[xclusiv] shipbrokers

Week 25 22th June 2026

All data as of end of reporting week

IN A NUTSHELL:

- **Dry bulk trade volumes rose steadily, supported by broad commodity growth. (Page 1)**
- **Diversified cargo demand reduced market dependence on Chinese iron ore. (Page 1)**
- **Secondhand vessel values increased across all major dry bulk segments . (Page 1)**
- **Strong freight earnings and utilisation continue supporting positive asset momentum. (Page 1)**
- **WTI crude fell to around $75.3pb on Monday. (Page 8)**

Dry Bulk Asset Values Surge as Diversified Trade Growth Reshapes the Market :

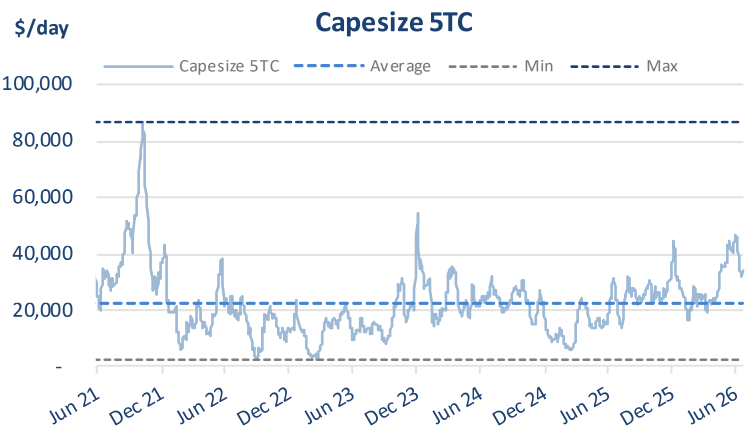
The dry bulk S&P market strengthened during the first half of 2026, supported by healthier freight rates, improved vessel utilisation and rising seaborne commodity demand. Compared to 2025, stronger market fundamentals boosted buyer sentiment and pushed secondhand asset values higher across nearly all dry bulk vessel segments.

The strengthening fundamentals become evident when examining trade flows. During Q1 2026, loaded dry bulk cargoes reached approximately 1.41 billion mt, compared to 1.38 billion mt in Q1 2025, representing a 2.2% increase year-on-year. Notably, this growth was achieved despite a lower number of cargo movements, indicating larger average parcel sizes and more efficient vessel utilisation. The first quarter also highlighted a broadening of demand drivers beyond the traditional iron ore trade. Iron ore volumes increased to approximately 331 million mt, with January shipments outperforming the corresponding month of 2025 by almost 8%, while metallurgical coal volumes remained resilient, supported by a particularly strong February that recorded a 17% year-on-year increase. Even more encouraging was the performance of several minor bulk commodities. Nickel ore emerged as one of the strongest growth stories, rising by 33% year-on-year to almost 9 million mt during Q1, supported by Indonesia's expanding processing industry and sustained Chinese demand. Bauxite cargoes increased by 12% to more than 71 million mt as Guinea-to-China flows continued their multi-year expansion. Agricultural commodities also contributed positively, with soybean exports benefiting from robust South American harvests, while wheat volumes surged by approximately 20%, reaching nearly 50 million mt during the quarter. Meanwhile, clinker cargoes more than doubled from 5.3 million mt to almost 12 million mt, signalling a meaningful shift in regional construction-related trade patterns. The momentum continued during April and May, with loaded volumes reaching 1.01 billion mt compared to 975 million mt during the same period of 2025, widening the year-on-year growth rate to 3.7%. Particularly supportive for the mid-size sectors was the continued strength in metallurgical coal, thermal coal, soybeans and nickel ore, all of which generated additional tonne-mile demand across the Panamax, Kamsarmax and Ultramax segments. This improvement in trade flows is increasingly reflected in secondhand values. Compared to January 2026, asset prices have strengthened across virtually all dry bulk sectors, with the most impressive gains recorded in the larger vessel categories. Ten-year-old Capesize values have increased from USD 50.0 million in January to USD 56.5 million in June, representing a 13% rise within just six months. Five-year-old Capes have climbed from USD 65.0 million to USD 72.0 million, while 15-year-old units have surged by more than 20% to USD 36.5 million. Such appreciation indicates that buyers remain willing to pay increasingly higher prices not only for modern tonnage but also for older vessels capable of capturing improved earnings. The strength is equally visible in the Panamax and Kamsarmax sectors. Five-year-old Kamsarmax values have risen from USD 34.0 million in January to USD 38.0 million in June, while 15-year-old units have gained more than 20% over the same period. Ultramax and Supramax vessels have followed a similar trajectory, with 10-year-old values increasing by approximately 14%, supported by the expansion in grain, bauxite and nickel ore trades. Even the traditionally more defensive Handysize sector has recorded double-digit gains across most age categories.

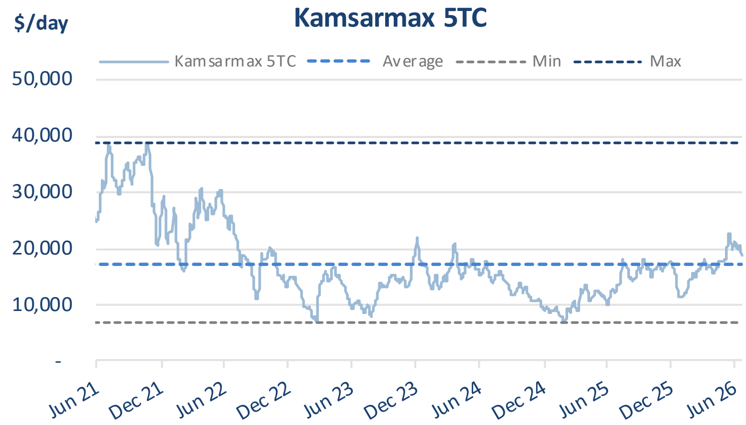
		Week 25	Week 24	±%	Average Indices 2026	2025	2024
DRY	BDI	**2,722**	2,729	-0.3%	2,337	1,676	1,756
	BCI	**4,149**	4,107	1.0%	3,638	2,557	2,724
	BPI	**2,096**	2,283	-8.2%	1,911	1,483	1,570
	BSI	**1,718**	1,642	4.6%	1,323	1,128	1,243
	BHSI	**934**	900	3.8%	749	661	704
WET	BDTI	**2,092**	1,950	7.3%	2,351	1,068	1,094
	BCTI	**1,307**	1,363	-4.1%	1,436	667	821

A key feature of the current dry bulk market is its increasingly diversified demand base, reducing reliance on Chinese iron ore imports. Growing volumes across multiple commodity trades are supporting vessel employment and tonne-mile demand, helping sustain stronger freight earnings and higher secondhand asset values across all age groups.

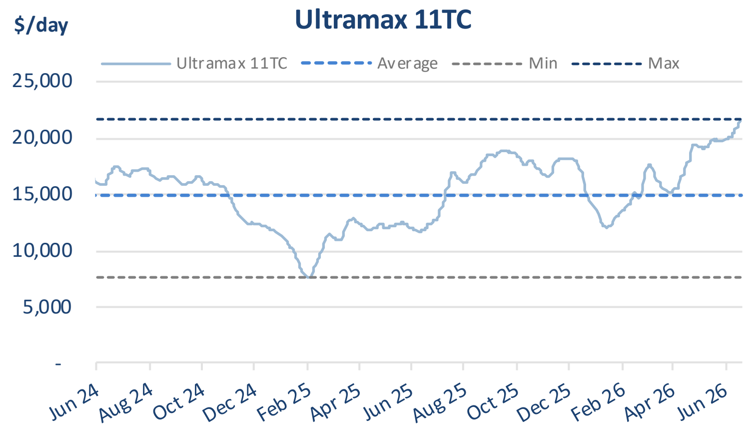
Capesize: C5TC average improved by USD 0.4k/day closing the week at USD 34,128/day. Trip from Continent to F.East is down by 3.5k/day at USD 69,417/day, Transatlantic R/V is lower by 5.9k/day at USD 39,344/day, and Bolivar to Rotterdam is lower by 5.9k/day at USD 43,627/day, while Transpacific R/V is increased by 9.1k/day at USD 35,100/day. Trip from Tubarao to Rotterdam is reduced by 5k/day at USD 36,069/day, China-Brazil R/V is lower by 4.2k/day at USD 36,327/day, and from Saldanha Bay to Qinqdao is reduced by 5k/day at USD 36,069/day.



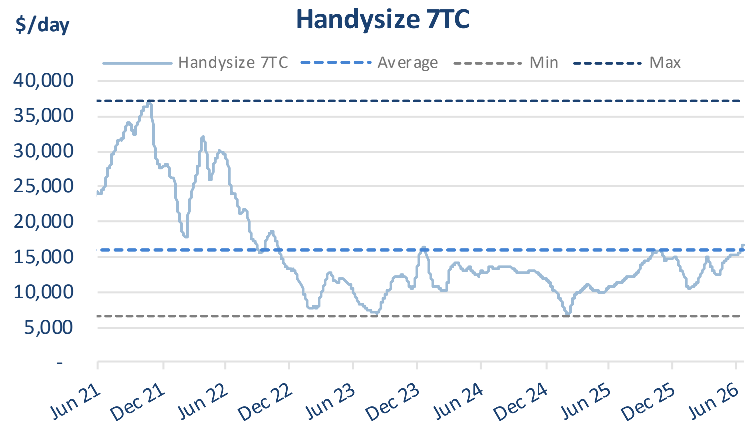
Kamsarmax/Panamax: P5TC Timecharter average started the week at USD 20,545/day closing with a decline at USD 18,860/day. Trip from Skaw-Gib to F.East is softer by 0.6k/day at USD 28,431/day, Pacific R/Vis down by 3.8k/day at USD 16,304/day, while Transatlantic R/V is increased by 0.3k/day at USD 19,315/day, and Singapore R/V via Atlantic is decreased by 1.8k/day at USD 19,435/day .



Ultramax/Supramax: The Ultramax S11TC average closed the week about USD 1k/day higher than its opening at USD 21,715/day. The Supramax S10TC average closed the week about 1k/day higher than its opening at USD 19,681/day. The Baltic Supramax Asia S3TC average closed the week about 0.1k/day lower than previous week at USD 19,969/day. N.China one Australian or Pacific R/V is declined by 0.1k/day at USD 19,406/day, USG to Skaw Passero is firmer by 2.4k/day at USD 32,871/day. S.China trip via Indonesia to EC India is down at USD 24,486/day, trip from S.China via Indonesia to S.China pays USD 16,269/day, while Med/B.Sea to China/S.Korea is increased by 3.1k/day at USD 23,075/day.



Handysize: HS7TC average closed the week improved by .6k/day at USD 16,804/day. Skaw-Passero trip to Boston-Galveston pays 0.3k/day more at USD 9,579/day, Brazil to Cont. pays 2.5k/day more at USD 24,178/day, S.E. Asia trip to Spore/Japan 0.2k/day is firmer at USD 18,369/day, China/S.Korea/Japan round trip is reduced at USD 17,819/day, and trip from U.S. Gulf to Cont. is increased by 1.5k/day at USD 20,946/day, while N.China-S.Korea-Japan trip to S.E.Asia is reduced by at USD 18,044/day.

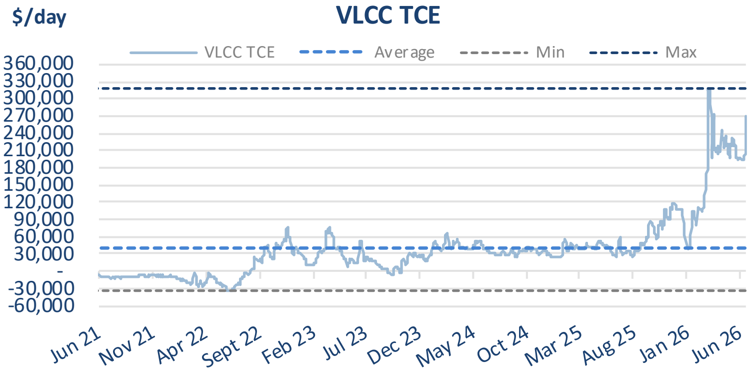


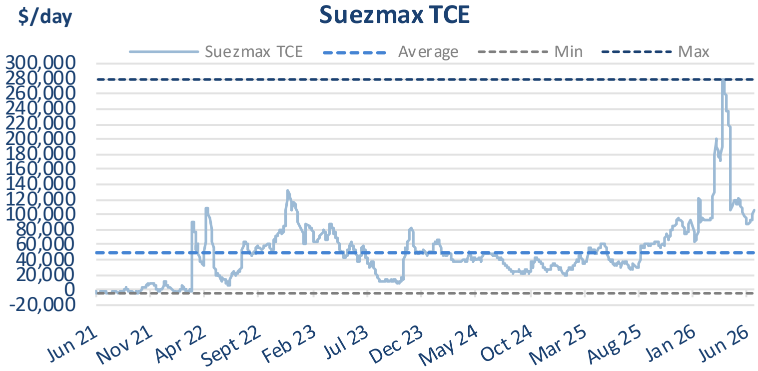
VLCC: average T/CE ended the week up by 68.8k/day at USD 270,294/day. Middle East Gulf to China trip is up by 84.7k/day at USD 490,423/day. West Africa to China trip is up by 80.2k/day at USD 173,436/day and US Gulf to China trip is up by 41.4k/day at USD 147,024/day.

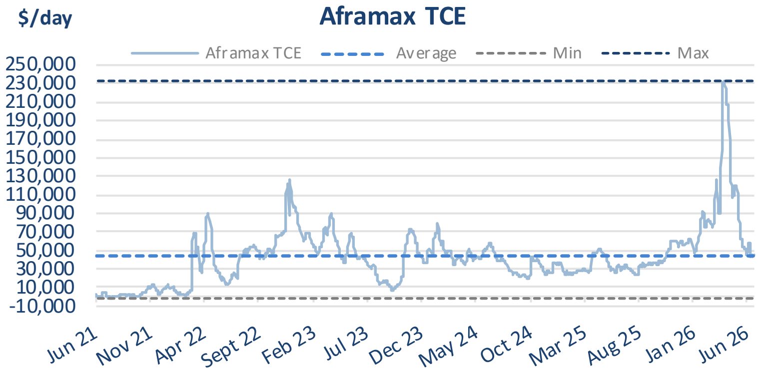
Suezmax: average T/CE closed the week firmer by 14.3k/day at USD 106,531/day. West Africa to Continent trip is up by 17.7k/day at USD 80,880/day, Black Sea to Mediterranean is up by 11.k/day at USD 132,181/day, and Middle East Gulf to Med trip is improved by 17.3k/day at USD 408,855/day, while trip from Guyana to ARA is improved by 11.2k/day at USD 74,309/day.

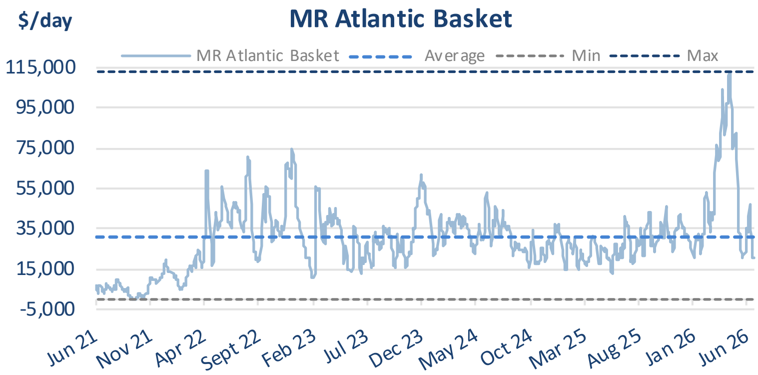
Aframax: average T/CE closed the week higher by 0.6k/day at USD 44,373/day. North Sea to Continent trip is down by 2.9k/day at USD 41,315/day, Kuwait to Singapore is up by 10.9k/day at USD 82,370/day, while route from Caribbean to US Gulf trip is down by 4.2k/day at USD 33,737/day. Trip from South East Asia to East Coast Australia is up by 5.8k/day at USD 28,324/day & Cross Mediterranean trip is down by 2.8k/day at USD 50,829/day. US Gulf to UK-Continent is reduced by 4.2k/day at USD 30,330/day and the East Coast Mexico to US Gulf trip is down by USD 3.2k/day at USD 33,067/day.

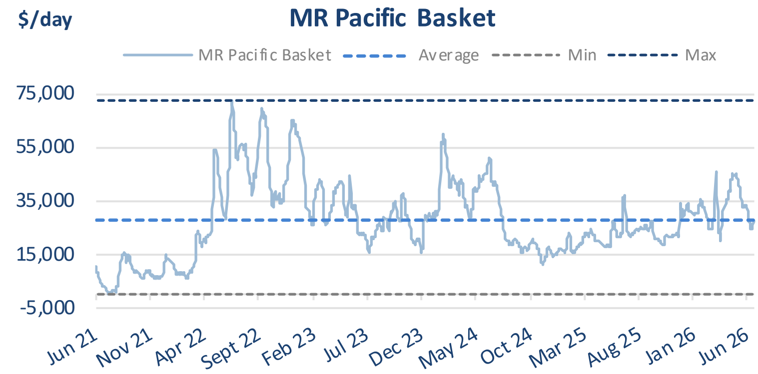
Products: The **LR2** route (TC1) Middle East Japan is this week higher by 0.2k/day at USD 135,088/day. Trip from (TC15) Med to Far East has increased by 3.8k/day at USD 22,094/day and (TC20) AG to UK Continent is down by 10.2k/day at USD 126,006/day. The **LR1** route (TC5) from Middle East Gulf to Japan is up by 0.1k/day at USD 99,269/day, while the (TC8) Middle East Gulf to UK-Continent is down by 10.2k/day at USD 126,006/day. The **MR** Atlantic Basket is decreased by 13.7k/day at USD 20,244/day & the **MR** Pacific Basket earnings are improved by 3.1k/day at USD 27,209/day. The **MR** route from Rotterdam to New York (TC2) is firmer by 0.2k/day at USD 135,088/day, (TC6) Intermed (Algeria to Euro Med) earnings are firmer by 0.1k/day at USD 99,269/day, (TC14) US Gulf to Continent is up by 1.7k/day at USD 17,750/day, (TC18) US Gulf to Brazil earnings are lower by 26.2k/day at USD 65,481/day, (TC23) Amsterdam to Le Havre is higher by 3.1k/day at USD 27,784/day while Yeosu to Botany Bay (TC22) is softer by 2.2k/day at USD 19,708/day and ARA to West Africa (TC19) is down by 15.9k/day at USD 21,172/day.







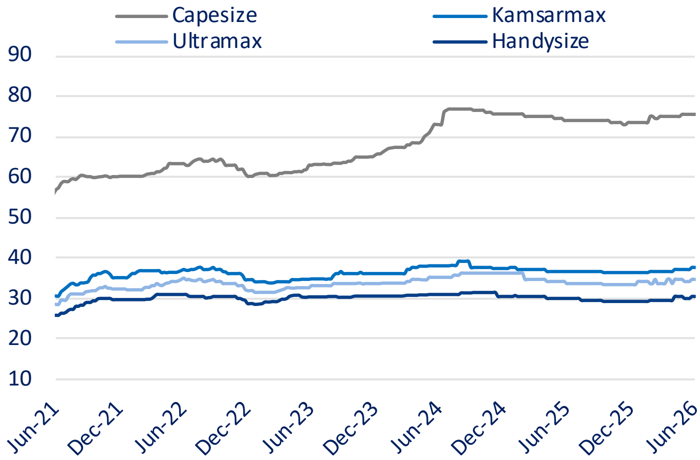




Dry Newbuilding Prices ($ mills)

Size	Jun 2026	Jun 2025	±%	Average Prices 2026	2025	2024
Capesize	**75.5**	74.0	2%	75.0	74.2	73.2
Kamsarmax	**37.5**	36.5	3%	36.8	36.6	37.5
Ultramax	**34.5**	33.5	3%	34.1	33.9	35.1
Handysize	**30.5**	30.0	2%	29.9	29.8	31.0

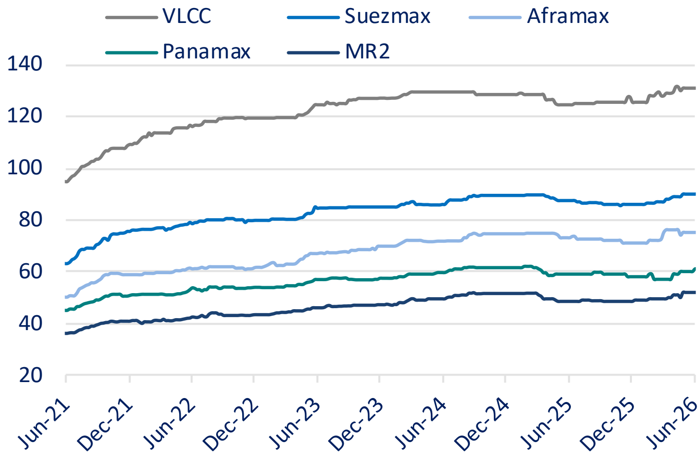
Above prices/trends refer to Chinese shipbuilding



Tanker Newbuilding Prices ($ mills)

Size	Jun 2026	Jun 2025	±%	Average Prices 2026	2025	2024
VLCC	**131.5**	125.3	5%	129.8	126.6	129.4
Suezmax	**89.8**	87.4	3%	88.2	87.5	87.6
Aframax	**75.0**	73.1	3%	74.0	73.0	72.7
Panamax	**61.0**	59.0	3%	58.7	59.5	60.2
MR2	**52.0**	48.5	7%	50.5	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	2	82,000 DWT	NEW DAYANG	IOLCOS MARITIME	37	2029	
BC	4	82,000 DWT	JIANGSU NEW HANTONG	ERASMUS SHIPINVEST	37	2028-2029	OPTION DECLARED
BC	2	82,000 DWT	JIANGSU HAITONG	CHANGHANG FREIGHT	N/A	2027	
BC	4+2	64,000 DWT	YANGFAN	ZHEJIANG YONGHANG	N/A	2029	
TANKER	4	320,000 DWT	HANWHA OCEAN	PAN OCEAN	131 EACH	2030	
TANKER	4	300,000 DWT	HYUNDAI PHILIPPINES	CIDO SHIPPING	130 EACH	2029-2030	
TANKER	2	50,000 DWT	HMD	METROSTAR	52.7	2028	
TANKER	2	50,000 DWT	HMD	THENAMARIS	53	2028	SCRUBBER FITTED
CONTAINER	3+3	930 TEU	GUANGJI	EMARAT MARITIME	N/A	2028	

DRY SECONDHAND PRICES ($ mills)								
		Jun 2026	Jun 2025	±%	Average Prices 2026	2025	2024
Capesize	Resale	**81.5**	75.8	8%	80.5	75.7	75.7
	5 Year	**72.0**	62.8	15%	69.6	62.6	62.6
	10 Year	**56.5**	45.4	25%	53.9	45.6	43.1
	15 Year	**36.5**	26.1	40%	35.3	27.4	27.9
Kamsarmax	Resale	**46.0**	37.9	21%	42.6	38.7	41.8
	5 Year	**38.0**	30.5	25%	36.2	32.3	32.3
	10 Year	**29.5**	23.8	24%	27.4	24.8	27.3
	15 Year	**20.8**	14.9	39%	19.2	15.6	18.1
Ultramax	Resale	**43.0**	38.0	13%	41.5	37.8	40.6
	5 Year	**38.0**	30.5	25%	35.7	31.1	31.1
	10 Year	**28.0**	22.4	25%	27.2	22.9	26.0
Supramax	15 Year	**18.1**	14.5	25%	16.8	15.0	15.9
Handysize	Resale	**36.0**	32.5	11%	35.2	33.0	34.0
	5 Year	**29.5**	25.0	18%	28.7	25.9	25.9
	10 Year	**23.3**	18.3	27%	21.8	19.0	19.8
	15 Year	**13.0**	11.7	11%	12.6	11.7	12.3

**Resale prices refer to prompt delivery ex yard*

Dry S&P Activity:

This week's dry bulk S&P activity showed strong momentum across all size segments, with a notable concentration of deals in the Newcastlemax, Kamsarmax and Supramax sectors. On the Newcastlemax front, the sister vessels "***RTM COLUMBUS***" - 206K/2013 HHIC-Phil and "***RTM DAMPIER***" - 205K/2012 HHIC-Phil were sold to Mercuria for USD 88 mills enbloc. Moving down to the Post-Panamx sector, several transactions took place. The "***LEVANTE***" - 93K/2012 Jiangsu Newyangzi was sold to UAE buyers for USD 15.6 mills, while the "***CORNELIE OLDENDORFF***" - 93K/2011 Yangfan was sold at high USD 15 mills to Greek buyers for October delivery. On the modern side, Castor Maritime acquired the "***SEACON HAMBURG***" - 86K/2023 CSSC Huangpu Wenchong for USD 37.5 mills. Additionally, the "***MONT BLANC HAWK***" - 82K/2017 Imabari was sold to UAE buyers for high USD 32 mills. In the Panamax segment, the "***MARVEL I***" - 79K/2011 Cosco Dalian changed hands at low USD 13 mills, while the older "***MARINICKI C***" - 77K/2005 Imabari was sold for USD 11.5 mills. The Supramax/Ultramax sector remained particularly active, with ADNOC acquiring the "***LILA CUMBERLAND***" - 57K/2013 Hantong for USD 16.5 mills. The Japanese-built "***OCEAN BRIGHT***" - 56K/2013 Mitsui achieved high USD 19s mills, while the "***MAUD***" - 57K/2012 Jiangsu Hantong was reported at excess USD 15 mills. Older units such as the "***FLC HAPPINESS***" - 57K/2009 Taizhou Kouan and the "***BREEZE***" - 57K/2009 Jiangsu Hantong were sold at USD 12.5 mills and region USD 13 mills respectively. Finally, in the Handysize sector, the "DALARNA" - 36K/2014 ZCHI was sold for low USD 17 mills. Smaller units also saw activity, with the "***BEETLE***" - 28K/2012 Imabari achieving USD 12.5 mills, while the "***PRAETORIUS***" - 28K/2008 Shimanami changed hands at USD 8.6 mills.

BULK CARRIER SALES

NAME	DWT	YEAR	COUNTRY	YARD	BUYERS	PRICE ($ mills)	COMMENTS
RTM COLUMBUS	205,514	2013	PHILIPPINES	HHIC-PHIL	MERCURIA	88 ENBLOC	
RTM DAMPIER	205,449	2012	PHILIPPINES	HHIC-PHIL			
LEVANTE	93,207	2012	CHINA	JIANGSU NEWYANGZI	UAE	15.6	
CORNELIE OLDENDORFF	93,246	2011	CHINA	YANGFAN	GREEK	HIGH 15	DELIVERY OCTOBER
SEACON HAMBURG	85,505	2023	CHINA	CSSC HUANPU WENCHONG	CASTOR MARITIME	37.5	
MONT BLANC HAWK	81,638	2017	JAPAN	IMABARI	UAE	HIGH 32	
MARVEL I	79,200	2011	CHINA	COSCO DALIAN	CHINESE	LOW 13	ALREADY DELIVERED
MARINICKI C	76,629	2005	JAPAN	IMABARI	UNDISCLOSED	11.5	
LILA CUMBERLAND	56,531	2013	CHINA	HANTONG	ADNOC	16.5	PROMPT DELIVERY AG
OCEAN BRIGHT	56,032	2013	JAPAN	MITSUI	UNDISCLOSED	HIGH 19s	
MAUD	56,969	2012	CHINA	JIANGSU HANTONG	UNDISCLOSED	EXCESS 15	
FLC HAPPINESS	56,799	2009	CHINA	TAIZHOU KOUAN	UNDISCLOSED	12.5	
BREEZE	56,686	2009	CHINA	JIANGSU HANTONG	UNDISCLOSED	REGION 13	
DALARNA	35,958	2014	CHINA	ZCHI	UNDISCLOSED	LOW 17	
BEETLE	28,198	2012	JAPAN	IMABARI	UNDISCLOSED	12.5	
PRAETORIUS	28,345	2008	JAPAN	SHIMANAMI	UNDISCLOSED	8.6	
SUN GRACE	33,745	2004	JAPAN	OSHIMA	GREEK	LOW/MID 7	LOGS FITTED

TANKER SECONDHAND PRICES ($ mills)							
		Jun 2026	Jun 2025	±%	Average Prices 2026	2025	2024
VLCC	Resale	**175.0**	145.8	20%	169.4	146.6	144.2
	5 Year	**145.0**	115.1	26%	137.3	115.4	115.4
	10 Year	**115.0**	85.1	35%	109.0	85.3	84.1
	15 Year	**82.0**	56.4	45%	80.1	56.2	57.1
Suezmax	Resale	**114.3**	93.3	23%	107.4	94.3	98.4
	5 Year	**96.7**	76.1	27%	90.6	76.5	76.5
	10 Year	**81.7**	61.3	33%	74.2	61.0	66.3
	15 Year	**63.7**	40.0	59%	54.9	40.8	47.4
Aframax	Resale	**92.5**	74.1	25%	87.3	75.6	84.3
	5 Year	**80.0**	62.1	29%	75.0	62.8	62.8
	10 Year	**73.0**	49.9	46%	63.3	50.9	58.2
	15 Year	**51.0**	35.0	46%	44.1	35.1	41.6
MR2	Resale	**55.0**	50.7	9%	53.7	51.3	54.3
	5 Year	**50.0**	40.9	22%	47.1	41.5	41.5
	10 Year	**40.0**	30.0	33%	37.2	31.4	37.5
	15 Year	**28.0**	19.6	43%	26.3	20.5	26.5

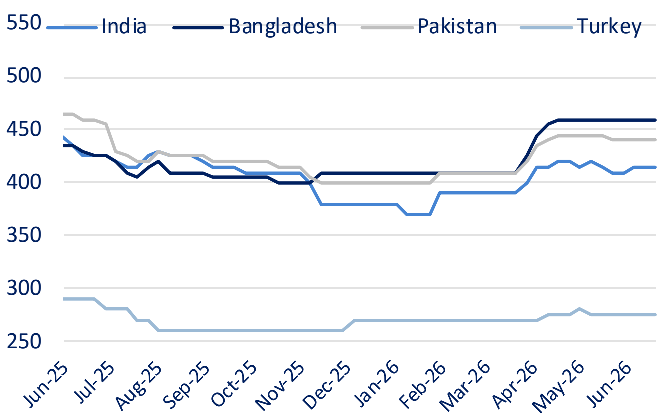
**Resale prices refer to prompt delivery ex yard*

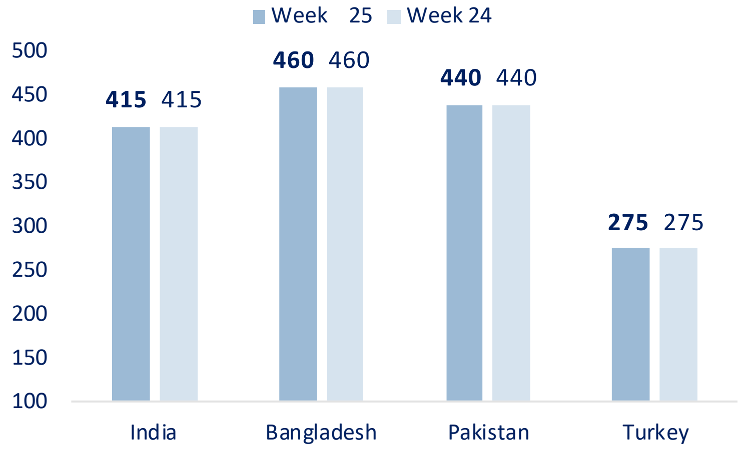
Tanker S&P Activity:

This week's activity was spread across the VLCC, Suezmax and smaller tanker segments, with a handful of notable transactions reported. In the VLCC sector, the "***Yamatogawa***" - 302K/2006 Kawasaki was sold for low USD 60s mills. On the Suezmax sector, the "***Cosmo Sail***" - 159K/2007 Hyundai Samho changed hands for a price in the region of high USD 40 mills. A more modern unit, the "***Seriana***" - 110K/2015 Sumitomo, was acquired by Gesco for USD 71.1 mills.

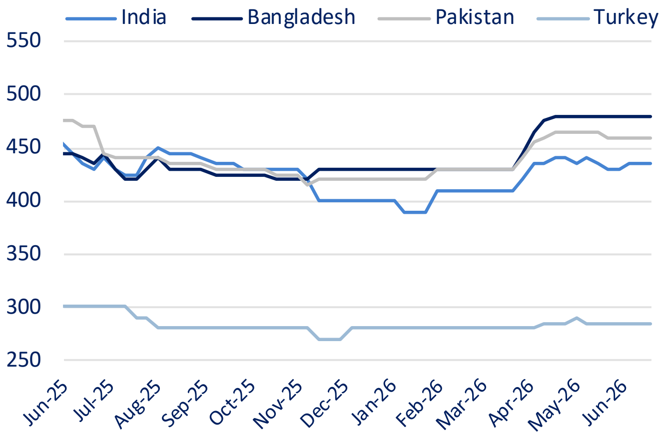
TANKER SALES							
NAME	DWT	YEAR	COUNTRY	YARD	BUYERS	PRICE ($ mills)	COMMENTS
YAMATOGAWA	302,488	2006	JAPAN	KAWASAKI	UNDISCLOSED	LOW 60s	
COSMO SAIL	159,233	2007	S. KOREA	HYUNDAI SAMHO	UNDISCLOSED	HIGH 40s	
SERIANA	109,991	2015	JAPAN	SUMITOMO	GESCO	71.1	COATED

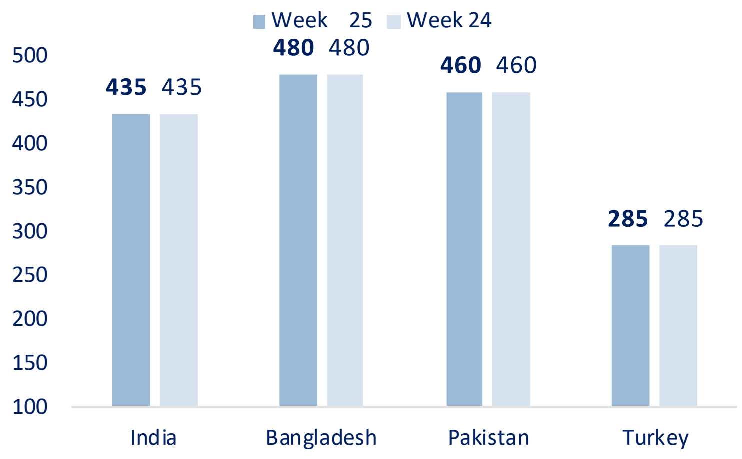
Dry Demolition Prices ($/LDT)





Tanker Demolition Prices ($/LDT)





DEMO SALES

NAME	TYPE	YEAR	DWT	LDT	COUNTRY	PRICE ($/LDT)	BUYERS	COMMENTS
ANDHIKA PARAMESTI	BC	1997	73,726	9,520	JAPAN	420	INDIA	

COMMODITIES AND CURRENCIES			
Energy	**Price**	**Weekly**	**YoY**
Crude Oil	75.06	-7.13%	30.60%
Brent	79.01	-5.01%	29.83%
Natural gas	3.30	4.91%	-10.43%
Gasoline	3.00	1.68%	75.15%
Heating oil	3.15	-3.78%	48.15%
Ethanol	1.86	-0.80%	17.17%
Naphtha	692.24	-3.83%	41.75%
Propane	0.73	-6.91%	14.66%
Uranium	86.10	1.29%	5.45%
Methanol	2661.00	-10.85%	21.51%
TTF Gas	42.60	0.31%	51.42%
UK Gas	101.86	0.82%	37.98%
Metals			
Gold	4,207.5	-2.41%	-2.64%
Silver	66.5	-5.14%	-6.85%
Platinum	1,686.2	-5.06%	-18.69%
Industrial			
Copper	6.37	-1.92%	11.90%
Coal	144.00	-3.29%	33.95%
Steel	3077.00	-2.16%	-0.61%
Iron Ore	101.14	-0.45%	-5.59%
Aluminum	3407.75	0.84%	13.62%
LithiumCNY/T	157000.00	-7.92%	32.49%
Currencies			
EUR/USD	1.145	-1.22%	-2.49%
GBP/USD	1.324	-1.33%	-1.66%
USD/JPY	161.780	0.89%	3.20%
USD/CNY	6.779	0.29%	-2.83%
USD/CHF	0.809	1.77%	1.99%
USD/SGD	1.293	0.83%	0.54%
USD/KRW	1538.070	1.62%	6.77%
USD/INR	94.713	0.21%	5.38%

Bunker Prices	VLSFO	IFO380	MGO	Spread VLSFO-	Diff Spread	% Spread
Singapore	669.50	481.50	913.00	188.00	33.0	21.3%
Rotterdam	611.50	499.50	892.00	112.00	17.0	17.9%
Fujairah	1144.5	596.50	1406.0	548.00	-82.0	-13.0%
Houston	613.50	512.00	898.50	101.50	4.0	4.1%

- In the U.S., the Dow Jones Industrial average increased by 0.7% at 51,565 points, S&P 500 went up by 0.93% at 7,501 points and NASDAQ rise by 2.43% at 26,518 points. The main European indices closed higher, with the Euro Stoxx50 closing up by 1.62% at 6,288 points and Stoxx600 up by 0.38% at 636 points mark. In Asia, the Nikkei closed the week at 71,250, gaining 7.92% on a weekly basis, while Hang Seng went down by 3.21% at 23,925 points mark and the CSI 300 index closed the week at 4,931 points, 3.23% higher than previous week.
- Crude oil fell to around $75.3 per barrel on Monday, hovering near its lowest level since early March as easing geopolitical tensions and progress in US-Iran negotiations supported expectations of a gradual recovery in Persian Gulf supply flows. Iranian Foreign Minister Abbas Araghchi said talks in Switzerland had made “major progress” toward stabilising the wider regional situation, despite earlier volatility and threats to suspend discussions. Mediators Qatar and Pakistan said both sides had agreed on a 60-day roadmap toward a potential final agreement, alongside ongoing technical discussions and the establishment of a monitoring mechanism.
- Thermal coal futures fell below $145 per ton, extending their retreat from near three-year highs after the US and Iran signed an interim peace agreement that paves the way for the reopening of the crucial Strait of Hormuz. The development pushed energy prices lower and reduced incentives for fuel switching.

WTI Crude Oil

Coal

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