



THE BUNKER WEEKLY REVIEW



National Navigation Company
Planning and Research Dept.

Week (47) Monday 23rd November, 2020

473rd Issue

PRICES \$/Ton	SPECS.	ALGECIRAS	SINGAPORE	MALTA	ISTANBUL	PIRAEUS	TUAPSE	NOVOROSIYSK
Friday, 20 Nov, 2020	VLSFO	341	366	350	370	369	331	327
	LSMGO	395	386	376	417	391	410	399
Thursday, 19 Nov, 2020	VLSFO	338	363	348	368	363	331	327
	LSMGO	385	378	376	414	386	409	401
Wednesday, 18 Nov, 2020	VLSFO	339	365	344	369	362	331	326
	LSMGO	385	378	371	415	387	416	403
Tuesday, 17 Nov, 2020	VLSFO	337	361	347	364	363	325	324
	LSMGO	390	375	381	409	386	412	404
Monday, 16 Nov, 2020	VLSFO	341	359	342	364	359	324	323
	LSMGO	390	376	368	409	382	402	393

Top stories of the week

➤ New rules harmonizing tests to determine shipowner compliance with marine fuel sulfur regulations were formally adopted by IMO Friday at the 75th session of the Marine Environment Protection Committee. The changes mean there is now consistency over the fact a bunker cargo can yield a fuel sample that tests at 0.53% sulfur and it can still be considered compliant with the global 0.50% sulfur limit for marine fuel. The rules are set to enter into force on April 1, 2022, but IBIA's Director and IMO Representative, has urged Member Governments to apply the amendments now. Why 0.53%? Due to the non-homogenous nature of oil, compliant bunkers that have a sulfur content of 0.50% overall can still yield a sample that indicates a value slightly higher than this. This fact is reflected in the test procedures for in-use and onboard fuel samples, but was not recognised for the MARPOL delivered sample. "Many find it hard to understand that a test result of 0.53% sulphur does not conclusively prove that the fuel fails to meet the 0.50% sulphur limit," IBIA said in a written statement to MEPC. "However, all test methods have limitations with regards to their accuracy, with specific reproducibility and Repeatability values calculated in accordance with ISO 4259. For sulphur, the accuracy of the test method, known as 95% confidence, means that fuel oil with a true value of 0.50% sulphur may give a test result of up to 0.53% in a laboratory. The inconsistency has only become a problem for the industry following the January 1, 2020 introduction of the "IMO 2020" global 0.50% sulfur cap. Prior to this the average sulfur content of marine fuel was around 2.7%, well within the previous 3.5% sulfur limit meaning such marginal differences were a non-issue. "We have always feared that the complexity in having different approaches to sulphur verification for MARPOL delivered samples versus in-use and on board samples would cause unintended confusion and conflict. Experience so far suggests that this is indeed the case," IBIA noted. What About the 0.47%S Blending Limit? The 95% confidence approach means VLSFO bunkers with a nominal sulfur content of 0.50% can be expected to produce samples that test in a range 0.03% above and below their actual sulfur content. (Ship & Bunker, 22 November, 2020)



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