

Weekly Market Report


April 14, 2026









Latitude
N 55°30'23.8458"
Longitude
E 9°43'44.7468"

Bunker Port Brief

Singapore

	VLSFO	HSFO	MGO
Availability			
Days of notice	9	7	5
Demand			

Fujairah

	VLSFO	HSFO	MGO
Availability			
Days of notice	1	1	1
Demand			





The ongoing conflict continues to choke trade and subsequently we are seeing demand destruction.

Very weak demand across ports in the Gulf.

Cargo supply chains are constraint but there is sufficient avails to cater for demand bal April and going into May.






Continue to plan ahead as the situation remains fluid and volatile to ensure bunker requirements are met.

New York

	VLSFO	HSFO	MGO
Availability			
Days of notice	5	7	2
Demand			







Demand steady from contract lifters. Seeing some heavier spot demand with many not fixing and looking for price discovery.

Panama







	VLSFO	HSFO	MGO
Availability			
Days of notice	3-5	4-6	3-5
Demand			

Prices are still extremely high.

Malta







	VLSFO	HSFO	MGO
Availability			
Days of notice	5	5	5
Demand			

Durban

	VLSFO	HSFO	MGO
Availability			
Days of notice	7-12	8-12	10-14
Demand			

Demand remains steady in Durban, with VLSFO avails OK currently; HSFO tighter and LSGO remains extremely difficult to secure. Premiums remain high as suppliers do not follow market movements, and look to hold onto volume to sell with additional margin whilst they can.

Port Louis

	VLSFO	HSFO	MGO
Availability			
Days of notice	7-10	8-12	5-8
Demand			

Port Louis seems to have regulated itself in the new market, with supply currently ample and avails OK. Volumes remain steady and demand is high as the conflict continues.

Walvis Bay

	VLSFO	HSFO	MGO
Availability			
Days of notice	7-14	18-25	5-8
Demand			

Walvis Bay demand remains steady to busy, with avails currently OK but always on a subject to basis as depends on when the next replenishments come in as and when with suppliers schedules. Weather patterns of late have seen most supplies conducted in port due to safety offshore.

In this issue of the Weekly Market Report, we discuss recent developments and look ahead to the coming week, which is expected to be volatile yet again following the events over the weekend. In short, we argue that after the collapse of the peace talks and the US decision to block the Strait of Hormuz, the situation has become even more entrenched, and the Strait is likely to remain closed for an extended period.

Oil market update: Peace talks in Islamabad break down, and the US closes the Strait of Hormuz for Iranian vessels

Over the weekend, we had two important pieces of news.

1. Talks in Pakistan break down after 21 hours

The peace talks in Islamabad, Pakistan, between the US and Iran broke down after 21 hours of negotiations. Reportedly, the two sides could not agree on whether Iran should be allowed to continue enriching uranium. The US also pushed for a reopening of the Strait of Hormuz.

There also appears to be a fundamentally different understanding of what negotiations actually entail. Iran arrived with a large delegation of specialists and experienced negotiators. By contrast, when the Obama administration reached a nuclear agreement with Iran in 2015, it followed 18 months of intensive negotiations.

The White House, on the other hand, was represented by relatively inexperienced negotiators such as Witkoff, JD Vance, and Jared Kushner, all reportedly aiming for a quick deal.

Iran has signalled that it remains open to continued negotiations, but has also underscored the deep mistrust towards the US. It is worth recalling that the US and Iran were already engaged in talks when Israel and the US initiated the war.

Yesterday, Trump also indicated that Iran has reached out to the US regarding peace negotiations, which put downward pressure on oil prices after Monday's spike. JD Vance has also stated that the US is ready to "start to wind this thing down", as the US is believed to have achieved what it wanted. Reuters reported today, based on sources, that negotiating teams from the US and Iran could return to Islamabad this week to resume talks.

2. The US to blockade the Strait of Hormuz

Trump stated on Sunday evening, following the collapse of the talks, that the US will now block the Strait of Hormuz for all inbound and outbound traffic. This comes at a time when the market had begun to price in increased flows over the coming two weeks during the ceasefire.

As most vessels are already blocked, the measure will primarily affect Iranian oil exports, which have largely continued throughout the war. The US Defence Command (US CENTCOM) has subsequently clarified that the blockade specifically targets vessels to and from Iranian ports.

Since the start of the conflict, Iranian exports have averaged around 1.5–2.0 mb/d, with the majority going to China. Iran has also continued to export LPG and, to a lesser extent, refined products, though with greater volatility due to logistical challenges and infrastructure damage.

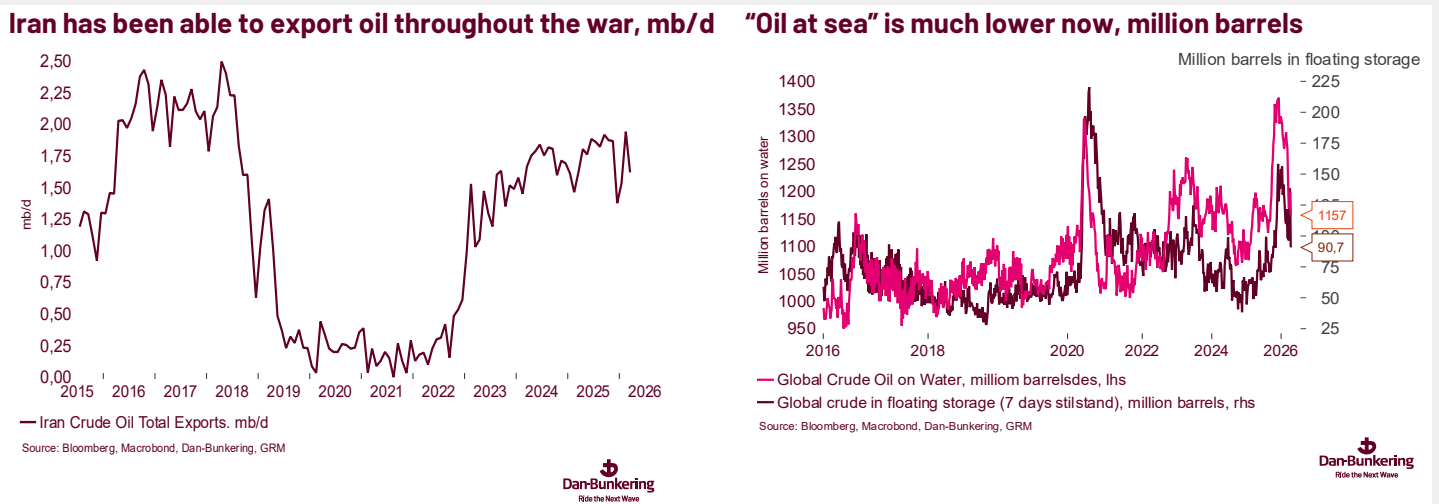
However, it remains unclear what the precise rationale behind a full blockade is. One objective, of course, is to increase economic pressure on Iran. At the same time, the US has previously eased sanctions, allowing Iran to sell oil at sea. Another possible objective is to pressure China, the largest buyer of Iranian oil, in the hope that China will, in turn, pressure Iran to reopen the Strait and reach an agreement with the US.

This appears to be a rather optimistic strategy. The Iranian regime is unlikely to respond in a predictable or economically rational manner. If anything, Iran may be surprised that such a blockade is only being introduced now. This could very well develop into a full-scale standoff between the US and Iran.

It is also unclear how the blockade will be implemented in practice and how China will respond if the US begins boarding Chinese vessels carrying Iranian oil in international waters.

In fact, it seems that Iran has already tested the US resolve. The first vessel sanctioned by the US to pass the Strait after the blockade came into effect was the Chinese tanker, The Rich Starry. Notably, the vessel did not come from an Iranian port but from the Hamriyah port in the UAE. So far, it has not been boarded by the US. The vessel initially transmitted that it has a Chinese owner and crew.

For the oil market, the blockade comes at a time when the physical market is tightening further, as most of the vessels that sailed out of the Persian Gulf before the war have now arrived, and the large volume of “oil at sea” – primarily from Russia and Iran – is largely gone in practice.



More focus on the physical market

Last week, we argued that oil and product markets were shifting away from focusing on the risk of supply disruptions – what we also refer to as the geopolitical risk premium – towards increasingly focusing on actual conditions in the physical market, i.e. the physical premium.

That is precisely what we have seen over the past week. We are now in mid-April, and the last oil and product tankers that left the Persian Gulf before the closure of the Strait of Hormuz have

arrived in Europe and Asia. It may now take months before new cargoes from the Persian Gulf reach these markets.

There are also growing reports of the first signs of physical shortages. In Italy, airports in Bologna, Treviso and Venice have introduced restrictions on the purchase of jet fuel. At the same time, European aviation authorities warned this week, according to the Wall Street Journal, that if the Strait is not reopened within three weeks, systemic jet-fuel shortages could emerge.

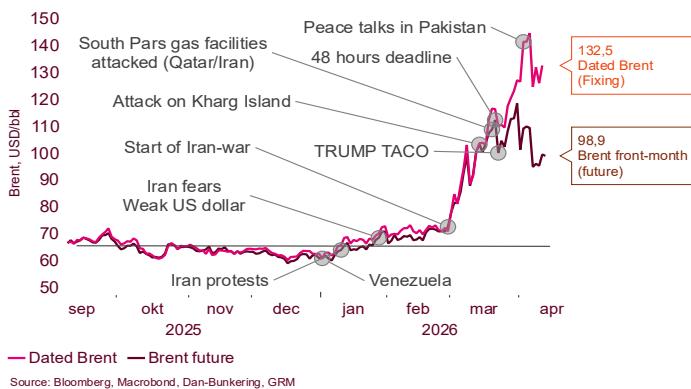
The physical market is therefore expected to increasingly set the direction for futures and forward markets, whereas the opposite has been the case until now, driven by expectations that the war would be short-lived. We now expect the market to increasingly price in a more prolonged crisis and conflict.

In April, we have seen a sharp increase in Dated Brent, with both the S&P Platts fixing and the General Index rising above USD 144 (currently around USD 132). This reflects the price of Brent crude for delivery typically 10–30 days forward. This stands in contrast to Brent futures, where the June contract is the front-month contract that trades marginally below USD 100 per barrel.

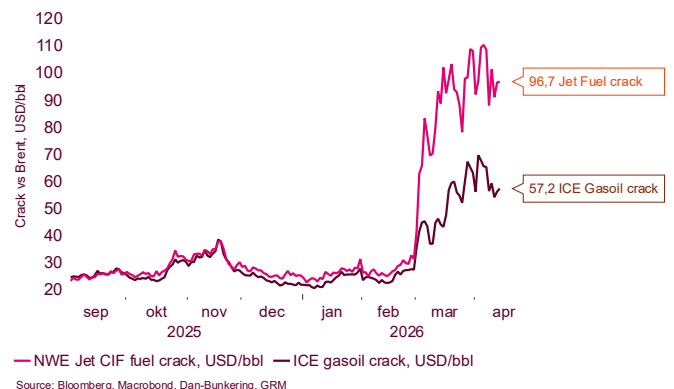
There is therefore now a significant price gap between futures prices and the price of crude for delivery over the next four weeks – i.e. the physical market. Ultimately, futures prices will have to adjust to reflect conditions in the physical market.

In reality, the shortage situation already observed in Asia is now beginning to spread to Europe. We should therefore expect renewed focus on releasing additional volumes from strategic reserves.

Dated Brent Fob NEW and jet fuel NWE CIF Cargo, USD/bbl



Cracks continue to stay elevated in ARA/NWE for both gasoil and jet, USD/bbl



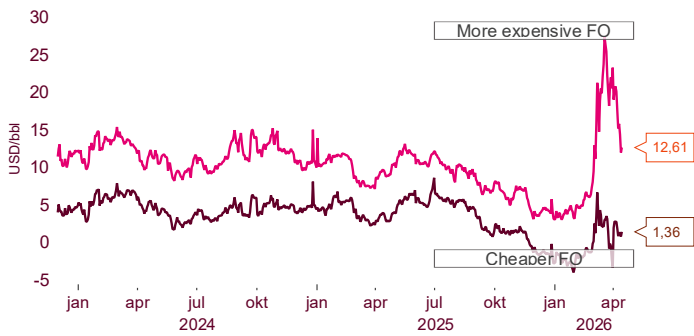
Lower cracks in the bunker market

The bunker and fuel oil markets remain nervous, but the initial panic is gone. In the fuel oil market, prices have also risen more than Brent. However, cracks have dropped somewhat over the last two weeks.

Prices in Singapore, in particular, rose sharply at first. Singapore is being affected by reduced fuel oil exports from the Middle East, the Chinese ban on distillate exports, and strong bunker demand as vessels once again sail around Africa and avoid bunkering in the Middle East, like in Fujairah.

That said, note that, especially, the HSF0 cracks remain lower in both Rotterdam and Singapore. It seems that the initial panic has left the market. We also note that VLSFO remain cheap in Rotterdam, despite the expensive gasoil (VLSFO) being a blending product. Note that we show 1-month prices, which are now for May.

VLSFO cracks have come off highs in Singapore



— Singapore Fuel Oil 0.5% FOB Swap vs Brent Swap Crack M1
 — Rotterdam Fuel Oil 0.5% FOB Brg Swap crack M1

Source: Bloomberg, Macrobond, Dan-Bunkering, GRM



Also lower cracks in HSF0, USD/bbl



— Rotterdam 3.5% Barges-Brent Crack Month 1 — Singapore 380cst crack (Brent) M1

Source: Bloomberg, Macrobond, Dan-Bunkering, GRM



Below is our forecast for oil, bunker fuel, and EUAs, updated as of April 12, 2026.

	Spot	Q2 2026	Q3 2026	Q4 2026	Q1 2027	Q2 2027	avg. 2026	avg. 2027
Brent, USD/bbl	98,0	100	86	81	77	75	86	76
ICE Gasoil, USD/MT	1163	1157	1013	901	834	820	987	827
HSFO (1M 3.5% Rotterdam Barge), USD/MT	551	599	508	476	457	451	511	454
VLSFO (1M 0.5% Rotterdam Barge), USD/MT	595	656	565	533	514	508	565	511
EUA spot, EUR/MT	72	76	80	95	96	96	81	96

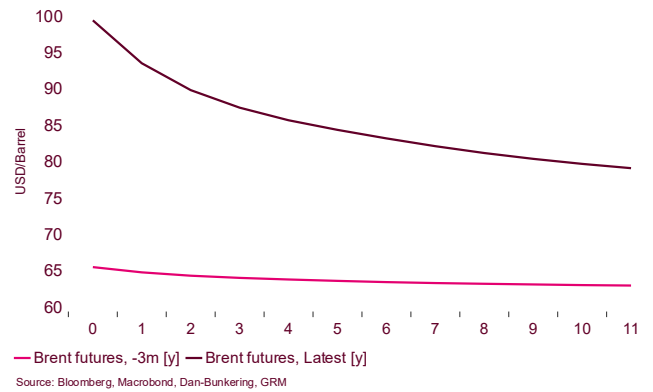
Source: Dan-Bunkering, indicative spot-prices based on Bloomberg 1M fair-value

Overview Charts:

Brent oil



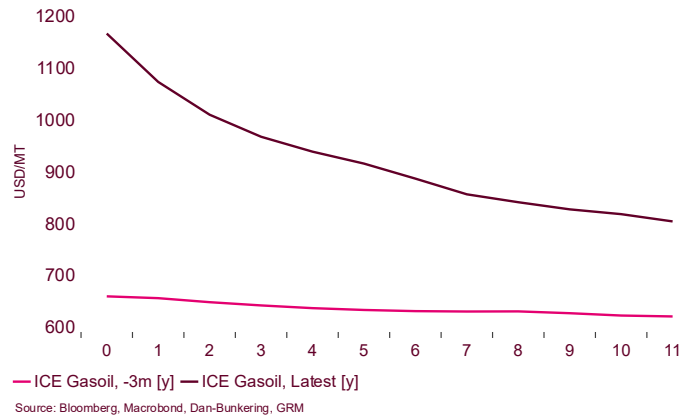
Brent forward curve, indicative prices



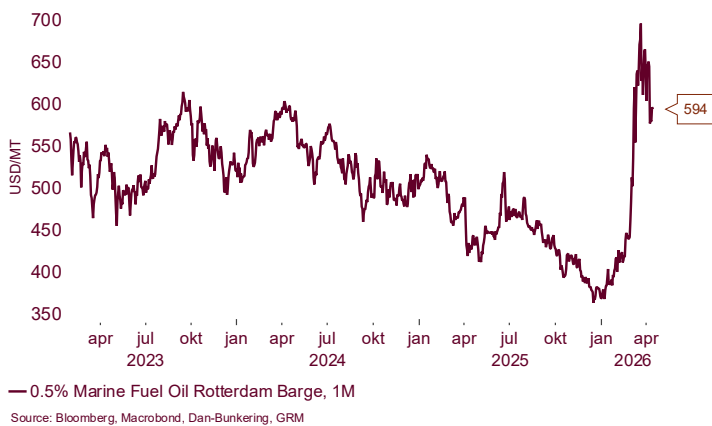
ICE Gasoil, 1. Pos.



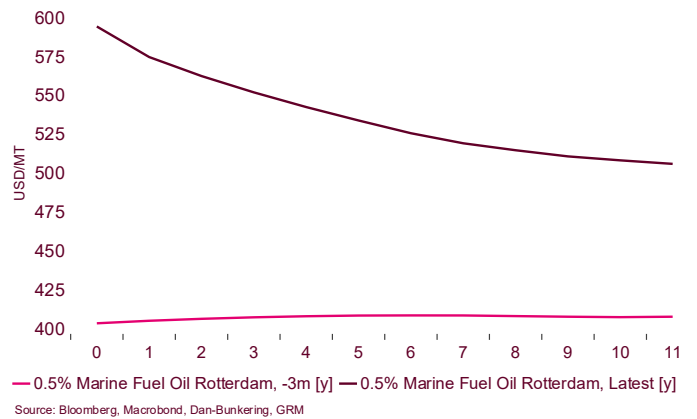
ICE Gasoil forward curve, indicative prices



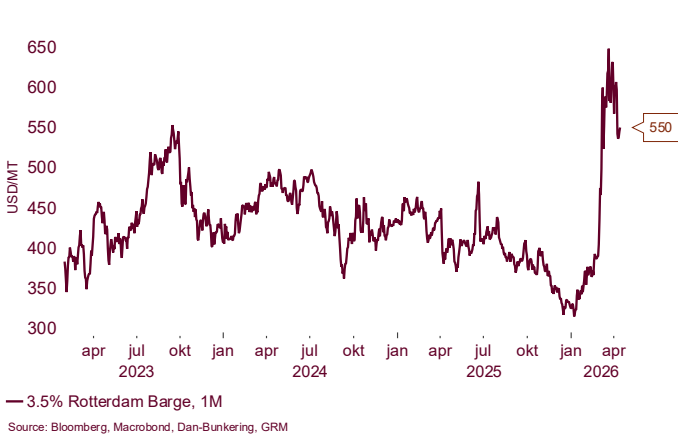
0.5% Marine Fuel Oil Rotterdam Barge, M1



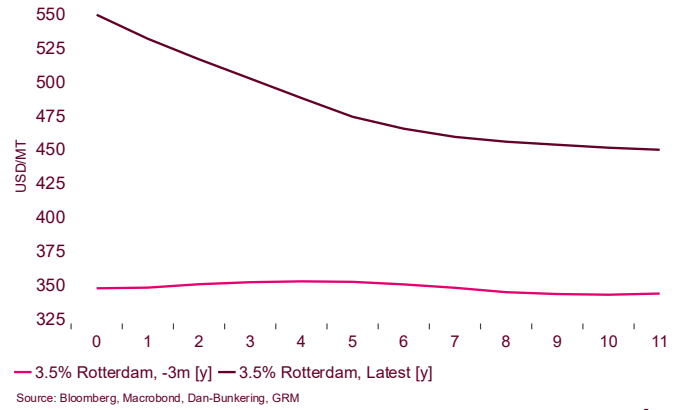
0.5% Marine Fuel Oil Rotterdam Barge Forward Curve, indicative prices



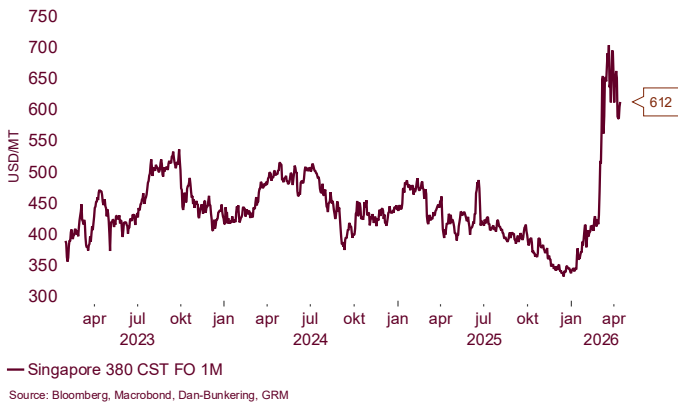
Rotterdam 3.5% Barge



Rotterdam 3.5% Barge forward curve, indicative prices



Singapore 380 CST FO 1M



Singapore 380 CST FO forward curve, indicative prices

