

# Weekly Market Report







December 16, 2025

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	6
Demand			

### ARA

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







Mass Flow Meters are coming up and in addition RED III in 2026. Premiums getting higher by at least +\$20/mt.

### Fujairah

	VLSFO	HSFO	MGO
Availability			
Days of notice	4	7	5
Demand			







Slow start to the week on the demand side with minimal VLSFO inquiries and several HSFO inquiries. The market is expected to remain stable in the upcoming period, hence premiums will continue to be under pressure.

### Houston

	VLSFO	HSFO	MGO
Availability			
Days of notice	7	7	7-5
Demand			







Expect avails to tighten across all grades into 2H December due to suppliers running inventories low to avoid end of year taxes associated with rolling product to the next year. Recommend working anything with a December ETA soonest possible.

## New York







	VLSFO	HSFO	MGO
Availability			
Days of notice	6	9	2
Demand			

Demand has remained steady for heavy fuel, with avails waning into year end. Cold weather has started to affect some deliveries in NYH causing fuel oil to solidify.

## Panama







	VLSFO	HSFO	MGO
Availability			
Days of notice	4-6	5-7	4-6
Demand			

## Gibraltar

	VLSFO	HSFO	MGO
Availability			
Days of notice	6	6	6
Demand			







Weather to be monitored.

## Malta

	VLSFO	HSFO	MGO
Availability			
Days of notice	5	5	5
Demand			







Weather to be monitored.

## Port Louis

	VLSFO	HSFO	MGO
Availability			
Days of notice	4-7	4-7	4-7
Demand			







Another quiet week in Port Louis, with demand following the year's trend. This is expected to continue into Jan 2026; with suppliers having good avails and hungry for fixtures.

## Durban

	VLSFO	HSFO	MGO
Availability			
Days of notice	4-7	4-7	4-7
Demand			

A quiet week, yet again in Durban. Demand is slow, avails are good. However of the 4 barges in the port, one is to be shifted to Richards Bay due to the breakdown of the lone Richards Bay barge. This is likely in the coming days; and potentially because of it, Durban premiums may increase slightly.

## Walvis Bay

	VLSFO	HSFO	MGO
Availability			
Days of notice	4-8	4-8	4-8
Demand			

Poor weather maintains after an overly long season; supplies are still taking place at anchorage the majority of the time. This is likely to continue into the New Year. Demand has remained weak, with no likely end in sight.

## Oil and bunker market: A peace deal is moving closer

It has been a busy week in the oil market, with plenty of news to trade on. Brent started last week close to USD 64, but it is currently testing USD 60. Hence, generally a bearish sentiment in the market. The price action over the last week seems to indicate that buyers step in when Brent trades in the USD 60 to 62 range.

We agree and see Brent at these levels as attractive for hedging price risk for 2026 on the buy side. This is particularly the case as both distillate cracks, the premium for a barrel of diesel, jet fuel, and gasoil relative to Brent, as well as fuel oil cracks such as HSFO and VLSFO, are now at lower levels.

***In our view, the prevailing narrative in the oil market is that we are moving toward a peace agreement, implying a lower risk premium and an eventual lifting of US sanctions on Russia. If no peace agreement is reached, Trump may step back from the negotiations, saying that a Pence deal is not possible. In that scenario, we believe Ukraine and Zelensky will be blamed, and the US will either ease sanctions on Russia or not enforce them.***

***Importantly, it also implies that the market has already priced in a lower geopolitical premium and that risks are increasingly to the upside for prices. We also see a lower geopolitical premium in the distillate markets, with the benchmark ICE gas oil crack under pressure over the last week.***

A wide range of events, in addition to geopolitical factors, have dominated the oil market over the last week.

First, both the IEA, OPEC, and the EIA published their monthly reports last week.

For the first time since May, the IEA now expects a slightly smaller oil surplus in 2026, although at 3.8 million barrels per day it remains a record high. The IEA now expects both slightly lower supply and stronger demand in 2026.

OPEC maintained a very optimistic outlook, indicating a balanced market if OPEC+ keeps production at around 43 mb per day. The OPEC report supports our forecast that the cartel will not increase production in 2026 and that the first-quarter pause will be extended.

The EIA report revised US oil production slightly higher for this year to 13.61 million barrels per day (mb/d), but lowered the 2026 forecast to 13.53 mb/d. The assessment that US oil production has peaked is therefore repeated. The EIA also publishes price forecasts, projecting that Brent will average USD 55 in 2026. The EIA emphasised that OPEC+ production policy and Chinese stockpiling will limit the downside.

Third, the geopolitical premium increased again. The effective Ukrainian attacks on Russian energy infrastructure continued. Last week, another oil tanker was hit in the Black Sea, and a Russian oil drilling platform in the Caspian Sea was reportedly attacked. More Russian refineries have also been hit during the week.

As discussed above, there is a growing market consensus that a peace agreement in Ukraine is achievable. The United States reportedly offered Ukraine an Article 5-like security guarantee yesterday. However, significant territorial disagreements remain, and Trump continues to put heavy pressure on Ukraine to give up the entire Donbas to Russia, even though Russia does not control all of Donbas.

After speaking with European leaders yesterday, Trump said developments are moving in the right direction, while noting this has been said many times before. There were also more positive comments from Merz and the Ukrainian delegation. Zelensky, meanwhile, underscored what is already evident: that Ukraine and Russia remain far apart on territorial issues. Zelensky also pointed to security guarantees as a key issue.

The question is whether a peace agreement is already priced into the oil market. We do not believe this is entirely the case, and there may therefore be further downside risk for oil prices in the coming days, particularly if the psychologically important USD 60 level is broken.

That said, there are still no signs of peace on the battlefield. Ukraine, which has been on the defensive for some time, appears to be making progress. The city of Pokrovsk has been recaptured, and yesterday a key Russian submarine was hit by underwater drones.

The market is also increasingly focused on Venezuela after the US seized a tanker from Venezuela last week. Reuters reported Friday, based on several sources, that the United States is ready to seize more oil tankers to put financial pressure on Maduro. An additional six oil tankers were recently sanctioned.

It is difficult to interpret the US seizure and possible plans of more seizures as anything other than an escalation in the relationship with Venezuela. According to Trump, there are also “other things happening”. The vessel seized last week is the 20-year-old VLCC (Very Large Crude Carrier) The Skipper, which sailed under the name Adisa in 2022 after being sanctioned by the United States for transporting Iranian oil. A VLCC can carry up to 2 million barrels of crude. The tanker was reportedly heading for Cuba.

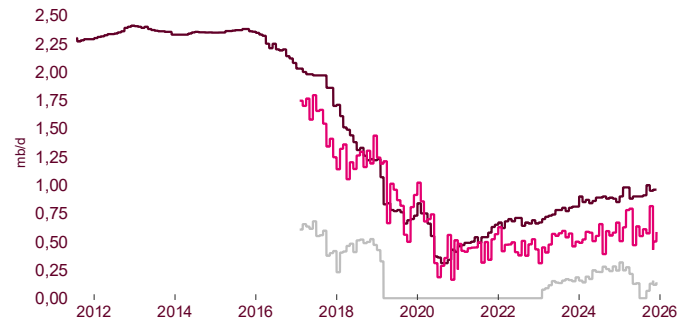
The market is now closely watching Chevron’s operations in Venezuela. The US company has been exceptionally permitted by US authorities to continue operating in the country. Venezuela produces roughly 1 million barrels per day (mt/d), of which around 0.6–0.7 mt/d is exported. If one assumes Chevron’s exports continue, an effective blockade could remove around 0.5 mt/d from the market, equivalent to roughly 0.5% of global oil consumption.

Usually, such news would send the oil price sharply higher. However, the market is most likely entering a pronounced oversupply period, driven primarily by rising OPEC production. If the US strategy is extended to Iran, we would be discussing significantly larger volumes.

**ICE gas oil crack remains under pressure as the market price in peace, USD/bbl.**



**The market ignores the risk of oil from Venezuela being blocked, as plenty of spare capacity in the market, mb/d**



**Below is our forecast for oil and bunker fuel, updated as of December 15, 2025.**

	Spot	Q4 2025	Q1 2026	Q2 2026	Q3 2026	Q4 2026	avg. 2025	avg 2026
<b>Brent, USD/bbl</b>	60,4	63	62	63	67	68	68	65
<b>ICE Gasoil, USD/MT</b>	622	717	708	708	730	733	687	720
<b>HSFO (1M 3.5% Rotterdam Barge), USD/MT</b>	321	376	356	362	387	396	407	375
<b>VLSFO (1M 0.5% Rotterdam Barge), USD/MT</b>	375	420	413	425	451	459	461	437

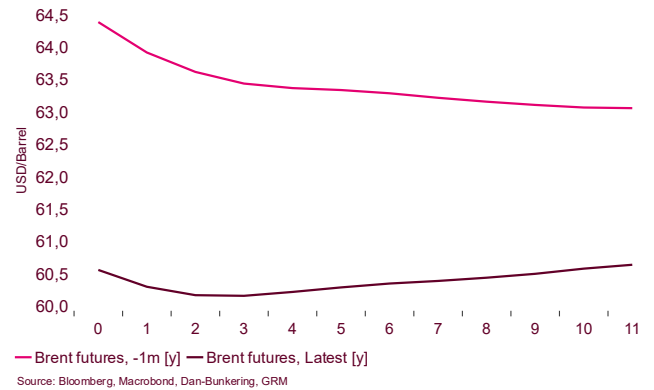
Source : Dan-Bunkering, indicative spot-prices based on Bloomberg 1M fair-value

## Overview Charts:

## Brent oil



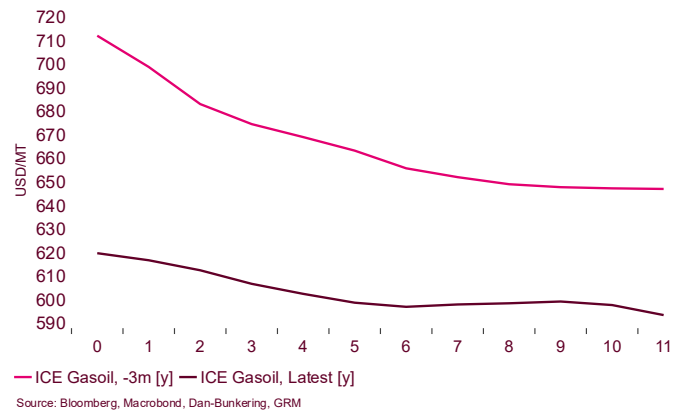
## Brent forward curve, indicative prices



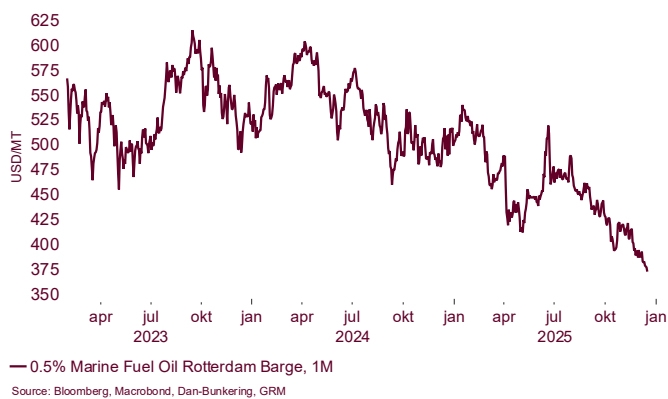
## ICE Gasoil, 1. Pos.



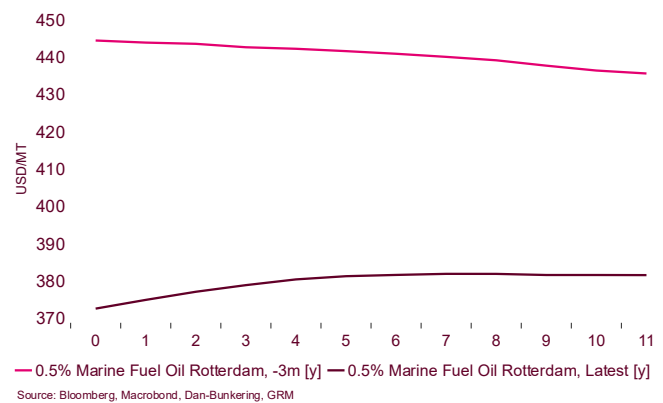
## ICE Gasoil forward curve, indicative prices



## 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

