



THE BUNKER WEEKLY REVIEW

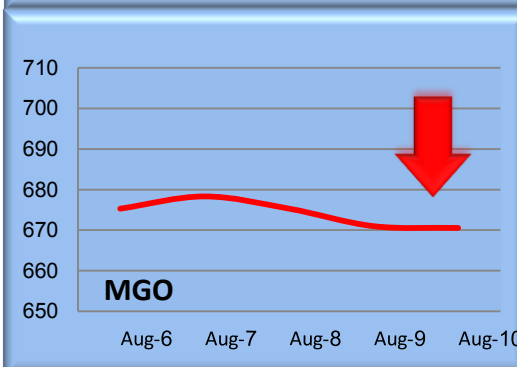
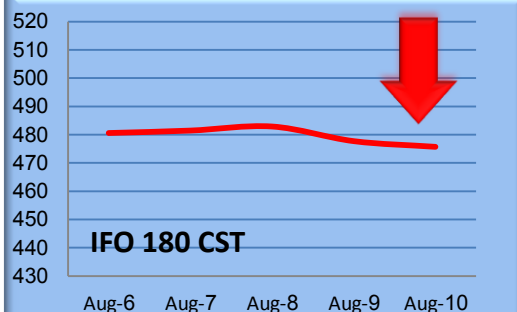
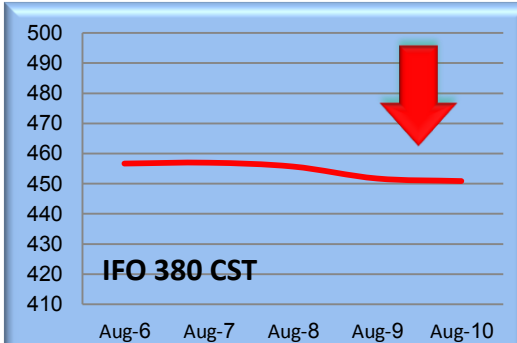


National Navigation Company
Planning and Research Dept.

Week (32) Monday 13th August, 2018

361st Issue

PRICES \$/Ton	SPECS.	ALGECIRAS	SINGAPORE	MALTA	GIBRALTAR	CONSTANTA	PERIEUS	NOVOROSSIYSK
Friday, August 10, 2018	380 CST	451	467	443	450	465	445	435
	180 CST	482	499	466	481	485	467	450
	MGO	681	660	658	677	689	666	663
Thursday, August 09, 2018	380 CST	452	472	442	453	465	444	434
	180 CST	484	504	468	485	485	468	450
	MGO	673	663	654	680	689	667	671
Wednesday, August 08, 2018	380 CST	455	470	450	456	468	451	440
	180 CST	492	505	477	490	488	478	450
	MGO	680	664	655	686	694	675	673
Tuesday, August 07, 2018	380 CST	460	468	451	459	468	453	440
	180 CST	491	501	475	489	488	476	450
	MGO	688	657	664	687	694	679	679
Monday, August 06, 2018	380 CST	460	469	451	457	468	451	441
	180 CST	494	500	474	484	488	474	450
	MGO	686	657	661	683	689	673	678



Top stories of the week

- Amid a recent surge of industry-wide interest over exhaust gas cleaning systems, scrubber septic Hapag-Lloyd says it will now test the technology as part of its preparations for the upcoming "IMO 2020" global 0.50% sulfur cap on marine fuel. The apparent u-turn comes after the world's fifth largest container carrier in March said it was "questionable" whether the technology was a long-term solution and "not our preferred solution." But writing in its 1H 2018 report released today, Hapag-Lloyd says it will now test scrubbers on two "larger containerships", but did not elaborate on when the conversions would take place. Hapag-Lloyd are not the only vessel owner to shift their view on scrubbers, with Scorpio this month also indicating they were warming to the technology. (Ship & Bunker News, 10 August, 2018)
- Wallenius Wilhelmsen says it expects bunker costs to rise about 50% as a result of the "IMO 2020" global 0.50% sulfur cap for marine fuel. The shipowner said the new rules, which come into force on January 1, 2020, represent "a challenge and risk for the shipping industry" not just in terms of cost, but also because of a lack of clarity around the availability and quality of fuels. "Wallenius Wilhelmsen is relatively well covered through Sulphur (BAF) clauses already in place for majority of the larger customer contracts and aims to introduce relevant clauses for remaining customer contracts," the company said in a risk update as part of its latest quarterly report. "To handle this uncertainty, Wallenius Wilhelmsen has chosen a balanced approach which gives the best chance of managing risks and costs." That balance includes burning different types of low sulfur fuel, as well as fitting 20 of its "most suitable" vessels with scrubbers that will allow them to continue burning otherwise noncompliant HSFO. The cost for each retrofit was estimated at \$6-7 million, and will take place "over the next few years" inline with their scheduled dry docking. Once complete, it will bring the number of vessels in Wallenius Wilhelmsen's fleet with scrubbers to 25. (Ship & Bunker News, 10 August, 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.