

Weekly Market Report







June 2, 2026









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

Bunker Port Brief







Singapore

	VLSFO	HSFO	MGO
Availability			
Days of notice	10	9	7
Demand			

ARA







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

Fujairah







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

The key development this week is the continued lack of replenishment cargoes into Fujairah, Oman, and the UAE, with VLSFO availability effectively limited to a single supplier in Fujairah/Khor Fakkan. Combined with ongoing infrastructure outages at FOTT and restricted tanker movements through the Strait of Hormuz, supply is expected to remain critically tight next week, keeping bunker premiums elevated and availability constrained.

Gibraltar







	VLSFO	HSFO	MGO
Availability			
Days of notice	5-7	6-7	3-5
Demand			

Houston

	VLSFO	HSFO	MGO
Availability			
Days of notice	10	10	5
Demand			







Demand remains strong across all grades. Heavy congestion and tightness in avails for HSFO and VLSFO. Increased congestion and delays at the load terminals as well. Recommending at least 10 days lead time for any new HSFO and VLSFO orders. Post-fix operational delays should also be anticipated due to the reasons stated above.

New York







	VLSFO	HSFO	MGO
Availability			
Days of notice	9	7	2
Demand			

Demand on spot has been muted. Seeing elevated premiums to underlying indices on all grades due to material availability.

Panama







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

Durban

	VLSFO	HSFO	MGO
Availability			
Days of notice	5-10	5-10	5-10
Demand			


The market remains stagnant at the moment, especially on HSFO. VLSFO stems whilst seen are minimal in size, however suppliers are keen to move volume which has now become more readily available. LSGO remains tight and high priced, with the majority of the diesel in the market going towards the automotive industry.

Port Louis

	VLSFO	HSFO	MGO
Availability			
Days of notice	5-10	5-10	5-10
Demand			

A quieter week than the last few, with less volume noted. The local MGO market remains extremely weak, even with some of the best prices in region being seen.

Walvis Bay

	VLSFO	HSFO	MGO
Availability			
Days of notice	5-10	12-18	5-10
Demand			

Poor weather as winter comes in is seeing the priority of vessels shifted into Walvis Bay anchorage, which then includes standard STS calling costs. Avails are fine on VLSFO, but HSFO is only covered by a few suppliers, subject to volume on firm dates.

In this issue of Weekly Market Report, we discuss recent developments in the Middle East, where the market continues to price in an imminent deal between the US and Iran. But the risks of new escalations remain high. We look at two possible scenarios for oil and bunker prices for the next 2-3 months.

Oil market update: The market continues to believe in a deal, but ...

It has been yet another very volatile week in the oil market, with sentiment swinging between expectations of an imminent peace agreement and reopening of the Strait of Hormuz, and fears of renewed fighting and further escalation.

The benchmark August contract, now the front-month, traded briefly below USD 90 on Friday, the lowest level since the 24-hour opening of the Strait of Hormuz in April. Today, we are at USD 93 as Iran has questioned further talks after Israel escalated the situation in Lebanon over the recent weeks.

1. Iran comments on the negotiations

The bearish sentiment got a boost last week when Iranian state television, which is controlled by the regime, announced that it had obtained a draft of the agreement currently being negotiated with the US.

According to the tightly state-controlled media outlet, the agreement would contain significant concessions to Iran. Among other things, shipping traffic through the Strait of Hormuz would be managed by Iran in cooperation with Oman. The Strait would be reopened within a month, and the US would withdraw its military forces from areas close to Iran and lift its blockade of Iranian ports.

Had the US actually accepted these terms, it would have been a highly favourable agreement for Iran. Trump would have accepted terms far better for Iran than those in the agreement originally negotiated by Obama and subsequently terminated by Trump. The agreement would also have faced criticism from the Iran hawks in the Republican Party.

It did not take long for the White House to state that the agreement the television station had referred to was completely fabricated. For the first time, Trump also threatened that Oman would be “blown up” unless it behaved “like everybody else”. Oman is, incidentally, a US ally, and the US has access to military facilities there.

Yesterday, the tensions between Iran and the US rose further. The Iranian state-controlled media outlet Tasnim wrote that Iran had immediately suspended the exchange of messages and had decided to completely block the Strait of Hormuz. At the same time, the outlet reported that Iran would activate “other fronts,” including blocking the Bab el-Mandeb Strait, the entrance to the Red Sea. It stressed that negotiations had been put on hold until Israeli operations in Lebanon and Gaza had stopped.

This is the first time that the Bab el-Mandeb Strait has seriously come into play from Iran’s side. If the Iran-controlled Houthis resume their attacks in the area, it will become significantly more difficult for Saudi Arabia to move its oil from Yanbu and onwards to Asia. Today, Saudi Arabia exports around six million barrels per day via Yanbu. This would primarily hit Asia, as oil can still

be shipped through the Suez Canal to Europe. However, the large VLCCs, which can carry around 2 million barrels, cannot pass through the canal fully loaded. Only the smaller Suezmax vessels, carrying around one million barrels, can do that.

The statement initially sent Brent almost USD 5 higher to just below USD 98.

However, the market calmed down later in the evening after Axios reported that Lebanese officials had informed the US that Hezbollah was ready to enter into a ceasefire with Israel.

Later in the evening, Trump sent out a message saying that he had spoken with Netanyahu and that Israel would not move towards Beirut. He also wrote that, in a conversation, Hezbollah had accepted that all shooting would stop. Israel was also said to have accepted a halt to shooting. Trump also claimed that negotiations with Iran are continuing and that an agreement will be ready within a week.

Israel, however, apparently does not have quite the same view of the situation. Netanyahu stressed that operations in southern Lebanon are continuing and that Israel reserves the right to strike terrorist targets in Beirut.

This increases the risk that the situation will escalate further in the coming week, and uncertainty about whether the negotiations are continuing is high. For now, however, the market is buying into a scenario in which talks continue, and an agreement is close. Brent has therefore fallen back somewhat since Iran's initial statements yesterday and is trading at USD 95 today.

2. Two scenarios to focus on

Looking ahead, there are generally two scenarios to focus on.

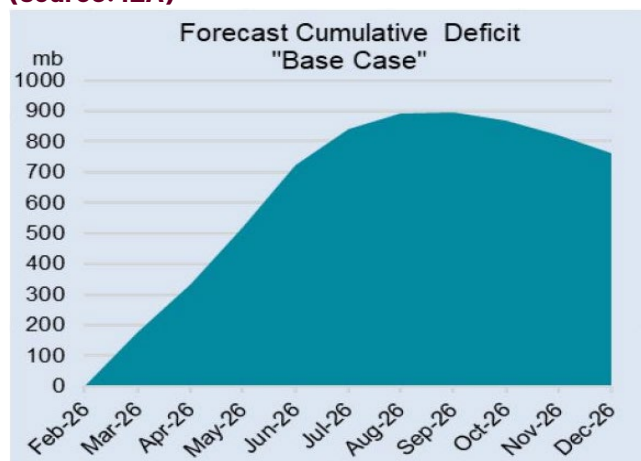
Scenario One is a relatively swift peace agreement and a reopening of the Strait of Hormuz. This would undoubtedly trigger a fall in oil prices.

However, the price decline is not expected to be large. Even with an agreement, oil and gasoline prices are likely to remain relatively high for the rest of the year. It will take time for oil and refinery runs in the Middle East to return to pre-war levels, and depleted oil inventories will need to be rebuilt. A decline in prices to the low USD 80s could be a reasonable estimate. The price decline may well prove temporary, and buyers could consider using any price fall to hedge their price risk.

However, there is also a second scenario in which the reopening is delayed. Neither Iran nor the US wants to compromise on its "red lines", and the reopening could therefore be delayed by several months. New acts of war could also occur. In this scenario, there will be an increasing focus on continued inventory drawing, and oil and bunker prices could begin to rise again. There could also be a renewed focus on outright shortages of refined products and bunker fuel. If the reopening is delayed over the summer, oil prices could rise to USD 130-150. Refined products, notably jet, gas oil and MGO, could once again rise exceptionally sharply as cracks widen.

The availability fears seen at the beginning of the war may return if the closure extends well into June or July. But for now, the situation is not critical.

IEAs forecast a large “cumulative deficit”, mb (source: IEA)



In April, oil prices dropped to below USD 90 when the Strait was opened for 24 hours reopens



Source: Bloomberg, Macrobond, Dan-Bunkering, GRM

Below is our forecast for oil, bunker fuel, and EUAs, updated as of May 26, 2026.

	Spot	Q2 2026	Q3 2026	Q4 2026	Q1 2027	Q2 2027	avg. 2026	avg. 2027
Brent, USD/bbl	94,9	103	90	85	79	77	89	78
ICE Gasoil, USD/MT	1070	1181	1043	931	852	834	1008	843
HSFO (1M 3.5% Rotterdam Barge), USD/MT	558	619	533	502	472	464	529	468
VLSFO (1M 0.5% Rotterdam Barge), USD/MT	612	682	597	559	529	521	586	525
EUA spot, EUR/MT	78	76	80	95	96	96	81	96

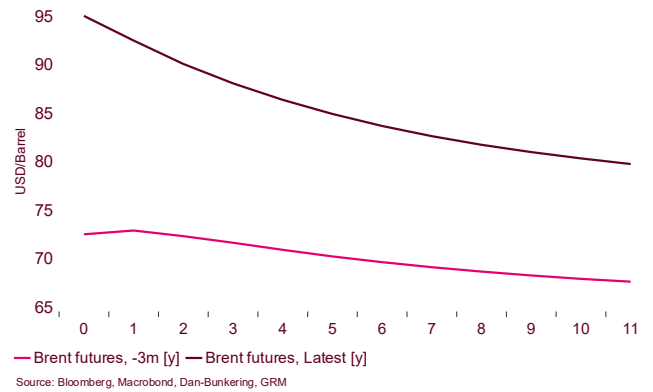
Source: Dan-Bunkering, indicative spot-prices based on Bloomberg 1M fair-value

Overview Charts:

Brent oil



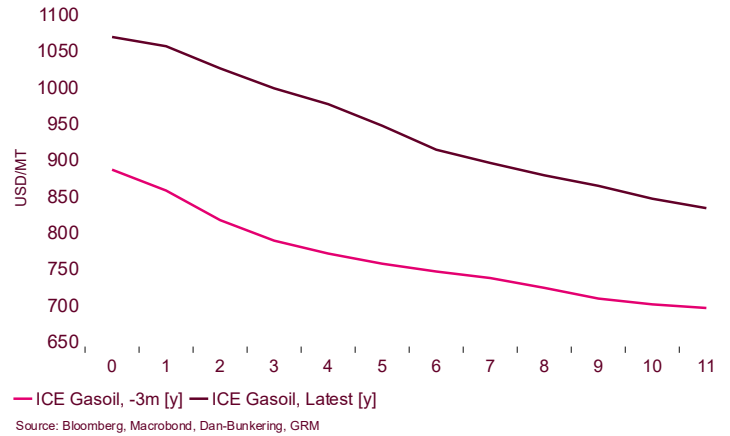
Brent forward curve, indicative prices



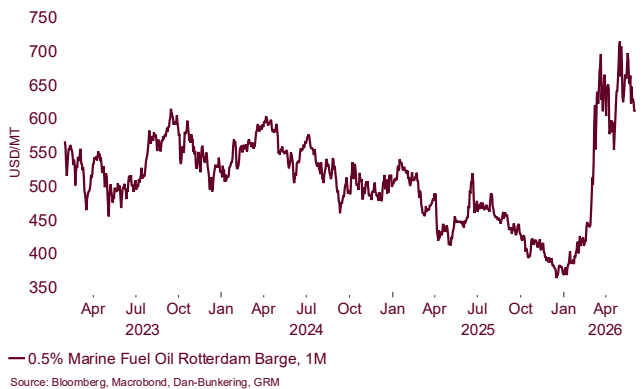
ICE Gasoil, 1. Pos.



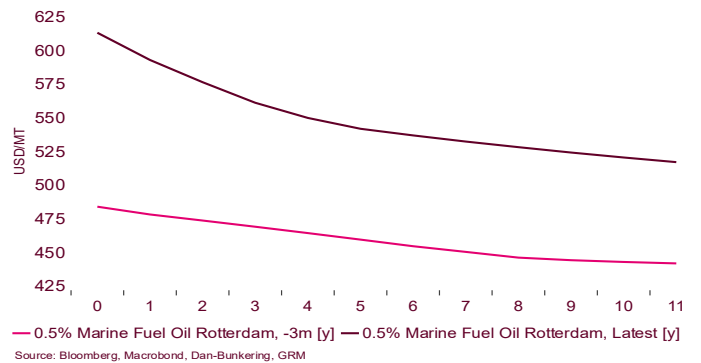
ICE Gasoil forward curve, indicative prices



0.5% Marine Fuel Oil Rotterdam Barge, M1



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

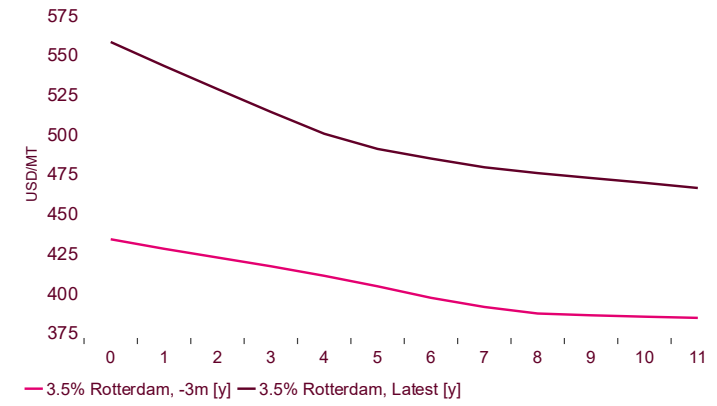


Rotterdam 3.5% Barge



— 3.5% Rotterdam Barge, 1M
Source: Bloomberg, Macrobond, Dan-Bunkering, GRM

Rotterdam 3.5% Barge forward curve, indicative prices



— 3.5% Rotterdam, -3m [y] — 3.5% Rotterdam, Latest [y]
Source: Bloomberg, Macrobond, Dan-Bunkering, GRM

