Integr8 Fuels

# Weekly Market News

26th - 30th May 2025

## Why bunker prices aren't dropping — even as oil sinks below $65/bbl

Integr8's Steve Christy on why bunker prices defy Brent

READ REPORT

## TFG Marine to expand physical bunkering on US Gulf Coast

Bunker supplier TFG Marine will supply **VLSFO** and **LSMGO** from the Enterprise Terminal by the Houston Ship Channel from 1 June. The two fuels will be supplies ex-pipe, and **HSFO** will be supplied with barges alongside receiving vessels, the company said.
The company offers physical deliveries across key lightering areas along the Gulf Coast, including Galveston, South Sabine Pass, Southwest Pass and the Louisiana Offshore Oil Port.
In Corpus Christi, it supplies VLSFO and LSMGO using the Takeuchi Sea barge.
Earlier this month, TFG Marine announced a partnership with US-based petroleum company Scott Petroleum to launch physical bunker supply operations from the port of Kingston and along Jamaica's north coast. All fuel grades will be sourced from the Kingston refinery operated by Petrojam Limited, and delivered via a bunker barge operated by Scott Petroleum.

## FueLNG delivers first LNG stem to cruise ship in Singapore

LNG bunker supplier FueLNG bunkered a cruise ship with an unspecified amount of **LNG** at Singapore Cruise Centre's Terminal, marking the company's first LNG bunker operation of a cruise ship in Singapore. The stem was delivered to NYK Cruises' cruise ship Asuka III, which is deemed to be the largest Japanese-flagged cruise ship, according to the Singapore Cruise Centre. FueLNG is a joint venture between energy company Shell and Seatrium Offshore & Marine. Earlier this week, Shell supplied LNG to a cruise ship operated by TUI Cruises in the Spanish port of Barcelona. The fuel was supplied to the cruise ship Mein Schiff Relax using Shell's LNG bunker tanker Haugesund Knutsen.

## Ammonia to become most cost-effective fuel by mid-2030s

LNG and low-emission ammonia will initially be the most cost-effective pathways for shipping companies to comply with the **IMO's Net Zero Framework**, the Global Maritime Forum (GMF) forecasts in a new report. But it expects ammonia consumption costs to drop below LNG's by the mid-2030s and for ammonia to become the preferred low-emission fuel. The conclusion stems from total cost of ownership (TCO) modelling - an approach that considers all capital and operational costs of using a fuel over a vessel's lifecycle. From around 2037, GMF suggests that ammonia will emerge as the most economically viable fuel, even without financial incentives like a reward mechanism for zero- and near-zero emission fuels and increased non-compliance costs. With these incentives in place, ammonia could have the lowest total costs earlier on.

## India and Rotterdam to build green ammonia supply chain

Indian ammonia producer AM Green and the Port of Rotterdam Authority plan to establish a shipping corridor to transport up to **1 million mt/year of green ammonia** from India to Northwest Europe via Rotterdam. AM Green has announced its ambition to produce up to 5 million mt/year of green ammonia by 2030. The partnership centres on shipping this product to Rotterdam and other EU ports from the Port of Kakinada on India's east coast, with a portion of these cargo volumes to be allocated for bunkering.
The duo will collaborate on developing a green ammonia bunker market and supporting infrastructure, including storage and fuel handling facilities in Rotterdam and across the wider Northwest Europe region. AM Green is currently building a green ammonia plant in Kakinada that is expected to produce 1 million mt/year by 2027. The facility will use green hydrogen and nitrogen as inputs.

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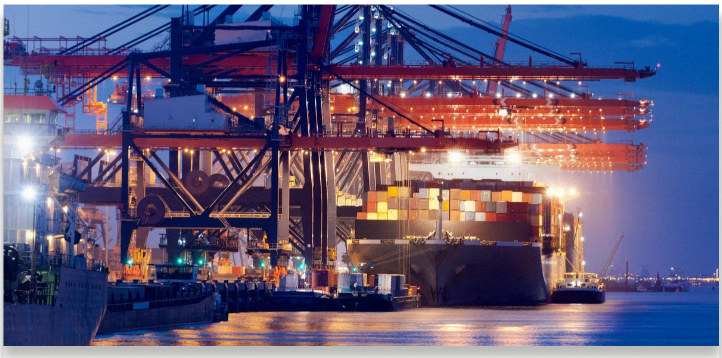
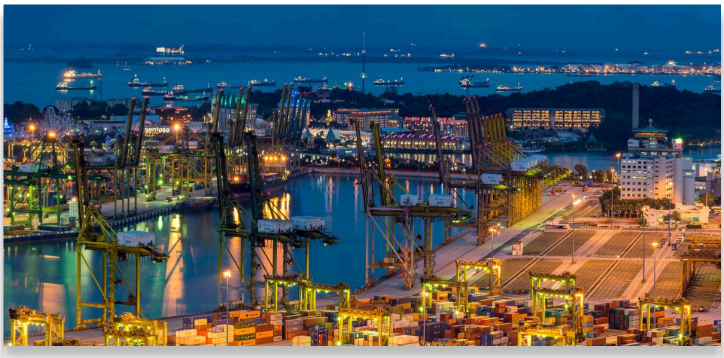


## Northstar acquires French bunker supplier

Belgian bunker supplier **Northstar** has agreed to fully acquire **AZURenergies**, a physical bunker supplier in France and Monaco. Northstar supplies conventional fuels and biofuels to ships across the ARA hub and in nearby ports such as Zeebrugge and Ostend. After the acquisition AZURenergies will have access to “financial strength and international experience,” that will position it to scale up its operational capacity, Northstar said.



## IGU notes growth in global LNG bunker fleet

The total number of **LNG bunker vessels** in operation increased by nine to 56 in 2024, the International Gas Union (IGU) said. Europe led with a total bunker capacity of about 191,000 cbm across 25 vessels, followed by the Asia Pacific region with a combined capacity of 179,700 cbm across 17 vessels. The US also emerged as a key LNG bunkering hub in 2024, reaching a total capacity of 86,400 cbm across 10 vessels.

Fujairah fuel oil stocks in May

10.10m bbls

Fujairah fuel oil stocks in April

11.41m bbls

## Fujairah’s fuel oil stocks slump 12% lower this month

Fujairah’s residual fuel oil inventories have averaged **12% lower** so far this month than across April, Fujairah Oil Industry Zone (FOIZ) and S&P Global data shows.
Fujairah’s heavy distillate and residual fuel oil inventories have fallen below 10 million bbls, reaching their **lowest level since February**. According to cargo tracker Vortexa, the Middle Eastern bunker hub has imported 233,000 b/d of fuel oil this month, maintaining the same level as in April. Most of these imports have originated from Iraq (26%), Kuwait (25%) and Russia (16%). Meanwhile, fuel oil exports from Fujairah have dropped by a significant 85,000 b/d to 192,000 b/d. The majority of these cargo volumes have been sent to Singapore (41%), Saudi Arabia (17%) and Egypt (11%). Fujairah’s middle distillate stocks have also declined, averaging 41% lower compared to April levels. Prompt bunker availability in Fujairah remains tight, with lead times for all fuel grades steady at 5–7 days.

## Weekly Brent developments

Front-month ICE Brent is set to **fall 1%** on the week. Upward pressure from a US court blocking Trump’s tariffs has been offset by expectations of an OPEC+ supply increase.
**Upward pressure:**
The US Court of International Trade has ruled that President Donald Trump exceeded his constitutional authority by imposing import duties on nearly all US trading partners.
Brent’s price has gained further support amid rising prospects of fresh sanctions on Russian and Iranian crude exports. Earlier this week, Trump said that his Russian counterpart, Vladimir Putin, was “playing with fire,” after Moscow intensified airstrikes on Ukraine. Meanwhile, a nuclear agreement between the US and Iran seems to be increasingly off the table, as their joint talks last week failed to yield any progress.
**Downward pressure:**
Oil investors are now awaiting the outcome of the upcoming OPEC+ meeting on Saturday, where the group will discuss production quotas for July. A group of eight OPEC+ members are currently unwinding 2.2 million b/d of output cuts.
“We're assuming the group will agree on another large supply increase of 411k b/d,” ING Bank analysts said.