

# THE MARKET THIS WEEK

A summary of the most important developments in the bunker market this week, at your fingertips every Friday

Find more at:  
[integr8fuels.com](https://integr8fuels.com/trading-intelligence)  
[/trading-intelligence](https://integr8fuels.com/trading-intelligence)



## MINERVA STARTS BUNKER SUPPLY IN EGYPT

Global bunker supplier Minerva has become the first international company to be granted a license to supply bunker fuels in Egyptian ports, Egypt's Ministry of Petroleum and Mineral Resources said. The company will start supplying bunker fuels in **Port Said**, located at the northern end of the Suez Canal. VLSFO and LSMGO availability is typically tight in Port Said as a result of less production from local refineries in Port Said, a source said.

## CAPE TOWN REFINERY COMEBACK COULD HELP VLSFO SUPPLY – SOURCES

The restart of Astron Energy's refinery could boost availability of VLSFO in the South African ports of **Cape Town** and **Richards Bay**, sources say. Astron Energy's nameplate 100,000 b/d refinery just north of Cape Town has recently resumed operations after being offline for nearly three years, Reuters reported. The refinery was shut down in 2020 after a massive fire. It used to produce VLSFO and other fuels for bunker supply in both ports.

## VOOIL EXPANDS BUNKER SUPPLY TO THREE MORE PERUVIAN PORTS

Bunker supplier VOOIL started supplying **LSMGO** and **VLSFO** grades in the Peruvian ports of Pisco, San Nicolas and Matarani this week. The grades will be supplied with VOOIL's bunker barge *Maria del Pilar*, which will have 3,400 mt fuel tank capacity allocated to VLSFO and 450 mt to LSMGO. The company has also supplied VLSFO and LSMGO in Peru's Talara and Salaverry ports since April, and in the more prominent bunker stop Callao before then.

### Integr8 Research:

### SHARING THE LATEST IN TRADING INTELLIGENCE WITHIN THE BUNKER MARKET

Check out our latest article: **One story to push prices higher; Now a number of stories to bring them back down**

[GET ACCESS](#)



## SINGAPORE MAPS OUT METHANOL BUNKERING WITH RISK ASSESSMENT WORKSHOP

Authorities recently conducted a hazard identification (HAZID) and hazard and operability study (HAZOP) workshop to explore how **methanol** can be handled safely as a bunker fuel in the Port of Singapore. The workshop was in preparation for the port's "first methanol bunkering operation", scheduled for the third quarter of this year. Its participants identified and evaluated "potential risks, establish preventive measures, and develop methods for control and mitigation," according to the Maritime and Port Authority of Singapore (MPA). Some 80 stakeholders including ship agencies, companies, associations and research institutions like the Methanol Institute (MI) have already begun preparations for methanol bunkering, the MPA's chief executive Eng Dih Teo said last month. Existing fuel storage tanks and pipelines from terminal operators such as Vopak are methanol compatible.

**GIBRALTAR LOGGED 3% RISE IN BUNKER CALLS IN APRIL**

Gibraltar recorded 410 bunker calls in April, a **3% increase** from a year ago, official figures show. If we use bunker calls as a proxy for demand, that was the strongest month since November last year. The number of ships calling to bunker in April was also marginally up from March, according to the Gibraltar Port Authority (GPA).

Meanwhile, port calls from cruise ships were down to 22 in April, from 29 in the same month last year. Gibraltar also registered eight cargo ship calls in April, as well as 146 off limit operations and five commercial ship-to-ship operations.

Total Bunker Calls in April 2023

**410**

Total Bunker Calls in April 2022

**396**

**GLOBAL SOUTH CAN BECOME LOW-COST E-FUELS HUB – TRAFIGURA**

Global South countries are likely to produce **e-fuels** at more attractive levels than those produced in Europe, according to a new white paper from Trafigura. If green hydrogen can be produced at \$2/kg in Global South countries, the estimated cost of e-fuels produced with this green hydrogen as an input should be around \$750/mt. That compares to e-fuels production cost estimates of \$1,200-1,500/mt in Europe, where high renewable electricity prices push up costs.



**INDIA TO FUND 30% OF GREEN SHIPPING PROJECT COSTS**

India's Ministry of Ports, Shipping and Waterways has announced it will provide almost a **third of the funds** needed for green shipping projects in the country. The incentive is higher than the 20% subsidy provided for new vessels running on conventional fuels. The Indian ports of Deendayal on the northwest coast and Chidambaranar in the south plan to develop on-site green hydrogen hubs and launch ammonia bunkering by 2025.

**WEEKLY BRENT DEVELOPMENTS**

Front-month Brent is on track **gain by 1%** on the week as positive comments about increasing demand were countered by concerns over tightening supply.

**Upward pressure:**

"It's going to be a busy summer" owing to currently high consumer demand, US-based United Airlines chief executive Scott Kirby has told CNBC. Kirby's upbeat remarks on air travel come as a welcome relief amid concerns that a looming US recession could dampen oil demand.

Commercial US crude inventories plunged by 12.46 million bbls on the week, to 455.17 million bbls on 19 May, according to the Energy Information Administration (EIA). The draw eclipsed the 6.8 million-bbl decline estimated by the American Petroleum Institute (API).

**Downward pressure:**

US debt-ceiling talks remain mired as the theoretic 1 June deadline draws closer. Concerns over the world's largest economy defaulting on its debt obligations, coupled with a slower-than-expected economic recovery in China, have kept Brent under the weather this month.

**DISCLAIMER**

This article is prepared by, and expresses the opinions of, Integr8 as of the date of writing (the "Materials"). Integr8 may (but does not have to) update or revise the Materials, without notice. The Materials are intended as general information, not to be relied upon or read as business, investment, legal, tax or other advice. The Materials are not addressed to, and do not contemplate, the individual circumstances of any person. Integr8 makes no representation as to

the Materials' accuracy, completeness, authenticity or source. Each person must independently evaluate the Materials. Save for this disclaimer, the Materials are not intended to create legal relations, and are not an offer or invitation from Integr8, its affiliate or any other person. In preparing the Materials, Integr8 has acted on its own behalf and not as an agent or representative. To the fullest extent permitted by applicable law, Integr8 shall have no liability in contract, tort

(including negligence) or otherwise for any loss or cost whatsoever, whether direct, indirect, incidental, special, punitive or consequential, in any way connected to the Materials. The Materials may not be used, copied, reproduced, disseminated, quoted or referred to in any publication or other document (with or without attribution) without the prior written consent of Integr8.