BUNKERING

FACTS & FIGURES

APRIL 2020

The act of supplying a vessel with marine fuel is known as bunkering.

MARITIME LOGISTICS REQUIRE A HIGH DEGREE OF FLEXIBILITY TO BE ABLE TO WORK ECONOMICALLY.

In practice, bunker suppliers maximise operations by delivering one or several vessels at the same time or proceeding to barge to barge supply (transhipments).

HOW IT WORKS

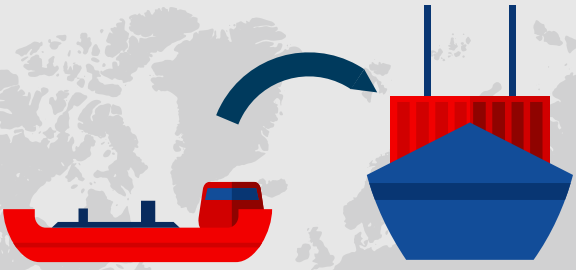
IMPORT

REFINING

MARINE FUELS
conventional & alternative fuels

STORAGE & BLENDING
according to quality requirements
IN THE PORT or ON BOARD

BUNKER DELIVERING
Vessels are supplied through various means (bunker barges, pipelines, road tankers) depending on the port and the accessibility to the vessel.



Place of delivery
- Harbour
- Territorial waters
- International waters

End users
- Seagoing vessel (container vessels, tankers, crude carriers, bulk carriers, cruises)
- Short sea shipping (barge, ferry)
- Floating craft (dredgers)
- Inland waterway vessel

90% OF THE WORLD'S CARGO IS TRANSPORTED BY SEA

UPEI
THE VOICE OF EUROPE'S INDEPENDENT FUEL SUPPLIERS

Avenue de la Renaissance 1 • B-1000 Brussels
Phone: +32 2 740 20 20 • Fax: +32 2 740 20 23
info@upei.org • **www.upei.org**

TOP EUROPEAN PORTS FOR BUNKERING

1.	**Rotterdam**	10 million mt per year
2.	**Antwerp**	7.5 million mt per year
3.	**Gibraltar**	4 million mt per year
4.	**Amsterdam**	3 million mt per year
5.	**Algeciras**	3 million mt per year
6.	**Fos/Marseille**	3 million mt per year
7.	**Piraeus**	3 million mt per year
8.	**Hamburg**	2.5 million mt per year

Marine fuel demand – Industry estimates (2015)

ROTTERDAM

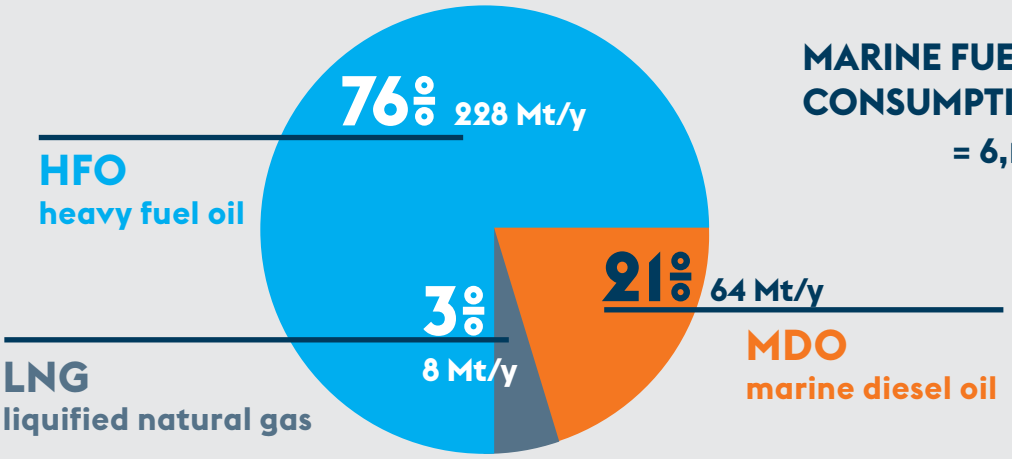
- 2nd largest bunker port worldwide with 20,000 bunkering operations per year
- 46% intra-Europe trade + 54% international

ANTWERP

- 5th largest bunker port worldwide
- 36% intra-Europe trade + 64% international

Official websites - Port of Rotterdam and Port of Antwerp

MARINE FUEL CONSUMPTION 2012 (Mt/y)



MARINE FUEL CONSUMPTION
= 6,1% global oil demand

Concawe - Marine fuel facts

BUNKER FUELS ARE BECOMING CLEANER...

Air quality, accordingly to IMO rules:

- sulphur emissions will be reduced to 0,5% m/m by 2020;
- stricter limit of 0,1 % m/m is already in place in emission control areas.

Greenhouse gas emissions from shipping:

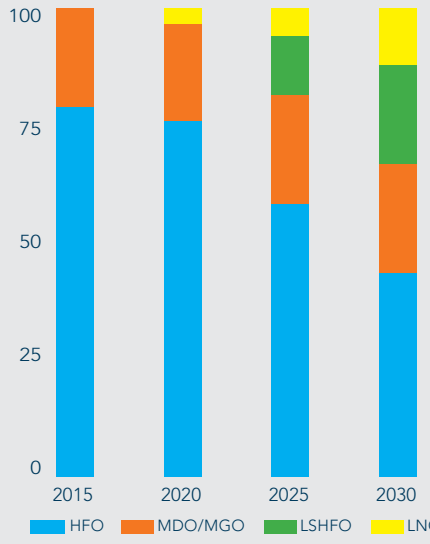
- are closely monitored under the EU Emission Trading Scheme;
- should be reduced at least to 50% by 2050 compared to 2008, according to IMO strategy.

Alternative fuels are being developed:

- gas, e-fuels, electric, biofuels, methanol, ammonia...

Status Quo fuel mix for all 4 ship types (%)

Conservative forecast based on business as usual and regulations passed before 2014, i.e. excluding IMO's commitment to reduce GHG emissions.



Llyod's Register Marine & UCL - Global Marine Fuel Trends 2030