STAR ASIA WEEKLY REPORT

WEEK 36 – September 5, 2025

In a notable development with significant global economic implications, a legal challenge to President Donald Trump's sweeping tariffs is being fast-tracked to the US Supreme Court. The request for an expedited review, filed by the Trump administration this past Wednesday, has found an unlikely supporter in the very small businesses that initiated the lawsuit. In a court filing on Friday, the companies stated they endorse the accelerated timeline, citing the "severe economic hardships" they are enduring from price increases and supply chain disruptions caused by the levies. This mutual desire for a swift resolution sets the stage for potential arguments as early as November, which could lead to a definitive ruling on the matter by the end of the year.

The urgency from both parties points out the immense financial and geopolitical stakes of the case. A ruling against the administration could have profound consequences, potentially cutting half the current average US tariff rate and compelling the government to refund tens of billions of dollars to importers. Moreover, President Trump has explicitly stated that a loss in court could force him to "unwind" preliminary trade agreements struck with key partners, including the European Union, Japan, and South Korea. The administration's legal team has argued that the lower court's decision has already "jeopardised ongoing foreign negotiations," framing the tariffs as an essential tool for maintaining leverage in international trade talks.

At its core, the appeal in Trump v. V.O.S. Selections will test the boundaries of presidential authority under the 1977 International Emergency Economic Powers Act (IEEPA). The administration has relied on a broad interpretation of this law, which was designed to address national emergencies but does not explicitly mention tariffs, to unilaterally impose the duties. However, both the US Court of International Trade and the Court of Appeals for the Federal Circuit have ruled that this action exceeds the powers granted by the statute. The Supreme Court is now tasked with resolving this critical question of executive power, a decision that will shape the landscape of US trade policy for years to come.

Dry Bulk

The Baltic dry bulk market concluded this week on a positive note, though Friday's gains were not enough to offset declines from earlier in the week. BDI, rose by 0.8% to 1,979 points on Friday. However, this late rally was insufficient to reverse earlier losses, resulting in the index closing with a 2.3% decline on a weekly basis.

Friday's market activity was largely driven by a rebound in the larger vessel segments. The Capesize index, saw a modest 0.7% rise, pushing average daily earnings up to US$23,513. The Panamax segment experienced an even stronger day, with its index climbing 2.5% and daily earnings increasing to US$16,221. In contrast, the smaller Supramax vessels faced headwinds, with BSI slipping by 0.3% to its lowest level in five weeks, indicating that the positive sentiment was not felt uniformly across all market segments.

Iron ore futures, were on track for a second consecutive weekly gain, buoyed by a softening U.S. dollar and increasing speculation of an interest rate cut. These favourable outlooks appear to be overshadowing concerns about a slower-than-expected demand recovery from China, a key importer.

Capesize:

The Capesize market presented a divided picture this week. In the Pacific, rates saw a minor lift as mining firms entered the market, concluding several fixtures. However, this is outweighed by an increase in vessel availability, leading the market to remain flat. In contrast, the Atlantic showed strength. Market sentiment, buoyed by healthy cargo demand for the second half of September, drove rates into a firm upward trend. T/A ended the week at US$20,850’s a day.

Panamax/Kamsarmax:

Sentiment in the Panamax was largely positive, driven by strong fundamentals in the Atlantic. The market there saw a sustained rise in rates, supported by a robust inflow of cargo on both T/A and Far East routes. The Pacific, however, struggled to gain momentum. While an influx of grain cargoes from the North prompted some owners to raise their offers or hold in anticipation of higher ones, this prevented a market rebound. Pacific r/v ended the week at US$12,800’S.

Supramax/Ultramax:

The Atlantic market is on an upward trajectory, largely fueled by a surge in grain cargo fixtures originating from the USG. This performance has managed to overshadow otherwise limited activity in other parts of North and South America. T/A closed at

US$25,250's a day. Conversely, the Pacific is facing decline as a widespread shortage of new demand, particularly for key commodities like Asian coal, has resulted in a quiet market with few fixtures being concluded.

Handysize:

The Handy market saw a mixed week, like the larger counterparts. The Pacific region fared poorly with rates slipping as over tonnage led to options for charterers. The Pacific ended the week at US$10,800's. In the Atlantic, rates concluded higher as demand surged in the closing summer months.

Baltic Exchange Dry Bulk Indices

INDICES	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE	Y-O-Y CHANGE
BDI	1,979	2,025	1,941	-2.27%	+1.96%
BCI	2,835	2,925	3,356	-3.08%	-15.52%
BPI	1,802	1,847	1,294	-2.44%	+39.26%
BSI	1,456	1,465	1,260	-0.61%	+15.56%
BHSI	787	767	724	+2.61%	+8.70%

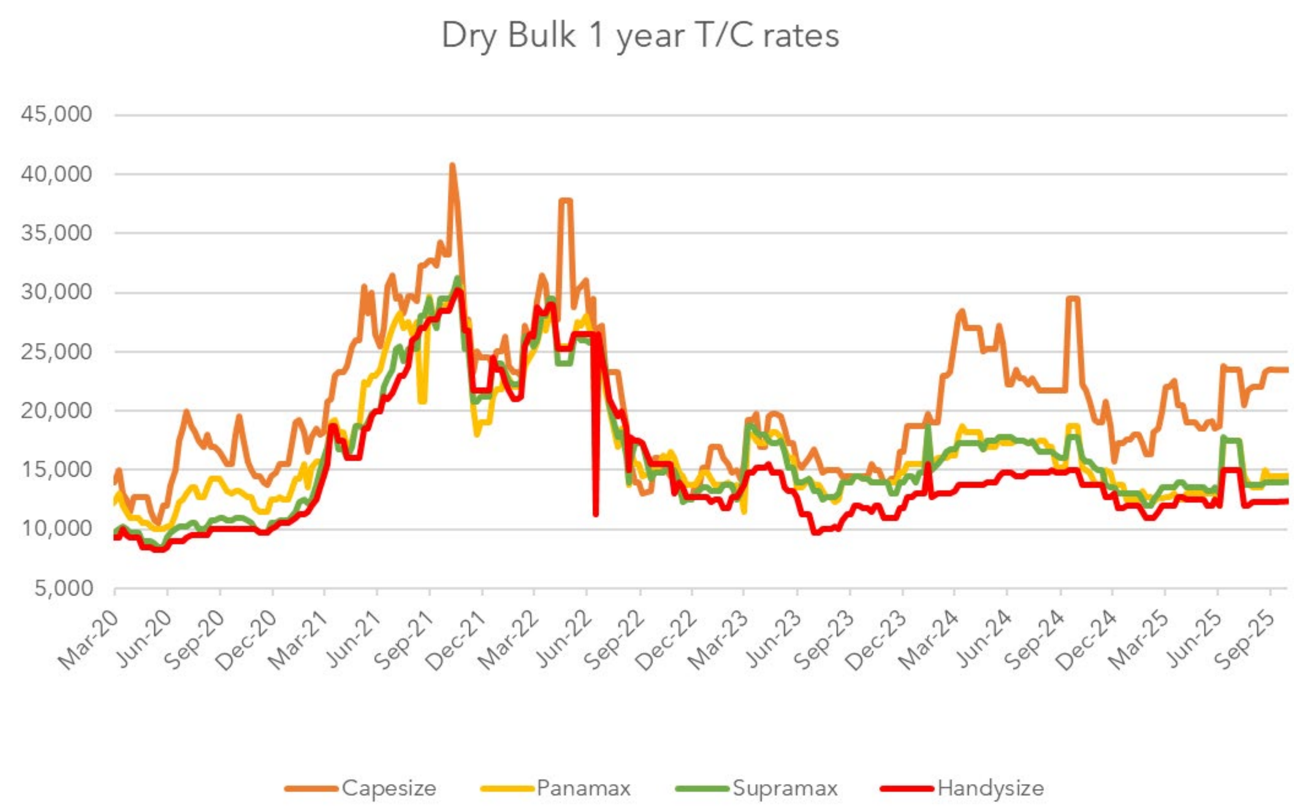
Dry Bulk Values

(*Weekly*)

TYPE	DWT	NB CONTRACT	NB PROMPT DELIVERY	5 YEARS	10 YEARS	15 YEARS
CAPE	180,000	74	76	61	43 (E)	29
KAMSARMAX	82,000	37	39	33	23 (E)	16
ULTRAMAX	64,000	34	38	31 (E)	23	15 (56K)
HANDY	38,000	30	33	25	17	14
**(amount in USD million) | (E) – eco units*						

Dry Bulk – S&P Report

VESSEL NAME	TYPE	DWT	YEAR	BUILT	PRICE (MILLION) USD	COMMENTS / BUYERS
YASA NESLIHAN	KMAX	82,849	2005	JAPAN	10.6	CHINESE BUYERS
SEA VENUS	KMAX	80,888	2013	CHINA	16.5	UNDISCLOSED
ADAM 1	KMAX	79,775	2010	CHINA	11.3	UNDISCLOSED
SEA ORPHEUS	KMAX	79,520	2015	CHINA	18.5	UNDISCLOSED
INTERSEA VOYAGER	PMAX	74,117	2001	JAPAN	4.5	CHINESE BUYERS
THE ABLE	PMAX	71,671	1998	JAPAN	5.0	UNDISCLOSED
PAVO BREEZE	UMAX	64,263	2023	JAPAN	36.0	UNDISCLOSED
BEAUTY LOTUS	UMAX	63,685	2015	CHINA	20.5	CHINESE BUYERS
CP SHENSHEN / CP NANJING	UMAX	63,540	2017	CHINA	24.0 EACH	UNDISCLOSED
METEORA	SMAX	58,740	2007	PHILIPPINES	12.0	CHINESE BUYERS
DORIC VICTORY	SMAX	58,091	2010	PHILIPPINES	15.0	GREEK BUYERS
MAUBERT	SMAX	53,828	2008	CHINA	10.0	UNDISCLOSED
MAGNUM ENERGY	SMAX	53,628	2009	CHINA	10.5	CHINESE BUYERS



Tankers

The global oil market is poised for a policy shift as Saudi Arabia is reportedly urging the OPEC+ alliance to accelerate its next production increase, a move that could bring forward a supply hike originally planned for late 2026. The proposal, which would restore up to 1.66 million BPD of output, is scheduled for debate during a ministerial video conference this weekend. This initiative signals a potential strategic pivot by the group's leaders from a focus on price defence towards reclaiming global market share, building on the roughly 2.2 million BPD of cuts already reversed over the past five months.

News of the potential supply boost prompted an immediate reaction from the market on Friday, with futures coming under significant pressure. Brent crude slipped over 2% to trade around US$65.60 per barrel, while the US benchmark, WTI, fell by a similar margin to US$62.05. The benchmarks are now heading for their first weekly decline in three weeks, reflecting growing concern among traders that the additional barrels could tip the market into a surplus.

On the geopolitical front, diplomatic efforts surrounding the war in Ukraine are intensifying, with US President Trump engaging key European allies this week. In a call with leaders of the "Coalition of the Willing," the president emphasised that Europe must take a stronger financial stance against Russia and its primary ally, China. He specifically urged European nations to cease purchasing Russian oil, which continues to fund the Kremlin's war effort, and to apply economic pressure on Beijing for its role in supporting Moscow.

VLCC:

MEG markets started quietly but cargo demand from Chinese refiners, for their early to mid-September charter, led to China route on 270,000mt climbing to WS70. Similar was seen in the Atlantic, as 260,000mt WAFR/China shift slightly upward, closing at WS69.

Suezmax:

In the West Africa market, rates finished the week slightly firmer as Nigeria/UKC ended the week at WS108. On the supply side, a slowdown in the Guyana markets has increased the number of vessels returning to West Africa, putting pressure on freight rates. Guyana/UKC ended a point lower at WS105.

Aframax:

In the MEG, rates fell this week as some short-haul demand shifted to the larger vessel classes. In the North Sea, TD7 fell 10 points to WS130 while in the Med region, Ceyhan/Lavera trip fell to WS130 mark.

Clean:

LR: LR2s in the MEG, rates rose this week as owner's market continued due to a decrease in available vessels. TC1 to Japan ended the week 30 points higher to WS156. For the LR1s, UKC route saw a slight uptick too as TC16 ended the week at WS119.

MR: After an eventful week in the MRs where rate fluctuates, MEG ended the week at WS215 for East Africa routes. In the UKC, rates remain mostly stable as TC2 ended the week at WS116.

Baltic Exchange Tanker Indices

INDICES	CURRENT	LAST WEEK	LAST YEAR	W-O-W CHANGE	Y-O-Y CHANGE
BDTI	1,066	1,043	870	+2.21%	+22.53%
BCTI	638	615	585	+3.74%	+9.06%

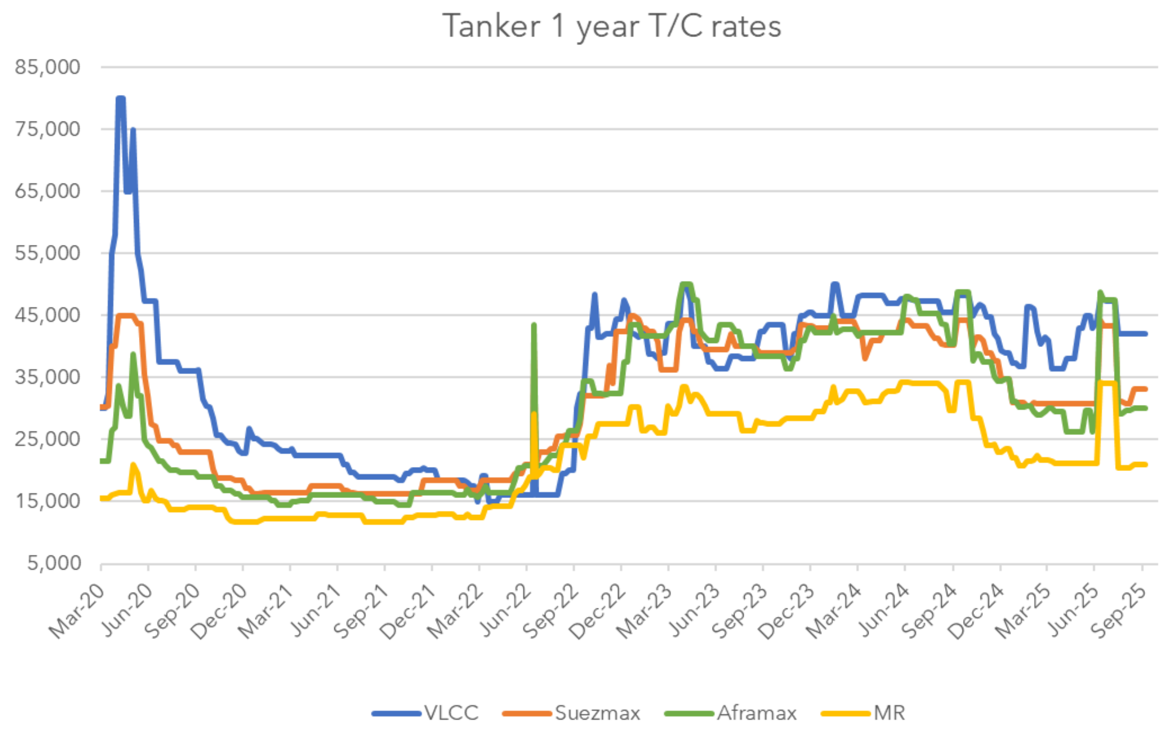
Tankers Values

(Weekly)

TYPE	DWT	NB CONTRACT	NB PROMPT DELIVERY	5 YEARS	10 YEARS	15 YEARS
VLCC	310,000	126	147	112 (E)	83(E)	51
SUEZMAX	160,000	87	94	77 (E)	62 (E)	40
AFRAMAX	115,000	75	77	64 (E)	50 (E)	35
LR1	73,000	60	62	51 (E)	42 (E)	25
MR	51,000	49	50	41 (E)	30 (E)	21
**(amount in USD million) | (E) – eco units*						

Tankers S&P Report

VESSEL NAME	TYPE	DWT	YEAR	BUILT	PRICE (MILLION) USD	COMMENTS / BUYERS
SOFIA	SUEZ	164,716	2010	S. KOREA	40.1	INDIAN BUYERS
HAFNIA NORDICA	MR	53,520	2010	JAPAN	20.0	UNDISCLOSED
HAFNIA LUPUS	MR	52,550	2012	CHINA	20.0	UNDISCLOSED
HAFNIA ANDROMEDA	MR	49,999	2011	CHINA	18.3	UNDISCLOSED


Tanker 1 year T/C rates
85,000
75,000
65,000
55,000
45,000
35,000
25,000
15,000
5,000
Mar-20
Jun-20
Sep-20
Dec-20
Mar-21
Jun-21
Sep-21
Dec-21
Mar-22
Jun-22
Sep-22
Dec-22
Mar-23
Jun-23
Sep-23
Dec-23
Mar-24
Jun-24
Sep-24
Dec-24
Mar-25
Jun-25
Sep-25
VLCC
Suezmax
Aframax
MR

Containers

With the global container order book now exceeding 30% of the existing fleet, poor outlook continues to weigh on the market. Carriers are attempting to manage this by capacity reductions and blank sailings, but these efforts are being challenged by slowing demand. Coupled with the more aggressive US trade stance, highlighted by the recent creation of a dedicated Trade Fraud Task Force to combat tariff evasion and the elimination of duty exemptions for small parcels, this added more uncertainty for shippers.

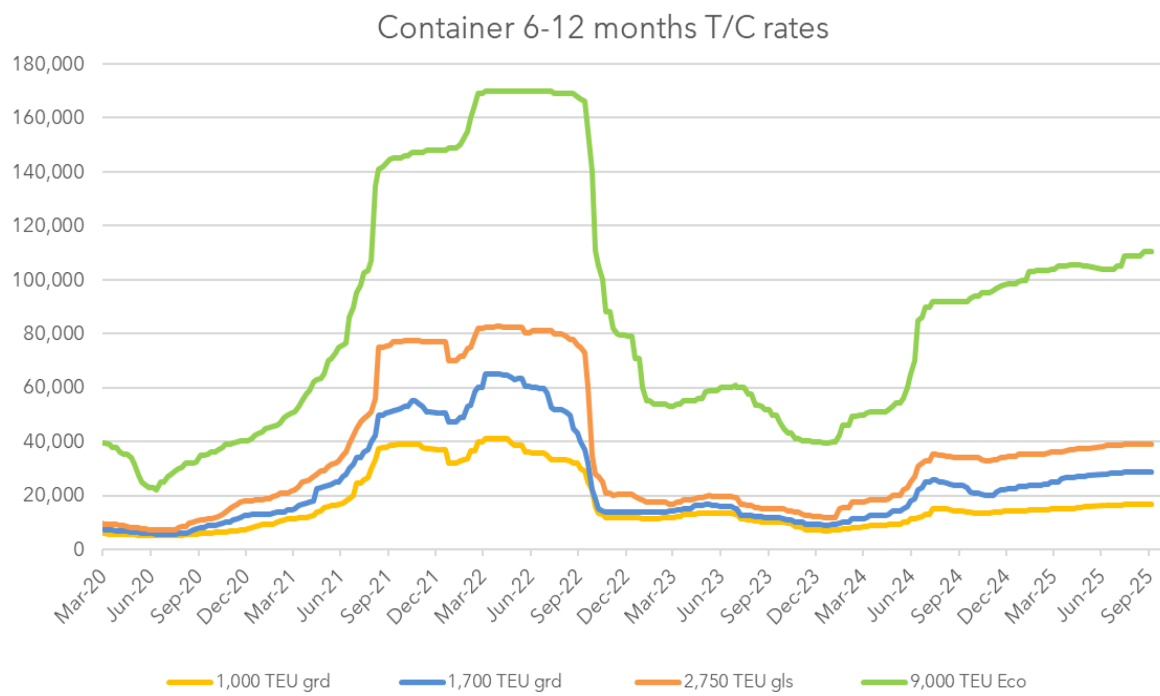
The combined effect of these pressures is already evident in declining cargo volumes, with shipments from Asia to the US reportedly falling by as much as 21% since July, and a similar double-digit drop seen on routes to Europe. Consequently, spot freight rates have continued to fall across major trade lanes, with Asia to US West Coast routes dropping below US$1,900 per FEU container. Analysts now forecast that while carriers may post an overall profit for 2025 due to volatility earlier in the year, the final quarter is likely to be loss-making as the market returns to pre-crisis rate levels.

Containers Values

CONTAINERS (BY TEU)	GEARED / GEARLESS	NB CONTRACT	NB PROMPT DELIVERY	5 YEARS	10 YEARS	15 YEARS
900 ~ 1,200	Geared	24	26	20	16	10
1,600 ~ 1,850	Gearless	31	35	29 (E)	23 (E)	18
2,700 ~ 2,900	Gearless	44	46	39	35	26
5,100 ~ 5,300	Gearless	59	82	66	-	41
*(amount in USD million) | = Eco units						

S&P Containers Report

VESSEL NAME	TYPE	TEU	YEAR	BUILT	PRICE (MILLION) USD	COMMENTS / BUYERS
HT CAMELLIA	FEEDER	1,030	2007	SINGAPORE	9.8	UAE BASED BUYERS


Container 6-12 months T/C rates
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Mar-20
Jun-20
Sep-20
Dec-20
Mar-21
Jun-21
Sep-21
Dec-21
Mar-22
Jun-22
Sep-22
Dec-22
Mar-23
Jun-23
Sep-23
Dec-23
Mar-24
Jun-24
Sep-24
Dec-24
Mar-25
Jun-25
Sep-25
1,000 TEU grd
1,700 TEU grd
2,750 TEU gls
9,000 TEU Eco

Ship Recycling Market Snapshot

DESTINATION	TANKERS	BULKERS	MPP/ GENERAL CARGO	CONTAINERS	SENTIMENTS / WEEKLY FUTURE TREND
ALANG (WC INDIA) .	430 ~ 440	420 ~ 430	410 ~ 420	440 ~ 450	STABLE /
CHATTOGRAM, BANGLADESH	400 ~ 410	380 ~ 390	360 ~ 370	410 ~ 420	STABLE /
GADDANI, PAKISTAN	430 ~ 440	420 ~ 430	400 ~ 410	420 ~ 430	STABLE /
TURKEY **For non-EU ships. For E.U. Ship, the prices are about USD 20-30/ton less*	280 ~ 290	260 ~ 270	250 ~ 270	280 ~ 290	STABLE /

- All prices are USD per light displacement tonnage in the long ton.
- The prices reported are net prices offered by the recycling yards.
- Prices quoted are basis simple Japanese / Korean-built tonnages trading units. Premiums are paid on top of the above-quoted prices based on quality & quality of Spares, Non-Fe., bunkers, cargo history, and maintenance.

5-Year Ship Recycling Average Historical Prices

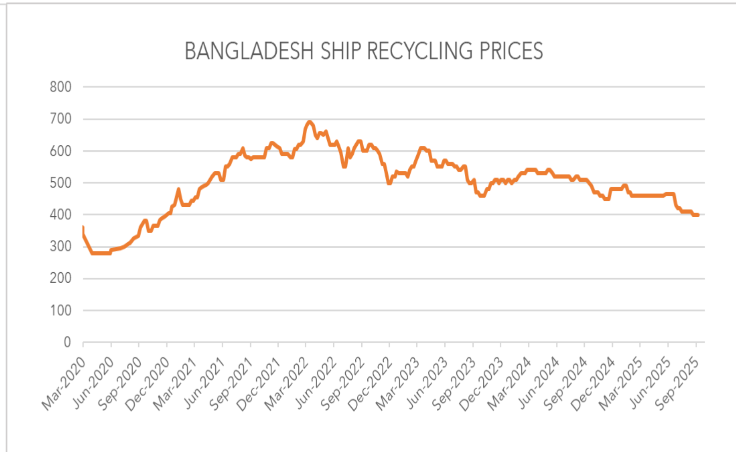
(Week 36)

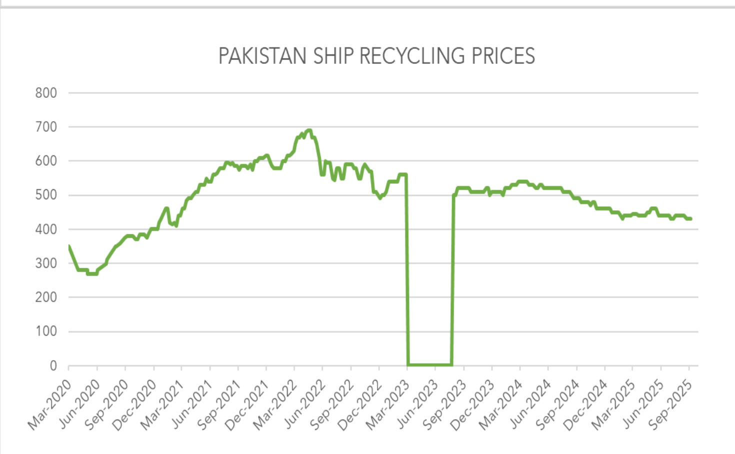
DESTINATION	2020	2021	2022	2023	2024
ALANG, INDIA	320	570	540	510	510
CHATTOGRAM, BANGLADESH	325	610	610	550	520
GADDANI, PAKISTAN	360	590	550	500	510
ALIAGA, TURKEY	200	300	300	310	350

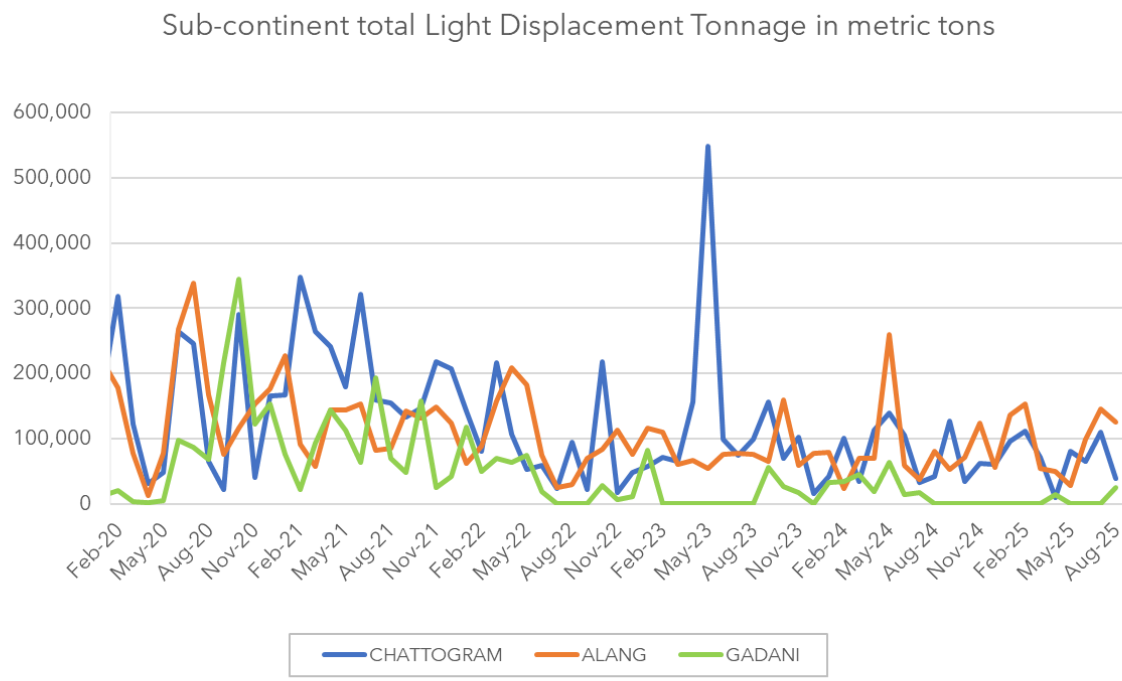
Ships Sold for Recycling

VESSEL NAME	LDT/TON	YEAR / BUILT	TYPE	PRICE (USD/LDT LT)	COMMENTS
BONITA	10,201	2001 / JAPAN	BULKER	468	DELIVERED ALANG

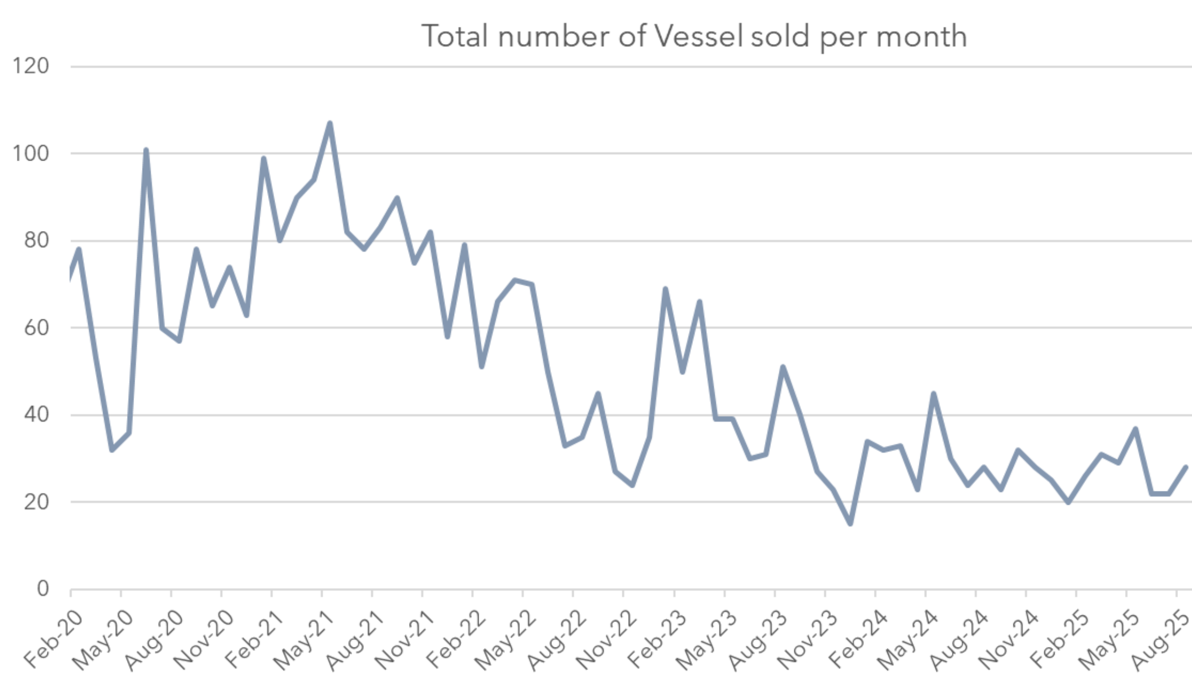
Recycling Ships Price Trend







Sub-continent total Light Displacement Tonnage in metric tons
600,000
500,000
400,000
300,000
200,000
100,000
0
Feb-20
May-20
Aug-20
Nov-20
Feb-21
May-21
Aug-21
Nov-21
Feb-22
May-22
Aug-22
Nov-22
Feb-23
May-23
Aug-23
Nov-23
Feb-24
May-24
Aug-24
Nov-24
Feb-25
May-25
Aug-25
CHATTOGRAM
ALANG
GADANI



Total number of Vessel sold per month
120
100
80
60
40
20
0
Feb-20
May-20
Aug-20
Nov-20
Feb-21
May-21
Aug-21
Nov-21
Feb-22
May-22
Aug-22
Nov-22
Feb-23
May-23
Aug-23
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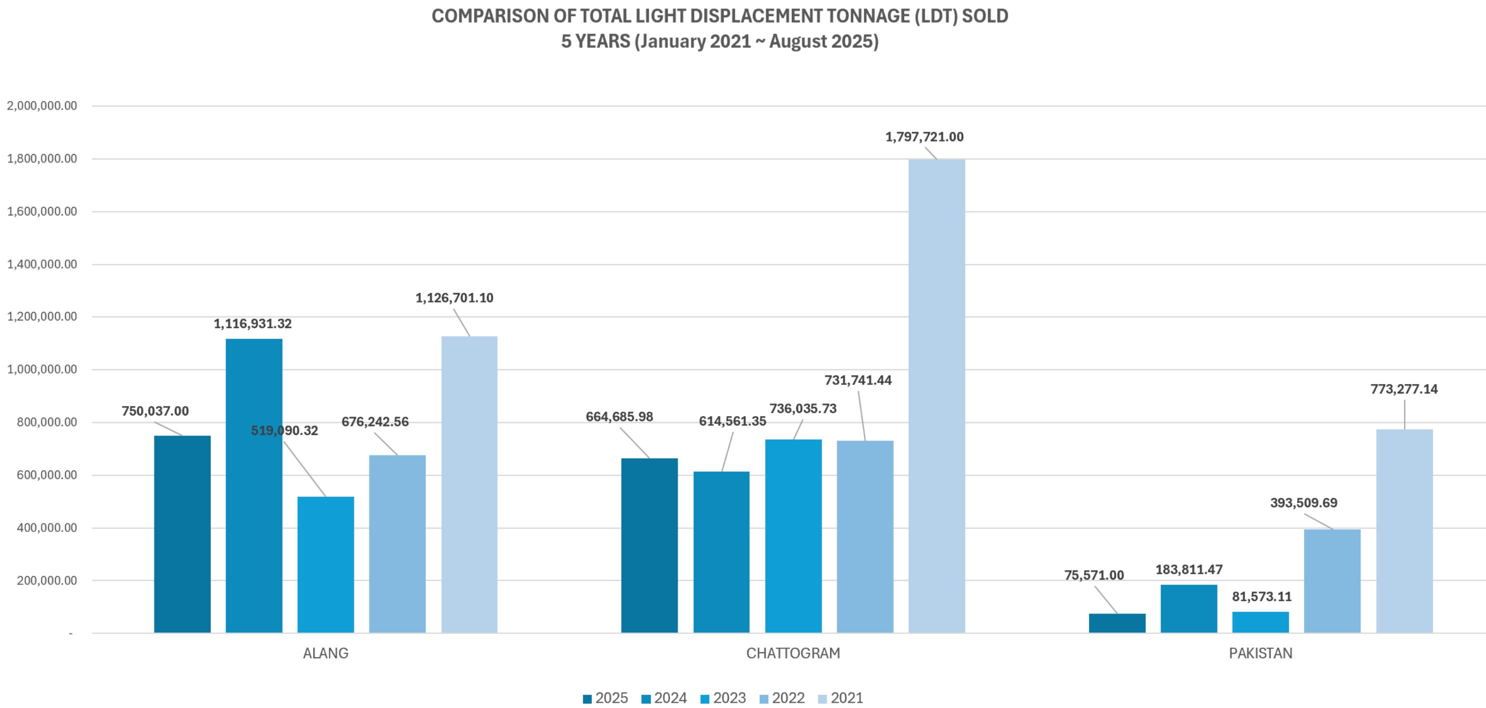
Nov-24
Feb-25
May-25
Aug-25



Insights

Alang

The Indian ship recycling sector experienced a quiet week, with no new vessel sales concluded as market activity remained muted.

A recent softening in domestic steel demand, influenced by minor price reductions in local plate and scrap, has created a cautious atmosphere among buyers.

Anchorage & Beaching Position (SEPTEMBER 2025)

VESSEL NAME	TYPE	LDT	ARRIVAL	BEACHING
MAHAR	TANKER	18,264	03.09.2025	AWAITING
CONICO ATLAS	TANKER	20,001	13.06.2025	ARRESTED
NIRVANA	TANKER	9,623	07.05.2025	ARRESTED
ABDULLAH F	GENERAL CARGO	2,766	19.08.2025	02.09.2025

Chattogram

Bangladesh continued to face headwinds as a prolonged slowdown in the domestic steel sector continues to dampen sentiment.

Although recyclers have maintained their purchasing price levels for vessels, a sharp drop of US$11 per MT in local scrap prices this week highlights the weakening conditions for finished steel. This lack of demand from end-users is leading a discouraging atmosphere, evidenced by the low price indications being quoted even for smaller tonnage.

On a separate note, Bangladesh has taken a decisive step to modernise its ship recycling sector with the launch of digital platforms by the Bangladesh Ship Recycling Board (BSRB). The initiative, led by Ministry of Industries Secretary Md. Obaidur Rahman, aims to boost transparency, accountability, and international confidence in one of the world's largest ship recycling hubs.

The new website (www.bsrb.gov.bd) and official channels on X, LinkedIn, Facebook, and YouTube will serve as central sources for industry news, compliance updates, and engagement with global stakeholders. By strengthening oversight and aligning with the Hong Kong Convention, ratified in 2023, BSRB hopes to address long-standing concerns around worker safety, environmental standards, and governance. Industry insiders welcomed the move, noting it offers a credible avenue to demonstrate progress and attract investment.

The digital rollout marks a broader shift in Bangladesh's industrial governance, positioning its ship recycling industry for greater integration into global supply chains.

Anchorage & Beaching Position (SEPTEMBER 2025)

VESSEL NAME	TYPE	LDT	ARRIVAL	BEACHING
DK 03	BULKER	7,809	04.08.2025	AWAITING

Gadani

Prices in Pakistan are holding firm despite a notable weakening in the local steel market. This downturn in steel demand is due to the severe and widespread flooding in the key region of Punjab.

As a result, while there is underlying interest from local buyers in new tonnage, they are proceeding with a cautious approach to pricing, considering the subdued market conditions.

Anchorage & Beaching Position (SEPTEMBER 2025)

VESSEL NAME	TYPE	LDT	ARRIVAL	BEACHING
FORTUNE OCEAN	GENERAL CARGO	2,261	12.08.2025	AWAITING

Aliaga, Turkey

Turkey's recycling markets remain similar as last, with no new activity to report. Exchange rates against USD fell another 0.3% this week.

BEACHING TIDE DATES 2025

Chattogram, Bangladesh : 7 ~ 10 September | 20 ~ 23 September

Alang, India : 5 ~ 14 September | 19 ~ 27 September

BUNKER PRICES (USD/ton)			
PORTS	VLSFO (0.5%)	HSFO (3.5%)	MGO (0.1%)
SINGAPORE	499	404	645
HONG KONG	511	427	650
FUJAIRAH	488	383	724
ROTTERDAM	472	408	627
HOUSTON	487	418	659

EXCHANGE RATES			
CURRENCY	September 5	August 29	W-O-W % CHANGE
USD / CNY (CHINA)	7.13	7.13	0
USD / BDT (BANGLADESH)	121.79	121.61	-0.15%
USD / INR (INDIA)	88.20	88.16	-0.05%
USD / PKR (PAKISTAN)	283.76	283.88	+0.04%
USD / TRY (TURKEY)	41.24	41.11	-0.32%

Sub-Continent and Turkey ferrous scrap markets insights

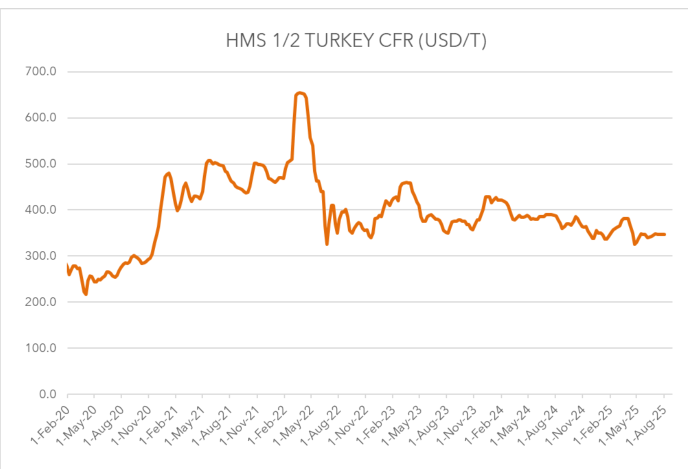
In **India**, the market for imported scrap remained largely stable but at low levels. Offers for UK-origin HMS 80:20 material was noted in the US$330-335 per ton CFR range, though buyer interest was closer to US$325. The market continues to be affected by weak domestic steel demand and localized disruptions, such as recent flooding in Ludhiana, which has curtailed restocking efforts. A more meaningful increase in buying is not anticipated until the region moves closer to the winter season.

Pakistan's market faced similar headwinds, with prices pressured by sluggish finished steel sales and ample scrap inventories at the mills. Activity was further constrained by flood-related disruptions and the recent Eid holiday, leading buyers to target lower price levels of around US$370-375 per ton.

In **Bangladesh**, the scrap import market remained under significant pressure, compounded by ongoing political uncertainty and challenges with US dollar availability for transactions. This cautious environment was reflected in a wide bid-ask spread, with offers for UK shredded scrap at US$375 per ton against bids closer to US$360. Local mills are limiting their purchases, navigating both the subdued demand and the challenging economic landscape.

The **Turkish** deep-sea scrap market was also quiet, with prices holding steady day-over-day due to a lack of significant trading. Subdued domestic consumption of finished steel products, particularly rebar, has dampened the appetite for imported scrap. US and Baltic-origin HMS 80:20 was reported in the US$340-345 per ton CFR range. Market sentiment remains weak, as high freight costs from the US and softening domestic rebar prices continue to squeeze margins, leaving importers cautious about the market's near-term direction.

HMS 1/2 & Tangshan



Commodities (*Week in focus*)

The **iron ore** market concluded the week on a firm note, posting its second consecutive weekly gain as positive macroeconomic signals and strength in related commodities overshadowed clear evidence of weakening physical demand in China. The benchmark October iron ore contract on the Singapore Exchange ended the week 1.6% higher, while the most-traded contract on China's Dalian Commodity Exchange also saw a modest weekly rise.

The upward momentum in prices was primarily fueled by favourable macroeconomic conditions, including a softer U.S. dollar and rising expectations of an interest rate cut by the Federal Reserve, which tend to support commodity prices. Further support came from a significant surge in the prices of other steelmaking raw materials, with **coking coal** and coke jumping sharply on concerns over supply reductions. This rally in the wider steel complex helped lift iron ore futures, with steel benchmarks in Shanghai for products like rebar and hot-rolled coil also climbing in response to the higher input costs.

Copper prices slipped over the week, dragged lower by fresh concerns about Chinese demand. Sentiment soured after BYD, the world's largest electric vehicle manufacturer, cut its full-year sales target. The automaker now expects to deliver 4.6 million units in 2024, a 16% reduction from its earlier goal of 5.5 million, citing fierce competition in its home market.

The downgrade matters because Chinese EV growth has been a crucial driver of demand for copper and other battery metals in recent years. Still, the market's losses were cushioned by persistent supply-side constraints. Chilean state miner Codelco warned that national copper output could stagnate around 5.5 million tonnes annually, as operational challenges weigh on production.

The push and pull between softer demand signals and tightening supply left copper trading lower, but with limited downside.

Iron Ore

COMMODITY	SIZE / GRADE	THIS WEEK USD / MT	W-O-W	Y-O-Y	LAST WEEK USD / MT	LAST YEAR USD / MT
Iron Ore Fines, CNF Rizhao, China	Fines, Fe 62% (Aust. Origin)	105	+0.96%	+15.38%	104	91
Iron Ore Fines, CNF Qingdao, China	Fines, Fe 62.5% (Brazil Origin)	102	+0.99%	+10.86%	101	92

Industrial Metal Rates

INDEX	UNITS	PRICE	CHANGE	%CHANGE	CONTRACT
Copper (Comex)	USD / lb.	455.10	-0.75	-0.16%	Dec 2025
3Mo Copper (L.M.E.)	USD / MT	9,897.50	-0.50	-0.01%	N/A
3Mo Aluminum (L.M.E.)	USD / MT	2,600.50	+9.00	+0.35%	N/A
3Mo Zinc (L.M.E.)	USD / MT	2,861.00	+17.50	+0.62%	N/A
3Mo Tin (L.M.E.)	USD / MT	34,314.00	-242.00	-0.70%	N/A

Crude Oil & Natural Gas Rates

INDEX	UNITS	PRICE	CHANGE	%CHANGE	CONTRACT
WTI Crude Oil (Nymex)	USD / bbl.	61.87	-1.61	-2.54%	Oct 2025
Brent Crude (ICE.)	USD / bbl.	65.50	-1.49	-2.22%	Nov 2025
Crude Oil (Tokyo)	J.P.Y. / kl	63,490.00	-1,510.00	-2.32%	Sep 2025
Natural Gas (Nymex)	USD / MMBtu	3.05	-0.03	-0.85%	Oct 2025

Note: All rates at C.O.B. London time Sep 5, 2025

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