



THE BUNKER WEEKLY REVIEW



National Navigation Company
Planning and Research Dept.

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PRICES \$/Ton	SPECS.	ALGECIRAS	SINGAPORE	MALTA	GIBRALTAR	CONSTANTA	PERIEUS	NOVOROSIYSK
Friday, February 09, 2018	380 CST	369	375	363	370	410	375	363
	180 CST	392	403	388	396	420	395	387
	MGO	598	589	578	604	629	595	625
Thursday, February 08, 2018	380 CST	374	381	370	375	410	378	375
	180 CST	400	405	393	401	420	399	394
	MGO	618	592	595	606	629	601	639
Wednesday, February 07, 2018	380 CST	381	389	380	382	415	385	380
	180 CST	407	409	404	408	430	408	393
	MGO	628	607	610	624	654	614	646
Tuesday, February 06, 2018	380 CST	383	393	387	385	417	397	385
	180 CST	406	419	410	409	430	416	399
	MGO	639	616	629	627	654	628	640
Monday, February 05, 2018	380 CST	385	392	385	390	417	391	383
	180 CST	409	420	409	413	430	410	399
	MGO	639	616	629	631	654	628	656

Top stories of the week

- A Dutch naval architect and shipping company have teamed up to develop small hybrid cargo vessel. Architect C-Job has come up with a concept plan for Switjnk Shipping for a 8,500 deadweight tonne ship using two rotor sails able to deliver a 14% saving on bunker, according to the architect. C-Job had produced earlier a four rotor design for a 4,500 dwt ship for the company. "We concluded that two larger rotor sails were most effective for this project," said C-Job business manager Jelle Grijpstra. "This was because these would yield a comparable propulsive force to four smaller units. "Also, with two Rotor Sails, one on the bow and one on the stern, there would be no chance of wind shadows affecting performance. "The Rotor Sails were chosen for this project because they are easy to use, safe, reasonably quiet, with no need for extra crew, and cheaper in investment compared to other systems," Grijpstra said. The next stage of the project will see further research take place at the Maritime Research Institute Netherlands. The rotor sails are from Finnish marine technology company Norsepower. (Ship & Bunker, 9 February, 2018)

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

