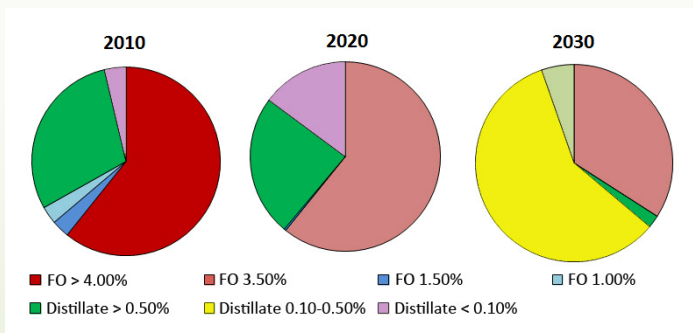


Outlook for Marine Bunkers and Fuel Oil to 2030

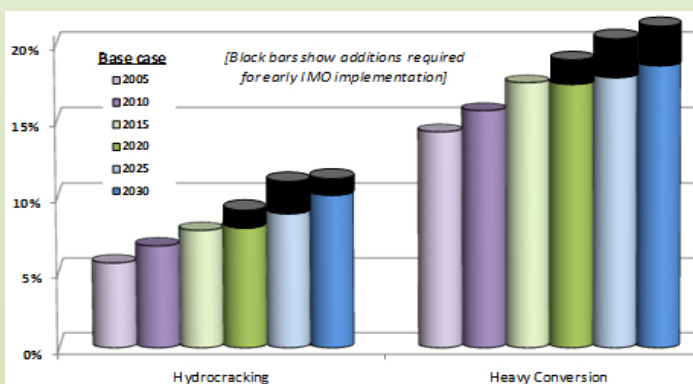
A Key to Understanding the Future of the Marine Bunkers and Fuel Oil Markets.

The latest edition of this biennial study, produced from the partnering of FGE and Marine & Energy Consulting Ltd, provides an up to date assessment of the latest legislative changes in the marine bunker sector until 2030, and quantifies the impact on demand, and product differentials, as well as suggesting ways in which the refining, shipping and storage sectors could react to the changes.

Potential of a Profound Demand Shift from Residuals to Distillates



Potential Refinery Conversion Units Required



KEY ISSUES

- How feasible is the IMO’s proposed ‘Global Sulphur Cap’ of 0.50% in 2020?
- Rate of progress in emission abatement technologies (scrubbers).
- The role of alternatives, i.e. LNG, as well as increased engine energy efficiency and routing software.
- Likely growth in overall bunker demand and split between residual fuel oil & distillates, as well as high & low sulphur fuel oil.
- Will Emission Control Areas (ECA’s) distort the fuel oil market in the short-term?
- Impact of the US ECA
- Reactions by refining industry to these uncertainties.
- Can refiners meet potential increase in distillate fuels if bunker demand shifts from fuel oil? At what cost?
- If IMO proposal is deferred, will more ECA’s be introduced?
- Distillate/fuel oil spread by 2020/2024.

To obtain further information, please contact us at: FGE@fgenergy.com or RMeech@RobinMeech.com

Key Aspects, Methodology and Conclusions

Overview

- This report contains around 105 pages with over 50 tables/charts and provides a comprehensive update of the current legislation, how the shipping and refining industries are likely to respond, as well as the implications in terms of bunker demand, price differentials and investments.

Methodology

- Bunker demand has been forecast independently, built up from a region-by-region base with a particular focus on the anticipated effect of recent technical advances in scrubber design and fuel efficiency.
- Likewise, on the refining side, the analysis is based on the detailed build up of capacity and the application of a proprietary refining model.

Conclusions

- The main conclusions indicate that under pressure from the impending marine emissions legislation, the mix of fuels used in the shipping industry will indeed proliferate, that on-board scrubbing will become viable, initially for vessels operating in ECA areas, but subsequently for all new builds.
- The study also concludes that implementing the IMO proposals by 2020 will be virtually impossible, requiring the refining industry to invest in more than 4 million b/d of extra secondary processing capacity, above that already scheduled.

Key Reading for:

- Refiners
- Ship Owners & Operators
- Environmental Policy Makers
- Charters
- Bunker Suppliers
- Trading Community
- Port Owners & Operators
- Storage Owners and Operators

To Order:

If you are interested in purchasing the 'Outlook for Marine Bunkers and Fuel Oil to 2030' study then please contact: FGE@fgenergy.com or RMeech@RobinMeech.com

Price: UK £ 10,000 - 1 Hard Copy (includes a half-day workshop option in our London offices)