Tanker Weekly

11 – 17 July 2026

MB SHIPBROKERS
TRUSTED SINCE 1914

Rates & Prices

USD/day (rates), USD Mn (prices)

Vessel & Route	Spot Rates		Time Charter Rates				Asset Prices	
	17-Jul-26	Change	1 year	Change	3 years	Change	NB Korea	5-year-old
VLCC (ECO) [Basket]	210,973	2,559	115,000	-	70,000	9,500	130.00	147.00
Suezmax (ECO) [Basket]	116,026	-2,549	68,000	-	47,500	1,500	90.00	100.00
Aframax (ECO) [Basket]	82,979	33,576	51,500	-	39,000	-	77.00	80.00
LR2 (ECO) [TC1]	118,070	18,646	51,500	-	39,000	-	79.00	82.00
LR1 (ECO) [TC5]	85,303	19,739	37,000	-	30,000	-	64.00	58.00
MR (ECO) [West]	22,144	-4,422	28,000	-	23,000	-	52.00	51.00
MR (ECO) [East]	40,656	4,542						

Changes are Fri vs. Fri — MB spot rates — All vessels non-scrubber. IMO 3 for MR — Eco-design, tier III and no scrubber

Market Developments

- Brent (USD 84.6/bbl) is on track for its strongest weekly gain since April, as escalating US-Iran hostilities disrupt Middle East supply and weigh on shipping activity through the Strait of Hormuz. The US conducted a sixth consecutive night of strikes on Iran, targeting coastal surveillance systems, air-defence sites, military logistics infrastructure and maritime assets, according to the US. The latest attacks followed strikes near Iran’s main export terminal and came as commercial traffic through the Strait of Hormuz fell sharply, reinforcing concerns over near-term supply disruption and regional risk.

- Dark fleet activity and STS transfers off Oman suggest that crude flows through the Strait of Hormuz have continued despite recent Iranian attacks. At least four tankers were observed transferring cargoes near Fujairah. The activity indicates that vessels are still transiting Hormuz before offloading onto other tankers outside the strait, allowing cargoes to continue toward end markets while reducing direct exposure to the highest-risk part of the route.

- Asian refiners could emerge as relative beneficiaries of the latest tightening in global product markets, as renewed Middle East tensions and restrictions on Russian diesel exports constrain supply. With refining balances in Europe and the US already exceptionally tight, Asian processors appear better positioned through available product inventories and crude secured during the earlier de-escalation. This should leave regional refiners well placed to increase exports into deficit markets and capture stronger margins, particularly across middle distillates.

Recent Sales

USD Mn (price)

Vessel	DWT	Built	Yard	Seller	Buyer	Price	Notes
None.							

Recent Fixtures

USD/day (rate)

Vessel	DWT	Built	Yard	Period	Rate	Charterer	Notes
Union Peace	311,414	2007	Mitsui Chiba Ichihara	12 Months	RNR	Shell	
Dht Jaguar	299,629	2015	Hyundai Ulsan	36 Months	75,000	ST Shipping	Sep. 2026 del.
Blue Moon	104,623	2011	Sumitomo Yokosuka	24 Months	40,500	AET	Year 1 - 43k/day, Year 2 - 38k/day
Platytera	47,401	2009	Onomichi	8-10 Months	27,500	Mercuria	