PLATYTERA SHIPPING

WEEKLY TANKER & TRADE INTELLIGENCE

Week 41 | Issue 017 | 13 October 2026

Crude & Clean Tankers | Chemical & Vegetable Oils | Fixtures & Trade Flows

Tanker Markets Diverge as Freight Volatility Persists

Freight benchmarks, named vessel cargo activity, chemical tanker markets and updated asset values — commercial intelligence for the week.



East-of-Suez Clean Freight Holds Firm as Atlantic MR Retreats

Selected 9 October assessments show sustained strength in LR2 and LR1 earnings, while US Gulf MR freight recorded a pronounced weekly correction.

CLEAN LR2 | TC1

WS928

→ broadly flat w/w

Route: MEG–Japan | 75,000 MT
Previous: WS927.78
Current TCE: $267,600/day

LR2 earnings remain exceptionally strong, with minimal movement from the previous assessment.

CLEAN LR1 | TC5

WS940

▼ ~11.25 WS w/w

Route: MEG–Japan | 55,000 MT
Previous: WS951.25
Current TCE: $192,900/day

LR1 freight eased modestly, but benchmark earnings remain elevated despite the weekly decline.

CLEAN MR | TC14

WS285

▼ ~110.71 WS w/w

Route: US Gulf–UK Continent | 38,000 MT
Previous: WS395.71
Current TCE: $32,600/day

Atlantic MR freight corrected sharply, increasing pressure on owners seeking prompt employment.

COMMERCIAL TAKEAWAY

East-of-Suez LR earnings remain elevated despite limited weekly softening, while TC14's sharp correction signals weaker Atlantic MR conditions. Owners should watch prompt tonnage availability and fresh US Gulf cargo enquiry for signs of stabilisation.

All values are indicative market intelligence and not firm offers. Figures reflect latest available information at publication and may change.

Atlantic–Asia Crude Fixtures Highlight Continued Long-Haul Employment

Reported fixtures from 6–13 October show crude-tanker employment from the US Gulf, Brazil and West Africa towards Asian destinations. The activity highlights continued long-haul vessel commitments and their implications for replacement-tonnage availability.

Vessel / date	Charterer	Load → Discharge	Quantity	Reported rate
Serifos | 6 Oct	PTT	US Gulf → East	270,000 MT	$62.0m LS
Seavision | 6 Oct	Chevron	US Gulf → Thailand	130,000 MT	$36.0m LS
Front Gander | 7 Oct	Petrobras	Brazil → East	260,000 MT	WS700*
Maran Taurus | 8 Oct	Unipec	West Africa → China	260,000 MT	WS740*
Seaduchess | 9 Oct	Shell	Brazil → East	260,000 MT	WS725*
Nissos Nikouria | 9 Oct	Petrobras	Brazil → East	260,000 MT	WS725*
He An Hai | 13 Oct	Unipec	Fujairah → China	270,000 MT	Not reported

COMMERCIAL TAKEAWAY

Six of the seven reported fixtures involve Atlantic-origin voyages, primarily towards Asia. These long-haul commitments increase vessel employment days and make ballast positioning and prompt replacement availability important factors in freight negotiations.

All values are indicative market intelligence and not firm offers. Figures reflect latest available information at publication and may change.

East-of-Suez Clean Freight Remains Strong as Atlantic MR Corrects

Selected 9 October assessments show elevated LR2 and LR1 earnings in the Arabian Gulf, while Atlantic MR freight weakened sharply. The contrast highlights increasingly divergent conditions across clean-tanker trading regions.

Route	Week 41 | Indicative TCE	Worldscale change vs Week 40
TC1 MEG–Japan 75kt	WS928 | ~$267.6k/day	→ broadly unchanged (+0.22 WS)
TC5 MEG–Japan 55kt	WS940 | ~$192.9k/day	▼ -11.25 WS
TC17 MEG–EAFR 35kt	WS893 | ~$113.4k/day	▼ -10.57 WS
TC2 ARA–USAC 37kt	WS201 | ~$13.2k/day	▼ -5.94 WS
TC14 USG–UKC 38kt	WS285 | ~$32.6k/day	▼ -110.71 WS

COMMERCIAL TAKEAWAY

East-of-Suez LR earnings remain elevated despite modest weekly declines, while the sharp TC14 correction points to weaker Atlantic MR conditions. Charterers may find improved negotiating opportunities in the US Gulf, although prompt vessel availability and fresh cargo demand will determine whether the decline persists.

All values are indicative market intelligence and not firm offers. Figures reflect latest available information at publication and may change.

Chemical Freight Firms on Selected Routes as October Tonnage Varies

The latest available chemical tanker commentary indicates firmer conditions on selected US Gulf export routes, while Far East-bound parcels remain comparatively stable. October vessel availability continues to vary by trade lane, parcel size and tank suitability.

Trade lane	Market direction	Freight drivers and market intelligence
USG → Mediterranean	Firming	Tight prompt vessel availability; October cargoes face higher freight indications than September.
USG → Far East	Broadly steady	5,000–10,000 MT parcels remain relatively stable; larger parcels show firmer pricing.
USG → ECSA	Stable to firm	Lubricants, EDC, methanol and styrene support enquiry, although some October space remains available.
USG → West Coast India	Firming	Tighter suitable vessel lists and elevated bunker costs supported higher freight indications in September.

COMMERCIAL TAKEAWAY

US Gulf–Mediterranean and West Coast India chemical movements face firmer freight conditions, while Far East-bound parcels show greater rate stability. Charterers with October cargoes should prioritise early vessel screening, particularly for larger parcels or cargoes requiring specialised tank coatings, segregation or heating.

All values are indicative market intelligence and not firm offers. Figures reflect latest available information at publication and may change.

Malaysian Palm Oil Exports Rebound as September Inventories Rise

Cargo-surveyor estimates indicate Malaysian palm oil exports increased by approximately 34–38% during 1–10 October compared with the same period in September. Meanwhile, higher September production and inventories suggest continued export availability.

Indicator	Latest figure	Commercial significance
Oct 1–10 exports (Amspec)	491,954 MT | ▲37.73%	Stronger early-October shipments indicate a rebound in Malaysian export activity.
Oct 1–10 exports (ITS)	525,071 MT | ▲33.51%	Independent survey confirms the recovery in export volumes.
September CPO stocks	2.16m MT | ▲31.88% MoM	Higher inventories increase available supply but may weigh on palm oil prices.
September CPO output	2.11m MT | ▲16.48% MoM	Increased production supports potential export cargo availability.

COMMERCIAL TAKEAWAY

The rebound in Malaysian palm oil exports, supported by higher production and inventories, could generate additional regional tanker employment during October. Owners should monitor cargo nominations from Malaysian ports, while charterers should secure suitable coated or stainless-steel tonnage with the necessary heating arrangements and previous-cargo approvals.

All values are indicative market intelligence and not firm offers. Figures reflect latest available information at publication and may change.

Chemical Tanker Availability Diverges Across October Trade Lanes

Chemical tanker availability varies across October loading regions, with vessel suitability, parcel size and cargo history determining effective supply. Regional space indications remain more useful than headline open-tonnage counts.

Trade lane / factor	Supply indication	Commercial Implication
USG–Mediterranean	Tight	Limited prompt space reported entering October; charterers face reduced flexibility when securing suitable tonnage.
USG–Far East	Improving	Additional October space reported for 5,000–10,000 MT parcels, potentially easing fixing pressure.
Tank coating	Cargo-dependent	Stainless-steel or coated tanks, previous cargoes and cleaning requirements determine workable availability.
Vegetable oil employment	Restricted by specification	Heating capability, previous-cargo acceptance and terminal requirements can reduce the effective vessel pool.

COMMERCIAL TAKEAWAY

Tight Mediterranean space continues to support owners' freight expectations, while additional Far East positions may offer charterers greater flexibility. October cargo enquiries should be matched against confirmed vessel availability, tank suitability and laycan before freight is negotiated.

All values are indicative market intelligence and not firm offers. Figures reflect latest available information at publication and may change.

Port Qasim: Reported Tanker Activity Across Palm Oil and Products

Port Qasim shipping reports dated 4–8 October identify tanker activity involving palm oil, motor gasoline and bitumen. These observations provide a snapshot of commodity movements and vessel positioning rather than confirmed new charter-party fixtures.

Vessel	Cargo / location	Observed status
Esteem	Palm oil | Port Qasim	Reported alongside liquid cargo terminal, 7 Oct
Grand Ace-II	Palm oil | Port Qasim	Listed at outer anchorage, 8 Oct
Khasab Silver	Palm oil | Port Qasim	Listed at outer anchorage, 8 Oct
Nave Cielo	Mogas | Port Qasim	Reported at FOTCO oil terminal, 5 Oct
Elisabeth	Bitumen | Port Qasim	Reported alongside multipurpose terminal, 4 Oct

COMMERCIAL TAKEAWAY

Reported palm-oil tanker activity at Port Qasim points to continued vegetable-oil import movements, alongside gasoline and bitumen traffic. Charterers and owners should monitor berth availability, discharge readiness and anchorage waiting times when planning upcoming calls.

All values are indicative market intelligence and not firm offers. Figures reflect latest available information at publication and may change.

Palm Oil and Base Oil Trade Flows Signal Shifting Tanker Demand

Early-October trade indicators show stronger Malaysian palm oil exports alongside changing base-oil movements from Taiwan, India and the United States. These developments may influence regional parcel availability, vessel positioning and freight enquiry.

Cargo / region	Observed market signal	Freight implication
Malaysia palm oil exports	Oct 1–10 shipments ▲ 34–38% MoM	Stronger export activity may support additional regional vegetable-oil tanker enquiries.
Base oils / Taiwan	Exports slowing amid plant maintenance	Reduced Taiwan-origin cargo supply may limit spot parcel opportunities.
Base oils / India	More diversified destinations	Changing discharge patterns may alter parcel consolidation and vessel routing.
Base oils / US → Europe	Several large cargoes moved	Long-haul base-oil shipments may absorb suitable transatlantic parcel-tanker capacity.

COMMERCIAL TAKEAWAY

Stronger Malaysian palm oil exports may support regional tanker demand, while US Gulf–Europe base-oil movements absorb long-haul parcel capacity. Owners should monitor replacement tonnage and positioning opportunities, while charterers should assess cargo consolidation and loading flexibility as trade patterns shift.

All values are indicative market intelligence and not firm offers. Figures reflect latest available information at publication and may change.

Geopolitical Exposure Adds Complexity to Tanker Routing and Voyage Costs

Security conditions, sanctions compliance and insurance requirements can influence tanker routing, voyage economics and vessel acceptance. The commercial impact depends on the trading area, vessel particulars and contractual arrangements.

Exposure	Commercial risk	Recommended action
Strait of Hormuz / Arabian Gulf	Security exposure, transit restrictions and insurance conditions	Confirm current transit advisories, insurance cover and terminal acceptance before fixing.
Red Sea / Bab el-Mandeb	Security threats, Cape diversions and additional voyage costs	Compare Suez and Cape routing economics, including bunker consumption, transit time and insurance.
Sanctions / Trade compliance	Vessel, ownership, cargo and counterparty restrictions	Complete sanctions screening and verify cargo origin, documentation and port acceptance.
STS / Voyage delays	Waiting time, weather exposure and extended vessel employment	Allow for STS scheduling, waiting time and the effect on the vessel's next available position.

COMMERCIAL TAKEAWAY

Escalating tanker security incidents around Hormuz have increased uncertainty over Arabian Gulf voyage execution and replacement-tonnage availability. Owners and charterers should prioritise crew safety, confirm current security and insurance requirements, and assess routing feasibility before finalising freight and laycan commitments.

All values are indicative market intelligence and not firm offers. Figures reflect latest available information at publication and may change.

Five-Year Tanker Values Show Strong Year-on-Year Gains

Reported five-year-old tanker valuations indicate substantial year-on-year appreciation across crude and product tanker segments.

Five-year benchmark	Indicative Value (USD m)	Year-on-year change
VLCC	$195.8m	▲ +66.5% y/y
Suezmax	$119.5m	▲ +56.6% y/y
Aframax	$87.5m	▲ +39.3% y/y
MR2	$51.7m	▲ +23.0% y/y
MR1	$46.7m	▲ +33.3% y/y

COMMERCIAL TAKEAWAY

Elevated secondhand tanker values increase acquisition costs and raise the capital required for fleet expansion. Owners considering asset purchases should assess whether current freight earnings justify the premium for prompt, modern tonnage, particularly if rates normalise.

All values are indicative market intelligence and not firm offers. Figures reflect latest available information at publication and may change.

Freight is only one component of delivered cargo cost

Bunker consumption, port delays, cleaning, heating and voyage duration can materially alter realised earnings—particularly for chemical parcels.

Cost driver	Crude / CPP impact	Chemical / vegetable-oil impact
Bunkers & routing	Laden/ballast consumption, voyage distance, canal and diversion costs	Bunker exposure, parcel utilisation and multiport routing
Port time & delays	Waiting time reduces TCE and delays the next open position	Multiple port calls, berth delays and tank-preparation time
Cargo handling	Terminal approvals, laytime and cargo-operation restrictions	Cleaning, heating, segregation and previous-cargo requirements
Freight & earnings	WS or lumpsum freight; evaluate net voyage TCE	USD/MT or lumpsum freight; evaluate parcel contribution and voyage TCE

COMMERCIAL TAKEAWAY

A higher freight quotation does not necessarily produce better vessel earnings. Owners should compare net TCE after bunkers, port costs, commissions and voyage duration, while charterers should evaluate total transport cost, including cargo handling, heating and potential delays.

All values are indicative market intelligence and not firm offers. Figures reflect latest available information at publication and may change.

Five market developments worth watching next week

As Week 41 closes, clean tanker freight, chemical vessel availability, vegetable-oil exports and secondhand asset values remain key indicators to monitor during 14–20 October.

Market	Week 41 signal	What to watch next week
East-of-Suez clean	TC1 ~WS928; TC5 ~WS940	Whether fresh LR cargo enquiry sustains elevated earnings and absorbs prompt tonnage.
Atlantic MR	TC14 ~WS285 after sharp weekly decline	New US Gulf cargo nominations, prompt vessel lists and potential freight stabilisation.
Chemical USG–Med	Firmer conditions reported entering October	Whether available suitable chemical tonnage remains tight against new cargo enquiries.
Vegetable oils	Malaysian palm exports up ~34–38% in 1–10 Oct	Whether higher export activity translates into additional confirmed tanker liftings.
Tanker Asset values	Five-year VLCC benchmark reported at ~$195.8m	Whether sustained freight earnings continue to support elevated secondhand valuations.

COMMERCIAL TAKEAWAY

The key market divergence remains elevated East-of-Suez LR earnings versus weaker Atlantic MR freight. Fresh cargo enquiry and prompt vessel availability will determine the next direction, while chemical space, palm-oil liftings and tanker asset prices warrant continued monitoring.

All values are indicative market intelligence and not firm offers. Figures reflect latest available information at publication and may change.

Tanker Market Outlook: 14–20 October 2026

Tanker markets remain divided across vessel classes and trading regions. East-of-Suez clean earnings are elevated, Atlantic MR freight has corrected sharply, and chemical and vegetable-oil employment remains dependent on workable vessel availability.

Segment	Market outlook	Key indicator to monitor
VLCC / Suezmax	Firm but route-dependent	Fresh crude stems, Atlantic–Asia demand and prompt vessel supply
Aframax	Regional differentiated	Atlantic replacement demand and European vessel availability
Clean LR / MR	East strong / Atlantic weaker	Arabian Gulf LR nominations and US Gulf MR fixing activity
Chemical / veg oil	Cargo- and vessel-specific	Parcel size, tank suitability, heating and confirmed cargo nominations
Voyage economics	Sensitive to costs and delays	Bunker prices, voyage duration, port waiting and route restrictions

PLATYTERA SHIPPING

CONTACT OUR DESK

chartering@platyterashipping.com
contact@platyterashipping.com
www.platyterashipping.com

FINAL COMMERCIAL VIEW

Freight opportunities will remain route- and vessel-specific. Owners should prioritise profitable employment and positioning, while charterers should assess prompt tonnage, cargo readiness and total voyage costs before committing to fixtures.

All values are indicative market intelligence and not firm offers. Figures reflect latest available information at publication and may change.