

Weekly Market News

9th - 13th June 2025

VLSFO prices have declined, but crude has dropped more

Integr8's Steve Christy explains the Brent-VLSFO price gap

READ
REPORT



Orim Energy launches physical bunkering in Gibraltar

Dutch bunker supplier Orim Energy will start **physical bunker deliveries** in Gibraltar from mid-June. The company already offers physical deliveries in the ARA region and Malta Offshore. It is now expanding its operations to Gibraltar, which it describes as "the largest bunkering hub in the new Med-ECA zone." The Mediterranean Sea has been designated as a sulphur Emission Control Area (ECA) under MARPOL Annex VI Regulation 14 from May 2025. This regulation caps the sulphur content of bunker fuels used within the region at 0.10%, unless vessels are fitted with exhaust gas cleaning systems, such as scrubbers. The limit effectively restricts non-scrubber-equipped vessels to using ULSFO or LSMGO for compliance. Orim Energy offers ULSFO, VLSFO, LSMGO and HSFO for bunkering, according to its website. Deliveries in the Gibraltar Strait will be carried out via barges and tankers.

Bunker availability improves with new barge in Zona Comun

Bunker barge availability has improved in Zona Comun, with typical lead times now down to 5–6 days from earlier ranges of 10–12 days. "Availability is normal, and while lead times vary by supplier and their schedule, they're generally around 5–6 days now," a source said. Supply had been relatively tight in Zona Comun, particularly after the bunker delivery vessel Sara H was taken out of service in late March. Its replacement, the Maria Emilia LV, has now been deployed and has been operating at the Zona Comun anchorage for the past three weeks, a local source informed. Five bunker barges are currently operating in Zona Comun. Stable supply and favourable weather have also supported bunker operations in the area.

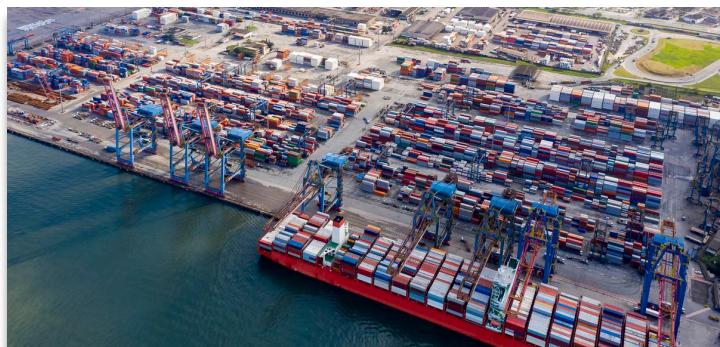
ISCC suspends Preem's renewable fuels certification

The International Sustainability and Carbon Certification (ISCC) has suspended the certification of Preem's Gothenburg biorefinery for 40 days, as its **GHG savings calculation** methodology was deemed non-compliant. A Preem representative told ENGINE that the method—approved by a third-party auditor—underreported emissions. "The methodology in question - although verified and approved by an independent third-party auditor - resulted in reported carbon emissions (GHG-savings) for Preem's fuels being about 0.5 percent lower than the actual emissions," the representative said. The company has since corrected its calculations. Preem was recently acquired by Varo, which now owns the Gothenburg refinery, as well as Lysekil, which combined make up about 80% of Sweden's refinery capacity.

BIMCO to develop new biofuel clause for charterers

The shipping body Baltic and International Maritime Council (BIMCO) has formed a subcommittee to develop a new clause on **biofuel use for time-charter agreements**. The subcommittee "will focus on defining the scope and standards for biofuels, clarifying how they may be supplied and handled, and ensuring that their use aligns with performance expectations and regulatory obligations," BIMCO said. Biofuels are gaining a lot of attention from shipowners as a means to reduce emissions and comply with regulations such as the EU ETS and FuelEU Maritime, the shipping body noted. Their popularity is expected to grow further when the IMO's Net-zero Framework comes into effect in 2028. The subcommittee will address challenges around marine biofuels, including fuel quality, engine compatibility and liability, it said. The group held its first meeting on 7 April. It is expected to present a draft clause at BIMCO's Documentary Committee meeting in October this year.





Six Brazilian ports deemed ready for green fuel bunkering

The International Council on Clean Transportation has named Santos, Rio Grande, Itaquí, Porto do Açu, Pecém and Navegantes as Brazil's most equipped ports for **renewable bunkering**, citing their strong infrastructure, renewable energy access, and connectivity. Meeting fuel demand at these ports would require 82–92 GWh, equivalent to less than 1% of the energy needed for Brazil's planned 1 million mt of renewable hydrogen by 2030.



Hapag-Lloyd takes delivery of final LNG-capable vessel in series

German shipping company Hapag-Lloyd has taken delivery of its 12th **LNG-capable dual-fuel vessel**. The 23,000-TEU container ship, Wilhelmshaven Express, is the "final vessel" in its LNG dual-fuel series, the company said. "While LNG serves as a transitional fuel today, we are determined to switch to non-fossil fuels as soon as they are available in sufficient quantities worldwide," Hapag-Lloyd noted in an earlier report.

Singapore fuel oil stocks in May

21.27m bbls

Singapore fuel oil stocks in April

22.88m bbls

Singapore's fuel oil stocks declined by 7% in May

Residual fuel oil stocks in Singapore averaged **7% lower** in May than in April, according to data from Enterprise Singapore. The port's fuel oil stocks dropped below 22 million bbls in May following a sharp 53% decline in its net fuel oil imports. Imports fell by 1.74 million bbls, while exports increased by 930,000 bbls.

In May, the majority of incoming fuel oil shipments came from Russia (26%), Brazil (9%) and Indonesia (8%). Most fuel oil volumes exported from the port were sent to China (57%), Malaysia (13%) and Sudan (9%). Meanwhile, the port's middle distillate stocks rose, averaging 6% higher compared to the previous month.

VLSFO availability is good in Singapore, with recommended lead times of 5-10 days, down from 7-14 days last week. LSMGO lead times have also shortened from 3-10 days last week to 2-6 days now. However, HSFO lead times have increased from 2-8 days to 7-10 days.

Weekly Brent developments

Front-month ICE Brent is set to **rise by 4%** on the week, driven by concerns over supply disruptions amid escalating geopolitical tensions in the Middle East.

Upward pressure:

The US government on Wednesday ordered a partial evacuation of embassy staff in Iraq due to rising security risks in the region. President Donald Trump reportedly described the Middle East "a dangerous place", adding that the US would not allow Iran to have a nuclear weapon. Meanwhile, Iran has threatened to strike US bases in the region if nuclear talks between the two countries fail.

"Expectations of a new US-Iran nuclear [deal] are slowly evaporating. President Trump said he's less confident about whether he can convince Tehran to agree on shutting down its nuclear program," ANZ Bank's senior commodity strategist Daniel Hynes said.

Downward pressure:

Brent felt some downward pressure after the US Energy Information Administration trimmed its projection for 2025 global oil demand to 103.5 million b/d, forecasting an annual growth of about 800,000 b/d, down from the 1 million b/d projected last month. Lower oil consumption is expected to raise inventories by more than 800,000 b/d this year, Hynes said.

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.