MARKET BRIEFING Week 40 – 2025

HEAD LINES

Recent trend in shipping M&A

Despite unprecedented levels of global uncertainty, there has been record levels of M&A activity in the shipping sector in recent years with the container segment being most active with the tendency of investing in onshore infrastructure and businesses.

Read more at: https://www.hellenicshippingnews.com/how-they-spent-it-recent-trends-in-shipping-ma/

The Philippines' DA chief says rice import ban to be extended till yearend

Agriculture Secretary Francisco P. Tiu Laurel Jr. said Monday the government will extend the ban on rice importation until the end of this year, allow imports only in January 2026, and reimpose the ban in February, to stabilize supply in time for the dry season harvest.
Speaking before the House of Representatives' Committee on Agriculture, Tiu Laurel said the move aims to protect local farmers from further losses, as domestic palay prices remain under pressure due to oversupply and poor grain quality from persistent rains.

Read more at: https://www.da.gov.ph/da-chief-says-rice-import-ban-to-be-extended-till-yearend/

India's September palm oil imports hit 4-month low, soyoil jumps to 3-year high

Demand for edible oil in India, particularly palm oil, typically rises during the festival season. India's palm oil imports are likely to fall to around 600,000 tons in October as per expert. However, cheaper soyoil is competing directly and reducing Inda's palm oil import.

Read more at: https://economictimes.indiatimes.com

DRY BULK

The dry bulk market was weak this week, as the main sea freight index from the Baltic Exchange continued to drop for the fifth day in a row. This is the lowest it has been since late August and shows a decline from recent improvements. The biggest hit from this market drop was seen in the Capesize category, where the index fell sharply by 170 points, reaching 2,724 points.

Capesize: The Cape market saw a lot of down turn as both areas were quiet because the Chinese National Day Golden Week holiday was coming up. The Pacific round voyage finished the week at about US$21,250. Things got worse in the North Atlantic, where there weren't enough new shipments coming in to match the number of ships available.

Panamax/Kamsarmax: The Atlantic kept going down as prices were affected by fewer cargoes moving in the North Atlantic. In the South Atlantic, things got worse because there were too many open vessels and not enough cargoes. The T/A rates dropped to around US$16,700. Meanwhile, in the Pacific, new cargo orders from Australia came in, which helped ease some worries, but prices still fell because the need for coal going to China was low before the holidays.

Supramax/Ultramax: The Atlantic stayed steady due to a slow increase in the demand for loading along the US Gulf route. On the other hand, the Pacific market was quiet, with rates going down on most routes. The Pacific/India route closed the week with rates of about US$12,500 per day.

Handysize: It was a varied market for the Handy. In the Atlantic, the needs for vessel is higher than supply, which pushed the rates on time charters to finish at about US$15,300. In the Pacific, a similar slow trend was observed with the rates for Pacific round voyages dropping to around US$9,800.

Baltic Exchange Dry Bulk Indices

	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE	Y-O-Y CHANGE
BDI	1,901	2,259	1,928	-15.85%	-1.40%
BCI	2,724	3,627	3,243	-24.90%	-16.00%
BPI	1,662	1,832	1,388	-9.28%	+19.74%
BSI	1,447	1,479	1,258	-2.16%	+15.02%
BHSI	868	841	712	+3.21%	+21.91%

Dry Bulk 1 year T/C rates

TANKER

The worldwide tanker industry is showing improvement, with freight for VLCCs hitting the highest levels in several years. This rise is mainly because of basic market trends, instead of political reasons. An important reason for this increase is the growing supply of crude oil from major exporting areas, especially the Middle East and the Americas. This is helping to create more long-distance trips to Asian markets. Additionally, the usual rise in oil production from the Middle East after the summer is increasing the demand for ton-miles. On top of that, the supply of tankers that meet regulations is becoming more limited as some of the global tanker fleet is joining the "shadow fleet" to transport sanctioned oil. This strong market is not just affecting the larger ships; experts expect this will also impact Suezmaxes and Aframaxes as the year comes to a close.

VLCC: MEG experienced a decrease in activity this week because shippers were hesitant after the recent big jump in freight rates. Since it’s China’s National Day holiday, charterers weren’t eager to book new deals. The trip from MEG to China dropped to WS81 this week. In the Atlantic, the WAFR to China also went down by about 13 points, ending at WS80.

Suezmax: The West African market saw a drop in activity because there was more tonnage after the cargoes finished in early October, causing rates to fall to WS97 for Nigeria/UKC. In the Middle East Gulf, charterers chose to hold off on making decisions because demand was low, and there were more tonnage available, leading to rates dropping to WS101 for the Mediterranean.

Aframax: The MEG market ended the week on a low note because shipments meant for Asia were completed, especially since loading wrapped up for China's National Day celebration. In the Mediterranean region, Ceyhan/Lavera went up by about 6 points to WS149.

Clean:

LR: The MEG LR2 market started the week with lower prices because earlier shipments were finished before China's National Day. But, prices went up a bit as TC1 to Japan increased to WS114. For the LR1s, MEG stayed the same as prices dropped to WS122.
MR: The Far East MR market finished the week on a down note. Even though the weather was bad, the ongoing low demand caused shipping prices to drop overall. In the MEG, prices stayed steady with TC17 going up a little to WS182.

Baltic Exchange Tanker Indices

	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE	Y-O-Y CHANGE
BDTI	1,092	1,148	1,060	-4.88%	+3.02%
BCTI	582	628	497	-7.32%	+17.10%

Tanker 1 year T/C rates