[xclusiv shipbrokers]

Week 44

02nd November 2026

All data as of end of reporting week

IN A NUTSHELL:

- **371 tankers were offered for sale during September–October, compared with 146 recorded transactions. (Page 1)**
- **VLCCs and Suezmaxes accounted for 34% of transactions but less than 8% of listings. (Page 1)**
- **Older tankers (16+ years) represented 74% of listings, versus 55% of completed sales. (Page 1)**
- **South Korean-built tankers dominated activity, accounting for 39% of listings and 47% of transactions. (Page 1)**
- **Crude oil slipped toward $97 per barrel on Monday based on hopes for a peaceful solution. (Page 8)**

Tanker S&P: A Tale of Two Markets

The tanker Sale & Purchase market during September and October 2026 reveals an interesting divergence between vessels offered for sale and those actually changing hands, highlighting differences in investment appetite across vessel segments, age groups and shipbuilding countries. Based on our data of tankers above 10,000 DWT, a total of 371 vessels were advised for sale during the two-month period, compared to 146 recorded transactions. Although these figures do not represent a direct conversion rate between listings and sales, they provide valuable insight into the composition of supply and actual buying activity.

Looking at vessel segments, the contrast becomes particularly evident in the larger crude tanker categories. A total of 22 VLCCs and 28 Suezmaxes changed hands, compared to just 13 and 16 vessels respectively appearing in the for-sale dataset. Combined, these two segments accounted for 34% of all transactions but less than 8% of for sale available tonnage. Meanwhile, the MR2 segment recorded 42 sales against 125 vessels offered for sale, while smaller tankers accounted for another 167 listings but only 20 transactions. This divergence suggests that buying activity is disproportionately concentrated in larger tankers, potentially reflecting stronger earnings expectations and investor confidence in crude transportation.

The age profile reveals another important distinction. Vessels aged 16–20 years dominate the for-sale market of the last 2 months, with 175 units, representing 47% of available tonnage, followed by 100 vessels aged 21 years and above, accounting for another 27%. Together, these categories represent 74% of advertised vessels, compared to 55% of completed transactions. Conversely, vessels aged 11–15 years represented 23% of sales against just 13% of listings, while the 6–10-year category accounted for 8% of transactions but only 3% of supply. Additionally, five resale transactions were recorded, matching the number of resales for sale. These differences suggest that owners are increasingly seeking opportunities to dispose of ageing assets, while buyers demonstrate comparatively greater interest in younger tonnage.

Shipbuilding origin adds another dimension to this picture. South Korean-built tankers dominate activity, accounting for 146 advised for sale vessels and 68 transactions, representing approximately 39% and 47% of the respective markets. Interestingly, 121 Korean-built tankers offered for sale are already over 15 years old, compared to 38 among those sold. Particularly notable is the 11–15-year category, where 23 Korean-built vessels changed hands against 22 units out in the market, underlining the strong presence of this age group in actual transactions.

Chinese-built tankers present a different profile. Of the 118 vessels for sale since 1st of September, 42 were resales or aged up to 10 years, while this group accounted for 24 of the 48 recorded Chinese-built sales. Japan, meanwhile, exhibits a significantly older profile, with 51 of its 56 for sale vessels exceeding 15 years, compared to 17 of its 21 sales.

		Week 44	Week 43	±%	Average Indices 2026	2025	2024
DRY	BDI	**2,714**	2,660	2.0%	2,606	1,676	1,756
	BCI	**4,126**	3,791	8.8%	4,087	2,557	2,724
	BPI	**1,889**	2,109	-10.4%	2,056	1,483	1,570
	BSI	**1,865**	1,887	-1.2%	1,498	1,128	1,243
	BHSI	**1,014**	1,020	-0.6%	832	661	704
WET	BDTI	**7,019**	7,171	-2.1%	3,066	1,068	1,094
	BCTI	**2,850**	3,014	-5.4%	1,563	667	821

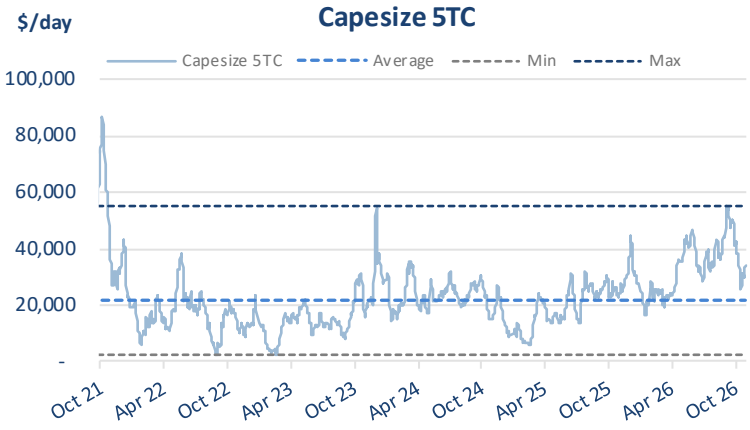
Overall, the figures suggest a tanker S&P market characterised by selective investment rather than uniform buying appetite. While larger crude tankers attract substantial transactional activity, the considerable availability of ageing tonnage highlights owners' willingness to capitalise on current asset values. The different age profiles across Korean, Chinese and Japanese-built vessels further demonstrate that vessel specifications, age and trading potential remain central to investment decisions. Ultimately, the balance between available tonnage and buyer preferences will be instrumental in shaping secondhand values over the coming months.

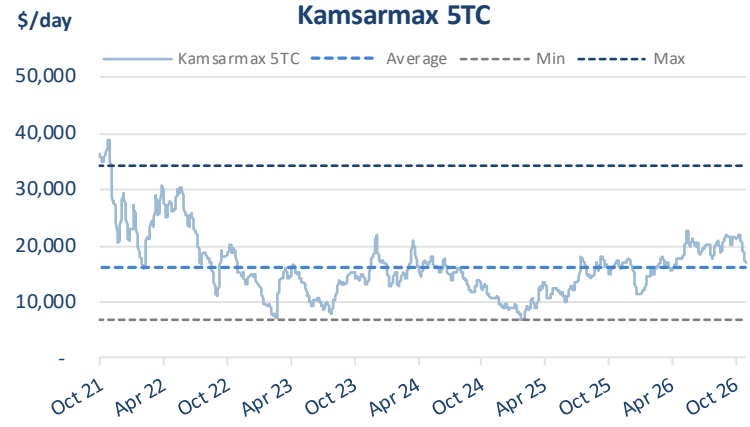
Capesize: The Capesize C5TC average improved by USD 3k/day closing the week at USD 33,917/day. Trip from Continent to F.East is up by 3.1k/day at USD 68,111/day, Transatlantic R/V is higher by 1.7k/day at USD 31,313/day, and Bolivar to Rotterdam is higher by 1k/day at USD 35,192/day, while Transpacific R/V is increased by 3.3k/day at USD 40,155/day. Trip from Tubarao to Rotterdam is increased by 5.4k/day at USD 18,244/day, China -Brazil R/V is higher by 3.5k/day at USD 37,355/ day, and & trip from Saldanha Bay to Qinqdao is increased by 5.4k/day at USD 18,244/day.

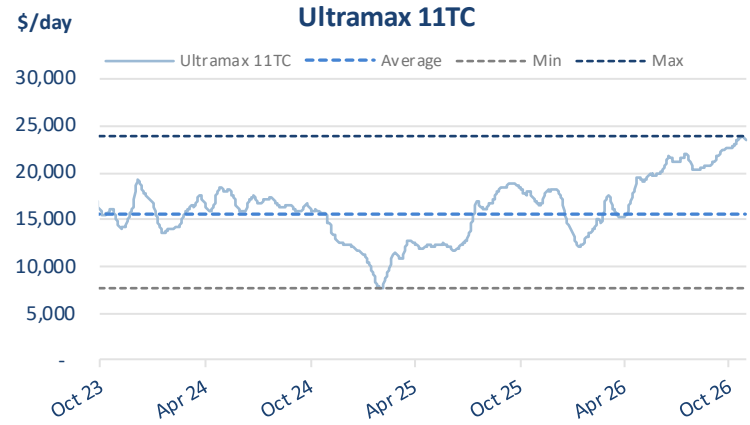
Kamsarmax/Panamax: The Kamsarmax P5TC Timecharter average started the week at USD 18,981/day closing with a decline at USD 16,999/ day. Trip from Skaw-Gib to F.East is softer by 3.7k/ day at USD 22,842/day, Pacific R/Vis down by 1.7k/day at USD 19,612/day, while Transatlantic R/V is reduced by 3.5k/day at USD 14,232/day, and Singapore R/V via Atlantic is decreased by 1.k/day at USD 16,378/day.

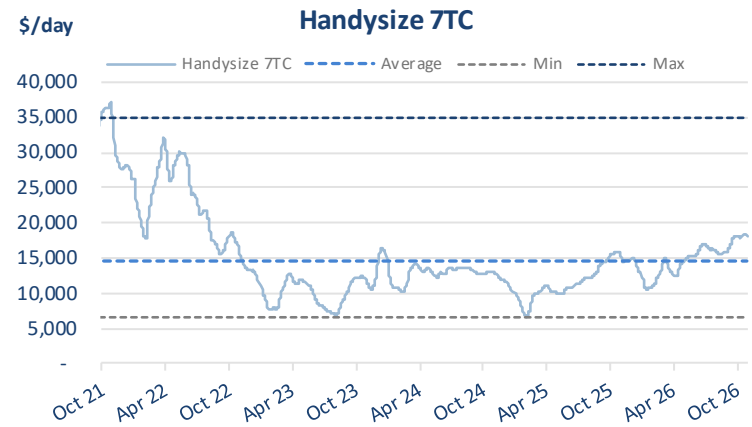
Ultramax/Supramax: The Ultramax S11TC average closed the week about USD 0.3k/day lower than its opening at USD 23,569/day. The Supramax S10TC average closed the week about 0.3k/day lower than its opening at USD 21,535/day. The Baltic Supramax Asia S3TC average closed the week at USD 23,597/ day. N.China one Australian or Pacific R/V is im- proved at USD 24,575/day, USG to Skaw Passero is softer by 1.k/day at USD 29,888/day. S.China trip via Indonesia to EC India is down by 0.2k/day at USD 27,729/day, trip from S.China via Indonesia to S.China pays USD 18,047/day, while Med/B.Sea to China/S.Korea is reduced by 0.7k/day at USD 25,671/day.

Handysize: The Handysize HS7TC average closed the week reduced by 0.1k/day at USD 18,255/day. Skaw-Passero trip to Boston-Galveston reduced at USD 14,679/day, Brazil to Cont. pays 0.1k/day less at USD 29,933/day, S.E. Asia trip to Spore/Japan 0.1k/day is firmer at USD 17,888/day, China/ S.Korea/Japan round trip is increased by 0.1k/day at USD 17,975/day, and trip from U.S. Gulf to Cont. is reduced by 1.1k/day at USD 18,557/day, while N.China-S.Korea-Japan trip to S.E.Asia is increased by 0.2k/day at USD 18,675/day .







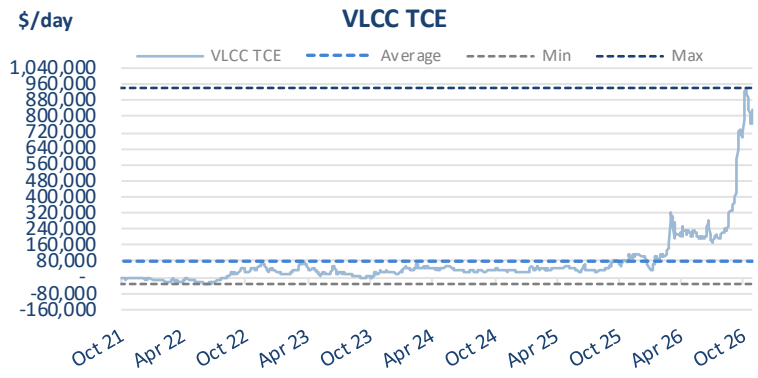


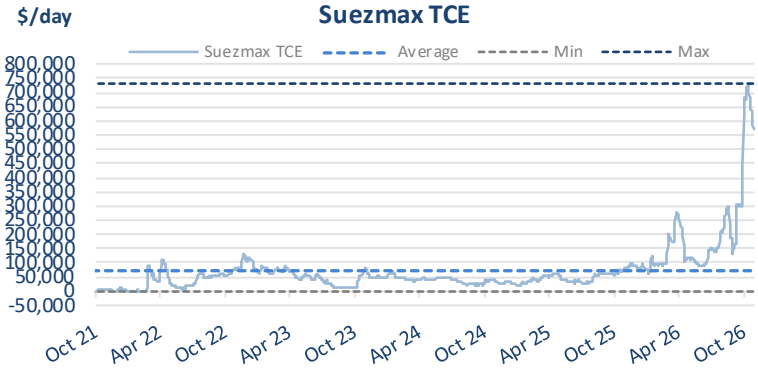
VLCC: average T/CE ended the week up by 68k/day at USD 829,398/day. Middle East Gulf to China trip is up by 56.6k/day at USD 1,351,405/day. West Africa to China trip is up by 95.1k/day at USD 641,064/day and US Gulf to China trip is up by 52.4k/day at USD 495,725/day.

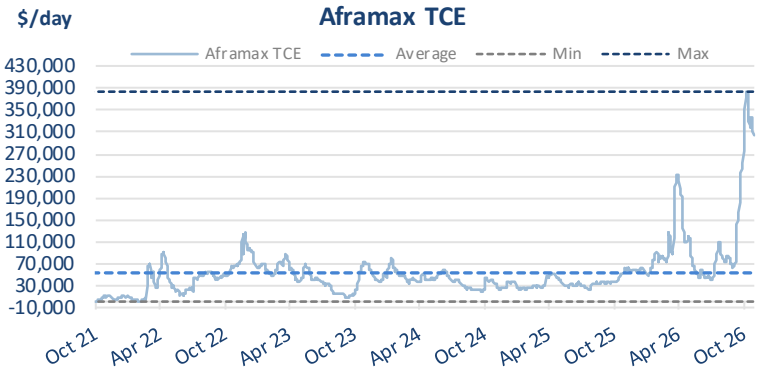
Suezmax: average T/CE closed the week softer by 68.3k/day at USD 570,090/day. West Africa to Continent trip is down by 16.8k/day at USD 387,888/day, Black Sea to Mediterranean is down by 119.8k/day at USD 752,291/day, and Middle East Gulf to Med trip is reduced by 2.2k/day at USD 733,867/day, while trip from Guyana to ARA is reduced by 23.5k/day at USD 393,333/day.

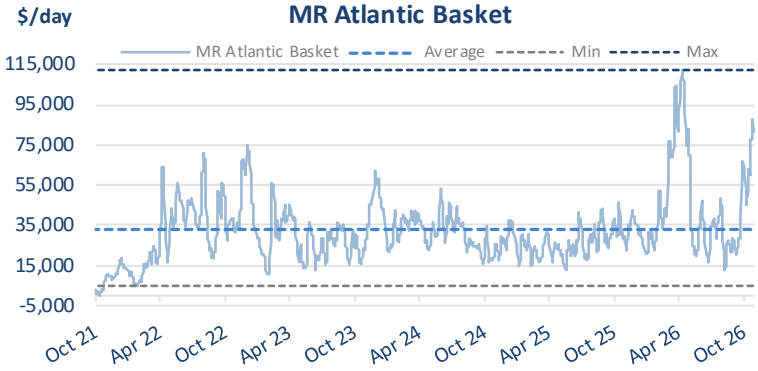
Aframax: average T/CE closed the week lower by 32.9k/day at USD 303,147/day. North Sea to Continent trip is down by 28k/day at USD 457,742/day, Kuwait to Singapore is down by 24.1k/day at USD 400,807/day, while route from Caribbean to US Gulf trip is down by 8k/day at USD 217,646/day. Trip from South East Asia to East Coast Australia is down by 28.9k/day at USD 200,166/day & Cross Mediterranean trip is down by 93.8k/day at USD 306,471/day. US Gulf to UK-Continent is reduced by 13.7k/day at USD 212,107/day and the East Coast Mexico to US Gulf trip is down by USD 8.9k/day at USD 241,589/day .

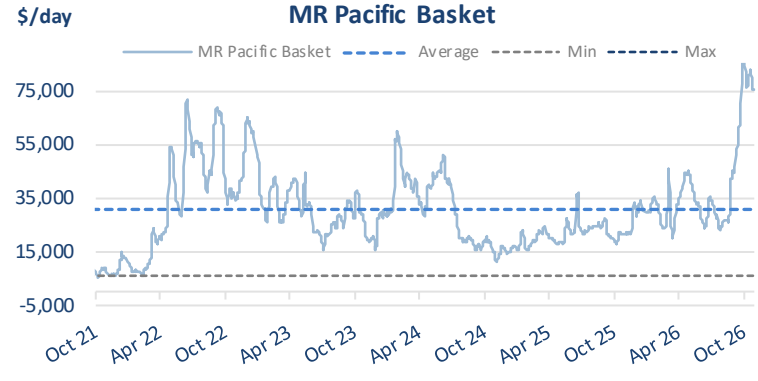
Products: The **LR2** route (TC1) Middle East to Japan is this week lower by 30k/day at USD 291,884/day. Trip from (TC15) Med to Far East has decreased by 14.7k/day at USD 99,649/day and (TC20) AG to UK Continent is down by 5.8k/day at USD 336,121/day. The **LR1** route (TC5) from Middle East Gulf to Japan is down by 20.2k/day at USD 211,870/day, while the (TC8) Middle East Gulf to UK-Continent is down by 5.8k/day at USD 336,121/day and the (TC16) Amsterdam to Lome trip is improved at USD /day. The **MR** Atlantic Basket is increased by 4.2k/day at USD 82,052/day & the **MR** Pacific Basket earnings are lower by 5.5k/day at USD 75,871/day. The **MR** route from Rotterdam to New York (TC2) is softer by 30.k/day at USD 291,884/day, (TC6) Intermed (Algeria to Euro Med) earnings are softer by20.2k/day at USD 211,870/day, (TC14) US Gulf to Continent is down by 1.6k/day at USD 46,788/day, (TC18) US Gulf to Brazil earnings are lower by 0.5k/day at USD 112,859/day, (TC23) Amsterdam to Le Havre is lower by 4.5k/day at USD 78,766/day while Yeosu to Botany Bay (TC22) is softer by 2.9k/day at USD 100,888/day and ARA to West Africa (TC19) is up by 5.8k/day at USD 73,734/day.







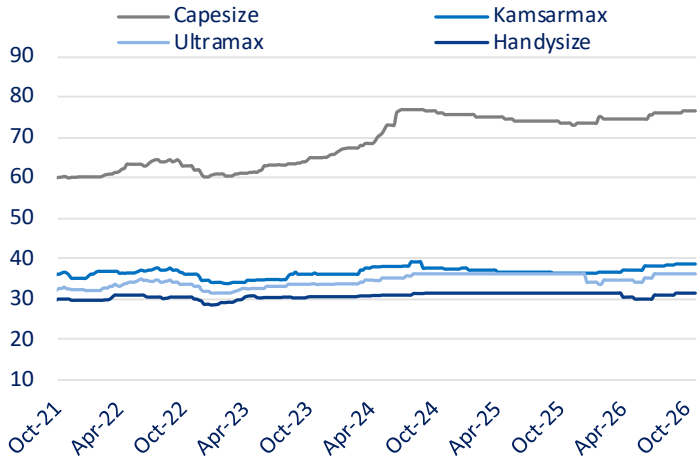




Dry Newbuilding Prices ($ mills)

Size	Oct 2026	Oct 2025	±%	Average Prices 2026	2025	2024
Capesize	**76.5**	73.5	4%	75.2	74.2	73.2
Kamsarmax	**38.5**	36.3	6%	37.5	36.6	37.5
Ultramax	**36.0**	36.0	0%	35.0	35.9	35.1
Handysize	**31.5**	31.5	0%	31.0	31.5	31.1

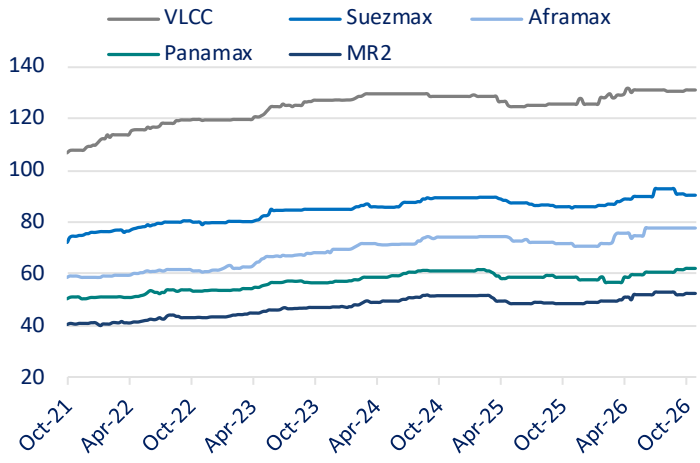
Above prices/trends refer to Chinese shipbuilding



Tanker Newbuilding Prices ($ mills)

Size	Oct 2026	Oct 2025	±%	Average Prices 2026	2025	2024
VLCC	**131.5**	126.0	4%	130.5	126.6	129.4
Suezmax	**90.5**	85.9	5%	89.8	87.5	87.6
Aframax	**78.0**	72.0	8%	75.9	73.0	72.7
Panamax	**62.5**	59.0	6%	60.0	59.5	60.2
MR2	**52.5**	48.5	8%	51.4	49.3	50.2

Above prices/trends refer to S. Korean shipbuilding



Newbuilding Activity:

NEWBUILDING ORDERS							
TYPE	UNITS	SIZE	YARD	BUYER	PRICE ($ mills)	DELIVERY	COMMENTS
BC	4	212,000 DWT	ZHOUSHAN CHANGHONG	LAVINIA	78 EACH	2030	
BC	11	87,000 DWT	FUJIAN MAWEI	ICBC LEASING	50 EACH	2029	MPP
BC	3	87,000 DWT	FUJIAN MAWEI	ZHEJIANG LEASING	50 EACH	2029	MPP
BC	2	87,000 DWT	FUJIAN MAWEI	YONGYING LEASING	50 EACH	2029	MPP
BC	4	82,000 DWT	HENGLI	PAVIMAR	38 EACH	2029	
TANKER	2	320,000 DWT	HANWHA OCEAN	GLOBAL MERIDIAN	133.5 EACH	2030	SCRUBBERS
TANKER	2+2	306,000 DWT	HENGLI	VENERGY	N/A	2030	SCRUBBERS
TANKER	3	320,000 DWT	IMI	BAHRI	150.5 EACH	2029-30	SCRUBBERS
TANKER	6	13,000 DWT	NANTONG RAINBOW	REDERI AB VERITAS	39 EACH	N/A	STST
TANKER	2	13,000 DWT	NANTONG RAINBOW	VERITAS TANKERS	N/A	2029	STST
VLEC	1	102,000 CBM	JIANGNAN SHIPYARD	JIAHUA ENERGY	165	2030	
ETHYLENE	1	9,000 CBM	COSCO DALIAN	CSET	50.2	2030	LNG DF
CONTAINER	3	21,000 TEU	SWS	MSC	225 EACH	2030	LNG DF
CONTAINER	2	9,200 TEU	HUDONG ZHONGHUA	DANAOS	109 EACH	2029	
CONTAINER	2+2	7,100 TEU	DALIAN	NAMSUNG	89 EACH	2030-31	SCRUBBERS
CONTAINER	6	3,100 TEU	CSSC HUANGPU WENCHONG	KMTC	50 EACH	2030-31	SCRUBBERS
PCTC	12	9,900 CEU	CHINA MERCHANTS	WALLENIUS WILHELMSEN	125 EACH	2030-32	LNG DF

DRY SECONDHAND PRICES ($ mills)							
		Oct 2026	Oct 2025	±%	Average Prices 2026	2025	2024
Capesize	Resale	**85.0**	75.5	13%	81.5	75.7	75.7
	5 Year	**76.0**	63.0	21%	71.7	62.6	62.6
	10 Year	**60.0**	48.0	25%	55.5	45.6	43.1
	15 Year	**41.0**	28.6	43%	36.6	27.4	27.9
Kamsarmax	Resale	**47.0**	38.7	21%	44.2	38.7	41.8
	5 Year	**42.0**	32.5	29%	38.2	32.3	32.3
	10 Year	**34.0**	25.4	34%	29.5	24.8	27.3
	15 Year	**23.0**	16.2	42%	20.3	15.6	18.1
Ultramax	Resale	**45.0**	37.9	19%	42.6	37.8	40.6
	5 Year	**39.0**	31.1	26%	37.0	31.1	31.1
	10 Year	**30.5**	23.0	33%	28.4	22.9	26.0
Supramax	15 Year	**20.3**	15.5	31%	17.8	15.0	15.9
	Resale	**38.0**	33.0	15%	36.1	33.0	34.0
Handysize	5 Year	**31.5**	26.5	19%	29.7	25.9	25.9
	10 Year	**24.2**	20.4	19%	22.8	19.0	19.8
	15 Year	**15.0**	12.0	25%	13.6	11.7	12.3

**Resale prices refer to prompt delivery ex yard, second-hand prices refer to Japan built vessels*

Dry S&P Activity:

On the Capesize sector, Chinese buyers acquired the "**Ladycharm**" - 170K/2008 Daehan for USD 27 mills. Moving down the sizes, the Kamsarmax "**Xing Shan**" - 79K/2012 Jinhai Heavy was sold for USD 19.74 mills through auction. On the Panamax sector, the "**Amoy Sunny**" - 77K/2006 Imabari changed hands for USD 13.9 mills to Chinese buyers, while the "**Bao Neng 16**" - 74K/2001 Daewoo was sold for USD 9.294 mills through auction. On the Ultramax sector, the "**Diamond Queen**" - 61K/2013 Shin Kasado found new owners for USD 24.8 mills. On the Supramax sector, the "**Charade**" - 58K/2013 Tsuneishi Cebu was sold for USD 22.6 mills, while clients of ADNOC acquired the "**Bahamas L**" - 56K/2012 Mitsui for USD 22.25 mills. On the same sector, the "**Unity Melody**" - 56K/2012 Hyundai Mipo, the "**Spar Gemini**" - 53K/2007 Chengxi and the "**HV Alice**" - 52K/2003 Tsuneishi Cebu changed hands for USD 18.5 mills, USD 12.4 mills and region USD 9 mills, respectively. Furthermore, the "**Guo Dian 16**" - 47K/1997 Oshima was sold for USD 5.2 mills. Finally, on the Handysize sector, the "**Bao Shine**" - 32K/2013 Nanyang was sold for USD 13 mills.

BULK CARRIER SALES							
NAME	DWT	YEAR	COUNTRY	YARD	BUYERS	PRICE ($ mills)	COMMENTS
LADYCHARM	169,676	2008	S. KOREA	DAEHAN	CHINESE	27	
XING SHAN	79,496	2012	CHINA	JINHAI HEAVY	UNDISCLOSED	19.74	VIA AUCTION
AMOY SUNNY	76,598	2006	JAPAN	IMABARI	CHINESE	13.9	
BAO NENG 16	74,492	2001	S. KOREA	DAEWOO	UNDISCLOSED	9.294	VIA AUCTION
DIAMOND QUEEN	61,414	2013	JAPAN	SHIN KASADO	UNDISCLOSED	24.8	
CHARADE	58,109	2013	PHILIPPINES	TSUNEISHI CEBU	UNDISCLOSED	22.6	
BAHAMAS L	56,141	2012	JAPAN	MITSUI	CLIENTS OF ADNOC	22.25	
UNITY MELODY	55,705	2012	S. KOREA	HYUNDAI MIPO	UNDISCLOSED	18.5	
SPAR GEMINI	53,113	2007	CHINA	CHENGXI	UNDISCLOSED	12.4	
HV ALICE	52,425	2003	PHILIPPINES	TSUNEISHI CEBU	UNDISCLOSED	RGN 9	
GUO DIAN 16	47,240	1997	JAPAN	OSHIMA	UNDISCLOSED	5.2	
BAO SHINE	32,203	2013	CHINA	NANYANG	UNDISCLOSED	13	

TANKER SECONDHAND PRICES ($ mills)							
		Oct 2026	Oct 2025	±%	Average Prices 2026	2025	2024
VLCC	Resale	**230.0**	147.0	56%	181.2	146.6	144.2
	5 Year	**210.0**	116.9	80%	152.8	115.4	115.4
	10 Year	**186.0**	85.6	117%	126.3	85.3	84.1
	15 Year	**160.4**	57.7	178%	96.3	56.2	57.1
Suezmax	Resale	**142.0**	93.8	51%	117.1	94.3	98.4
	5 Year	**126.0**	76.6	64%	100.4	76.5	76.5
	10 Year	**111.0**	60.5	83%	83.6	61.0	66.3
	15 Year	**93.2**	40.6	130%	63.6	40.8	47.4
Aframax	Resale	**101.0**	74.6	35%	91.0	75.6	84.3
	5 Year	**86.0**	62.0	39%	78.8	62.8	62.8
	10 Year	**73.4**	50.3	46%	67.4	50.9	58.2
	15 Year	**60.6**	35.3	72%	48.6	35.1	41.6
MR2	Resale	**60.0**	51.0	18%	55.3	51.3	54.3
	5 Year	**52.2**	42.5	23%	48.4	41.5	41.5
	10 Year	**42.2**	33.3	27%	38.5	31.4	37.5
	15 Year	**30.2**	20.6	46%	27.0	20.5	26.5

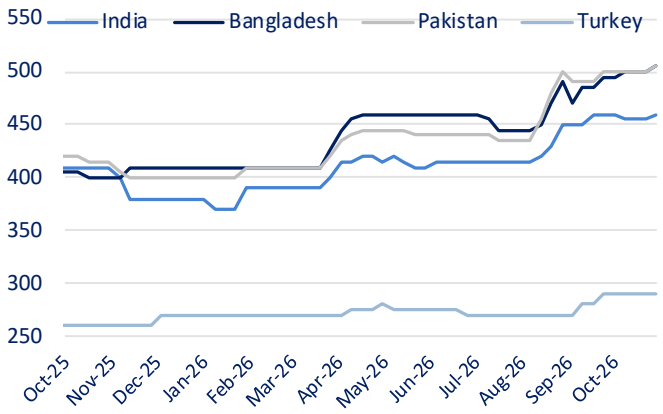
**Resale prices refer to prompt delivery ex yard, second-hand prices refer to Japan built vessels*

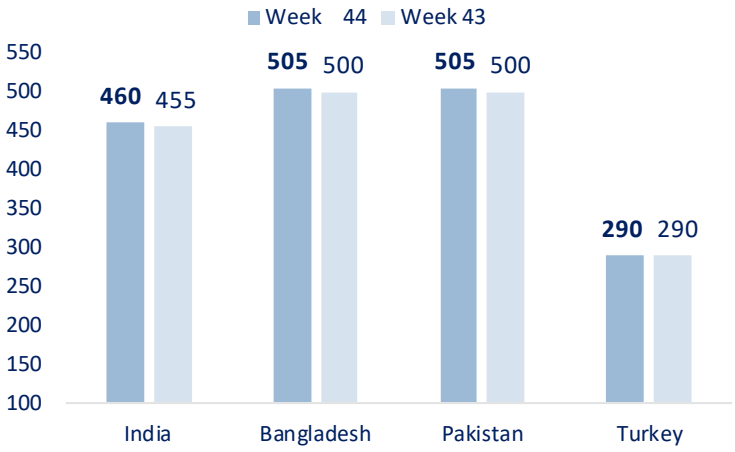
Tanker S&P Activity:

On the Suezmax sector, the "**Fleves**" - 159K/2012 Hyundai was sold for USD 110 mills, while the "**Advantage Spice**" - 157K/2010 Rongsheng changed hands for USD 97.5 mills. Moving down the sizes, Greek buyers acquired the Panamax "**Albaro**" - 75K/2007 Brodosplit for USD 24.4 mills. On the MR2 sector, the "**Great Epsilon**" - 49K/2020 New Times found new owners for region USD 49 mills basis delivery January 2027. On the same sector, the "**Leon Wisdom**" - 50K/2008 Hyundai Mipo and the "**LS Neptune**" - 51K/2007 SPP changed hands for USD 26.5 mills and USD 20.2 mills, respectively, with the first vessel acquired by clients of Wisdom. Furthermore, the "**Ocean Thalia**" - 51K/2004 STX, the ice classed "**CSC Auspicious**" - 46K/2008 Jinling and the "**Rose Makis**" - 46K/2005 Shin Kurushima were sold for USD 15 mills, USD 22 mills and USD 19 mills, respectively, with the latter basis delivery in Singapore. Finally, on the smaller tanker sector, the "**OM Borneo**" - 29K/2007 GSI was sold for USD 12 mills, while Chinese buyers acquired the "**FG Rotterdam**" - 20K/2012 Usuki for USD 24 mills. .

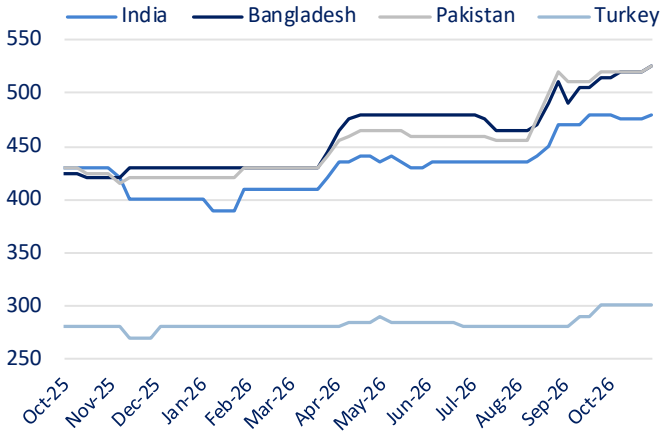
TANKER SALES							
NAME	DWT	YEAR	COUNTRY	YARD	BUYERS	PRICE ($ mills)	COMMENTS
FLEVES	158,517	2012	S. KOREA	HYUNDAI	UNDISCLOSED	110	
ADVANTAGE SPICE	156,658	2010	CHINA	RONGSHENG	UNDISCLOSED	97.5	SCRUBBER FITTED
ALBARO	74,999	2007	CROATIA	BRODOSPLIT	GREEK	24.4	
GREAT EPSILON	49,298	2020	CHINA	NEW TIMES	UNDISCLOSED	RGN 49	DELY JAN 27
LEON WISDOM	49,999	2008	S. KOREA	HYUNDAI MIPO	CLIENTS OF WISDOM	26.5	DD DUE
LS NEPTUNE	50,530	2007	S. KOREA	SPP	UNDISCLOSED	20.2	
OCEAN THALIA	51,319	2004	S. KOREA	STX	UNDISCLOSED	15	
CSC AUSPICIOUS	45,851	2008	CHINA	JINLING	UNDISCLOSED	22	ICE CLASSED
ROSE MAKIS	45,838	2005	JAPAN	SHIN KURUSHIMA	UNDISCLOSED	19	SINGAPORE DELY
OM BORNEO	29,013	2007	CHINA	GSI	UNDISCLOSED	12	
FG ROTTERDAM	19,995	2012	JAPAN	USUKI	CHINESE	24	

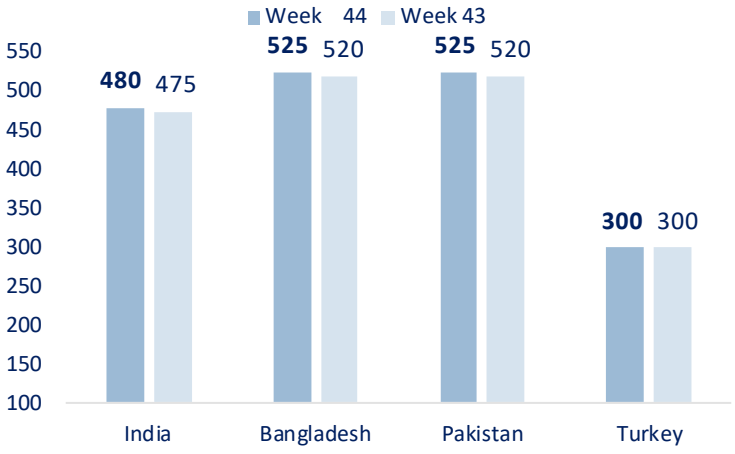
Dry Demolition Prices ($/LDT)





Tanker Demolition Prices ($/LDT)





DEMO SALES								
NAME	TYPE	YEAR	DWT	LDT	COUNTRY	PRICE ($/LDT)	BUYERS	COMMENTS
OCEANIC STAR	BC	1994	69,043	9,807	JAPAN	545	BANGLADESH	
SPARROW	BC	1998	24,176	5,618	PHILIPPINES	500	PAKISTAN	
INZHENER VESHNYAKOV	BC	1998	7,049	4,200	MALTA	N/A	INDIA	
INZHENER TRUBIN	BC	1993	7,049	4,051	MALTA	N/A	INDIA	

COMMODITIES AND CURRENCIES			
Energy	**Price**	**Weekly**	**YoY**
Crude Oil	99.65	-2.13%	73.45%
Brent	108.56	-6.35%	78.23%
Natural gas	2.93	-3.17%	-20.62%
Gasoline	2.99	-7.22%	74.54%
Heating oil	4.51	-8.32%	112.28%
Ethanol	1.79	-0.56%	12.44%
Naphtha	935.07	-0.82%	91.47%
Propane	1.29	9.74%	102.09%
Uranium	92.55	2.72%	13.35%
Methanol	3625.00	-5.03%	65.53%
TTF Gas	100.57	4.26%	257.42%
UK Gas	249.16	3.60%	237.79%
Metals			
Gold	3,898.8	-2.95%	-9.76%
Silver	50.2	-6.88%	-29.49%
Platinum	1,439.6	-6.82%	-30.43%
Industrial			
Copper	6.50	-0.21%	14.43%
Coal	152.45	1.16%	41.81%
Steel	3007.00	-1.18%	-2.87%
Iron Ore	90.71	-0.13%	-15.33%
Aluminum	3069.75	0.92%	2.41%
LithiumCNY/T	93500.00	-4.88%	-21.10%
Currencies			
EUR/USD	1.120	-0.10%	-4.59%
GBP/USD	1.335	0.33%	-0.83%
USD/JPY	157.291	-0.76%	0.34%
USD/CNY	6.668	-0.21%	-4.42%
USD/CHF	0.826	-0.11%	4.15%
USD/SGD	1.280	0.03%	-0.49%
USD/KRW	1323.270	-0.66%	-8.15%
USD/INR	95.397	0.49%	6.15%

Bunker Prices	VLSFO	IFO380	MGO	Spread VLSFO-	Diff Spread	% Spread
Singapore	1019.50	916.00	1278.00	103.50	34.5	50.0%
Rotterdam	794.50	732.50	1425.50	62.00	-7.0	-10.1%
Fujairah	993.50	775.50	1689.00	218.00	-11.5	-5.0%
Houston	850.50	626.00	1407.50	224.50	9.0	4.2%

- In the U.S., the Dow Jones Industrial average decreased by 0.9% at 51,770 points, S&P 500 went down by 0.57% at 7,580 points and NASDAQ fell by 2% at 25,437 points. In Europe the Euro Stoxx50 closed up by 1.04% at 6,131 points and Stoxx600 up by 1.73% at 647 points mark. In Asia, the Nikkei closed the week at 63,290, gaining 0.95% on a weekly basis, while Hang Seng went up by 0.87% at 23,294 points mark and the CSI 300 index closed the week at 3,986 points, 2.92% lower than previous week.
- Crude oil fell 4.5% toward $97 a barrel as hopes for a diplomatic resolution to the conflict between the US and Iran eased concerns about further supply disruptions. Reports indicated that President Donald Trump wants to give negotiations more time before considering renewed military action, telling Israeli Prime Minister Netanyahu that he would prefer a diplomatic solution. US Secretary of State Marco Rubio also said Trump favoured resolving the conflict peacefully.
- Coal futures traded above $150 per ton, hovering at a three-year high as elevated LNG prices, driven by supply disruptions linked to the Middle East conflict, continued to encourage a shift toward coal-fired power generation. With coal costing roughly 80% less than LNG, buyers in Asia and Europe have increased imports ahead of the winter season. The International Energy Agency also projected in September that global coal demand would reach a record high this year, despite ongoing efforts to transition to cleaner energy sources and the closure of numerous coal-fired power plants across Europe and North America.

WTI Crude Oil



Coal



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