DEMO MARKET REPORT & MARKET OUTLOOK – August 3, 2026

Report No.183/27310726/03082026

COMMENTARY

INDIA – The local steel market has seen an improvement in demand resulting in marginal price improvement. Ship recyclers have continued to offer same prices for recycling tonnages. Local steel plate prices continued at same levels while local scrap prices were reduced marginally by USD 1/MT. Imported scrap prices were reduced by USD 4/MT whereas finished steel product prices saw marginal increase by about USD 3-5/MT. While local steel prices may not have appreciated, but there has been some demand improvement which is good. However, it is important to see if the improvement in demand is sustained in the coming weeks. There were not many vessels circulated. A reefer circulated this week attracted very good interest from ship recyclers. The local currency is under pressure again due to the oil price increase and uncertainty surrounding the Iran-US conflict. The country's central bank, however, intervened and sold about USD 7 billion to support the local currency. The deficient monsoon has also pushed up food prices and thus inflation. The economic uncertainties will weigh on the prices being offered by ship recyclers. We would expect prices offered by ship recyclers to continue at the same level despite an improving local steel market for the time being.

PAKISTAN – The local steel market has further improved this week, and prices offered by ship recyclers have also improved. Prices of local steel plate as well as local scrap equivalent to shredded have increased by USD 15-18/MT this week. Prices of imported shredded scrap have increased by USD 10/MT whereas prices of imported scrap have increased by USD 5/MT. Imported material is not easily available due to logistical challenges. The material from Iran is also not coming into the country which is pushing up the prices for local steel products. The demand is slightly restricted due to the monsoon season. There are about eight SRF in all as of now, that can import ships for recycling, and they are all actively looking to acquire ship recycling tonnages, but the supply is scarce. Prices offered by ship recyclers have increased by USD 10/LT LDT this week. A container vessel got sold at a much higher level of about 5% higher than the prevailing market levels mainly because of very low supply of recycling tonnages. Apart from other benefits, the country's diplomatic efforts in the present Iran-US conflict have also helped them secure safe passage for one LNG vessel recently which is a big support for country facing energy crunch. We would expect prices offered by ship recyclers to stay firm and likely to improve further in the coming weeks.

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BANGLADESH – The local steel market is slow resulting in price reduction, but prices offered by ship recyclers continue at the same levels. Local steel plate prices have reduced by USD 8/MT this week bringing the cumulative reduction to USD 20/MT over last three weeks. Similarly, local scrap prices have been reduced by USD 5/MT this week, bringing the cumulative reduction to USD 14/MT. Local steel demand is slow due to the monsoon season due to which there may not be a change in local steel demand pattern for the next few weeks. There have been a few recycling candidates that were circulated this week, but ship recyclers are taking their time before giving offers for those ships and they are not willing to increase their offer prices. In the new Monetary Policy Statement (MPS) for July to December 2026, the Bangladesh bank aims to maintain a tight monetary policy to control inflation until it reaches to below 7%. Thus, the interest rate will be kept unchanged at 10%, and the credit growth will be reduced to 7.20% as against 9.80% in the previous policy statement. These measures will pose some challenges to businesses, but this is being done in the greater interest of the economic health of the country. We would expect prices offered by ship recyclers to soften in the coming weeks.

TURKEY – The local steel market is stable and prices offered by ship recyclers continued at the same levels. Imported scrap prices were increased by USD 4/MT whereas local scrap and rebar prices continued at the same levels. The supply of recycling candidates continues to be slow and ship recyclers have maintained their offers at the same levels. The news of possible inclusion of two Indian ship recycling facilities on the EU list is not worrying the EU listed ship recyclers in Turkey and rightly so because even if the Indian ship recycling facilities are included on the EU list, there will be enough recycling tonnages that will be coming up for recycling to keep all the EU listed facilities busy. We would expect prices offered by ship recyclers to continue at the same levels.

CHINA – With effect from 1.1.2019, China has stopped accepting any foreign flagged ship for recycling as per directives from Government. Breakers now can only recycle local ships from China.

SUPPLY – The supply of new recycling candidates was slower this week. The supplies were a mix from the dry segment and tanker.

MARKET OUTLOOK – In the dry segment, it was a mixed week with Capesize rates being stable while Panamax had improved charter rates. The secondhand market in the dry segment is very

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active. Tanker segment experienced softer charter rates across all sizes except the VLCC where the charter rate strengthening was due to increased tensions between US-Iran resulting in lesser available tonnages. The container segment continues its long strong spell of good charter rates and good demand for secondhand units. The LNG segment had charter rates under pressure this week while LPG segment enjoyed improved charter rates. However, from a recycling point of view, the supply or recycling tonnages will be slow to moderate.

MAIN DEMOLITION SALES DATA FOR PERIOD 27th July to 31st July, 2026

Type	Name of Vessel	Built	DWT	LDT	Price	Remarks
MPP	Fortune 8	2005		1103		Gadani
General Cargo	Orange Link	2006		3846	465	Ctg
Reefer	Frio Nautica	1996		5685	590	Alang

MAIN DEMOLITION SALES DATA FOR PERIOD 1st July 2026 to 31st July, 2026

Type	Name of Vessel	Built	DWT	LDT	Price	Remarks
General Cargo	Pine Arrow	1996	48041	12574	438	Alang
Reefer	Frio Antarctic	1995	9357	5685	565	Alang, incl 150T IFO and 37T MGO
FPSO	Cidade De Niteroi	1986	241432	48447		Denmark
Bulker	Agnes	1978	3637	1870		Aliaga
Tanker	Yue Chi	2006	42054	11061	515	As is Hongkong, incl bunkers
MPP/Hlift	Liva	1977	3180	1860		Aliaga
MPP	Meili	1988	3282	1005	468	Ctg
Tanker	Fei Chi	2005	42036	11078	515	As is Hongkong, incl bunkers
Bulker	Bulan	1995	23829	5529	470	Ctg
LPG	Su Shun	1998	1221	1660		Ctg
Bulker	Dina Ocean	1998	29849	5602		Ctg
General Cargo	Isa Star	2000	8275	3358	475	Ctg
Bulker	Thanh Thanh Dat 9999	1998	25331	6301	440	As is Singapore
Chemical Tanker	Stolt Kikyo	1998	11545	3305		Alang
Tanker	Lyra	1994	14972	4991	Abt 475	As is Muscat
Tanker	FT Island	1998	311189	43402		Alang

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Type	Name of Vessel	Built	DWT	LDT	Price	Remarks
Fish Factory	Basar	1985	1810	3902		Alang
Tanker	Shanghai	2002	105579	15903		Alang
Tanker	Wang Chi	2004	42003	11111		China, for recycling within China
Tanker	Era	2002	318518	44411		Alang
Tanker	Forever	1997	107169	16708	522	Ctg
Tanker	Hai Heng	1999	13300	4055	495	Ctg
MPP	Fortune 8	2005	3058	1103		Gadani
General Cargo	Orange Link	2006	16552	3846	465	Ctg
Reefer	Frio Naruto	1996	9357	5685	590	Alang, Vsl has aluminium content of about 150MT

STATISTICS

VESSELS AND QUANTITY LDT BEACHED IN INDIAN SUBCON – IN JULY 2026,2025, 2024.

Year	INDIA		BANGLADESH		PAKISTAN	
	Vessels	LDT – LT	Vessels	LDT – LT	Vessels	LDT – LT
July 2026	15	109,387	20	151,968	02	13,511
July 20251	12	146,034	07	98,764	03	23,877
July 2024	04	31,846	09	28,177	02	13,776

VESSELS AND QUANTITY LDT BEACHED IN INDIAN SUBCON – QUARTER 3 2026, 2025, 2024.

Year	INDIA		BANGLADESH		PAKISTAN	
	Vessels	LDT – LT	Vessels	LDT – LT	Vessels	LDT – LT
2026	15	109,387	20	151,968	02	13,511
2025	38	440.981	12	171,838	07	40,517
2024	21	157,275	30	141,528	04	29,211

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INDIA – Indicative Price Levels for July in Current Year Vs Previous Years

Year	DRY			WET	
	Cape / Pmx	Handymax	Container	Others	VLCC
July 2026	420	430	465	445	420
July 2025	425	430	475	440	420
July 2024	485	485	525	495	475
July 2023	490	500	530	515	490

(a) (Prices LT/LDT, less 3% Add Comm)

BANGLADESH - Indicative Price Levels for July in Current Year Vs Previous Years

Year	DRY			WET	
	Cape / Pmx	Handymax	Container	Others	VLCC
July 2026	515	505	530	525	505
July 2025	410	410	435	415	395
July 2024	515	515	545	545	520
July 2023	560	555	605	595	575

a) (Prices LT/LDT, less 3% Add Comm)

PAKISTAN - Indicative Price Levels for July in Current Year Vs Previous Years

Year	DRY			WET	
	Cape / Pmx	Handymax	Container	Others	VLCC
July 2026	500	505	515	505	475
July 2025	445	445	470	460	440
July 2024	520	525	540	535	510
July 2023	505	510	535	520	485

***(a)* (Prices LT/LDT, less 3% Add Comm)**

TURKEY – Indicative Price Levels for July in Current Year Vs Previous Years

Year	DRY	WET	CONTAINER
July 2026	270	280	290
July 2025	250	360	270
July 2024	340	350	360
July 2023	300	310	320

(a) (Prices LT/LDT, less 2% Add Comm)