



NATIONAL NAVIGATION COMPANY
PLANNING & RESEARCH DEPARTMENT

WEEKLY REPORT

Weekly Bunker Review

Marine fuel price intelligence — LSMGO & VLSFO benchmarks across the world's world's strategic bunkering ports.

WEEK

31

ISSUE

No. 755

REPORTING PERIOD

27 – 31 July 2026

Overview

This report details the key parameters influencing fuel prices and provides targeted insights into the two primary fuels – Low Sulphur Marine Sulphur Marine Gas Oil (LSMGO) and Very Low Sulfur Fuel Oil (VLSFO) – (VLSFO) – used in marine bunkering operations. The prices featured in this featured in this weekly update are drawn from major strategic ports in the ports in the Mediterranean, Persian Gulf, and Singapore, serving as a as a reliable reference point for tracking and analyzing global fuel pricing pricing trends.

FUELS TRACKED

LSMGO & VLSFO

PORTS COVERED

7 strategic hubs



BUNKERING OPERATIONS · STRATEGIC PORTS

Selected Ports



MEDITERRANEAN

- ① Algeciras
- ② Malta
- ③ Piraeus
- ④ Istanbul
- ⑤ Port Said

ARABIAN GULF

- ⑥ Fujairah

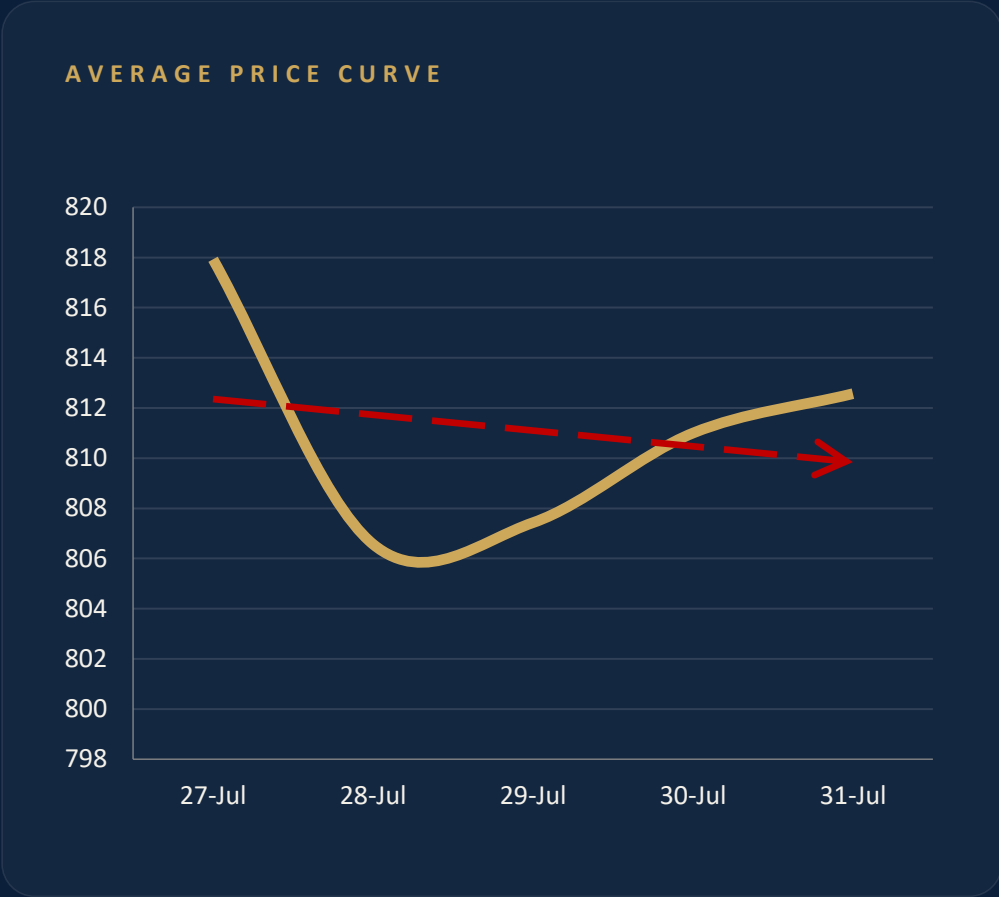
FAR EAST

- ⑦ Singapore

Prices for VLSFO

VERY LOW SULFUR FUEL OIL

DATE	ALGECIRAS	SINGAPORE	MALTA	ISTANBUL	PIRAEUS	PORTSAID	FUJAIRAH
Friday 31 Jul 2026	708	838	750	963	825	797	809
Thursday 30 Jul 2026	700	831	755	975	816	797	804
Wednesday 29 Jul 2026	710	816	742	980	821	797	787
Tuesday 28 Jul 2026	710	815	743	974	821	797	787
Monday 27 Jul 2026	730	838	746	977	829	789	818



HIGHEST

\$980

Istanbul · Wed 29 Jul

LOWEST

\$700

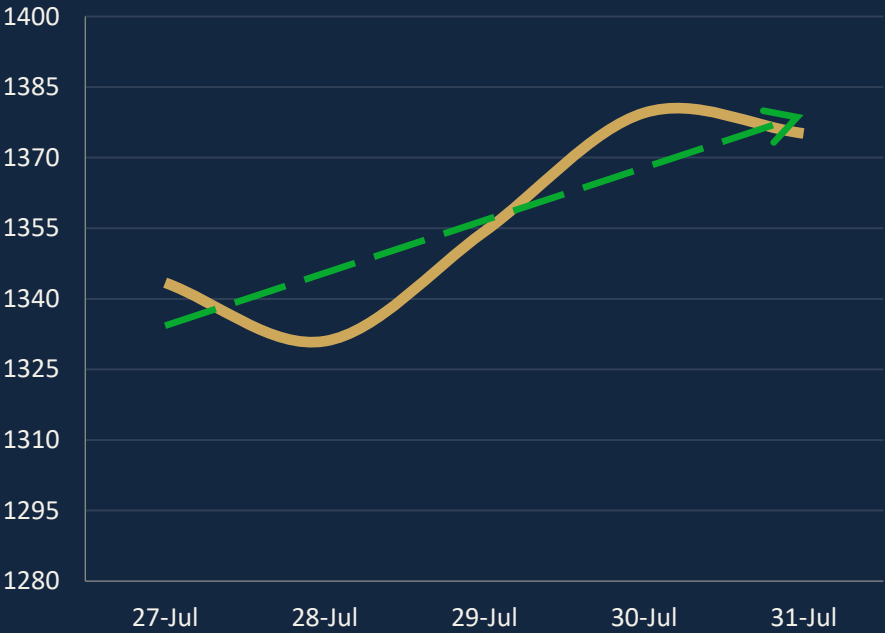
Algeciras · Thu 30 Jul

Prices for LSMGO

LOW SULPHUR MARINE GAS OIL

DATE	ALGECIRAS	SINGAPORE	MALTA	ISTANBUL	PIRAEUS	PORTSAID	FUJAIRAH
Friday 31 Jul 2026	1355	1226	1439	1402	1406	1417	1383
Thursday 30 Jul 2026	1352	1225	1450	1400	1431	1417	1383
Wednesday 29 Jul 2026	1322	1206	1407	1387	1389	1417	1354
Tuesday 28 Jul 2026	1292	1214	1382	1349	1311	1417	1354
Monday 27 Jul 2026	1298	1232	1374	1339	1388	1362	1412

AVERAGE PRICE CURVE



HIGHEST

\$1,450

Malta · Thu 30 Jul

LOWEST

\$ 1,206

Singapore · Wed 29 Jul

Top Stories of the Week

The EU's 21st sanctions package fundamentally changes sanctions risk for physical suppliers by making their own trading history a potential basis for designation. Previously, compliance focused on screening vessels and counterparties at the time of each stem. The new rules now target vessels that repeatedly provide services, including bunkering and towage, to already sanctioned ships. The Council immediately designated five bunkering vessels under this approach. Unlike fines, designation can effectively remove a supplier's ability to operate through port access bans and service restrictions. No clear threshold exists for how many dealings constitute a risky pattern. This creates uncertainty for suppliers operating in markets where vessel identities, flags and AIS data are frequently manipulated. Compliance therefore shifts from a point-in-time screening exercise to ongoing relationship management. Companies must monitor cumulative exposure across customers and vessels over time. Accurate historical records are becoming critical for defending against potential listings and supporting delisting challenges. Internal escalation procedures should focus on repeat dealings, not only individual transactions. Suppliers should also review sanctions clauses in contracts, as many may not allow action before a formal designation occurs.

SOURCE: SHIP & BUNKER — 27 JUL 2026

100%

Shift of compliance from a point-in-time screening exercise to ongoing relationship management

5 Ships

Bunkering vessels immediately targeted and designated under the Council's new repeat-service ground

0 Safe Harbors

Complete absence of regulatory thresholds or clear rules to determine when a pattern becomes a risk

Sum Up

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This review was designed and prepared by
the Planning and Research Department.

If you have any comments and/or need further information, please do not hesitate to contact us.

NEXT RELEASE

Monday, 10
August 2026