PLATYTERA SHIPPING

WEEKLY TANKER & TRADE INTELLIGENCE

Week 42 | Issue 018 | 20 October 2026

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

Tanker Markets, Freight Developments & Trade Intelligence

Freight benchmarks, named fixtures, chemical and vegetable-oil trade, and asset intelligence.



Tanker Freight Diverges Across Routes

20 October freight-index snapshots show divergent trends across crude and clean routes.

VLCC | TD3C

WS 1,296.88

▼ 2% WoW

Route: MEG–China | VLCC
Reported index: 20 Oct

VLCC TD3C edged lower as ballast supply increased.

SUEZMAX | TD6

WS 1,092+

▲ 8% WoW

Route: Black Sea–Med | Suezmax
Reported index: 20 Oct

Suezmax TD6 strengthened despite weakness on TD20.

CLEAN MR | TC14

WS 390.71

▲ 37% WoW

Route: US Gulf–UK Continent
Reported index: 20 Oct

US Gulf MR TC14 rebounded sharply week on week.

COMMERCIAL TAKEAWAY

Headline assessments vary sharply by route. Compare cargo dates, prompt tonnage, voyage costs and concluded fixtures before drawing trading conclusions.

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

VLCC: Concluded Employment, 13–19 October

Selected fully fixed VLCC fixtures reported during 13–19 October 2026.

Vessel	Charterer	Load → Discharge	Quantity	Fixture Date
Yuan Hua Hu	Unipec	Malacca → China	270,000 MT	15 Oct
Maran Aphrodite	Bahri	Yanbu → East	270,000 MT	14 Oct
Empire Hope	Petrobras	Brazil → Not reported	260,000 MT	14 Oct
Arosa	Petrobras	Brazil → Not reported	260,000 MT	14 Oct
Cospearl Lake	Unipec	Fujairah → China	270,000 MT	13 Oct
He An Hai	Unipec	Fujairah → China	270,000 MT	13 Oct
Yuan Chun Hu	Unipec	Sohar → China	270,000 MT	13 Oct

COMMERCIAL TAKEAWAY

VLCC employment remained concentrated on Middle East Gulf–China routes, led by Unipec fixtures from Fujairah and Sohar. Petrobras also featured in two Brazil-origin cargoes, indicating activity across both Atlantic and Middle Eastern loading regions.

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Clean MR Freight Rebounds in the US Gulf

Route assessments dated 20 October; Worldscale conventions should be consistent when comparing freight.

Route	World Scale | IndicativeTCE | Voyage Duration	Week-on-week
TC14 USG–UKC 38kt	WS390 | ~$52.2k/day | 40 Days	▲ 37%
TC2 ARA–USAC 37kt	WS195 | ~$13.1k/day | 28 Days	▼ 3%
TC7 Singapore–E. Australia	WS585 | ~$74.0k/day | 34 Days	→ flat
TC17 MEG–EAFR 35kt	WS621 | ~$62.1k/day | 23.5 Days	→ flat

COMMERCIAL TAKEAWAY

TC7 Singapore–East Australia leads the assessed MR routes at approximately USD 74,000/day TCE, followed by TC17 at USD 62,200/day. TC14 delivers approximately USD 52,200/day, while TC2 remains considerably weaker at USD 13,100/day. Differences reflect freight levels, voyage duration and route-specific costs.

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Chemical Cargoes Require Vessel-Specific Screening

Selected chemical and specialised petroleum-product employment | Week 42, 2026.

Cargo / vessel	Reported employment	Quantity | Charterer |Reported Freight
MTBE | Gem Emerald	Laizhou → WC Mexico	35,000 MT | Pemex | rate not reported
Naphtha | Histria Elara	Genoa → Mediterranean	30,000 MT | Trafigura | WS420
Condensate | Hafnia Tagus	Bintulu → Kertih	60,000 MT | Petco | $2.0m LS

COMMERCIAL TAKEAWAY

Chemical and specialised product employment requires vessel-specific compatibility checks. Coating suitability, tank condition, cargo history and terminal acceptance remain critical to successful fixture execution.

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Palm-Oil Voyages — Tracked Vessel Activity

20 October voyage tracking indicates palm-oil movements; voyage projections are not concluded charter-party fixtures.

Vessel / quantity	Tracked route	Record Date
Aegean Star | 36,000 MT	Pasir Gudang → Amsterdam	19 Oct
Stolt Mercury | 20,000 MT	Port Klang → Rotterdam	16 Oct
Chemroad Journey | 25,000 MT	Port Klang → Amsterdam	14 Oct

COMMERCIAL TAKEAWAY

Tracked palm-oil voyages indicate Southeast Asia–Northwest Europe employment, with loadings from Pasir Gudang and Port Klang. The longer-haul movements are relevant to coated tanker positioning and ton-mile demand, subject to confirmation of actual cargoes and voyage particulars.

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Regional employment and vessel-suitability considerations | Week 42, 2026

Regional chemical and vegetable-oil trade flows highlight vessel positioning, specialised tank capacity and employment opportunities.

Market segment	Market intelligence	Commercial implication
Southeast Asia	Chemical and vegetable-oil movements involving Port Klang and Pasir Gudang	Monitor coated/stainless tanker positioning and potential follow-on employment
Asia–Europe	Tracked palm-oil voyages toward Amsterdam and Rotterdam	Long-haul employment may affect vessel repositioning and future regional availability
Petroleum products	Reported naphtha and condensate employment	Cargo acceptance and tank preparation determine suitable tonnage
Specialised parcels	Multi-grade chemical employment	Tank segregation, coating compatibility and previous-cargo restrictions influence effective capacity

COMMERCIAL TAKEAWAY

Chemical tanker availability depends on more than vessel positioning. Tank coating, cargo history, segregation capability and existing employment determine effective cargo capacity. Southeast Asian vegetable-oil movements and specialised product employment warrant close monitoring for potential tonnage opportunities.

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Suezmax and Aframax: Concluded Fixtures

Register entries classified by vessel size; cargo and suitability remain vessel-specific.

Vessel / fixed	Cargo / route	Charterer / rate
Otis | 15 Oct	130K MT | Guyana → WCI/PAK	ENI | USD 41,000,000 LS
Faithful Warrior | 15 Oct	145K MT | USG → Korea	SK | USD 38,000,000 LS
Antarctic | 14 Oct	145K MT | Guyana → Chiriqui Grande	CNOOC | WS775
Anemoni | 19 Oct	80K MT | Bashayer → East	Vitol | WS710
Tigerlily | 15 Oct	80K MT | Fujairah → Cilacap	Vitol | Not reported

COMMERCIAL TAKEAWAY

Reported Suezmax and Aframax employment spans Atlantic Basin and Middle Eastern loading regions, including Guyana, the US Gulf and Fujairah. The diversity of discharge destinations highlights differing voyage lengths and vessel-positioning requirements.

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Clean-Size Tonnage: Concluded Employment

Selected reported concluded fixtures across LR and MR size ranges.

Vessel / Fixed	Cargo / Route	Charterer / Freight
Petrokaravo | 16 Oct	55K MT | Sohar → Japan	Not reported | WS600
Torm Evolve | 16 Oct	60K MT | Singapore → AUS/NZ	Not reported | WS550
Khasab Silver | 19 Oct	35K MT | Sohar → EAfr	ATC | WS555
Pacific Jade | 19 Oct	35K MT | Ningbo → Singapore	Union Bank of Nigeria | USD 2,100,000 LS

COMMERCIAL TAKEAWAY

Reported clean-tanker employment spans Middle Eastern and Asian loading areas, with WS-rated fixtures on Sohar–Japan, Singapore–Australia/NZ and Sohar–East Africa routes. The Ningbo–Singapore jet-fuel fixture is reported on a lumpsum basis, illustrating the importance of comparing freight on a route-specific basis.

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Geopolitical & Operational Risks — Tanker Trade

Operational watchpoints rather than assertions of new incidents or confirmed voyage diversions.

Risk Area	Potential freight impact	Commercial significance
Strait of Hormuz / Arabian Gulf	Insurance costs and potential transit disruption	Higher voyage costs could affect MEG export economics and tanker positioning
Red Sea / Suez Canal	Cape diversions increase sailing distance and bunker consumption	Longer voyages can increase ton-mile demand while reducing effective vessel availability
Sanctions & compliance	Restricted counterparties, vessels and cargoes	Sanctions exposure can limit commercially available tonnage and affect fixture execution
Port congestion & STS	Waiting time, demurrage and delayed redelivery	Longer turnaround can reduce fleet productivity and affect subsequent vessel employment

COMMERCIAL TAKEAWAY

Routing restrictions, sanctions exposure and port delays can materially alter voyage economics and effective tanker supply. Freight comparisons should account for transit distance, bunker consumption, insurance premiums and expected waiting time.

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Five-Year-Old Tanker Values Remain Elevated

Indicative five-year-old tanker valuations as of 19 October 2026; quarter-on-quarter changes.

Vessel class	Value (USD million)	Quarter-on-quarter
VLCC	$210.75m	+47% QoQ
Suezmax	$127.75m	+24% QoQ
Aframax	$87.50m	+8% QoQ
MR2	$52.33m	+5% QoQ
MR1	$47.33m	+3% QoQ

COMMERCIAL TAKEAWAY

Five-year-old tanker values remain firm across all major segments, with VLCCs recording the strongest quarterly appreciation at 47%, followed by Suezmaxes at 24%. Elevated asset prices increase acquisition costs and reinforce the importance of earnings visibility when evaluating vessel purchases.

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Port Bunker Prices Alter Net Voyage Earnings

Indicative VLSFO and MGO bunker quotations | 20 October 2026 | USD per metric tonne

Port	VLSFO (USD/MT)	MGO (USD/MT)
Singapore	$938.31	$1,250.86
Fujairah	$990.13	$1,770.74
Rotterdam	$752.90	$1,371.32
Houston	$787.35	$1,422.66

COMMERCIAL TAKEAWAY

Bunker-price differences remain significant across major ports. Based on the displayed assessments, Fujairah VLSFO carries a USD 237/MT premium over Rotterdam, highlighting the potential impact of bunker-port selection on voyage costs and TCE earnings.

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Five Market Indicators to Watch Next Week

Forward commercial watchlist for 21–27 October.

Segment	Week 42 Signal	What to watch next week
VLCC	TD3C −2% WoW	Chinese crude nominations, MEG vessel availability and ballast positioning
Suezmax	Divergent regional freight	Black Sea and Atlantic cargo enquiries, prompt vessel supply
Clean MR	TC14 +37% WoW	US Gulf cargo volumes, available MR tonnage and freight sustainability
Chemicals / veg oils	SEA–Europe palm-oil movements	Coated tanker availability, cargo nominations and follow-on employment
Tanker assets / fleet	5Y VLCC: $210.75m	S&P transactions, newbuilding deliveries and fleet availability

COMMERCIAL TAKEAWAY

Freight-market direction next week will depend on fresh cargo nominations, prompt vessel availability and regional positioning. Clean MR strength in the US Gulf warrants particular attention, while crude tanker markets remain sensitive to Chinese demand and Atlantic Basin employment.

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Tanker Market Outlook: 21–27 October 2026

Key freight, vessel-supply and trade indicators for 21–27 October 2026.

Segment	Week 42 position	Forward indicator
VLCC / Suezmax	Divergent regional freight	MEG / Atlantic cargo nominations and prompt supply
Aframax	Regional employment opportunities	Atlantic positioning and available tonnage
Clean LR / MR	US Gulf MR freight strengthened	TC14 sustainability, TC2 performance and vessel lists
Chemicals / veg oils	SEA–Europe tracked movements	Firm enquiries, tank suitability and follow-on employment
Voyage economics	Bunker costs remain significant	Bunker spreads, voyage duration and net TCE

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FINAL COMMERCIAL VIEW

Tanker performance remains differentiated by region and vessel class. Fresh cargo demand, prompt tonnage and bunker economics will determine whether freight strength is sustained. Specialised chemical and vegetable-oil trades offer opportunities for suitably equipped vessels.

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