

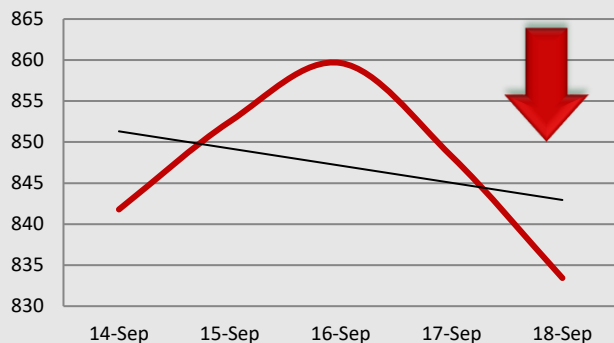


PRICES \$/Ton	SPECS.	ALGECIRAS	SINGAPORE	MALTA	ISTANBUL	HOUSTON	PORTSAID	FUJAIRAH
Friday, 18 Sep, 2026	VLSFO	738	894	738	866	783	822	996
	LSMGO	1600	1396	1524	1655	1481	1737	1705
Thursday, 17 Sep, 2026	VLSFO	740	914	756	890	795	822	1022
	LSMGO	1610	1448	1552	1683	1498	1737	1727
Wednesday, 16 Sep, 2026	VLSFO	767	917	766	911	808	822	1028
	LSMGO	1678	1464	1617	1696	1531	1737	1740
Tuesday, 15 Sep, 2026	VLSFO	758	908	769	903	804	822	1005
	LSMGO	1633	1448	1628	1670	1491	1737	1703
Monday, 14 Sep, 2026	VLSFO	758	895	779	892	805	777	988
	LSMGO	1633	1428	1564	1666	1485	1632	1699

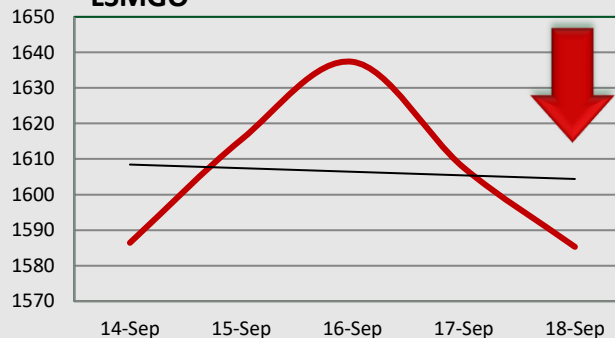
Top stories of the week

➤ A new GCMD and BCG study finds fuel economics, not engine choice, will decide what ships burn, as dual-fuel engines let owners revert to conventional fuel when cheaper. Under the IMO's proposed \$380/tCO₂e penalty, methanol engines would cover about 10% of fleet capacity by 2050 yet supply only 2% of energy, and a \$700/tCO₂e price would be needed for new fuels to reach 61% of consumption; e-methanol and e-ammonia sit near cost parity, with liquid fuels favouring existing bunker hubs. Carbon costs are also mounting: VesselBot estimates over 20,000 EU-linked containership voyages in Q2 produced 7.15 million tonnes of CO₂e needing allowances, a bill of about €572 million. Direct Singapore–Europe voyages carried ETS costs of €26–€31 per TEU against surcharges of €56–€70, though these also cover FuelEU Maritime. Seven voyages calling at Felixstowe before Zeebrugge had just 0.5% of emissions in scope, since UK ports sit outside the scheme, leaving average exposure near €5,000 per voyage versus €474,000 on direct Rotterdam sailings; VesselBot calls the pattern suggestive rather than conclusive. Meanwhile, Lloyd's Register, Seapeak, Kongsberg and Tunable will test whether directly measured CO₂ on an LNG carrier delivering in 2027 can replace default emission factors under IMO and EU reporting.

VLSFO



LSMGO



OVERVIEW

This report contains the parameters of fuel prices, and is intended to provide information regarding the two primary used fuels in marine fuel bunkering tasks. The prices presented in this weekly report reflects the most strategic areas and hot spots that acts as a guiding line for the fuel prices all over the world.