



THE BUNKER WEEKLY REVIEW



National Navigation Company
Planning and Research Dept.

Week (23) 8th June 2026

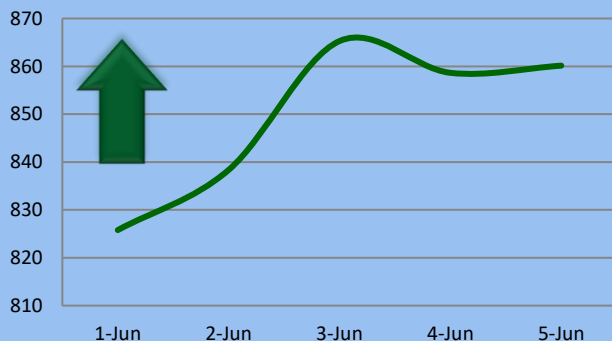
747th Issue

PRICES \$/Ton	SPECS.	ALGECIRAS	SINGAPORE	MALTA	ISTANBUL	PIRAEUS	PORTSAID	FUJAIRAH
Friday, 05 Jun, 2026	VLSFO	728	789	711	858	836	860	1241
	LSMGO	1203	1137	1209	1212	1187	1450	1547
Thursday, 04 Jun, 2026	VLSFO	729	805	713	876	846	860	1183
	LSMGO	1256	1182	1247	1241	1250	1450	1584
Wednesday, 03 Jun, 2026	VLSFO	731	805	730	887	844	860	1201
	LSMGO	1260	1163	1250	1246	1242	1450	1577
Tuesday, 02 Jun, 2026	VLSFO	716	792	715	883	840	860	1064
	LSMGO	1160	1134	1181	1225	1206	1450	1520
Monday, 01 Jun, 2026	VLSFO	723	789	738	888	859	782	1004
	LSMGO	1155	1080	1185	1232	1201	1417	1480

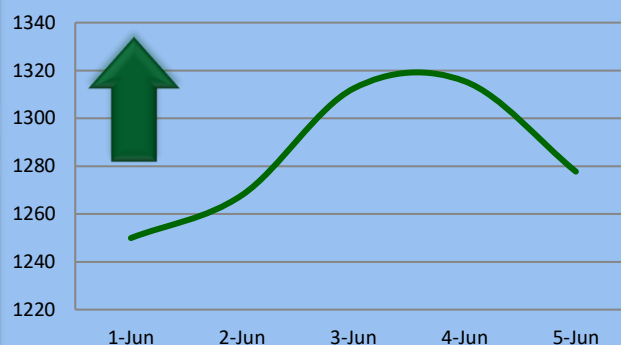
Top stories of the week

➤ The closure of the Strait of Hormuz to most commercial shipping since late February 2026 has left approximately 1,550 vessels carrying around 20,000 seafarers stranded or at anchor in the Arabian Gulf, Gulf of Oman, and surrounding waters. Daily transit through the strait, which normally averages 138 vessels, has fallen to near zero, with ships idle for roughly 90 days and no clear timeline for resolution. According to VPS AMEA Managing Director Captain Rahul Choudhuri, this extended idle period creates significant fuel quality deterioration risks driven by time, temperature, water ingress, and inactivity. The Arabian Gulf summer compounds these challenges, with bunker tank temperatures reaching 50-55°C on unshaded vessels. Biofuel blends supplied at Fujairah and Jebel Ali, typically B10 to B30 concentrations, face additional risks including reduced storage stability, oxidation, microbial contamination, and filter blockage from wax crystallization. Before returning to service, operators should obtain fresh laboratory results within 30 days, replace purifier and filter elements after 90 days idle, verify heating systems, and perform Wax Appearance Temperature testing on biofuel tanks. Vessels that resumed trading without verification face hidden risks, as consolidated sludge can disturb gradually causing delayed filter blockages, while elevated cat fines cause silent engine wear detectable only through lube oil analysis. Immediate ISO 8217 sampling and enhanced purifier and filter management are recommended precautionary measures.

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.

Source: Ship & Bunker