REPORT

WEEK 22 · MAY 29TH, 2026

MARKET OVERVIEW

Fresh signs of progress in US-Iran negotiations lifted hopes that disruption around the Strait of Hormuz may ease, although shipping markets remain cautious as any agreement still requires final approval. Reports suggest both sides have reached a tentative understanding to extend the current ceasefire by 60 days, reopen discussions on Iran's nuclear programme and ensure unrestricted passage through the world's most important energy chokepoint.

The proposed framework would reportedly require Iran to remove mines from the strait within 30 days, while talks continue over sanctions relief, frozen assets and Tehran's nuclear commitments. US officials said negotiations remain active, with several language points still under discussion. However, recent clashes, including drone activity near commercial shipping and retaliatory strikes, underline the fragility of the truce.

For shipping, the development is potentially significant. The effective restriction of Hormuz traffic has disrupted roughly one-fifth of global oil and LNG flows, lifting energy prices and complicating tanker routing. Brent crude eased on hopes of de-escalation, while global equities strengthened. Still, vessel transits remain highly irregular, with limited commercial movements observed. Until a final agreement is signed and safe passage is restored, owners and charterers are expected to remain defensive.

Operating conditions have grown even more complex for commercial fleets following new financial and regulatory measures targeting the newly established local transit authority. Shipowners now face a severe operational dilemma, as coordinating with local traffic management risks violating strict international sanctions, while failing to do so significantly heightens the danger of vessel interdiction. Regional security officials have signalled that any future resolution will not return the waterway to pre-war standards, indicating a permanent shift in how traffic will be managed.

With diplomatic compromises publicly dismissed by international leadership, industry analysts warn that if the passage remains blocked through the third quarter of the year, global energy stockpiles could deplete to critical levels, exhausting a vital secondary source of global supply.

DRY BULK | BDI: 3,224 ▲ +7.79% (w-o-w)

The dry bulk sector showed renewed strength end of the week, as the Baltic Exchange's main freight index advanced for a third consecutive session to reach 3,224 points. This broad-based improvement was led by the larger vessel categories, with the Capesize index rising to a two-week peak of 5,503 points, while the Panamax index climbed 5.4% w-o-w to settle at 2,343 points, its strongest position in over a week. Smaller vessels contributed to the positive momentum as well, with the Supramax index showing a slight gain, closing at 1,569 points.

This upward movement is supported by robust cargo flows, including new iron ore volumes from West Africa's Simandou project and steady bauxite exports from Guinea, which have effectively tightened vessel availability in the Atlantic. While the market currently enjoys a period of structural stability and rising ton-mile demand, many remain watchful of potential economic headwinds in the second half of the year, particularly the impact of sustained energy costs on global industrial activity. Despite these long-term concerns, the current equilibrium remains resilient, bolstered by a steady alignment between physical transportation demand and a stabilising freight futures curve.

Segment Highlights

Capesize: Capesize demonstrated significant strength this week, with Pacific round voyage rates surging to US\$52,950's as West Australian activity drove fixture levels higher. In the Atlantic, T/A earnings climbed sharply to US\$55,275 amid limited prompt tonnage, even as the "supply lock-up" effect from Guinea and Brazil began to ease with improving port congestion. While the market remains generally bullish, the outlook for early June is tempered by a possible plateau if the current trend of faster vessel turnarounds continues to increase available capacity.

Panamax / Kamsarmax: The Panamax market is showing a mixed but constructive tone as steady Australian mineral demand and Indonesian coal flows push Pacific R/V rates up to US\$23,350's. In the Atlantic, T/A earnings have softened slightly to US\$18,250's as a reduction in port demurrage in Brazil increases available vessel capacity, offsetting the ongoing peak in South American grain exports. The overall outlook remains precarious as a growing list of empty vessels suggests that any near-term upside may be limited.

Supramax / Ultramax: Supramax maintained a flat trend this week, as steady demand for fertilisers and minor bulk in the Atlantic helped offset the broader weakness seen in the larger vessel segments. In the Pacific, Indonesian and Australian coal routes provided enough base demand to prevent a sharp decline, though limited fresh inquiry kept round-trip earnings hovering near US\$16,300's.

Handysize: The Handysize market remained stable yet range-bound this week, with the Inter-Pacific route softening slightly to US\$15,540's as steady regional cargo flow proved insufficient to tighten supply. While T/A rates showed minor gains, the broader market leans in favour of charterers. Activity remains focused on short-term regional distribution within Asia, leaving benchmark rates across the Pacific and CIS regions relatively flat at US\$15,000's and US\$14,700's, respectively.

Baltic Dry Indices

BDI	BCI	BPI	BSI	BHSI
3,224	5,503	2,343	1,569	851
WoW: +7.79% YoY: +127.36%	WoW: +11.08% YoY: +141.68%	WoW: +5.40% YoY: +109.38%	WoW: +0.13% YoY: +64.98%	WoW: +0.82% YoY: +40.27%

Vessel Values (USD Million)

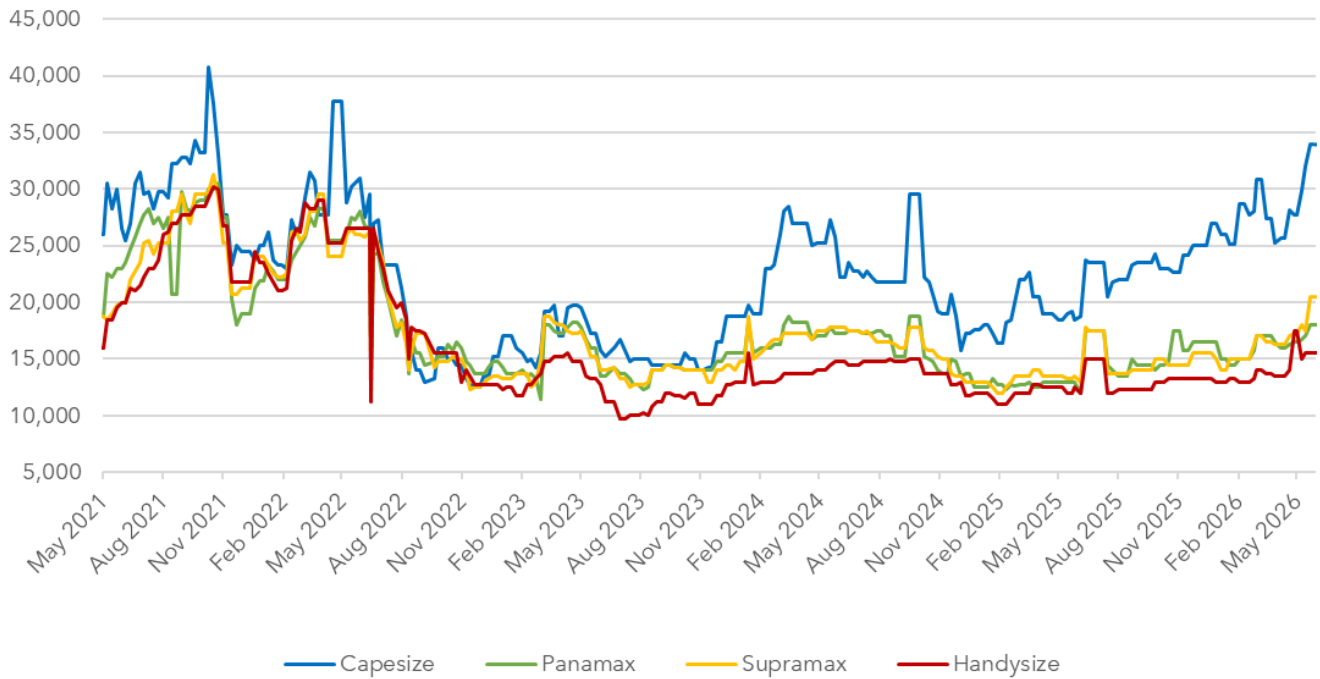
TYPE	DWT	NB CONTRACT	NB PROMPT	5 YRS	10 YRS	15 YRS
CAPE SIZE	180,000	\$75M	\$81M	\$68M	\$53M (E)	\$33M
KAMSARMAX	82,000	\$37M	\$43M	\$36M	\$30M (E)	\$23M
ULTRAMAX	64,000	\$35M	\$42M	\$35M (E)	\$28M	\$18M
HANDY	38,000	\$30M	\$36M	\$28M	\$21M	\$17M

Sale & Purchase – Reported Fixtures

VESSEL	TYPE	DWT	YEAR / BUILT	PRICE (USD M)	BUYER
XENIA	KMAX	87,144	2006 / JAPAN	13.0	UNDISCLOSED
PEDHOULAS COMMANDER	KMAX	83,684	2008 / JAPAN	14.7	UNDISCLOSED
PANAGIA FORCE	KMAX	81,791	2007 / JAPAN	13.5	UNDISCLOSED
THE PATRON	PMAX	79,444	2010 / CHINA	13.2	UNDISCLOSED
PRABHU YUVIKA	PMAX	76,310	2004 / JAPAN	9.8	CHINESE BUYERS
PABAL	PMAX	76,118	2012 / CHINA	16.5	UNDISCLOSED
QIAN DAO HU / MO GAN SHAN	UMAX	63,398	2017 / CHINA 2014 / CHINA	49.66 ENBLOC	UNDISCLOSED
JADE	SMAX	55,090	2010 / CHINA	15.0	TURKISH BUYERS
DESPINA L	HANDY	32,648	2010 / CHINA	9.2	UNDISCLOSED
ASAHI OCEAN	HANDY	32,085	2013 / JAPAN	15.25	VIETNAMESE BUYERS

Dry Bulk 1-year Time Charter Rates (Weekly, USD/day)

May 2021 - May 2026 | 5 year view



SEGMENT (AVG)	2022	2023	2024	2025	2026 YTD
CAPESIZE	\$22,188	\$16,304	\$22,715	\$21,646	\$34,000
PANAMAX	\$20,488	\$14,734	\$16,357	\$14,383	\$18,000
SUPRAMAX	\$20,380	\$14,578	\$16,294	\$14,255	\$20,000
HANDY	\$20,611	\$12,324	\$13,887	\$12,667	\$15,500

TANKERS | BDI: 2,068 ▼-6.64% (w-o-w)

Drone warfare has spread to the Black Sea, where three sanctioned Russian shadow fleet tankers were attacked overnight off the Turkish coast. The Altura and Velora were struck during ship-to-ship cargo transfers, while the Indian-managed James II was left disabled and "not under command." These strikes mark a significant escalation, targeting the commercial networks moving Russian Urals crude outside Western compliance structures.

Simultaneously, commercial transit through the Strait of Hormuz ground to a halt on Thursday following a second round of U.S. military strikes on Iranian targets. Heavy signal jamming and deactivated transponders continue to obscure tracking data, though only six two-way crossings were recorded on Wednesday, including a Turkish Suezmax. Analysts warned that free navigation will not return soon, and the U.S. sanctions Iran's transit authority; owners are increasingly evading detection by turning off tracking systems for up to 13 days of sailing.

Segment Highlights

VLCC: Middle East VLCC market faces a continued weak and flat trend as contracting activity plunges, driven by a sharp drop in Asian demand and major Chinese shippers avoiding regional crude due to US sanction concerns, though a lack of transparency and hidden fixtures make it increasingly difficult for owners to accurately gauge the market. TD34 routes on the Baltic saw rates closed at WS391. In the Atlantic, the demand gap has worsened oversupply in the region as idle tonnage builds.

Suezmax: Suezmax rates have ended lower as an influx of Eastern ballasters and a demand drought from weak European refining margins keep West Africa firmly in a shipper's market. 130,000mt Nigeria/UKC close at WS160. This weak, flat trend is expected to persist as a smaller Mediterranean CPC program pushes even more vessels into an already oversupplied Atlantic, leaving owners with little leverage to resist lower prices.

Aframax: Aframax rates have plunged as long-term slump in chartering activity and weak Asian refining margins firmly entrench a shipper's market, driving owners to reluctantly accept lower last-done levels. While the Mediterranean tonnage list has improved amid decent activity, a pervasive wait-and-see sentiment and a lack of clear demand drivers outside of a potential Strait of Hormuz reopening are keeping the near-term outlook sluggish. 80,000mt Ceyhan/Lavera close at WS173.

LRI / LR2: Middle East LR2 market has seen freight rates close in the same range as the prolonged blockade of the Strait of Hormuz completely cuts off oil product shipments originating from the region. TC1 remained around WS525. This disruption has slashed operating rates and product volumes at Asian refineries, causing a steep drop in cargo inflows that has dragged down rates even in lower-risk zones like Oman and the West Coast of India.

MR: The Far East MR market has closed at a flat level as stagnant global refining margins and lower refinery operating rates trigger a drought in product export cargoes. This supply-side slump has caused a notable buildup of available vessels in the region. In TC17, rates to E. Africa from MEG remain at WS725 levels.

Baltic Tanker Indices

BDTI 2,068 WoW: -6.64% YoY: +124.30%	BCTI 1,504 WoW: -10.16% YoY: +115.47%
---	--

Vessel Values (USD Million)

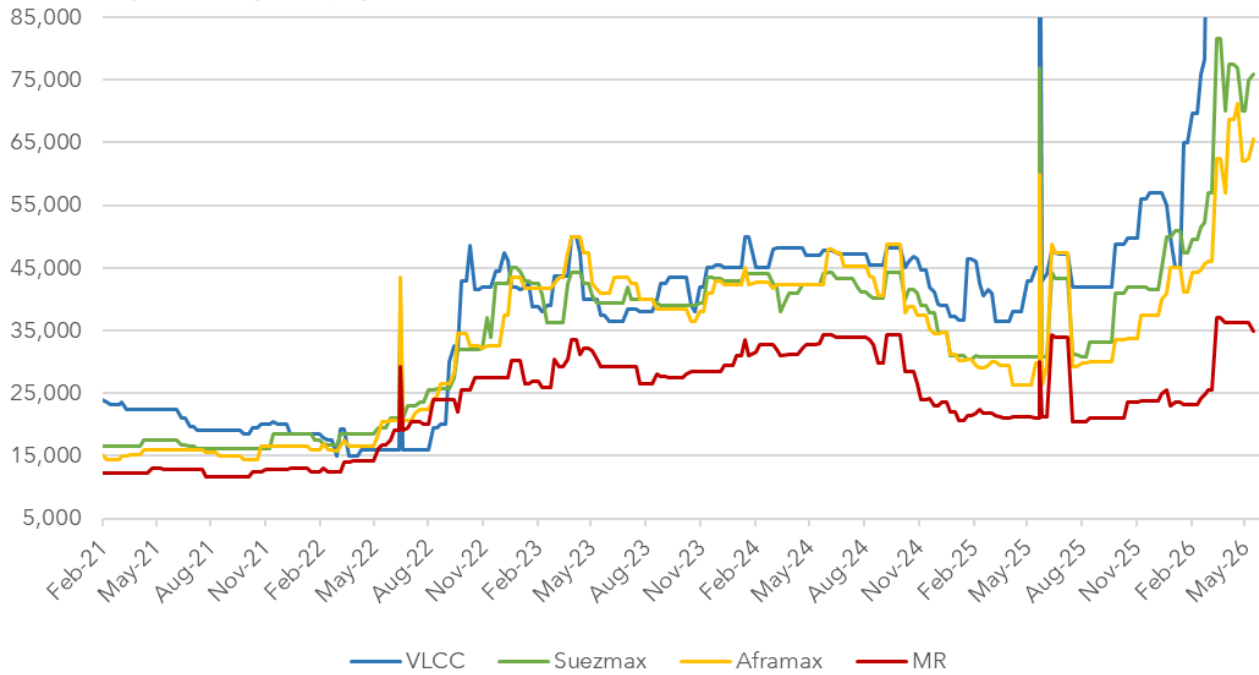
TYPE	DWT	NB CONTRACT	NB PROMPT	5 YRS	10 YRS	15 YRS
VLCC	310,000	\$130M	\$175M	\$135M (E)	\$109M (E)	\$60M
SUEZMAX	160,000	\$88M	\$108M	\$88M (E)	\$76M (E)	\$52M
AFRAMAX	115,000	\$77M	\$88M	\$73M (E)	\$63M (E)	\$47M
LRI	73,000	\$65M	\$70M	\$60M (E)	\$52M (E)	\$30M
MR	51,000	\$50M	\$57M	\$46M (E)	\$37M (E)	\$28M

Sale & Purchase — Reported Fixtures

VESSEL	TYPE	DWT	YEAR / BUILT	PRICE (USD M)	BUYER
ABIE	VLCC	302,986	2002 / S. KOREA	41.0	UNDISCLOSED
STI CONDOTTI	AFRA	109,999	2014 / S. KOREA	70.0	UNDISCLOSED
SUNNY VICTORY	MR	46,803	2005 / S. KOREA	16.0	UNDISCLOSED
EASTERLY BEECH GALAXY	J19	19,998	2007 / JAPAN	16.0	UNDISCLOSED
NOBLER	PROD / CHEM	19,949	2002 / JAPAN	10.0	UNDISCLOSED

Tanker 1-year Time Charter Rates (Weekly, USD/day)

May 2021 - May 2026 | 5 year view



SEGMENT (AVG)	2022	2023	2024	2025	2026 YTD
VLCC	\$25,217	\$41,539	\$45,961	\$45,069	\$123,500
SUEZMAX	\$25,642	\$40,632	\$41,181	\$35,686	\$77,000
AFRAMAX	\$24,406	\$41,848	\$41,942	\$33,049	\$60,500
MR	\$20,094	\$28,799	\$30,750	\$23,005	\$30,000

CONTAINERS

The SCFI index rose to 2,572 points, continuing its upward trend as carriers successfully maintained mid-May rate hikes and surcharges across most routes. While spot rate momentum softened slightly due to growing shipper resistance, transpacific lanes found solid support from frontloaded bookings ahead of June's Amazon Prime Day, pushing U.S. West Coast and East Coast rates up. Structurally, the prolonged crisis in the Strait of Hormuz drove Middle East rates to a historic US\$4,306 per TEU. SCFI Shanghai-N. Europe rate was up by 30% w-o-w to US\$2,475 per TEU. The strict Persian Gulf Authority (PGSA) permit system continues to degrade vessel turnover, forcing lines to permanently factor rising standby fees, heavy security costs, and extreme war risk insurance premiums into global freight levels.

Sale & Purchase — Reported Fixtures

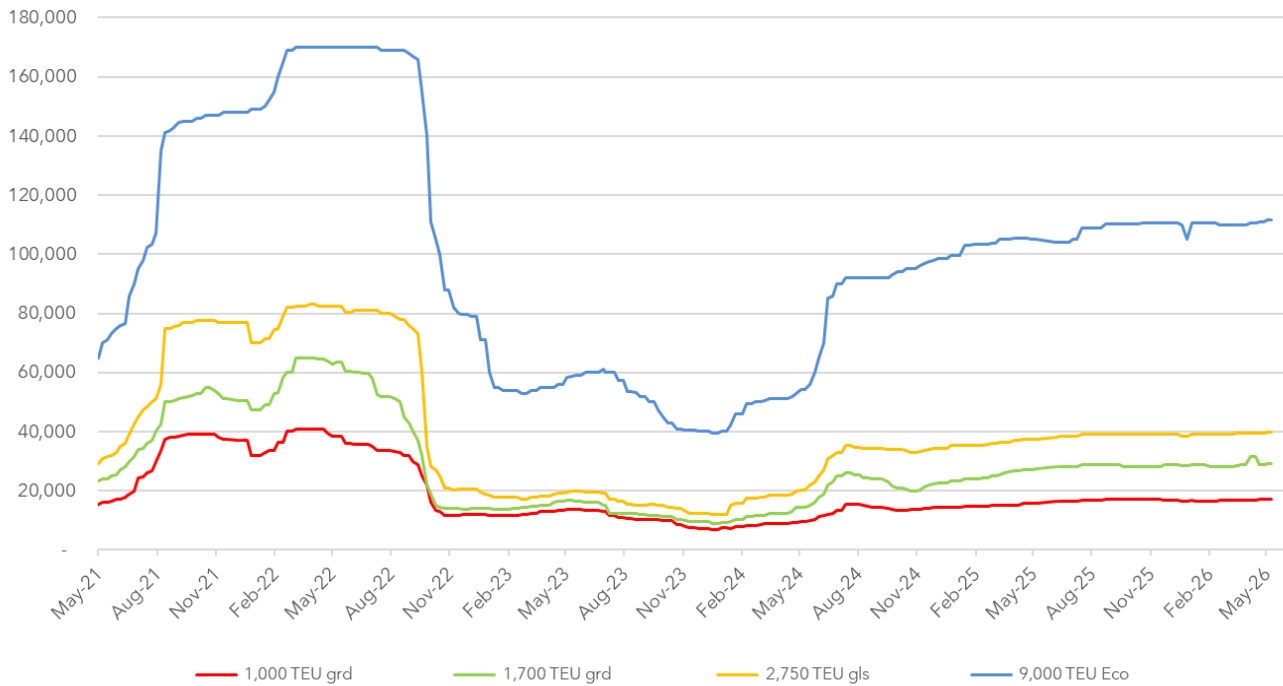
VESSEL	TYPE	TEU	YEAR / BUILT	PRICE (USD M)	BUYER
AS SICILIA	FEEDER	1,794	2008 / CHINA	18.5	UNDISCLOSED

Vessel Values (USD Million)

SIZE (TEU)	TYPE	NB CONTRACT	NB PROMPT	5 YRS	10 YRS	15 YRS
900 – 1,200	Geared	\$25M	\$29M	\$23M	\$18M	\$12M
1,600 – 1,850	Gearless	\$32M	\$38M	\$30M (E)	\$25M (E)	\$18M
2,700 – 2,900	Gearless	\$44M	\$46M	\$40M	\$35M	\$26M
5,100 – 5,300	Gearless	\$55M	\$79M	\$64M	—	\$39M

Container 6-12 months Time Charter Rates (weekly, USD/day)

May 2021 - May 2026 | 5 year review



SEGMENT (AVG)	2022	2023	2024	2025	2026 YTD
1000 TEU	\$29,580	\$10,962	\$11,894	\$16,157	\$16,753
1,700 TEU	\$44,586	\$13,073	\$18,588	\$27,336	\$28,868
2,750 TEU	\$63,495	\$16,448	\$27,471	\$37,901	\$39,289
9,000 TEU	\$145,529	\$51,702	\$75,775	\$107,026	\$110,474

SHIP RECYCLING

Current Market Snapshot (USD / LDT)

DESTINATION	TANKERS	BULKERS	GEN. CARGO	CONTAINERS	OUTLOOK
ALANG, INDIA	\$420–430	\$410–420	\$400–410	\$450–460	STABLE / 
CHATTOGRAM, BANGLADESH	\$470–480	\$460–470	\$430–440	\$500–510	STABLE / 
GADDANI, PAKISTAN	\$430–440	\$420–430	\$410–420	\$440–450	STABLE / 
ALIAGA, TURKEY*	\$300–310	\$290–300	\$270–280	\$310–320	STABLE / 

* Turkey prices for non-EU ships. EU vessels approx. US\$20–30/ton less.

All prices are USD per light displacement tonnage (long ton), net prices offered by recycling yards. Premiums apply based on spares quality, non-ferrous content, bunkers, cargo history, and maintenance. Basis simple Japanese/Korean-built tonnages.

- All prices are USD per light displacement tonnage in the long ton.
- The prices reported are net prices offered by the recycling yards.
- Prices quoted are basis simple Japanese / Korean-built tonnages trading units. Premiums are paid on top of the above-quoted prices based on quality & quality of Spares, Non-Fe., bunkers, cargo history, and maintenance.

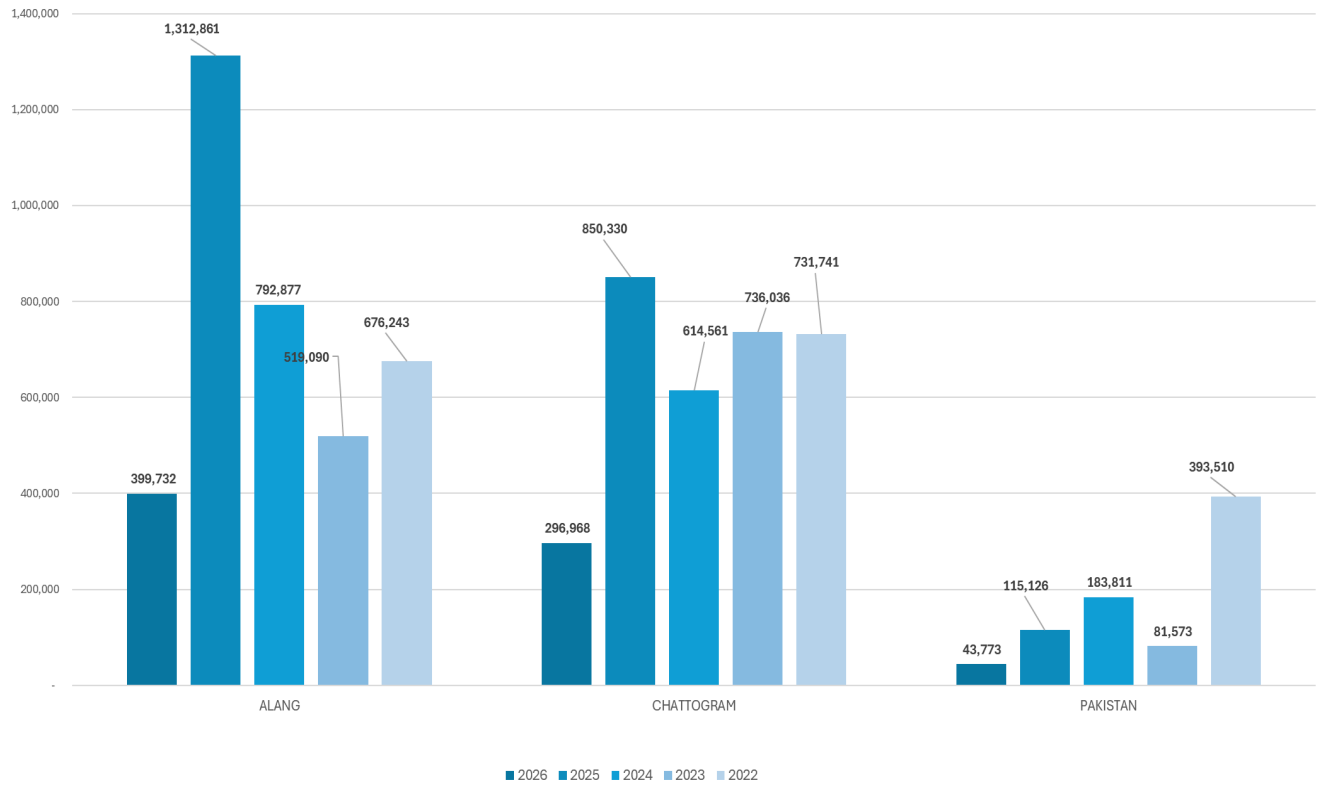
5-Year Historical Average Prices (Week 22)

DESTINATION	2021	2022	2023	2024	2025
ALANG, INDIA	480	630	520	540	460
CHATTOGRAM, BANGLADESH	530	640	550	530	460
GADDANI, PAKISTAN	530	650	0	520	460
ALIAGA, TURKEY	250	330	320	350	280

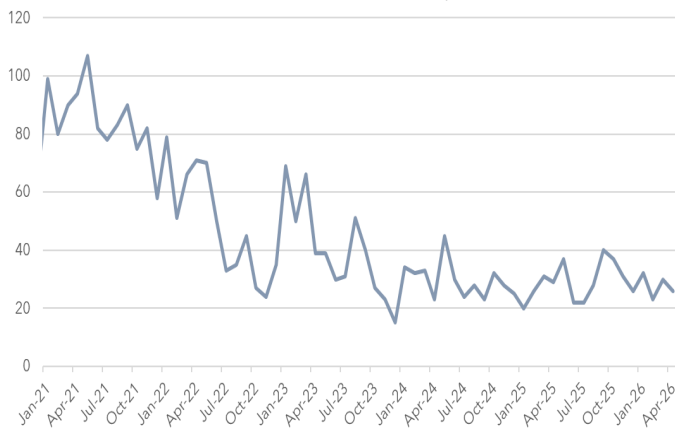
Reported Sales

VESSEL NAME	TYPE	LDT	YEAR / BUILT	PRICE (US/LDT)	COMMENTS
ON VICTOR	TANKER	8,320	1997 / ITALY	375	DELIVERED ALANG

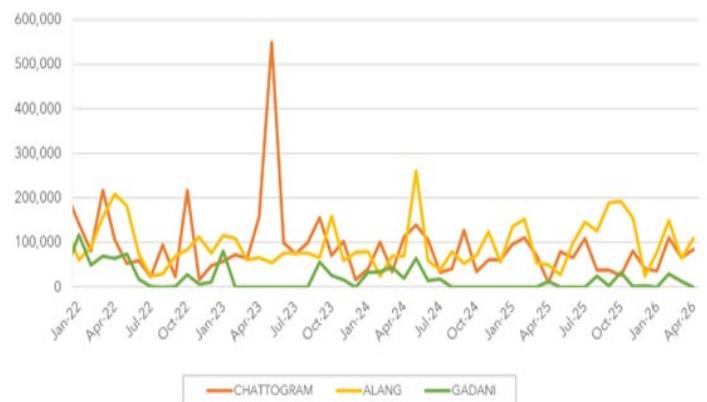
COMPARISON OF TOTAL LIGHT DISPLACEMENT TONNAGE (LDT) SOLD
5 YEARS (January 2022 ~ April 2026)



Total number of Vessel sold per month



Sub Continent Light Displacement Tonnage in Metric Ton



Market Insights

Alang, India: Alang experienced a quiet yet positive week as a welcome recovery and stabilisation of the Indian Rupee helped firm local steel plate prices to a range of INR 38,500 to INR 39,200 per ton. This currency correction pushed the international valuation upward, bringing some financial relief to domestic breakers even as the impending monsoon season signals a broader, seasonal slowdown in operations. Despite the supportive combination of firmer steel, a tentative peace deal, and a stronger rupee, actual transactional momentum remains limited because these improvements have arrived just as the beaching window prepares to close within the next fortnight.

Recyclers are entering the summer months with steady sentiment but subdued activity, balancing improved buying economics against unavoidable seasonal and logistical constraints.

Alang Anchorage & Beaching – May2026

VESSEL	TYPE	LDT	ARRIVAL	BEACHING
ON VICTOR	TANKER	8,320	28.05.2026	29.05.2026

Chattogram, Bangladesh: Chattogram experienced a notably quiet week as the arrival of the Eid al-Adha holidays brought daily commercial operations and fresh transactional activity to a complete standstill. In a striking turn of events, the LC's pipeline entered the festive break in its most permissive and clear posture since the conflict began, eliminating the severe financing constraints that hindered the industry during the first quarter. However, this robust banking liquidity remains temporarily unutilised due to the combined impact of the holiday closures and a severe global shortage of available vessels to finance.

Local breakers are entering the post-holiday period with strong financial capability, but a subdued operational rhythm, waiting for the market to reopen and for new tonnage flows to emerge.

Chattogram Anchorage & Beaching – May 2026

VESSEL	TYPE	LDT	ARRIVAL	BEACHING
KOKOPO CHIEF	CONTAINER	5,889	26.05.2026	AWAITING
MAYMEI	CHEMICAL TANKER	9,728	25.05.2026	AWAITING
K.P.P 01	TANKER	1,352	17.05.2026	25.05.2026
ORIENTAL DRAGON	GENERAL CARGO	813	18.05.2026	23.05.2026
J YANG	GENERAL CARGO	4,192	18.05.2026	22.05.2026
LE RUBY	BULKER	8,196	16.05.2026	21.05.2026
HAO HUNG 01	WOODCHIP	4,997	16.05.2026	20.05.2026
HAO HUNG 66	WOCHIP	7,822	17.05.2026	20.05.2026
ENERGIA C	BULKER	19,899	14.05.2026	18.05.2026

VESSEL	TYPE	LDT	ARRIVAL	BEACHING
GODSPEED 6666	WOODCHIP	10,348	14.05.2026	19.05.2026
GION MARU NO.8	CEMENT	484	11.05.2026	18.05.2026
FRONTIER	RORO	4,240	11.05.2026	18.05.2026
JIAN JIE	TANKER	1,807	06.05.2026	20.05.2026
JIANG	BULKER	21,238	21.04.2026	01.05.2026
FESTIVAL	BULKER	6,993	26.04.2026	04.05.2026
SPRUCE	CONTAINER	2,216	27.04.2026	04.05.2026
BGP PIONEER	SURVEY VESSEL	3,085	01.05.2026	06.05.2026
ACE 1	BULKER	5,757	02.05.2026	07.05.2026

Gaddani, Pakistan: Gadani experienced a mild festive slowdown as Eid al-Adha celebrations temporarily muted trading activities across local facilities. Despite this holiday-induced lull, Pakistani breakers have maintained a resilient pricing edge, offering rates that remain considerably more competitive than neighbouring yards.

Structural capacity in the region continues to expand securely, with three HKC-certified recycling yards remaining fully operational and additional facility certifications actively moving through the regulatory pipeline. Because the available pool of vessel candidates matched to Gadani's processing capacity has not shrunk, the market is well-positioned to see a swift revival in transactional momentum once normal industrial schedules fully resume.

Gaddani Anchorage & Beaching – May 2026

VESSEL	TYPE	LDT	ARRIVAL	BEACHING
XIONG HAI	1,659	TANKER	05.05.2026	07.05.2026

Aliaga, Turkey: Local activity for Turkiye yards remains similar to last. Similar to Bangladesh and Pakistan, it was a quiet one for the country as festivities were observed. Pricewise, the gap remains quite a big one.

TIDE DATES 2026 | Chattogram: 31 May–3 June | 14–17 June

Alang: 28 May–5 June | 12–20 June

SUB-CONTINENT & TURKEY SCRAP MARKETS

India: The imported scrap market remains soft due to a weak Rupee and sluggish steel sales, keeping buyers in Chennai entirely inactive with Australia-origin HMS offered around US\$340/t CFR and shredded near US\$360/t CFR. Conversely, the Mundra and Nhava Sheva corridors saw better selective engagement, where Mozambique-origin HMS 80:20 cargoes were finalised around US\$350/t CFR and Yemen-origin LMS deals were concluded near US\$320/t CFR. While ready-stock shredded is available at US\$380–\$385/t CFR, fresh booking offers from western exporters remain unworkably high at US\$410–\$415/t CFR.

Pakistan: Pakistan ground to a complete halt this week following a widespread trading pause for the Eid al-Adha holidays. With zero market visibility and a temporary halt to local mill procurement, standard price assessments for containerised shredded and premium bulk scrap were suspended on 28–29 May. Market participants expect a gradual return to active negotiations and clearer pricing benchmarks about a week after the celebratory season concludes.

Bangladesh: Like its neighbour, Bangladesh's import scrap market was completely inactive due to the holiday-related slowdown and a lack of workable indications. The suspension of price assessments on 28–29 May reflected the total absence of fresh trading activity across the Chattogram yard network. Importers and mills are completely holding back on bookings until the festive period ends, after which local steel demand is anticipated to re-establish the market's direction.

Turkey: Deep-sea import values softened slightly on 28 May as mills adopted a quiet posture ahead of the festive holidays, dragging US-origin HMS 80:20 bids down to US\$400–\$405/t CFR and EU-origin bids to US\$399–\$400/t CFR. Despite the subdued mill buying, international sellers successfully maintained relatively firm asking prices, with premium US-origin HMS offers still holding near US\$415/t CFR. Industry participants anticipate a steady post-holiday demand recovery, which should help stabilize and support regional transaction levels in early June.

COMMODITIES, BUNKERS & RATES

Commodities Focus

Copper has emerged as a focal point of resilience, with futures climbing to approximately US\$6.4 per pound this Wednesday. This strength is driven by a combination of robust growth in AI-linked technology equities and a cautious market pricing of a possible peace agreement between the US and Iran, which could potentially reopen the strategic Strait of Hormuz. While these diplomatic efforts continue, **aluminium** prices have also felt the impact of Middle Eastern instability, earlier surging 3.8% to US\$3,315 per ton following supply disruptions in Qatar. However, the broader industrial sector faces cooling pressure from China, where **steel** rebar futures have dipped below CNY 3,160 per ton—their lowest point in nearly a month—due to ongoing weakness in property and infrastructure construction. This sluggish demand is reflected in April's steel output, which fell 2.8% year-on-year to 86.63 million tons, the weakest performance for that month since 2018.

Similarly, **iron ore** prices have softened toward CNY 780 per ton as rising shipments from major producers

in Australia and Brazil contribute to an already abundant global supply. On the energy front, while **coal** prices reached their highest level since 2024 at US\$119 per ton in February, the long-term outlook for the fuel is shifting; China's coal production is projected to undergo its first contraction since 2016 this year as the nation prioritises energy diversification and renewable sources like solar and wind.

Iron Ore

COMMODITY (USD/MT)	GRADE	THIS WEEK	LAST WEEK	LAST YEAR	WoW	YoY
Iron Ore Lumps, CNF Rizhao	Fe 64/63% (S. Africa)	\$115	\$115	\$98	0%	17.34%
Iron Ore Fines, CNF Qingdao	Fe 62.5% (Brazil)	\$105	\$105	\$95	0%	10.52%

Industrial Metal Rates

INDEX	UNITS	PRICE	CHANGE	% CHANGE	CONTRACT
Copper (Comex)	USD / lb.	640.35	-2.25	-0.35%	JUL 2026
3Mo Copper (LME)	USD / MT	13,701.50	+170.50	+1.26%	N/A
3Mo Aluminium (LME)	USD / MT	3,659.50	+23.50	+0.65%	N/A
3Mo Zinc (LME)	USD / MT	3,551.00	+38.50	+1.10%	N/A
3Mo Tin (LME)	USD / MT	55,079.00	+686.00	+1.26%	N/A

Crude Oil & Natural Gas

INDEX	UNITS	PRICE	CHANGE	% CHANGE	CONTRACT
WTI Crude Oil (Nymex)	USD / bbl.	87.46	-1.44	-1.62%	JUL 2026
Brent Crude (ICE)	USD / bbl.	92.22	-1.49	-1.59%	JUL 2026
Crude Oil (Tokyo)	JPY / kl	101,650.00	0.00	0.00%	JUN 2026
Natural Gas (Nymex)	USD / MMBtu	3.04	+0.15	+5.04%	JUN 2026

* All rates at C.O.B. London time, May 29th, 2026

Exchange Rates

CURRENCY PAIR	MAY 29	MAY 22	WoW %
USD / CNY (China)	6.76	6.79	+0.44%
USD / BDT (Bangladesh)	122.73	122.95	+0.18%
USD / INR (India)	94.85	95.66	+0.85%
USD / PKR (Pakistan)	278.46	278.59	+0.05%
USD / TRY (Turkey)	45.89	45.72	-0.37%

Bunker Prices (USD / ton)

PORT	VLSFO (0.5%)	HSFO (3.5%)	MGO (0.1%)
SINGAPORE	\$784	\$634	\$1,083
HONG KONG	\$852	\$669	\$1,105
FUJAIRAH	\$960	\$665	\$1,496
ROTTERDAM	\$719	\$622	\$1,090
HOUSTON	\$793	\$674	\$1,134



Singapore | London | Dubai

Tel: +65 62277264 / 65 | Email: snp@starasiag.com | Web: www.star-asia.com.sg

(A Member of BIMCO, The Baltic Exchange and Singapore Shipping Association)

For [Privacy Policy](#)

This report is performed to the best of our knowledge based on the market conditions prevailing at the time mentioned. The report relates solely to the date/place referred to, and we emphasise that it is a statement of information collected from various market sources. All details above are from information given to us and such information as we have obtained from relevant references in our possession. Still, we can accept no responsibility, and we bear no liability for any loss or damage incurred to any person acting upon this report. STAR ASIA believes the information to be accurate and given in good faith but without guarantee. STAR ASIA will not be held responsible in any way for any action or failure to act based on the information given in this report. The use of the report cannot be reproduced or used without authorisation from STAR ASIA.