



# THE BUNKER WEEKLY REVIEW



National Navigation Company  
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PRICES \$/Ton	SPECS.	ALGECIRAS	SINGAPORE	MALTA	GIBRALTAR	CONSTANTA	PIRAEUS	NOVOROSIYSK
Friday, August 30, 2019	380 CST	333	437	333	333	365	325	321
	180 CST	363	467	362	368	390	354	348
	MGO	600	580	599	601	667	606	615
Thursday, August 29, 2019	380 CST	335	439	336	335	365	329	322
	180 CST	359	474	370	372	390	357	338
	MGO	600	579	601	597	667	602	618
Wednesday, August 28, 2019	380 CST	337	451	334	340	365	328	330
	180 CST	365	482	363	375	390	355	338
	MGO	592	572	585	595	667	596	629
Tuesday, August 27, 2019	380 CST	326	416	331	329	362	324	327
	180 CST	345	442	364	363	388	354	328
	MGO	589	565	584	592	665	592	620
Monday, August 26, 2019	380 CST	325	395	327	329	360	325	327
	180 CST	345	420	354	365	385	353	328
	MGO	587	571	591	596	665	594	630

## Top stories of the week

➤ The separation of fuel and freight describes one of the positive contracting amendments to come from IMO 2020. Despite a past common practice of using all-in rates, carriers and shippers have generally separated fuel and freight costs in contracts during 2019. Much of the shift from all-in rates was initiated by carriers to improve their chances of recovering IMO 2020-related fuel costs. Shippers may have found this an unwelcome change from conventions, but developing separate budgets for fuel and freight costs is imperative to procure freight competitively. This approach provides much-needed transparency between fuel and freight costs, simplifies quantification of fuel exposure to understand risk, and realizes the full impact of fuel efficiency enhancements. Fuel is the most volatile cost component of moving goods to market. This volatility should not influence the freight rate portion of overall transportation spend. Similar economic demand fundamentals drive a positive correlation between freight and fuel costs, but the strength or weakness of this correlation is determined by supply side fundamentals. For example, eastbound transpacific spot rates decreased by more than 20 percent year-over-year during the second quarter of 2019. Over the same period, the most relevant transpacific bunkering hubs saw high-sulfur fuel oil and lowsulfur marine gasoil prices fall closer to five percent. (Ship & Bunker, 30 August, 2019)

## OVERVIEW

This report contains the parameters of fuel prices, and is intended to provide information regarding the three 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

