Tanker Weekly

1 – 7 Aug 2026

MB SHIPBROKERS
TRUSTED SINCE 1914

Rates & Prices

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

Vessel & Route	Spot Rates		Time Charter Rates				Asset Prices	
	7-Aug-26	Change	1 year	Change	3 years	Change	NB Korea	5-year-old
VLCC (ECO) [Basket]	246,906	4,636	117,500	-	72,500	-	130.00	152.00
Suezmax (ECO) [Basket]	161,566	1,586	75,000	2,500	47,500	-	90.00	100.00
Aframax (ECO) [Basket]	72,813	-13,076	52,500	-	39,000	-	77.00	82.00
LR2 (ECO) [TC1]	131,800	-458	52,500	-	39,000	-	79.00	84.00
LR1 (ECO) [TC5]	106,421	5,186	37,000	-	30,000	-	64.00	58.00
MR (ECO) [West]	16,453	-14,955	29,000	500	23,500	-	52.00	51.00
MR (ECO) [East]	37,446	-1,965						

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

Recent Sales

USD Mn (price)

Vessel	DWT	Built	Yard	Seller	Buyer	Price	Notes
Delta Angelica	319,911	2012	HHI	Delta	Adnoc	Enbloc 472.00	Scrubber
Delta Amazon	319,896	2015	Jinhai				
Delta Glory	319,819	2012	HHI				
Delta Apollonia	319,725	2015	Jinhai				
Celeste Nova	318,510	2013	Shanghai Wai	Zodiac	Adnoc	120.00	Scrubber
Donoussa	299,999	2016	Daewoo	Euronav	COPTCO	128.00	
Seapassion	299,271	2017	HHI	Thenamaris	Adnoc	130.00	Scrubber

Market Developments

- Brent (USD 81.7/bbl) and WTI (USD 76.6/bbl) are down 9% w/w as US-Iran negotiations resume. Hormuz transits averaged 10.6/day this week and more than half of the crude exports involved at least one STS transfer. Red Sea flows are slowing not only through Bab el-Mandeb but also Suez. Combined Red Sea flows via both exits declined by 1.7 mb/d w/w. VLCCs are increasingly ballasting towards the Atlantic Basin as operational risks rise in the Red Sea, with westbound movements up 25% since the Houthi blockade. Iran claims to have reached an agreement with Oman on a Hormuz shipping route that could restore some energy flows, though it would not amount to a full reopening of the Strait.

- If Middle Eastern flows fall sharply again, prompt replacement barrels could come from strategic reserves and sanctioned supply. Only 50% of the US SPR release has been subscribed, leaving 1.1 mb/d available through end-September if the full programme is delivered. Developed economies excluding China still hold around 1 billion barrels in reserve. China holds over 1.4 billion barrels, and although these are unlikely to be released to global markets, they can help reduce China's import demand. Sanctioned Russian crude could provide another buffer, assuming export infrastructure avoids further Ukrainian damage. Chinese buyers absorbed virtually all available Far East cargoes in recent tenders, and the July-October opening of the Northern Sea Route makes western Russian crude an attractive option, offering greater delivery certainty than Middle Eastern supply, lower prices, and shorter transit times than Brazilian and West African grades.

- Russian seaborne clean-product exports fell 33% m/m, with the diesel export ban extended through September. In contrast, Asian middle-distillate exports reached seasonal highs on stronger shipments from South Korea, Singapore and India, despite higher Indian export levies. Northeast Asian product exports also rose, with most volumes bound for Singapore. China's net exports of clean products are up 0.8 mb/d y/y, its export restrictions relaxed for a second consecutive month.

Recent Fixtures

USD/day (rate)

Vessel	DWT	Built	Yard	Period	Rate	Charterer	Notes
Torm Herdis	115,109	2018	GSI	12 Months	51,500	Petrochina	Scrubber, del East
Marina Aman	19,707	2004	Usuki	50-100 Days	20,500	OQ	

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