Market Insight

By Vasilis Fousekis, Research Analyst

Feeder containerships have emerged among the strongest segments of the container market in 2026, supported by expanding intra-Asian trade, disruption in the Middle East and persistent port congestion. The 6-12 month time-charter rate for a 1,700 TEU geared feeder has risen to around $33,750/day, up by 19% y-o-y and more than double the 2023 level, while a 1,000 TEU unit now earns approximately $18,750/day, 10% higher than a year earlier. Charterers are fixing sub-3,000 TEU tonnage for delivery as far forward as the third quarter of 2027, with average fixture periods extending to around 24 months. The upside extends even to older tonnage: a 25-year-old 2,556 TEU feeder was recently fixed at $62,500/day for 12-14 months.

Behind this strength lies a restructuring of Asian trade flows. Chinese shipments sent directly to the US fell by 22% in the 12 months after the 2025 tariffs, while Chinese exporters redirected 52% of these volumes to other Asian countries. Product components are now assembled in Vietnam, Malaysia and Indonesia before onward shipment, adding port calls that favour smaller tonnage. Intra-Asian trade is projected to reach 72m TEU in 2026, up 5.4% y-o-y, while Shanghai-SE Asia spot rates averaged around $1,154/TEU in October, about two and a half times their 2025 average.

In the Middle East, the picture is more fragmented. Regional container trade is down 22% year-to-date and independent feeder operators have reduced their exposure to the region, while state-backed operators are filling part of the gap. UAE-based AD Ports' Global Feeder Services has expanded in the Middle East & Indian Subcontinent and Iraq has revived a national shipping service in the Gulf for the first time in more than half a century, deploying a 900 TEU feeder between Jebel Ali and Umm Qasr. Although transits through Hormuz seemed to recover in September, conditions have since deteriorated, with attacks on containerships continuing.

Moreover, congestion at Asian containership terminals persists. Average containership waiting times at Chinese ports reached an estimated 23 hours in September, 45% above May levels, after a summer of typhoon closures, while Typhoon Champi threatened renewed restrictions around Ningbo and Shanghai in late October, just as congestion in East China had begun to ease. In a segment with little spare tonnage, each day of delay effectively removes capacity from the market, disrupting operators while supporting owners' earnings.

As major liner operators gradually resume Red Sea transits, the shift is likely to weigh on the feeder market over time. More than half of Cape-diverted sailings have returned to the Suez route, although Gulf of Aden traffic remains at around a third of normal levels. The restoration of direct mainline calls at ports such as Jeddah could render some relay services established during the Cape diversion redundant, while released mid-sized tonnage may cascade into regional trades.

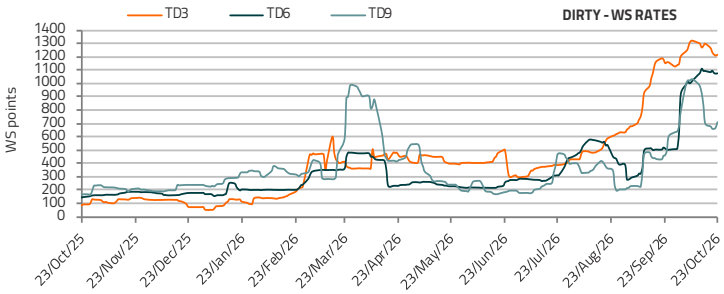
On the supply side, the feeder segment appears better positioned than larger sizes. Its orderbook stands at around 1.05m TEU across 635 vessels, equivalent to almost one fifth of the fleet, against more than 40% for the containership fleet overall. Delivery timing is less favourable, however, with 42% of feeder orderbook capacity scheduled for 2027 and a further 34% for 2028, mostly in the 1,000-1,999 TEU range. Demolition, meanwhile, remains negligible, even though 30% of feeder capacity is aged 20 years or more.

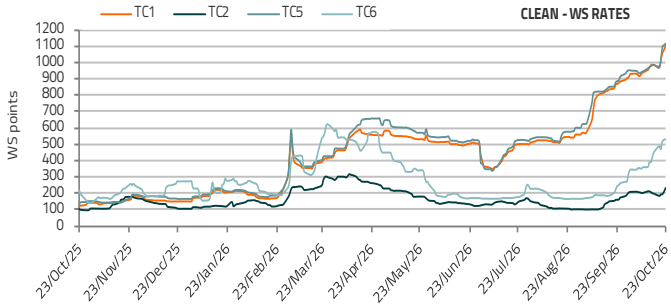
Looking ahead, strong intra-Asian demand and congestion should continue to support feeder earnings in the near term. However, accelerating deliveries in 2027, with feeder fleet growth projected at around 6%, together with Suez normalization, could gradually exert downward pressure on rates. The key question is whether the reshaping of Asian supply chains generates durable regional cargo demand or merely shifts volumes between routes. Ultimately, the outlook for feeders will hinge on whether intra-Asian growth can absorb the wave of tonnage arriving from 2027, with the level of geopolitical risk in the Middle East, remaining a key factor.

	Vessel	Routes	23/10/2026 WS points	23/10/2026 $/day	16/10/2026 WS points	16/10/2026 $/day	$/day ±%	2025 $/day	2024 $/day
VLCC	265k	MEG-SPORE	1,193	1,297,698	1,279	1,396,691	-7.1%	60,510	37,255
	260k	WAF-CHINA	552	545,996	703	711,081	-23.2%	56,678	37,722
Suezmax	130k	MED-MED	1,100	1,067,256	1,100	1,067,889	-0.1%	61,085	50,058
	130k	WAF-UKC	728	404,691	901	511,221	-20.8%	25,082	11,031
	140k	BSEA-MED	1,074	872,063	1,093	889,052	-1.9%	61,085	50,058
Aframax	80k	MEG-EAST	1,344	424,906	1,433	456,238	-6.9%	37,201	39,357
	80k	MED-MED	841	400,273	714	329,935	21.3%	41,877	43,235
	70k	CARIBS-USG	708	225,652	698	222,908	1.2%	35,896	36,696
Clean	75k	MEG-JAPAN	1,102	321,900	983	284,616	13.1%	30,129	40,263
	55k	MEG-JAPAN	1,114	232,035	984	202,500	14.6%	22,544	30,922
	37K	UKC-USAC	231	17,647	196	11,053	59.7%	12,309	15,955
	30K	MED-MED	529	110,537	454	88,913	24.3%	19,313	27,508
Dirty	55K	UKC-USG	380	80,438	380	81,398	-1.2%	10,784	17,707
	55K	MED-USG	380	73,662	380	74,789	-1.5%	11,306	17,590
	50k	ARA-UKC	708	225,652	698	222,908	1.2%	18,615	26,872

Indicative Period Charters

No Fresh Period Fixtures





TC Rates

$/day		23/10/2026	16/10/2026	±%	Diff	2025	2024
VLCC	300k 1yr TC	295,000	300,000	-1.7%	-5000	50,615	50,365
	300k 3yr TC	129,000	130,000	-0.8%	-1000	44,931	47,339
Suezmax	150k 1yr TC	170,000	180,000	-5.6%	-10000	38,144	45,394
	150k 3yr TC	77,250	77,250	0.0%	0	33,479	38,412
Aframax	110k 1yr TC	103,000	99,000	4.0%	4000	33,870	45,168
	110k 3yr TC	53,250	53,250	0.0%	0	29,763	39,748
Panamax	75k 1yr TC	60,000	60,000	0.0%	0	25,226	37,750
	75k 3yr TC	39,500	39,500	0.0%	0	21,258	31,787
MR	52k 1yr TC	43,000	45,000	-4.4%	-2000	21,909	30,764
	52k 3yr TC	27,750	26,750	3.7%	1,000	19,782	26,402
Handy	36k 1yr TC	29,250	29,250	0.0%	0	18,519	26,606
	36k 3yr TC	19,000	19,000	0.0%	0	16,902	19,993

Indicative Market Values ($ Million) - Tankers

Vessel 5yrs old		Oct-26 avg	Sep-26 avg	±%	2025	2024	2023
VLCC	300KT DH	217.5	167.0	30.2%	115.5	113.0	99.5
Suezmax	150KT DH	137.5	137.5	0.0%	76.5	81.0	71.5
Aframax	110KT DH	90.0	85.0	5.9%	63.6	71.0	64.4
LR1	75KT DH	69.0	60.0	15.0%	47.9	53.8	49.2
MR	52KT DH	53.0	50.0	6.0%	41.4	45.8	41.4

Tanker Chartering

The crude carrier market retreated overall last week, with the larger segments suffering losses while the Aframax segment proved more resilient. The BDTI averaged 7,294 last week, down by 7% on a weekly basis.

The VLCC market extended its correction, albeit still at historical highs. Limited cargo flows across most regions and growing vessel availability strengthened charterers' leverage, resulting in further freight declines. In West Africa, insufficient new business kept rates under pressure, while the US Gulf was similarly affected by sluggish enquiry and declining Brazilian fixing benchmarks. In Middle East, increased fixing activity around Fujairah after midweek, coupled with owners' growing reluctance to accept lower rates, improved sentiment. Nevertheless, any sustained recovery will depend on a pickup in cargo enquiry adequate to absorb the growing tonnage supply. VLCC TCE stood at $761,352/day, down by 14% w-o-w.

The Suezmax market came under pressure across most trading regions, as subdued cargo enquiry allowed tonnage lists to lengthen, weakening owners' bargaining position. Freight rates declined in West Africa, Atlantic and the Mediterranean, while limited demand East of Suez encouraged more owners to reposition vessels westwards. The Black Sea was a pocket of support, where steady cargo flows and tighter vessel supply sustained elevated rates. Despite the broader weakness, renewed fixing activity in the Atlantic basin, with more cargoes matching open vessels, suggested that freight rates may be finding a floor. The Suezmax TCE stood at $638,377/day, down by 9% on the week.

The Aframax freight market recorded a week of recovery, with regional divergent trends. Overall, Aframax TCE earnings rose by 2.3% w-o-w, reaching $336,059/day. The Mediterranean market was quite active, witnessing robust demand conditions and declining tonnage. Meanwhile, the North Sea improved as the week progressed, with fresh enquiries emerging and prompt vessel supply declining as owners ballasted towards other markets in search of higher returns. East of Suez, the market remained subdued amid tepid demand, leading to a buildup of open tonnage.

Baltic Indices

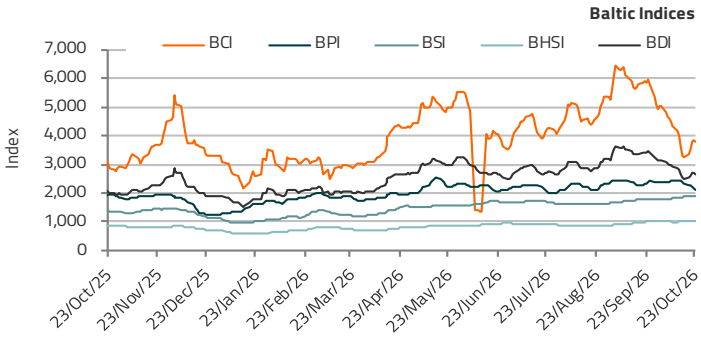
	23/10/2026		16/10/2026		Point Diff	$/day ±%	2025	2024
	Index	$/day	Index	$/day			Index	Index
BDI	2,660		2,511		149		1,677	1,743
BCI	3,791	$30,877	3,249	$25,961	542	18.9%	2,566	2,696
BPI	2,109	$18,981	2,314	$20,827	-205	-8.9%	1,476	1,561
BSI	1,887	$21,815	1,865	$21,539	22	1.3%	1,127	1,238
BHSI	1,020	$18,361	1,011	$18,200	9	0.9%	661	702

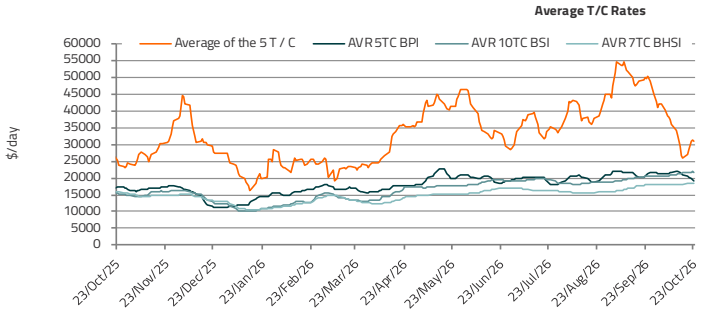
TC Rates

	$/day	23/10/2026	16/10/2026	±%	Diff	2025	2024
Capesize	180K 1yr TC	37,250	37,750	-1.3%	-500	25,238	27,014
	180K 3yr TC	31,500	28,000	12.5%	3,500	21,438	22,572
Panamax	76K 1yr TC	17,750	18,000	-1.4%	-250	13,226	15,024
	76K 3yr TC	14,750	15,000	-1.7%	-250	11,048	12,567
Supramax	58K 1yr TC	18,500	18,500	0.0%	0	12,798	15,529
	58K 3yr TC	15,000	15,000	0.0%	0	12,327	12,692
Handysize	32K 1yr TC	13,750	13,750	0.0%	0	10,543	12,385
	32K 3yr TC	12,000	12,000	0.0%	0	10,394	9,740

Indicative Period Charters

5 to 7 mos	CS Satira	2013	37,650
Delivery Upriver redelivery worldwide	$19,500		UB





Indicative Market Values ($ Million) - Bulk Carriers

Vessel 5 yrs old		Oct-26 avg	Sep-26 avg	±%	2025	2024	2023
Capesize Eco	180k	75.8	74.5	1.7%	63.1	62.0	48.8
Kamsarmax	82K	42.0	41.9	0.3%	32.3	36.6	32.0
Ultramax	63k	39.0	39.0	0.0%	31.3	34.4	29.5
Handysize	37K	31.8	31.0	2.4%	25.9	27.6	25.1

Dry Bulk Chartering

Overall, the dry bulk market delivered a mixed performance last week, with a recovery in the Capesize segment contrasting with declining Kamsarmax/Panamax rates and relatively stable conditions in the smaller segments. The BDI averaged 2,634, down 1.5% w-o-w.

Capesize rates rebounded last week, reversing the previous week's losses, with the Pacific leading the recovery as miners stepped up activity. The South Atlantic also strengthened, as growing chartering interest for later loading dates and limited vessel availability supported rates. Expectations of typhoon-related delays in China provided additional support to the Pacific. In contrast, the North Atlantic remained subdued amid lacklustre demand.

The Kamsarmax/Panamax segment faced weakening cargo demand, extending the downward trend in freight rates across both basins, particularly in the Atlantic. A growing surplus of open vessels intensified competition among owners, with East Coast South America facing the greatest pressure. The Pacific proved more resilient, supported by firmer Australian demand and steady Indonesian activity. Nevertheless, these favourable conditions were insufficient to offset the broader weakness in market fundamentals.

Turning to the smaller dry bulk segments, freight rates fluctuated within a narrow range last week, despite contrasting regional conditions. Ultramax/Supramax trading benefited from stronger Asian backhaul demand, offsetting softer North Pacific grain activity, while shorter tonnage lists supported Handysize rates in the Pacific. Both segments enjoyed firmer conditions in the South Atlantic, where healthy cargo demand and limited prompt vessel supply favoured owners. Conversely, subdued US Gulf demand left excess tonnage competing for employment, keeping rates under pressure, while the Continent and Mediterranean saw little change.

Tankers

Size	Name	Dwt	Built	Yard	M/E	SS due	Hull	Price	Buyers	Comments
SUEZ	ADVANTAGE SPICE	156,658	2010	JIANGSU, China	MAN B&W	Mar-30	DH	$ 97.5m	Middle Eastern	Scrubber fitted
MR2	BOW ELM	46,098	2011	SLS, S. Korea	MAN B&W	Dec-27	DH	$ 62.9m	undisclosed	Scrubber fitted
MR2	BOW LIND	46,047	2011	SLS, S. Korea	MAN B&W	Apr-29	DH			
MR2	ROSE MAKIS	45,838	2005	SHIN KURUSHIMA, Japan	MITSUBISHI	Apr-29	DH	$ 19.0m	undisclosed	

Bulk Carriers

Size	Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
NMAX	CAPE ALLIANCE	206,190	2007	IMABARI, Japan	MAN B&W	Feb-27		$ 35.5m	Winning	
KMAX	PANORAMA	81,504	2012	HYUNDAI, S. Korea	MAN B&W	Feb-27		excess $20.0m	undisclosed	delivery January 2027
SUPRA	CHARADE	58,109	2013	TSUNEISHI CEBU, Philipines	MAN B&W	Aug-30	4 X 30t CRANES	$ 22.8m	undisclosed	
SUPRA	SALTWIND EXPLORER	55,648	2011	HYUNDAI VINASHIN, Vietnam	MAN B&W	Jan-31	4 X 30t CRANES	$ 16.5m	Indian	
SUPRA	SPAR GEMINI	53,113	2007	CHENGXI, China	MAN B&W	Feb-27	4 X 36t CRANES	$ 12.4m	Chinese	Basis SS due in February 2027
HANDY	MOUNTPARK	37,839	2016	NAIKAI, Japan	MAN B&W	Apr-31	4 X 30t CRANES	$ 23.5m	Turkish	OHBS, Old Sale
HANDY	PAIWAN WISDOM	31,967	2010	HAKODATE, Japan	MITSUBISHI	Apr-30	4 X 30t CRANES	$ 11.75m each	undisclosed	
HANDY	DAIWAN WISDOM	31,833	2010	HAKODATE, Japan	MITSUBISHI	Jun-30	4 X 30t CRANES			

Newbuilding activity recorded 9 orders for 26 firm units, plus 2 options across various segments.

On the dry side, Lavinia ordered 4 Newcastlemaxes of 212k dwt at Zhoushan Changhong, for $78m each and due in 2030.

On the tanker side, Bahri contracted 3 VLCC tankers of 320k dwt at IMI shipyard, priced at $150.3m each, for delivery between 2029-2030. Transocean also added to orderbook 2 product tankers of 50k dwt at Guangzhou Shipyard International, due in 2029.

In containerships, HMM placed an order for 8 LNG dual-fuel units of 13.4k teu boxships at HD Hyundai at a price of $180.1m and Danaos an order for 2 LNG/methanol ready units of 9.2k teu at Hudong Zhonghua, valued at $109m, due in 2029 and against T/C to Zim.

Elsewhere, Alpha Gas secured 2 VLACs of 88k cbm at Hengli Heavy Industries for delivery in 2029, $115m each. Global Car Carriers booked a pair of 8.6k ceu LNG dual-fueled PCTCs for $100m each, at Zhoushan Changhong, due in 2030. Carisbrooke Shipping ordered a 6.6k dwt General Cargo vessel at Jiangsu Dajin HI, with delivery in 2029. Siem Group also made a deal for 2 firm, plus 2 optional, OSCVs units of 144m LOA, equipped with 400-tonne cranes at Fujian Mawei Shipbuilding for delivery spanning between 2029-2030.

Indicative Newbuilding Prices ($ Million)

	Vessel		23-Oct-26	16-Oct-26	±%	YTD		5-year		Average		
						High	Low	High	Low	2025	2024	2023
Bulkers	Newcastlemax	205k	80.0	80.0	0.0%	80.0	78.0	80.0	49.5	76.8	66.2	66.5
	Capesize	180k	76.5	76.5	0.0%	76.5	75.0	76.5	49.0	73.3	63.15	62.6
	Kamsarmax	82k	38.5	38.5	0.0%	38.5	36.5	38.5	27.75	37.1	34.85	34.8
	Ultramax	63k	36.0	36.0	0.0%	35.5	33.5	35.5	25.75	34.2	34.2	33.95
	Handysize	38k	31.0	31.0	0.0%	31.0	29.5	31.0	19.5	30.3	29.75	30.4
Tankers	VLCC	300k	131.5	131.5	0.0%	131.5	128.0	131.0	84.5	129.0	124.0	124.0
	Suezmax	160k	90.5	90.5	0.0%	90.5	86.0	90.0	55.0	88.5	88.5	82.2
	Aframax	115k	79.5	79.5	0.0%	79.0	75.0	78.5	46.0	76.0	76.0	68.7
	MR	50k	52.5	52.5	0.0%	52.5	49.0	52.0	34.0	50.5	50.5	45.8
Gas	LNG 174k cbm		245.0	245.5	-0.2%	248.5	246.0	265.0	186.0	262.9	263.0	259.0
	MGC LPG 55k cbm		85.5	85.5	0.0%	85.5	83.0	94.0	43.0	93.26	84.9	73.9
	SGC LPG 25k cbm		61.5	61.5	0.0%	61.5	59.5	62.0	40.0	60.6	55.7	51.0

Newbuilding Orders

Units	Type	Size		Yard	Delivery	Buyer	Price	Comments
4	Bulker	212,000	dwt	Zhoushan Changhong, China	2030	Greek (Lavinia)	$ 78.0m	
3	Tanker	320,000	dwt	IMI, Saudi Arabia	2029-2030	Saudi Arabian (Bahri)	$ 150.3m	
2	Tanker	50,000	dwt	Guangzhou Shipyard International, China	2029	Monaco-based (Transocean)	undisclosed	
8	Containership	13,400	teu	HD Hyundai, S. Korea	2029	S. Korean (HMM)	$ 180.1m	LNG dual fuel
2	Containership	9,200	teu	Hudong Zhonghua, China	2029	Greek (Danaos)	$ 109.0m	LNG/methanol ready, against T/C to Zim
2	VLAC	88,000	cbm	Hengli Heavy Industries, China	2029	Greek (Alpha Gas)	$ 115.0m	
2	PCTC	8,600	ceu	Zhoushan Changhong, China	2030	Swiss (Global Car Carriers)	$ 100.0m	LNG dual fuel
1	General Cargo	6,600	dwt	Jiangsu Dajin HI, China	2029	UK Based (Carisbrooke Shipping)	undisclosed	
2+2	Offshore	144	loa	Fujian Mawei Shipbuilding, China	2029-2030	Norwegian (Siem Industries)	undisclosed	400-tonne cranes

Last week, recycling markets held broadly steady, except Pakistan and Bangladesh, which retain their strong appetite despite subdued market conditions.

Alang remained stable, maintaining last week's positive sentiment amid the festive period. Local steel plate prices firmed, even as holiday closures slowed demand. Exchange-rate movements have been comparatively contained. Buying interest is selective and recycling activity remains limited, with general cargo and reefer arrivals at the waterfront alongside previously secured tankers and large specialist units. On the policy front, authorized ship recycling facilities by the Gujarat Maritime Board reached 47, a significant step towards yard compliance.

Chattogram remains soft, although buying interest is still strong. Local steel market is broadly stable, as festival holidays slowed down momentum. Steel mills are cautious and are holding minimal stock, though this could change as construction picks up seasonally. Local currency weakened against USD and candidate pool remains limited. On the macro side, slowing economy has curbed loan demand and left banks with surplus liquidity, creating better financing opportunities for recyclers.

Pakistan showed mixed signals, with buying interest remaining strong, despite trade restrictions. Local steel prices declined, affected by weak demand. Local currency was unchanged against the dollar. Tonnage arrivals have been steady, but the wider market remains supply-constrained, keeping purchasing appetite balanced. Attention is focused on the closure of borders with Iran, as this disruption halted Iranian steel and rebar imports and will offer breakers a measure of support.

Aliaga remained unchanged. Local steel prices corrected modestly with mills being cautious and facing liquidity constraints. Lira continues to weaken against USD and recycling flows are slow. The central bank cut its policy rate from 37% to 36%, offering modest financing relief, although present market conditions continue to limit buying capacity.

Indicative Demolition Prices ($/ldt)

	Markets	23/10/2026	16/10/2026	±%	YTD High	YTD Low	2025	2024	2023
Tanker	Bangladesh	505	505	0.0%	505	420	442	503	550
	India	470	465	1.1%	470	400	431	501	540
	Pakistan	495	495	0.0%	500	410	436	500	525
	Turkey	290	290	0.0%	290	270	276	347	207
Dry Bulk	Bangladesh	480	480	0.0%	480	400	425	492	535
	India	460	455	1.1%	460	380	415	485	522
	Pakistan	475	475	0.0%	475	390	418	482	515
	Turkey	280	280	0.0%	280	260	266	337	315

Currencies

Markets	23-Oct-26	16-Oct-26	±%	YTD High
USD/BDT	123.68	123.00	0.55%	123.79
USD/INR	94.95	94.97	-0.02%	96.57
USD/PKR	276.74	276.74	0.00%	280.05
USD/TRY	49.69	49.51	0.36%	49.51

Name	Size	Ldt	Built	Yard	Type	$/ldt	Breakers	Comments
LIAN YI DA 2 HAO	24,132	5,560	1998	SAIKI, Japan	BC	$512/Ldt	Bangledeshi	

Market Data

		23-Oct-26	22-Oct-26	21-Oct-26	20-Oct-26	19-Oct-26	W-O-W Change %
Stock Exchange Data	10year US Bond	4.988	4.953	5.146	5.117	5.136	-2.2%
	S&P 500	7,623.68	7,663.43	7,757.17	7,712.57	7,690.73	-0.5%
	Nasdaq	28,957.53	28,958.69	29,822.52	29,490.28	29,529.35	-0.8%
	Dow Jones	52,215.16	52,867.98	52,856.09	52,495.88	51,966.03	0.4%
	FTSE 100	10,690.36	10,725.03	10,752.88	10,733.00	10,764.69	-1.8%
	FTSE All-Share UK	5,760.23	5,776.13	5,795.87	5,784.22	5,799.96	-1.7%
	CAC40	7,782.82	7,811.26	7,921.68	7,838.49	7,868.05	-2.2%
	Xetra Dax	25,181.65	25,371.75	25,645.04	25,304.42	25,319.77	-1.7%
	Nikkei	62,693.16	62,907.84	64,621.24	64,075.42	64,916.70	-4.0%
	Hang Seng	23,093.37	22,934.68	23,651.87	23,867.74	24,186.83	-4.5%
	DJ US Maritime	437.07	431.65	450.49	447.11	447.64	-2.4%
Currencies	€ / $	1.12	1.12	1.12	1.12	1.12	-0.3%
	£ / $	1.34	1.34	1.34	1.34	1.33	0.3%
	$ / ¥	156.86	156.76	158.13	158.16	158.48	-0.7%
	$ / NoK	9.32	9.33	9.36	9.40	9.41	-1.0%
	Yuan / $	6.67	6.67	6.68	6.68	6.68	-0.2%
	Won / $	1,323.60	1,325.21	1,326.71	1,326.10	1,332.12	-0.8%
	$ INDEX	101.81	101.61	101.78	101.70	101.98	0.0%

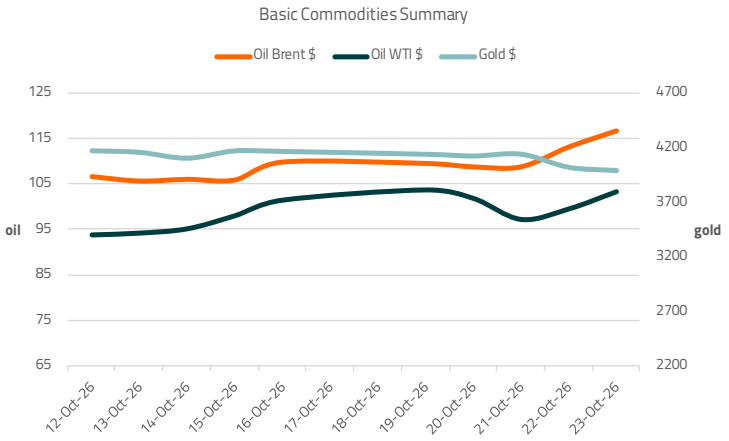
Bunker Prices

		23-Oct-26	16-Oct-26	Change %
MGO	Rotterdam	1,426.8	1,372.8	3.9%
	Houston	1,421.5	1,410.0	0.8%
	Singapore	1,334.3	1,265.0	5.5%
380cst	Rotterdam	702.3	672.8	4.4%
	Houston	613.5	602.3	1.9%
	Singapore	873.0	877.0	-0.5%
VLSFO	Rotterdam	763.5	749.8	1.8%
	Houston	814.0	772.8	5.3%
	Singapore	958.3	919.3	4.2%
OIL	Brent	116.7	109.9	6.2%
	WTI	103.3	101.4	1.8%

Maritime Stock Data

Company	Stock Exchange	Curr	23-Oct-26	16-Oct-26	W-O-W Change %
CAPITAL PRODUCT PARTNERS LP	NASDAQ	USD	20.27	20.41	-0.7%
COSTAMARE INC	NYSE	USD	14.02	13.97	0.4%
DANAOS CORPORATION	NYSE	USD	158.34	158.17	0.1%
DIANA SHIPPING	NYSE	USD	2.53	2.50	1.2%
EUROSEAS LTD.	NASDAQ	USD	66.66	66.17	0.7%
GLOBUS MARITIME LIMITED	NASDAQ	USD	2.98	3.10	-3.9%
SAFE BULKERS INC	NYSE	USD	8.09	7.83	3.3%
SEANERGY MARITIME HOLDINGS	NASDAQ	USD	15.79	15.28	3.3%
STAR BULK CARRIERS CORP	NASDAQ	USD	28.98	27.79	4.3%
STEALTHGAS INC	NASDAQ	USD	8.26	8.57	-3.6%
TSAKOS ENERGY NAVIGATION	NYSE	USD	53.48	51.18	4.5%

Basic Commodities Weekly Summary



Macro-economic headlines

- In China, GDP expanded by 4.5% y-o-y in Q3 2026, marginally above market expectations of 4.4% and the 4.3% growth recorded in Q2.
- In Germany, the Ifo Business Climate Index reached 90.2 in October, slightly exceeding market expectations of 90 and September's reading of 89.9.
- In the UK, CPI inflation accelerated to 3.5% y-o-y in September, surpassing market forecasts of 3.4% and August's 3.1%.
- In Japan, the Leading Index increased by 0.4% m-o-m in August, in line with market forecasts but below the 1.5% rise registered in July.

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