

## OVERVIEW

- Three Ecuadorian suppliers confirmed tightness of very low-sulphur fuel oil (VLSFO) in the local ports. Resupply dates were not clear.
- VLSFO prices rose further in Tokyo, supported by tighter marine fuel availability.
- Supply of bunkers was adequate in the Atlantic port of Las Palmas, after the arrival of a cargo of fuel oil last week. Prior to that, supply of VLSFO had been very tight.

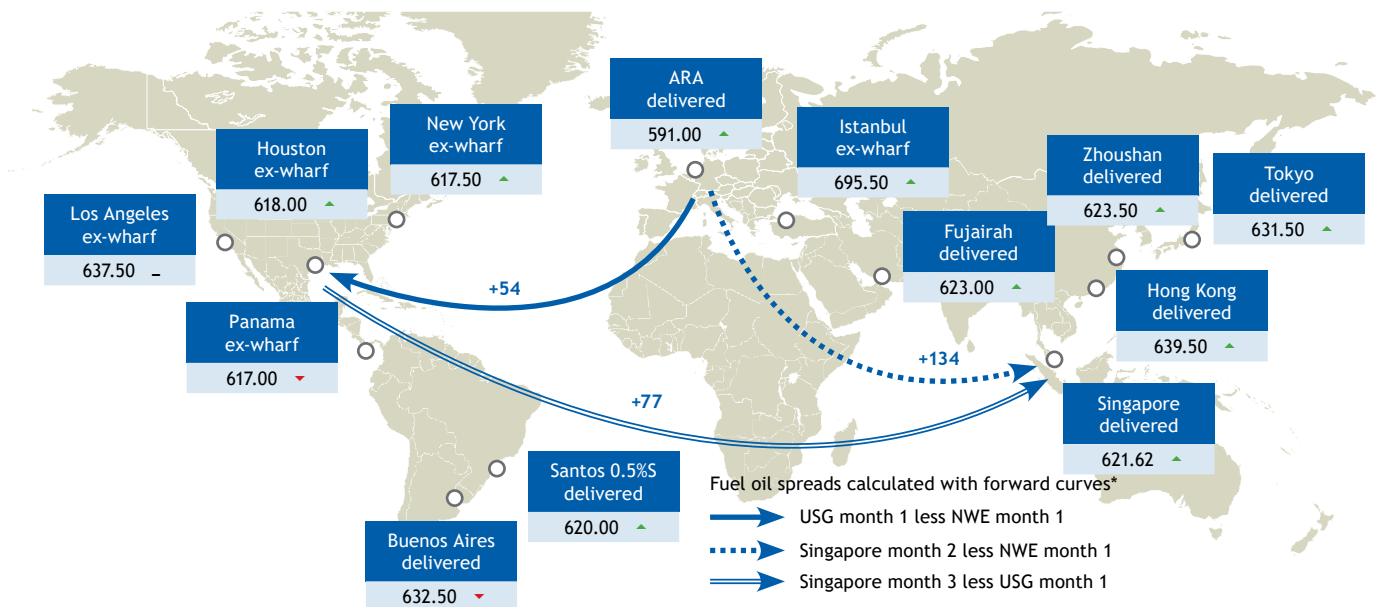
### Key assessments, midpoint

	Delivery	0.5%S fuel oil	MGO	3.5%S fuel oil
Singapore \$/t	cargo, fob	610.00	-	493.25
	bunker, dob*	621.62	723.00	510.00
Zhoushan \$/t	bunker, dob*	623.50	761.00	568.50
Fujairah \$/t	barge, fob	615.00	-	-
	bunker, dob*	623.00	775.00	505.00
ARA \$/t	bunker, dob*	591.00	708.75	-
Rotterdam \$/t	bunker, dob	-	-	486.00
NW Europe \$/t	barge, fob	584.00	714.50	467.00
US Gulf \$/bl	barge, fob	90.58	-	72.03
US Gulf \$/t	barge, fob	609.97	-	-
Houston \$/t	bunker, ex-wharf	618.00	764.00	507.50
Houston \$/t	bunker, dob	643.00	789.00	-
New York \$/bl	barge, dob	90.18	-	-
New York \$/t	barge, dob	607.27	-	-
New York \$/t	bunker, ex-wharf	617.50	767.50	509.00
Los Angeles \$/t	bunker, ex-wharf	637.50	759.00	524.50
	bunker, dob	646.50	771.50	544.50
Panama \$/t	bunker, ex-wharf	617.00	783.00	506.50

\*volume weighted average  
The \$/bl and \$/t assessments for 0.5% sulphur fuel oil prices in the New York and US Gulf are assessed independent of each other. They are not directly correlated by fixed conversion factors due to density variables.

## 0.5%S FUEL OIL BUNKERS AND BULK 0.5%S FUEL OIL

\$/t



\*Forward curves are not part of the Argus Marine Fuels report. Inquire about Argus Marine Fuels Forward Curves.

## ALTERNATIVE VS CONVENTIONAL MARINE FUEL

Asia-Pacific and Middle East energy equivalent comparisons					
	\$/mn Btu	\$/t 0.5%S FOe	\$/t MGOe	\$/t 3.5%S FOe	
<b>Weekly average, week ending 15 Oct</b>					
Ammonia East Asia (excl Taiwan) cfr	35.94	1,419.55	1,457.35	1,371.17	
Methanol Southeast Asia delivered, weekly assessment, 18 Oct	28.74	1,135.07	1,165.30	1,096.39	
LNG des Southeast Asia (ASEA) half-month net calorific value-adjusted	37.63	1,486.35	1,525.94	1,435.70	
Singapore 0.5%S fuel oil delivered	15.41	608.88	-	-	
Singapore 0.1%S MGO delivered	17.49	-	709.17	-	
Singapore 3.5%S fuel oil delivered	13.57	-	-	517.80	
Biodiesel UCOME (used cooking oil) RED bulk China fob	52.12	2,051.81	2,152.95	-	
LNG des China half-month net calorific value-adjusted	38.74	1,524.98	1600	-	
Zhoushan 0.5%S fuel oil delivered	15.52	610.65	-	-	
Zhoushan 0.1%S MGO delivered	17.69	-	730	-	
Ammonia Middle East fob spot	32.90	1,303.68	1,342.65	-	
Fujairah 0.5% fuel oil delivered	15.35	608.10	-	-	
Fujairah 0.1% MGO delivered	18.48	-	754.20	-	
<b>Monthly average</b>					
Japanese LNG cocktail (JLC) preliminary, net calorific value-adjusted, Aug	11.21	472.35	-	-	
Tokyo 0.5%S fuel oil delivered, Sep	13.23	557.60	-	-	
NW Europe energy equivalent comparisons					
	\$/mn Btu	\$/t 0.5%S FOe	\$/t MGOe	\$/t	CO2 % price increase
NWE ammonia wholesale duty paid, cfr, weekly assessment, 14 Oct*	40.65	1,596.96	1,640.69	-	-
NWE green ammonia modeled value, wholesale, duty paid, cfr, monthly avg Sept†	67.87	2,666.04	2,739.05	-	-
RED Advanced Fame 0C CFPP fob ARA range, weekly avg, week ending 15 Oct	74.55	2,928.58	3,008.79	-	-
Rotterdam methanol delivered, weekly assessment, 18 Oct	29.29	1,150.67	1,182.19	-	-
NWE LNG bunker, delivered on board, weekly assessment, 14 Oct	36.77	1,444.45	1,484.01	-	-
NWE small-scale LNG, free on truck, weekly assessment 14 Oct	35.72	1,403.09	1,441.51	-	-
ARA 0.5%S fuel oil retail, delivered, weekly avg, week ending 15 Oct	14.78	580.75	-	-	-
ARA 0.1%S MGO retail, delivered, weekly avg, week ending 15 Oct	17.24	-	695.65	-	-
<b>CO2 added cost, weekly avg, week ending 15 Oct††</b>					
EU CO2	-	-	-	68.80	-
Rotterdam methanol delivered including CO2 cost, weekly assessment, 18 Oct	34.46	1,353.53	1,390.59	-	18%
ARA 0.5%S fuel oil retail, delivered including CO2 cost	20.30	797.53	-	-	37%
ARA 0.1%S MGO retail, delivered including CO2 cost	22.70	-	916.21	-	32%
*weekly assessment cfr NW Europe ammonia duty paid					
†Monthly calculated price. For more information about ammonia inquire about the Argus Ammonia report					
††1t of 0.5%S fuel oil emits 3.151t of CO2, 1t of MGO emits 3.206t of CO2, according to IMO's 2014 guidelines. For news and analysis on the EU Emission Trading Scheme market inquire about the Argus European Emissions Market report.					
US Gulf energy equivalent comparisons, daily					
	\$/mn Btu	\$/t 0.5%S FOe	\$/t MGOe		
US Gulf ammonia cfr spot, weekly assessment, 14 Oct	38.07	1,538.14	1,654.23		
US Gulf methanol barge delivered, weekly assessment, 18 Oct	28.03	1,132.57	1,218.05		
US Gulf LNG fob net calorific value-adjusted	34.22	1,382.66	1,487.01		
Houston 0.5%S fuel oil ex-wharf	15.29	618.00	-		
Houston 0.5%S fuel oil delivered	15.91	643.00	-		
Houston 0.1%S MGO ex-wharf	17.58	-	764.00		
Houston 0.1%S MGO delivered	18.16	-	789.00		
New Orleans 0.5%S fuel oil ex-wharf	15.12	611.00	-		
New Orleans 0.1%S MGO ex-wharf	17.09	-	742.50		
New Orleans 0.1%S MGO delivered	17.23	-	748.50		

## ASIA-PACIFIC

### Singapore

Singapore bunker prices were mixed along with firmer crude prices at 4.30pm in Singapore and weaker fuel oil paper prices.

Demand failed to pick up from last week, as crude prices rose during the trading session. Argus received a total of 10 spot bunker deals totalling 11,885t. The earliest availability was around 26 October.

Argus received eight Singapore very-low sulphur fuel oil bunker deals with 0.5pc sulphur content totalling 7,185t and assessed the grade at \$621.62/t, up by \$6.19/t from 15 October. The lowest deal reported meeting the standard parameters was done at \$618/t and the highest at \$625/t. Argus did not receive any low-sulphur marine gasoil bunker deals and assessed the grade at \$723/t, up by \$5/t. Argus also received one high-sulphur fuel oil (HSFO) bunker deal totalling 1,700t and assessed the grade at \$510/t, down by \$5/t.

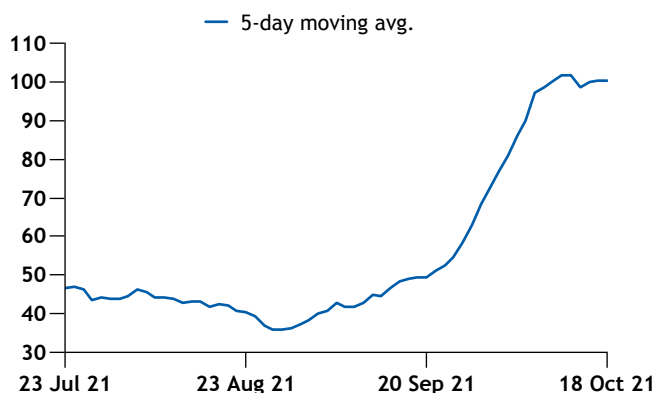
Singapore assessed bunker prices					
Grade	HS 500cst	HS 380cst	LSFO 0.5%S	MGO 0.5%S	MGO 0.1%S
Assessment \$/t	509.50	510.00	621.62	718.00	723.00
Reported quantity t	0	4,700	7,185	0	0

Singapore cargo prices					\$/t
	Low	High	Mid	±	
Singapore 0.5%S 30cst min fuel oil fob	609.50	610.50	610.00	▲	
Singapore 3.5%S 180cst fuel oil fob	499.50	500.50	500.00	▼	
Singapore 3.5%S 380cst fuel oil fob	492.75	493.75	493.25	▼	

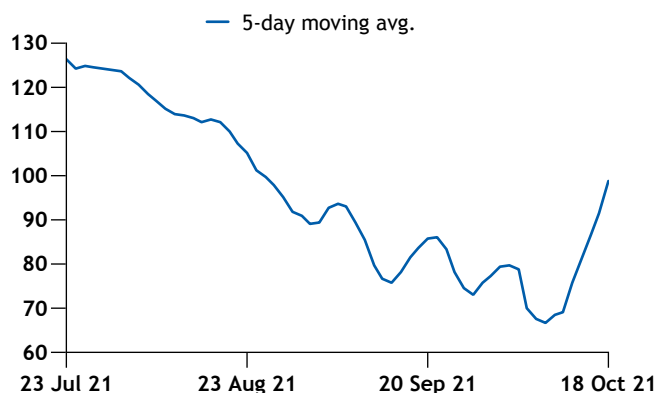
The total volumes published above include trades excluded from the volume-weighted average prices for failing to meet size, timing or statistical price tests.

Singapore November front-month fuel oil swaps for HS380cst cargoes fell by \$12.75/t to \$489.25/t. The differential be-

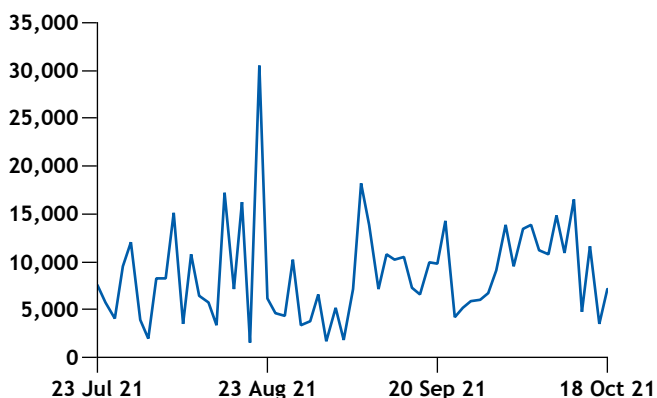
Singapore: MGO 0.1%S less fuel oil 0.5%S \$/t



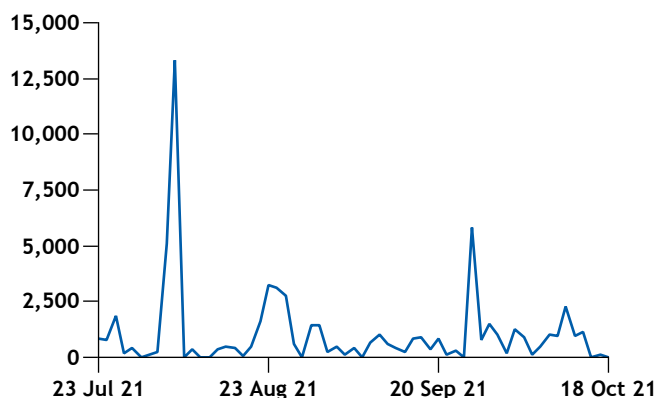
Singapore: fuel oil 0.5%S less fuel oil 3.5%S \$/t



Singapore fuel oil 0.5%S reported sold quantity t



Singapore MGO 0.1%S reported sold quantity t



## ASIA-PACIFIC

Assessed bunker prices													\$/t
Location	0.5%S 380cst				Sulphur max %	MGO				HS 380cst			
	Low	High	Mid	±		Low	High	Mid	±	Low	High	Mid	±
China delivered													
Hong Kong			639.50	▲	0.05	741.00	751.00	746.00	▲	579.50	589.50	584.50	▲
Reported quantity t			0	◀ ▶									
Qingdao	641.00	651.00	646.00	▲	-	-	-	-		586.00	596.00	591.00	▲
Shanghai			646.00	▲	0.10	777.50	787.50	782.50	▲	557.00	567.00	562.00	▲
Reported quantity t			2,500	▲									
Asia-Pacific (other) delivered													
Russian far east	565.00	585.00	575.00		0.10	650.00	670.00	660.00	▲	500.00	520.00	510.00	▲
South Korea	607.50	612.50	610.00	▲	0.10	727.50	732.50	730.00	▲	562.50	567.50	565.00	▼
Sydney	756.50	761.50	759.00	▲	0.10	813.00	818.00	815.50	▲	430.00	435.00	432.50	▼
Tokyo*	629.00	634.00	631.50	▲	-	-	-	-		550.00	555.00	552.50	▲
Indian Ocean delivered													
Mumbai	659.00	661.00	660.00		0.10	785.00	805.00	795.00	▲	609.00	611.00	610.00	▲

\*0.5%S maximum viscosity 180cst

Posted bunker prices													\$/t
Location	0.5%S 380cst				Sulphur max %	MGO				HS 380cst			
	Low	High	Mid	±		Low	High	Mid	±	Low	High	Mid	±
Saudi Aramco delivered													
Saudi Arabia eastern region	-	-	663.75	▲	0.05	-	-	760.00	▲	-	-	477.00	▲
Saudi Arabia western region	-	-	610.00	▲	0.10	-	-	760.00	▲	-	-	492.00	▲

tween delivered HS380cst and the front-month Ice Brent crude futures contract at 4.30pm was minus \$5.32/bl.

## China

Spot demand in Zhoushan for very-low sulphur fuel oil (VLSFO) bunker deliveries weakened from the end of last week, as firmer crude values during Asian trading continued to drive away some buyers.

Strong winds at Zhoushan may again close its outer port limits on 19 October, adding to buyers' expectations of uncertain bunker delivery schedules that could cause demurrage. Some vessels headed to nearby Shanghai for VLSFO bunker delivery, with spot trade volume captured at 2,050t compared with zero last week.

Spot VLSFO bunker delivery prices in the two markets were both assessed higher, up by \$3.30/t and \$5/t respectively to \$623/t and \$626/t. Zhoushan's more than \$20/t discount to Shanghai reflects continued demand curbs from port congestion and the high winds. Bunker suppliers continued to suffer

Fujairah assessed bunker prices			
	HS 380cst	LSFO 0.5%S	MGO 0.1%S
Assessment \$/t	505.00	623.00	775.00
Reported quantity t	2,500.00	15,600.00	80.00

Zhoushan			
	HS 380cst	LSFO 0.5%S	MGO 0.1%S
Bunker Index, delivered \$/t	568.50	623.50	761.00
Reported quantity t	0.00	2,100.00	640.00
Barge, ex-wharf \$/t	-	620.00	-

CPC, Taiwan, delivered, valid from 18 Oct				\$/t
Location	3.5%S	0.5%S	0.1%S	MGO
	380cst	180cst		
Hualien, Suao*	-	659.00	805.00	
Keelung	-	659.00	805.00	
Taichung	-	659.00	805.00	
Kaohsiung	593.00	659.00	805.00	

\*Hualien, Suao MGO is 0.5%S maximum

## ASIA-PACIFIC

losses from delivering VLSFO but marine gasoil and high-sulphur fuel oil (HSFO) were producing profits. But the main stream for Zhoushan bunker volumes is VLSFO.

VLSFO ex-wharf Zhoushan was assessed \$5/t higher to \$620/t. But trades were limited as most bunker suppliers, which are normally buyers for ex-wharf trades, remained holding high inventories. Despite firmer crude values in Asian trading, the VLSFO futures market in Shanghai held back with its premium over Singapore paper narrowing to \$31/t from \$/39/t and reflecting traders expecting continued weak demand in the VLSFO bunker market.

The HSFO Shanghai contract's premium over Singapore paper also fell to \$54.50/t from \$55.60/t previously. The continued strength of HSFO in Asia and Europe lent support to Shanghai futures.

### Japan

Very low-sulphur fuel oil (VLSFO) prices rose further in Tokyo, supported by tighter marine fuel availability. Eneos will limit bunker supply in the Tokyo bay and Hanshin areas until end-October because of berth congestion and low inventories at their refineries, while supplies from Idemitsu and Cosmo Oil are also unlikely to be ample, according to traders.

Some trading houses still with cargoes in hand continued to step away from the market, waiting for the right time to sell their volumes.

Offers were placed in the low \$630s/t or higher for end-October delivery in Tokyo, up by \$6/t from 15 October. Prices for 380cst high-sulphur fuel oil (HSFO) rose to \$550-555/t for the same delivery conditions as VLSFO, up by \$7/t from 15 October.

HSFO supply from Eneos will also be limited this month, which boosted prices today.

### Russian far east

Marine fuel prices at the Russian far east ports rose due to tight product supplies on Monday and demand was steady.

The owner of the bulk carrier *Ocean Happiness*, which is to call at Vladivostok between 20-28 October, requested 270t of very-low sulphur fuel oil with 0.5pc sulphur (VLSFO). Ro-ro cargo *Luna Spirit*, which is expected at the port of Vladivostok at the beginning of next week, needed 350-500t of VLSFO.

The operator of the bulk carrier *Zhen Zhu Hai* wanted to purchase 120-200t of VLSFO. This vessel is expected at the port of Nakhodka at the middle of next week.

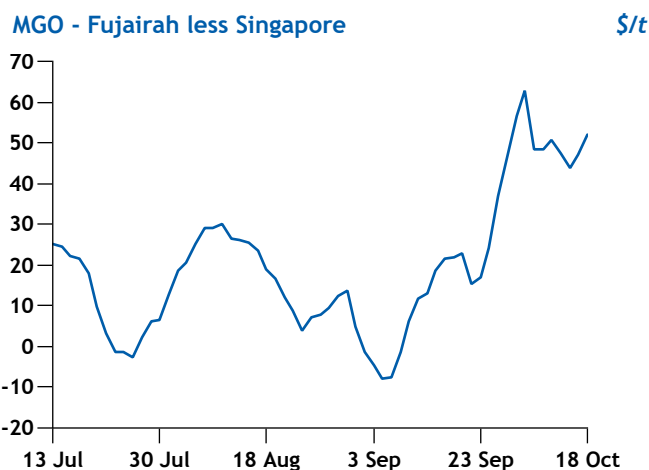
## Middle East

Fujairah suppliers and trading firms submitted 26 delivered deals for a total of 18,180t of marine fuels on Monday.

The very low-sulphur fuel oil with 0.5pc sulphur (VLSFO) price in Fujairah rose by \$8.50/t to \$623.50/t from Friday. The price of high-sulphur 380cst fuel oil with 3.5pc sulphur rose by \$5/t to \$505/t, and the marine gasoil with 0.1pc sulphur (MGO) price increased by \$5/t to \$775/t, all based on trades matching the volume-weighted assessment criteria.

Prompt deliveries remained difficult for many suppliers in Fujairah, but demand was still above average. But not all suppliers were keen to sell, although one supplier fixed nearly 8,000t of marine fuels for delivery between 21-30 October.

A trader in Mumbai, India, fixed 400t of VLSFO at \$653/t for 21-27 October delivery.



## EUROPE AND AFRICA

Assessed bunker prices														\$/t
Location	0.5%S 380cst				Sulphur max %	MGO				HS 380cst				
	Low	High	Mid	±		Low	High	Mid	±	Low	High	Mid	±	
<b>Europe delivered</b>														
ARA VWA			591.00	▲	0.10			708.75		-	-	-		
Reported quantity t			1,525					280						
Diff to Ice gasoil			-					-29.75						
Rotterdam			-						▲	483.50	488.50	486.00	▲	
Antwerp			-							483.50	488.50	486.00	▲	
Skaw	587.00	592.00	589.50	◀ ▶	0.10	740.00	745.00	742.50	▲	511.00	516.00	513.50	▲	
Hamburg	589.50	594.50	592.00	◀ ▶	0.10	737.75	742.75	740.25	▲	494.00	499.00	496.50	◀ ▶	
Algeciras/Gibraltar/Ceuta VWA			610.25	▲	0.10			761.00		-	-	-		
Reported quantity t			450					100						
Gibraltar	605.25	610.25	607.75	▲	0.10	756.00	761.00	758.50	▲	514.00	519.00	516.50	▲	
Algeciras	605.25	610.25	607.75	▲	0.10	756.00	761.00	758.50	▲	514.00	519.00	516.50	▲	
Barcelona ex-wharf	607.25	612.25	609.75	▲	0.10	766.00	771.00	768.50	▲	524.00	529.00	526.50	▲	
Genoa ex-wharf	621.00	626.00	623.50		0.10	786.50	791.50	789.00	▲	527.50	532.50	530.00	▲	
Malta	604.75	609.75	607.25		0.10	756.00	761.00	758.50	▲	524.50	529.50	527.00	▲	
Piraeus	675.00	680.00	677.50		0.10	752.00	757.00	754.50	▲	495.00	500.00	497.50	▲	
Kali Limenes	679.25	684.25	681.75		0.10	772.00	777.00	774.50	▲	518.25	523.25	520.75	▲	
Istanbul ex-wharf	693.00	698.00	695.50	▲	0.10	783.50	788.50	786.00	▲	542.50	547.50	545.00	▲	
<b>Africa delivered</b>														
Canary islands	603.50	608.50	606.00	▲	0.10	747.00	752.00	749.50	▼	525.00	530.00	527.50	▲	
Cape Town*	653.00	658.00	655.50		0.50	764.00	769.00	766.50	▲	-	-	-		
HS 180cst*										580.00	585.00	582.50	▲	
Durban ex-wharf*	651.00	656.00	653.50		0.10	794.00	799.00	796.50	▲	-	-	-		
HS 180cst*										573.00	578.00	575.50	▲	
Lome	627.00	632.00	629.50	▲	0.10	785.00	790.00	787.50	▲					
<b>Russia delivered</b>														
Arkhangelsk†	500.00	530.00	515.00	◀ ▶	0.10	650.00	670.00	660.00	◀ ▶	-	-	-		
Murmansk†	500.00	535.00	517.50	◀ ▶	0.10	650.00	675.00	662.50	◀ ▶	-	-	-		
Novorossiysk†	490.00	530.00	510.00	◀ ▶	0.10	650.00	670.00	660.00	◀ ▶	385.00	400.00	392.50	◀ ▶	
St Petersburg†	500.00	530.00	515.00	◀ ▶	0.10	650.00	700.00	675.00	◀ ▶	395.00	415.00	405.00	◀ ▶	
Ust-Luga†	500.00	535.00	517.50	◀ ▶	0.10	650.00	705.00	677.50	◀ ▶	395.00	420.00	407.50	◀ ▶	
<b>ECA 0.1% fuel oil</b>														
Rotterdam	701.25	706.25	703.75	▲	-	-	-	-		-	-	-		
St Petersburg	555.00	590.00	572.50	◀ ▶	-	-	-	-		-	-	-		
Ust-Luga	555.00	595.00	575.00	◀ ▶	-	-	-	-		-	-	-		

\*0.5%S and 3.5%S fuel oil has maximum viscosity of 180cst †0.5%S maximum viscosity not specified

Bunker prices in Europe and Africa were steady on Monday with demand high in several ports.

Supply of very-low sulphur fuel oil with 0.5pc sulphur (VLSFO) could be tightening in the Amsterdam-Rotterdam-Antwerp (ARA) hub. The grade's price rose by \$2/t to \$591/t on Monday.

High-sulphur 380cst fuel oil with 3.5pc sulphur (HS380cst) jumped by \$7.25/t, to \$486/t, and this narrowed the spread between HS380cst and VLSFO in ARA to \$105/t.

Marine gasoil with 0.1pc sulphur (MGO) in ARA also rose, by \$1/t, to \$708.75/t, based on a reported quantity of stems

Barge prices					\$/t
	Low	High	Mid	±	
NWE 0.5% fuel oil fob	582.00	586.00	584.00	▲	
NWE 1.0% fuel oil fob	527.00	531.00	529.00	▼	
NWE 3.5% RMG fob	465.00	469.00	467.00	▼	
NWE 3.5% RMK fob	-	-	465.00	▼	
NWE 0.1% MGO fob	712.50	716.50	714.50	▼	

of 280t. Five clips of MGO between 75-420t sold for between \$705-712/t.

VLSFO prices in the ports of Hamburg and Skaw were both

**EUROPE AND AFRICA**

unchanged, putting Skaw at a small discount to ARA and Hamburg at a slight premium.

Prices of VLSFO in the Mediterranean were mostly flat, and suppliers in several ports including the key Mediterranean hub of Gibraltar reported higher demand on Monday than last week.

VLSFO in the Gibraltar-Algeciras-Ceuta (West Med) rose by less than \$1/t to \$610.25/t. Three clips of VLSFO sold in the region, between 400-500t, for between \$605-618/t. Also in West Med, a clip of 100t of MGO sold for \$764/t.

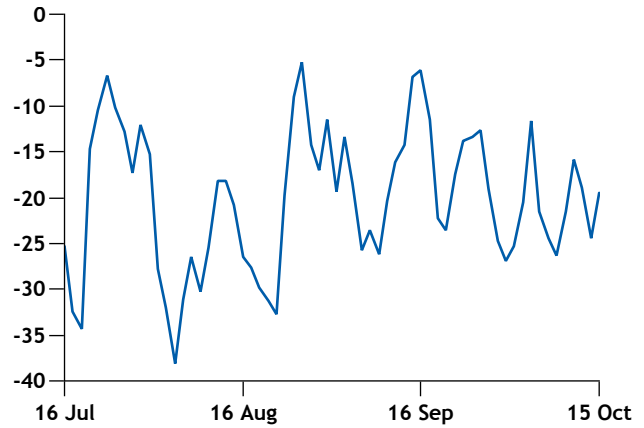
Malta had a \$3/t discount to West Med VLSFO. Four clips of VLSFO sold in Malta, for volumes between 250-1,000t, for between \$603-609/t. A clip of 50t of MGO stemmed for \$765/t in Malta.

Supply of bunkers was adequate in the Atlantic port of Las Palmas, after the arrival of a cargo of fuel oil last week. Prior to that, supply of VLSFO had been very tight. The price of VLSFO rose by \$1.50/t to \$606/t in Las Palmas, putting it at a \$4.25/t discount to West Med.

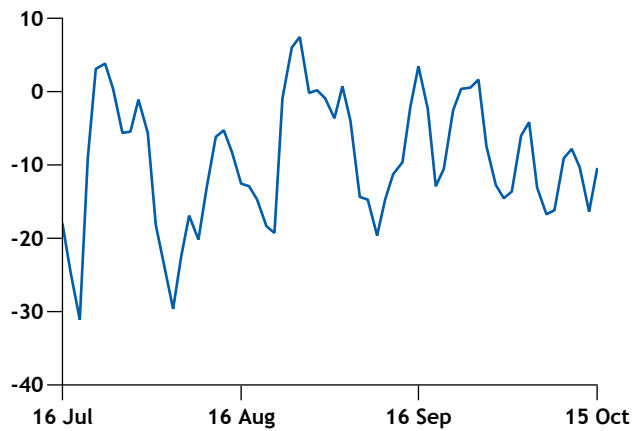
One port where VLSFO did climb significantly was Istanbul, by \$11/t to \$695.50/t. This put the Turkish port at a premium of \$18/t to Piraeus, the largest premium for Istanbul to Piraeus since May 2020.

A supplier in Istanbul reported high demand for bunkers on Monday, as did a supplier in Piraeus. Supply was adequate in both ports.

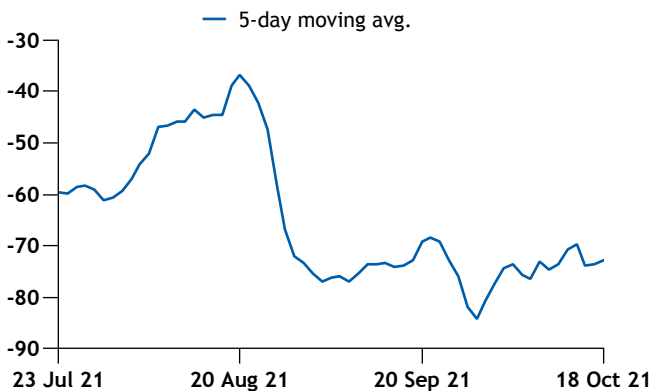
**Bulk LSFO - northwest Europe less New York** \$/t



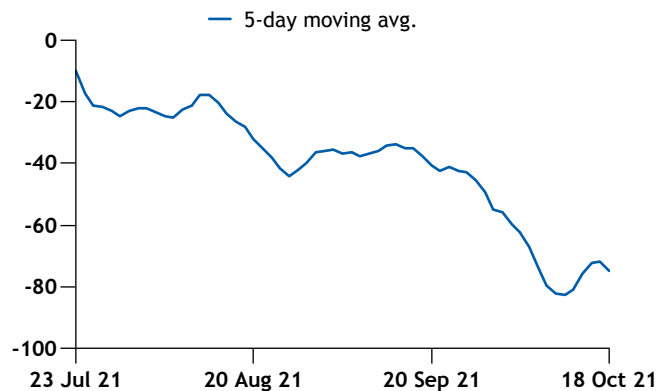
**Bulk LSFO - Mediterranean less New York** \$/t



**Fuel oil 0.5%S: St Petersburg less Rotterdam** \$/t



**Fuel oil 0.5%S: Gibraltar less Istanbul** \$/t



## NORTH AMERICA

Assessed bunker prices													\$/t	
Location	0.5%S 380cst				Sulphur max %	MGO				HS 380cst				
	Low	High	Mid	±		Low	High	Mid	±	Low	High	Mid	±	
<b>Atlantic coast ex-wharf</b>														
Halifax	-	-	-		0.10	833.50	838.00	835.75	▲	-	-	-		
Montreal delivered	691.00	696.00	693.50	◀ ▶	0.10	831.00	836.00	833.50	▲	584.00	589.00	586.50	▼	
New York	615.00	620.00	617.50	▲	0.10	765.00	770.00	767.50	▲	506.50	511.50	509.00	▲	
Philadelphia	630.00	635.00	632.50	▲	0.10	780.00	785.00	782.50	▲	503.50	508.50	506.00	▲	
<b>Gulf coast ex-wharf</b>														
Houston	604.00	632.00	618.00	▲	0.10	760.00	768.00	764.00	▲	505.00	510.00	507.50	▲	
New Orleans*	592.00	630.00	611.00	▲	0.10	735.00	750.00	742.50	▲	515.00	520.00	517.50	▲	
<b>Gulf coast delivered</b>														
Houston	640.50	645.50	643.00		0.10	787.00	791.00	789.00	▼	-	-	-		
New Orleans	-	-	-		0.10	746.50	750.50	748.50	▲	-	-	-		
<b>West coast ex-wharf</b>														
Los Angeles	635.50	639.50	637.50	-	0.10	756.50	761.50	759.00	◀ ▶	522.00	527.00	524.50	◀ ▶	
Portland	-	-	-		0.10	880.00	885.00	882.50	▼	-	-	-		
San Francisco	653.50	657.50	655.50	◀ ▶	0.10	862.00	866.00	864.00	◀ ▶	500.50	505.50	503.00	◀ ▶	
Seattle	612.50	617.50	615.00	▼	0.10	831.00	836.00	833.50	▼	531.00	536.00	533.50	◀ ▶	
HS 500cst	-	-	-		-	-	-	-		526.00	531.00	528.50	◀ ▶	
Vancouver†	627.00	632.00	629.50	▼	0.10	820.00	825.00	822.50	▲	557.00	562.00	559.50	◀ ▶	
<b>West coast delivered</b>														
Los Angeles	644.00	649.00	646.50	◀ ▶	0.10	769.00	774.00	771.50	◀ ▶	542.00	547.00	544.50	◀ ▶	
Portland	-	-	-		0.10	886.00	891.00	888.50	▼	-	-	-		
San Francisco	669.00	673.00	671.00	◀ ▶	0.10	893.00	897.00	895.00	◀ ▶	522.00	527.00	524.50	◀ ▶	
Seattle	639.50	644.50	642.00	▼	0.10	850.00	855.00	852.50	▼	541.50	546.50	544.00	◀ ▶	
HS 500cst	-	-	-		-	-	-	-		536.50	541.50	539.00	◀ ▶	

\*0.5%S product viscosity maximum not specified †180cst

North American bunker demand was strong in the US Gulf and steady to soft elsewhere on Monday.

There were three clips reported sold ex-wharf in Houston. One was for 400t of very low-sulphur fuel oil (VLSFO) at \$605/t. The second was for 450t of VLSFO with 50t of marine gasoil (MGO) at \$607/t and \$763/t respectively for 20-21 October. The third was for 500t of VLSFO with 150t of MGO at \$632/t and \$768/t ex-wharf respectively. In Bolivar Roads, Texas, 600t of VLSFO went for \$619/t ex-wharf. A clip for 100t of MGO sold at \$789/t delivered for 20 October in Bolivar Roads.

Demand was also strong offshore Texas. A clip for 450t of VLSFO sold at \$635/t delivered offshore Galveston. An enquiry for 1,200t of VLSFO with 250t of MGO was quoted at \$645/t and \$800/t delivered respectively offshore Galveston. Offshore Corpus Christi, 300t of high-sulphur 380cst with 100t of MGO

Barge prices				
	Low	High	Mid	±
USG 0.5% fuel oil fob \$/t	608.28	611.65	609.97	▼
NYH 0.5% fuel oil delivered \$/t	605.59	608.96	607.27	▼
USG 0.5% fuel oil fob \$/bl	90.33	90.83	90.58	▼
USG 3.0% fuel oil fob \$/bl	70.50	70.80	70.65	▼
USG 3.5% fuel oil fob \$/bl	71.90	72.15	72.03	▼
NYH 0.5% fuel oil delivered \$/bl	89.93	90.43	90.18	▼
NYH 1.0% fuel oil delivered \$/bl	82.73	84.06	83.39	▼
NYH 0.5% MGO €/USG	228.67	229.67	229.17	▲

The \$/bl and \$/t assessments for 0.5% sulphur fuel oil prices in the New York and US Gulf are assessed independent of each other. They are not directly correlated by fixed conversion factors due to density variables.

went for \$520/t and \$830/t delivered for 19-20 October.

US west coast bunker assessments lacked direction. Demand was steady. In Seattle, 425t of MGO was quoted at \$855/t delivered. In Longview, Washington, near Portland,



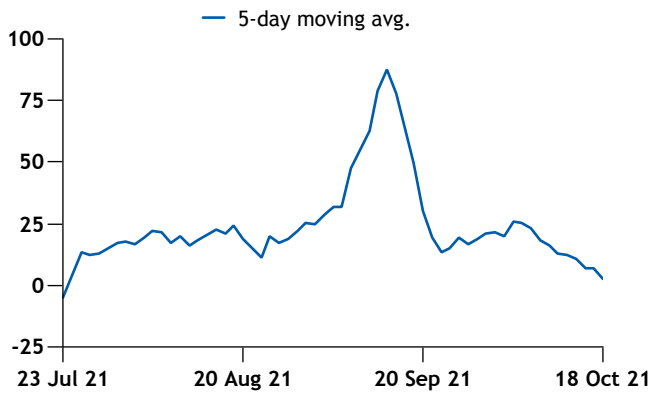
**NORTH AMERICA**

100-250t of VLSFO sold at \$705/t ex-wharf with \$12,500 for barging. An enquiry for 150t of MGO was offered at \$975/t delivered in Honolulu, Hawaii.

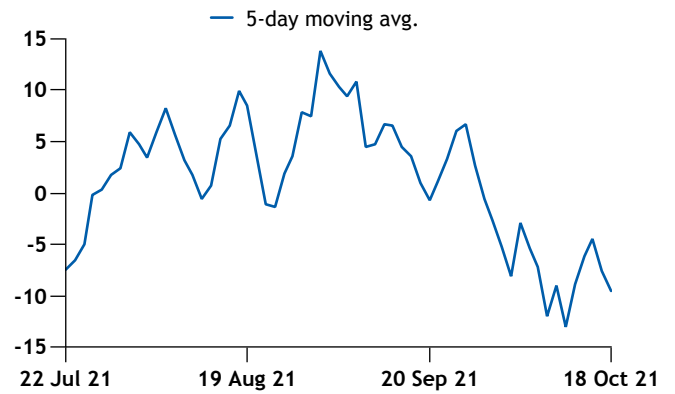
**Los Angeles HS ex-wharf less Shanghai delivered \$/t**



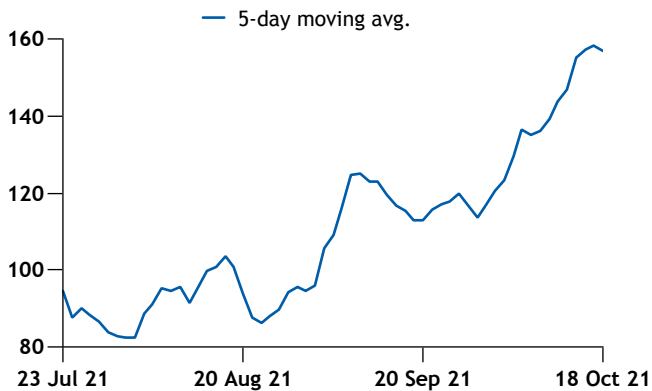
**Fuel oil 0.5%S: New Orleans less Houston \$/t**



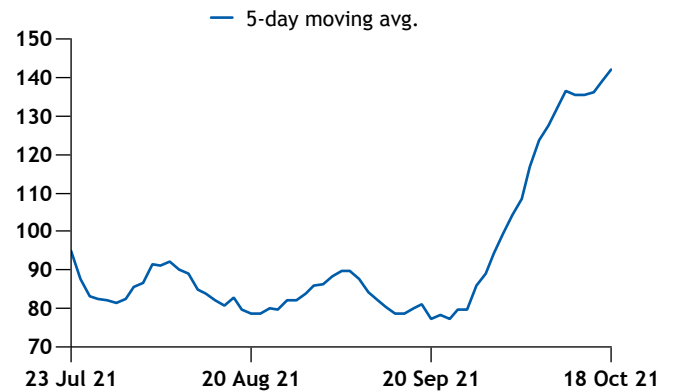
**Fuel oil 0.5%S: Rotterdam less Houston \$/t**



**Houston: MGO less fuel oil 0.5%S \$/t**



**New York: MGO less fuel oil 0.5%S \$/t**



## LATIN AMERICA

Assessed bunker prices													\$/t
Location	0.5%S 380cst				Sulphur max %	MGO				HS 380cst			
	Low	High	Mid	±		Low	High	Mid	±	Low	High	Mid	±
Panama canal ex-wharf	607.00	627.00	617.00	▼	0.10	776.00	790.00	783.00	▲	504.00	509.00	506.50	▲
Atlantic coast delivered													
Buenos Aires	630.00	635.00	632.50		0.10	735.00	740.00	737.50	▼	-	-	-	
Montevideo	645.00	650.00	647.50	◀▶	0.10	766.00	770.00	768.00	◀▶	-	-	-	
Caribbean delivered													
Cartagena	626.00	631.00	628.50		0.10	723.00	727.00	725.00	▼	557.00	562.00	559.50	▲
Pacific coast delivered													
El Callao	791.00	796.00	793.50	▲	0.10	850.00	855.00	852.50	◀▶	364.00	371.00	367.50	◀▶
Guayaquil†	745.00	750.00	747.50	▲	0.50	787.00	792.00	789.50	◀▶	430.00	435.00	432.50	◀▶
Libertad†	743.00	748.00	745.50	▲	0.50	785.00	790.00	787.50	◀▶	438.00	442.00	440.00	◀▶
Quintero/Valparaiso*	810.00	815.00	812.50	▲	0.10	849.00	854.00	851.50	◀▶	613.00	618.00	615.50	◀▶
San Antonio*	814.00	819.00	816.50	▲	0.10	853.00	858.00	855.50	◀▶	614.00	619.00	616.50	◀▶

\*0.5%S maximum viscosity 180cst †0.5%S maximum viscosity not specified

Posted bunker prices													\$/t
Location	0.5%S				Sulphur max %	MGO				HS 380			
	Low	High	Mid	±		Low	High	Mid	±	Low	High	Mid	±
Trafigura delivered - valid from 15 October 2021													
Bahia Blanca	-	-	650.00	◀▶	0.10	-	-	735.00	◀▶	-	-	598.5†	◀▶
Petrobras delivered - valid from 09:00, 18 October 2021													
Belem	-	-	679.00	▲	0.50	-	-	774.00	▲	-	-	-	
Paranagua	-	-	650.00	▲	0.50	-	-	760.00	▲	-	-	-	
Rio de Janeiro	-	-	635.00	▲	0.50	-	-	697.00	▲	-	-	-	
Santos	-	-	620.00	▲	0.50	-	-	727.00	▲	-	-	-	
Salvador	-	-	658.00	▲	0.50	-	-	742.00	▲	-	-	-	
PdV - valid until 09:00, 7 October 2021													
Venezuelan ports ex-wharf/ex-pipe	-	-	-		0.50*	-	-	633.20	◀▶	-	-	436.60	◀▶
HS 180 cst††	-	-	-			-	-	-		-	-	474.80	◀▶

\*typical sulphur content †1%S maximum ††3.5%S fuel oil has maximum viscosity of 180 cst

Latin American bunker demand was steady to strong on Monday.

Three Ecuadorian suppliers confirmed tightness of very low-sulphur fuel oil (VLSFO) in the local ports. Resupply dates were not clear. VLSFO sold in Ecuador is not locally produced. VLSFO or its components are imported. VLSFO was indicated at \$748/t delivered in La Libertad, Ecuador. Despite VLSFO prices gaining in Ecuador, they were pegged cheaper than VLSFO in the competing ports of Chile and Peru. In el Callao, Peru, 750t of VLSFO was offered at \$796/t delivered.

There were eight clips reported sold in addition to five firm enquiries ex-wharf in Panama. VLSFO clips ranging in size

Pemex - valid from 12 October 2021			
Location	Basis	HS 180	
		Ps/m3	\$/t
Lazaro Cardenas	ex-terminal	13,702.22	655.70
Madero	ex-terminal	12,648.00	605.25
Pajaritos	ex-terminal	11,800.91	564.72
Progreso	ex-terminal	11,796.53	564.51
Salina Cruz	ex-terminal	13,398.41	641.16

\$/t prices are converted, not posted. HS 180 uses conversion factor 0.980m3 for 1t.

between 200-1,200t sold at \$607-627, and marine gasoil (MGO) lots ranging in size between 120-250t sold at \$776-790/t. A big

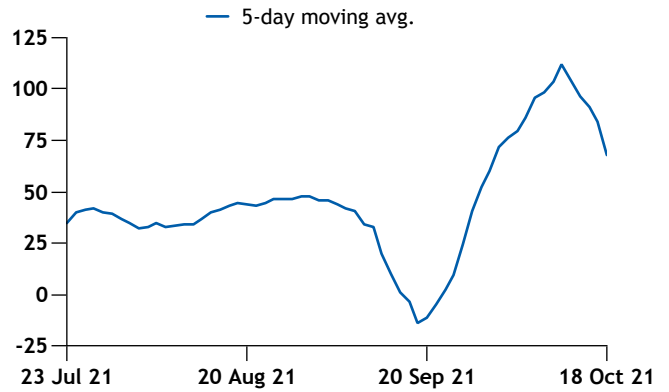
LATIN AMERICA

MGO lot for 700t of MGO went for \$815/t ex-wharf in Panama.

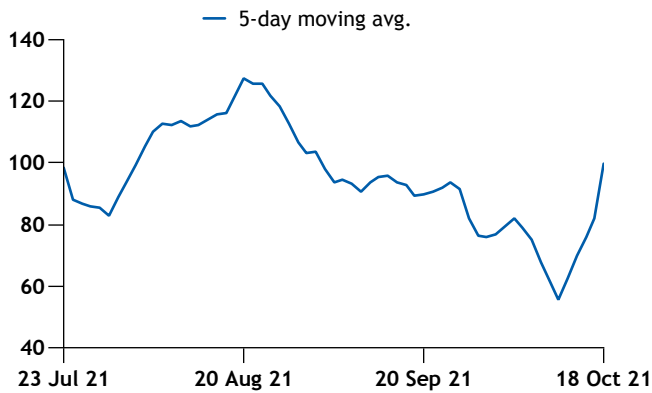
Demand was soft in Colombia because of a national holiday. A clip for 150t of MGO sold at \$725/t delivered in Cartagena, on Colombia's Caribbean coast.

Two VLSFO lots were reported sold delivered in Zona Comun, Argentina: 900t at \$635/t and 500t at \$640/t.

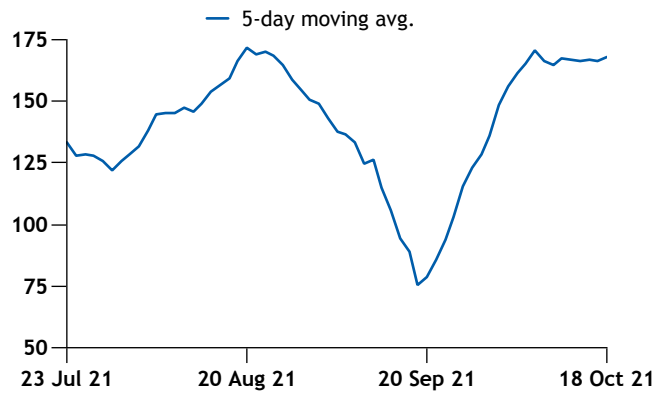
Fuel oil 0.5%S: El Callao less Guayaquil \$/t



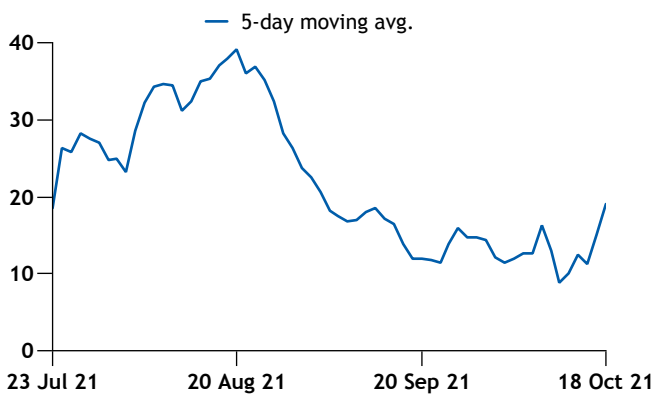
Fuel oil 0.5%S: Guayaquil less Panama \$/t



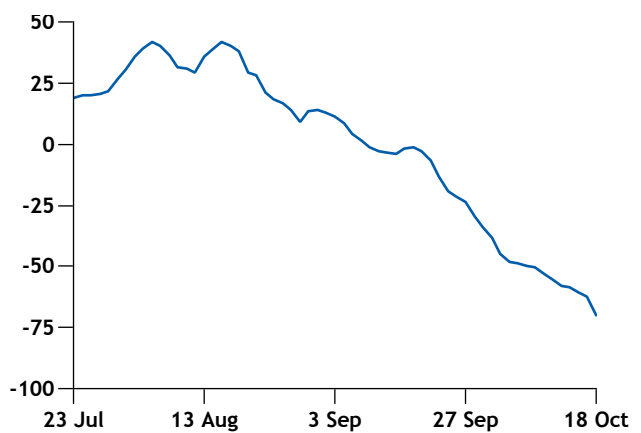
Fuel oil 0.5%S: El Callao less Panama \$/t



Fuel oil 0.5%S: Buenos Aires less Santos \$/t



Venezuela del HS 380cst less Panama ex-wharf \$/t



## NEWS

### China's Zhoushan September bunker sales rise

Bonded bunker sales at China's largest bunker port Zhoushan rose by about 48,500t to 506,500t in September from a month ago and up by 78,500t from a year ago, according to latest data from bunker suppliers.

Zhoushan bunker suppliers have managed to mitigate the impact of continued port congestion caused by strict Covid-19-related checks at the port, by expanding their bunkering to nearby ports of Wenzhou, Taizhou and Ningbo, as well as Nanjing and Shanghai.

Suppliers have used bunker barges to lift bunker fuels from Zhoushan terminals and bunker for vessels that park at the above-mentioned ports.

Port congestions at Zhoushan itself have continued and not improved significantly, said ship owners. China's power cuts have also had a negative impact on bunker demand, with a ship owner saying its vessel has been at the shipyard for an unusually extended period as maintenance could not be finished on time because of the power shortages.

"We have to think of other ways of maintaining our sales growth, and bunkering in nearby ports which share same water territories would be an effective way of doing so," said an official from the local government.

Zhoushan bunker suppliers said they do not want to bear continued losses since current Zhoushan sales volumes have been undermined by strict Covid-19 checks at the port and because of the typhoon season. Spot bunker delivery price for very low-sulphur fuel oil (VLSFO) narrowed its discount to its Singapore peers to just \$0.80/t from \$1.70/t a month ago.

VLSFO spot bunker can be traded \$1-10/t higher at nearby ports than at Zhoushan.

Some market sources said the local government has advised local marine authorities on appropriate easing of Covid-19 checks at the port to a degree that will achieve a balance between bunker sales and Covid-19 control, but negotiations are still ongoing.

### Panama bunker fuel sales rose in September

Panama bunker sales in September rose by 3.4pc from a year earlier, but were still down by 1.2pc from pre-pandemic levels.

A total of 388,027 metric tonnes of marine fuel were sold last month compared with 375,126t in September 2020, according to Panama Maritime Authority data. Bunker sales in September 2019 were 392,887t.

Marine gasoil (MGO) sales in Panama rose marginally last month from a year earlier, but were still 30pc lower than in September 2019, prior to the pandemic.

MGO sales in September totaled 37,934t, up from 37,148t in the same period last year but down from 54,294t in September 2019.

High-sulphur fuel oil (HSFO) sales rose to 66,725t last month, up by 17pc compared with September 2020. HSFO sales two years earlier were 338,593t, as HSFO demand was stronger prior to the International Maritime Organization implementing a 0.5pc sulphur cap in January 2020.

Very low-sulphur fuel oil (VLSFO) sales rose to 283,368t in September, up from 280,910t a year earlier. Panama VLSFO was the cheapest in Latin America last month, averaging a discount of \$9/t to VLSFO in Santos, Brazil, the second lowest price in the region. VLSFO in Cartagena, Colombia, Panama's closest competitor, was \$33/t higher on average than in Panama.

*By Luis Gronda*

### Democrats weigh replacing clean electricity plan

Democratic leaders on Capitol Hill are reconsidering a key part of their \$3.5 trillion budget bill in response to concerns from senator Joe Manchin's (D-West Virginia) about a climate program that would subsidize or penalize utilities based on their progress in scaling up clean electricity sales.

The White House has yet to definitively abandon its proposed Clean Electricity Payment Program (CEPP), which would spend \$150bn rewarding utilities that increase usage of wind, solar, nuclear and other low-carbon energy from 2023-2030. But Manchin's resistance to the program has led top negotiators to consider other ways to use the budget to deliver on President Joe Biden's goal for the US to switch to 100pc clean electricity by 2035.

"There are a range of good ideas and proposals out there from members of Congress about how this legislation can help meet that goal," the White House said today. "There is no question that whatever lands in the bill, it will have a historic impact in addressing the climate crisis."

US Senate Democrats have wanted the CEPP to be the signature climate component of the budget bill, working alongside tax incentives to deliver 42pc of the greenhouse gas reductions that Biden has said the US will make by 2030 under the Paris climate accord. The next largest climate program,

## NEWS

expanding subsidies for electric vehicles, would only deliver 16pc of the pledged emission cuts, according to projections Democrats released this summer.

Manchin over the last month has become [increasingly vocal](#) in his criticism of the CEPP, as part of a broader critique about the amount of spending in the \$3.5 trillion budget bill and the risks for inflation. Manchin has expressed concerns about paying "private companies to do things they are already doing," his office said, but supports efforts to address climate change while protecting reliability and energy independence.

That position has led negotiators to look for alternatives, since Democrats cannot afford to lose any votes on the budget bill in the evenly divided 50-50 Senate. US Senate Finance Committee chairman Ron Wyden (D-Oregon) has proposed replacing 44 energy sector tax breaks with technology-neutral tax benefits. Another idea being floated would impose various "fees" targeting greenhouse gas emissions. Manchin has yet to offer definitive positions on either idea.

"There are a lot of things in the mix now that people are thinking about, obviously climate fees are one of them," White House national climate adviser Gina McCarthy told a panel of presidential scientific advisers today. "Whether it is a sector-based or a broad-based [climate] fee, none of those issues are off the table."

Reaching a definitive deal on the CEPP, or some alternative climate bill, could improve Biden's negotiating position next month at the UN's Cop 26 climate conference. Democrats have conceded they are running out of time to enact the budget bill before an aspirational 31 October deadline, although they still hope to find agreement on key elements before then.

"I think it would be good to have an agreement on the climate piece" before Cop 26 begins, Biden said on 15 October. "But we are going to get the climate piece."

Any revised climate program will have to win the votes of not just Manchin but also progressive Democrats, who say that having an ambitious climate program is not negotiable. Environmentalists are pressuring Democrats to find an option that would retain the ability to meet Biden's Paris commitment goal for the US to cut greenhouse gas emissions by 50pc by 2030, relative to 2005 levels.

"If the CEPP were to be abandoned, President Biden and congressional Democrats must deliver bold new investments in other climate priorities to close the emissions gap," the Sierra Club said.

The Biden administration has said that regardless of the budget bill, it can use regulatory actions and financial levers to attain deep emission cuts. But world leaders are skeptical those cuts would be long-lasting, after watching former president Donald Trump dismantle most climate regulations in favor of "energy dominance." Biden has yet to propose climate regulations for methane and power plants, which would take years to go into effect and would have to survive probable review by the US Supreme Court, where conservatives hold a 6-3 majority.

*By Chris Knight*

### California climate goals hit local hurdles: CARB

California's ability to meet its climate policy goals could face significant challenges from lengthy permitting reviews and local opposition to new low-carbon energy sources, one of the state's top regulators said today.

While the state had little problem meeting its initial greenhouse gas (GHG) emissions-reduction goal of returning to 1990 levels by 2020, much more work and investment will be needed to get to its next targets, including a further 40pc reduction by 2030.

"We really need to see a build out of new infrastructure, new energy sources coming on line" to meet that target, California Air Resources Board (CARB) deputy executive officer for climate change and research Rajinder Sahota said today at the Argus North American Biofuels, LCFS & Carbon Markets Summit in Napa, California.

But Sahota warned of a "disconnect" between state policy priorities and permitting at the local level. Some grassroots organizations "are opposing the repurposing of existing" infrastructure or the buildout of new infrastructure that could help meet California's goals, Sahota said.

"This is going to be a problem," she said.

Sahota did not cite any specific projects facing challenges, but proposals by [US independent refiners Marathon Petroleum](#) and Phillips 66 to convert facilities in the San Francisco Bay area to produce renewable diesel are facing opposition from local groups.

CARB, as part of its [scoping plan process](#) is looking to achieve carbon neutrality by 2035 using a "full suite" of technologies, including carbon capture. But that is "a heavy lift when you think about the permitting landscape in California," Sahota said.

## NEWS

The scoping plan update will help guide California's efforts in meeting the 2030 target, as well as achieving carbon neutrality by no later than 2045 and potentially as early as 2035.

Sahota said that process will also look at how last year's drop in GHG emissions because of the Covid-19 pandemic will affect programs such as cap-and-trade. While the carbon market is designed "to handle shifts" in emissions and allowance supply, the long-term effects of Covid on the program and the state are not yet clear.

CARB needs to "understand what the program needs to deliver over the next 10 years," she said.

That will also depend on how quickly the state decides to hit the carbon neutrality target. A 2035 deadline would require the cap-and-trade program to go well beyond the 40pc cut by 2030, with a new target potentially around a 65pc reduction, Sahota said.

*By Michael Ball*

### S African tank farm closure risks supply security

A lag between a new liquid bulk terminal at the port of Ngqura on the south coast of South Africa being completed and an old facility nearby being decommissioned could result in supply disruptions and fuel price spikes, the South African Petroleum Industry Association (Sapia) has warned.

The original plan was for the new tank farm, around 20km northeast of Port Elizabeth, to **be operational** before **the old one is closed**. But the state-owned Transnet National Ports Authority (TNPA) has confirmed to *Argus* that terminal operators have to vacate the existing Port Elizabeth facility by 30 April next year, and construction of the new terminal is yet to start. In any event, it will take at least 18 months to build. According to Sapia, the new facility will not be online until 2024, which means that the disruption could last for at least two years.

Shell, TotalEnergies and South African refiners Engen and Astron Energy use the Port Elizabeth facility to import gasoline, diesel, heavy fuel oil, jet fuel, LPG and white spirits. The 2.5mn m<sup>3</sup> terminal provides critical fuel supply to the Nelson Mandela Bay region. It was used to import 1bn litres of liquid fuel in the 2020-21 financial year.

Sapia says a premature decommissioning of the facility will push up the price of oil products in the region and its surrounding area, as sourcing alternative supplies will lead to increased transport costs. Average fuel prices could rise by around 45¢/litre, it warns.

The old tank farm urgently needs replacing as only three out of six pipelines and 17 out of 52 above-ground tanks are still operational, according to the TNPA. It said it has been engaging with terminal operators about "activating alternative logistic solutions" to avoid disruption to fuel supplies. One operator has already identified an alternative solution, it said.

Sapia objects to the fact that the TNPA announced the closure date without formally informing affected parties, many of which are Sapia members and hold long-standing lease agreements. While it supported the decision to replace the existing facility, Sapia claims the scheduled closure contravenes the tenure of its members' lease agreements. These agreements will remain in force until a suitable alternative facility is available, it said.

#### Eviction day

Sapia has urged the TNPA to postpone the eviction date until after the new complex has been commissioned to provide adequate time for its members to seamlessly transition their operations. "In the absence of the TNPA honouring the agreements that are in place, Sapia members will urgently approach the Ports Regulator of South Africa for appropriate relief," Sapia said.

For its part, the TNPA said it is unable to give a date for when the new facility will be commissioned because the Coega Development Corporation (CDC), which is responsible for construction, has not yet made its work programme public. The TNPA appointed the CDC to take over the development after independent storage firm OTGC **halted construction** last year. OTGC said at the time that customer commitment had proved insufficient for a commercially viable business.

*By Elaine Mills*

### Fire at Kuwait's Mina al-Ahmadi refinery

Kuwait's state-owned refiner KNPC said a fire broke out a "short while ago" at its 346,000 b/d Mina al-Ahmadi refinery.

Firefighters are dealing with a blaze at an atmospheric residue desulphurisation unit, which removes sulphur from fuel oil before it is upgraded into higher-quality products such as gasoline. Production and export operations have not been affected, and there are no injuries, KNPC said.

The incident comes less than a month since **full operations began** at KNPC's Clean Fuels Project (CFP). The project involved the upgrade and integration of the firm's Mina al-Ahmadi and Mina Abdullah refineries.

## NEWS

It included increasing the combined capacity of the two refineries to 800,000 b/d from 736,000 b/d and starting production of ultra-low sulphur products that meet Euro 4 and 5 standards and specifications. The upgrade work at Mina al-Ahmadi [was completed in April last year](#).

By Ieva Paldaviciute

### Tokyo Gas to supply 'carbon neutral' city gas

Japanese gas utility Tokyo Gas plans to supply "carbon neutral" city gas from the start of November to domestic heating and infrastructure supplier Marunouchi Heat Supply, supporting the country's 2050 decarbonisation goal.

Tokyo Gas aims to provide 34mn m<sup>3</sup>/yr of city gas procured from [Shell](#) to reduce 97,000 t/yr of carbon dioxide emissions. Marunouchi Heat Supply will switch to the "carbon neutral" city gas at all its cooling and heating plants serving the central area of Tokyo. Tokyo Gas did not disclose the contract period, but plans to sell the city gas for a few years.

Tokyo Gas has widely promoted decarbonisation. The company started a [joint study](#) of carbon free synthetic methane production through bioreactor technology with scientific research agent SyntheticGestalt and Tokyo Institute of Technology. Tokyo Gas also established the [Carbon-neutral LNG Buyers Alliance](#) with firms receiving carbon neutral LNG from Tokyo Gas in March.

By Nanami Oki

### Petronas requests more LNG cancellations

Malaysia's state-owned Petronas has asked more offtakers from its 30mn t/yr Bintulu LNG export complex to cancel cargoes meant for delivery in the first quarter of next year on the back of continuing upstream issues at the Pegaga gas field offshore Malaysia.

This has renewed concerns about supply availability during the northern hemisphere's peak winter demand season, which typically runs from the end of October to the following March.

Petronas late last week approached some term buyers from the 9.6mn t/yr Malaysia LNG Dua (MLNG 2) project to request to exercise the downwards quantity tolerance (DQT) clause in its contracts, referring to the producer's right to reduce contractual deliveries, usually up to around 10pc of its total annual supply obligations. MLNG 2 is a three-train facility that is part of the Bintulu project.

Petronas informed the MLNG 2 offtakers that it expects

to lose four cargoes each month during January-March next year, requesting to exercise its DQT rights on its contractual volumes for those months.

The request comes on the back of continuing high mercury levels at the Pegaga field in block SK 320 offshore Malaysia. The first production from Pegaga, which will add to feedstock gas supplies to Bintulu, was meant to begin by this year's final quarter.

This is likely the first time the firm approached term buyers from MLNG 2, with it having so far only approached offtakers from the 7.7mn t/yr Malaysia LNG Tiga (MLNG 3).

Petronas [last month approached several MLNG 3 offtakers](#) to request delays and cancellations of a total of around eight cargoes for deliveries across November-January because of the mercury issue. It later informed at least one of those offtakers that its March 2022 cargo would be affected instead. The reason is unclear, but some industry participants suggest that the firm may have increased production from its other gas fields to meet its relatively earlier supply obligation to the buyer.

At least two buyers with term agreements with Petronas, but not from MLNG 3, have also been asked to reduce their loading volumes, likely for loading between November and March next year, industry participants said. MLNG 3 is a two-train facility. Petronas also owns the 8.4mn t/yr three-train Malaysia LNG Satu (MLNG 1), the 3.6mn t/yr train 9, the 1.2mn t/yr Petronas Floating LNG (PFLNG) 1 and the 1.5mn t/yr PFLNG 2 projects.

Buyers with term supply agreements with Petronas from MLNG 2 include Japan's Jera, Osaka Gas, Sendai City Gas, Shizuoka Gas, Tohoku Electric, Tokyo Gas, Eneos, as well as Taiwan's CPC. Term offtakers from MLNG 3 are China's CNOOC, Japan's Toho Gas, Tokyo Gas, Osaka Gas, Tohoku Electric, Japex, as well as South Korea's Kogas.

Petronas did not immediately respond to *Argus'* request for comment.

#### Winter impact

The impact of the delays and cancellations to the November-January cargoes was minimal, with many of the affected offtakers being Japanese buyers that had earlier already secured winter cargoes and had sufficient stocks to tide them over.

But the impact of the additional cancellations that extend until next year's first quarter could be more severe, with the region poised to experience a colder than usual winter.

This means that affected term buyers will likely need to

## NEWS

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seek replacement cargoes from the spot market to meet their downstream requirements, potentially putting further upwards pressure on prices.

Asian spot LNG prices hit a new high early this month, [driven mainly by unprecedented gains in European gas hub prices](#). They eased slightly afterwards, tracking falls in European gas hub prices, but could strengthen again with increased buying interest on the back of colder weather.

The US National Oceanic and Atmospheric Administration said on 14 October that La Nina weather conditions have developed over the past month, with an [87pc probability that they will remain until December-February](#) and up from the 72pc forecast last month. La Nina events have historically been associated with lower temperatures across the northern Pacific basin.

The front half-month ANEA price, the *Argus* assessment for spot LNG deliveries to northeast Asia, rose to a record high of \$42.095/mn Btu for first-half November deliveries on 6 October. It was last assessed at \$37.815/mn Btu for first-half November on 15 October.

By Joey Chua

### Asia-Pacific fuel oil tenders

Tohoku Electric has bought LSFO likely for November 2020-March 2021 delivery, said market participants, although the price could not be confirmed. The fuel oil has 0.1-0.3pc sulphur. The volume sought could have been 60,000-120,000 kilolitres on the buyer's option, although the final eventual volumes bought could not be confirmed. One or two Japanese trading houses, one possibly Mitsui, sold Tohoku the cargoes, according to market participants. But this could not be confirmed with Tohoku. The Japanese utility had also bought LSFO in summer this year and last winter, said traders, although more details on volumes could not be ascertained.

Pakistan's state-owned marketer PSO has bought just one 65,000t (419,250 bl) 125cst HSFO cargo for 1-15 November delivery, out of two 65,000t cargoes of HSFO and one 50,000t LSFO cargo it sought for delivery over that period, said a source close to the company. Trading firm Vitol submitted the lowest offer for the HSFO at a \$61.11/t premium to 180cst HSFO Mideast Gulf assessments and trading firm BB Energy offered the lowest premium for the LSFO cargo at \$115.98/t to the same pricing basis. Both cargoes will originate from Fujairah. PSO is seeking two 65,000t HSFO cargoes and one 50,000t

LSFO cargo for second-half November delivery.

India's state-controlled refiner Hindustan Petroleum (HPCL) has sold its second October-loading vacuum gasoil (VGO) cargo. It sold 25,000t of VGO for 29-31 October loading from Visakhapatnam (Vizag). Trading firm Vitol won the cargo possibly around a \$0.70/bl discount to the average of Dubai crude assessments, said traders, though this could not be confirmed with HPCL. The cargo has maximum 1.2pc sulphur and maximum 11cst viscosity at 98.9°C. The tender closed on 13 October with next-day validity. HPCL last sold 25,000t or 27,250-28,250t of VGO for 17-21 October loading from Vizag. The price could be at a \$1.50-1.60/bl discount to the average of Dubai crude assessments and the winner Chevron, said market participants.



## ANNOUNCEMENTS

### Change to MGO delivery size ranges

Argus is proposing to change the delivery size ranges in metric tons of marine gasoil (MGO) it assesses for ports in Latin America and for selected ports it assesses in North America.

Under the proposal, Argus is considering making these changes to the following locations:

#### North America Atlantic coast

- Halifax, Canada, change to 50-150t from 10-200t
- Montreal, Canada, change to 35-200t from 10-200t
- New York, US, change to 100-300t from 10-200t
- Philadelphia, US, change to 75-400t from 10-200t

#### North America west coast

- Los Angeles, US, change to 100-400t from 10-200t
- Portland, US, change to 100-300t from 10-200t
- San Francisco, US, change to 100-400t from 10-200t
- Seattle, US, change to 100-400t from 10-200t
- Vancouver, Canada, change to 100-300t from 10-200t

#### South America Atlantic coast

- Buenos Aires, Argentina, change to 50-200t from 50-100t
- Montevideo, Uruguay, change to 30-500t from 25-100t

- Cartagena, Colombia, change to 50-300t from 30-150t

- Panama, change to 100-400t from 35-50t

#### South America Pacific coast

- El Callao, Peru, change to 100-750t from 80-150t
- Guayaquil, Ecuador, change to 100-600t from 25-100t
- Libertad, Ecuador, change to 100-600t from 50-100t
- Quintero/Valparaiso, Chile, change to 100-300t from 50-100t
- San Antonio, Chile, change to 100-300t from 50-100t

For a complete list of affected pricing database (PA) codes, please contact [datahelp@argusmedia.com](mailto:datahelp@argusmedia.com).

Argus is proposing this change to more closely align its assessments with changing market standards.

Argus will accept comments on this proposal until 18 October. To discuss comments on this proposal, please contact Stefka Ilieva at [stefka.ilieva@argusmedia.com](mailto:stefka.ilieva@argusmedia.com) or +1 347 322 7952.

Formal comments should be marked as such. Because of work-from-home limitations, Argus will only be accepting formal comments sent electronically by email to [marinefuels@argusmedia.com](mailto:marinefuels@argusmedia.com) and received by 18 October. Please note, formal comments will be published after the consultation period unless confidentiality is specifically requested.

**ANNOUNCEMENT****Publishing dates**

There will be no marine fuel price data and commentary for the following regions on these dates:

- 21 October for the Middle East
- 3 November for Japan
- 4 November for Singapore, South Korea and Sydney
- 4-5 November for Russia
- 23 November for Japan
- 25-26 November for North America and Latin America
- 30 November for the Middle East
- 2-3 December for the Middle East
- 24 December for North America and Latin America
- 27-28 December for Europe and Africa
- 29-31 December for Japan

**Announcement**

All data change announcements can be viewed online at [www.argusmedia.com/announcements](http://www.argusmedia.com/announcements). Alternatively, to be added to the email distribution list for all announcements, please email: [datahelp@argusmedia.com](mailto:datahelp@argusmedia.com).

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## WEEKLY ADDENDUM: IMO 2020 COMPLIANT MARINE FUELS AND BLENDSTOCKS

Argus selected 0.1%S, 0.2%S and 0.5%S fuels					
Region	Product	Delivery method	Volume t	Price \$/t	
Asia-Pacific/Middle East	Singapore fuel oil 0.5%S, cargo	fob	20,000-40,000	600.45	
	Singapore LSFO 0.5%S, bunker	dob	500-3,000	608.88	
	Singapore MGO 0.5%S, bunker	dob	50-500	704.15	
	Singapore MGO 0.1%S max	dob	50-500	709.17	
	Singapore gasoil 0.25%S max	fob	20,100-33,500	701.61	
	Singapore gasoil 0.5%S max	fob	20,100-33,500	698.18	
	Zhoushan Bunker Index fuel oil 0.5%S, bunker	dob	300-3,000	610.65	
	Fujairah MGO 0.1%S max	dob	50-100	754.20	
	Fujairah fuel oil 0.5%S, barge	fob	4,000-7,000	603.20	
	Fujairah fuel oil 0.5%S, bunker	dob	500-3,000	608.10	
	Mideast Gulf gasoil 0.2%S max	fob	30,000-60,000	690.05	
	Mideast Gulf gasoil 0.5%S max	fob	30,000-60,000	683.71	
	Europe	ARA MGO 0.1%S max, bunker	dob	10-200	695.65
		Rotterdam ECA-compliant fuel oil 0.1%S max	dob	10-200	690.65
NW Europe MGO 0.1%S, barge		fob	1,000-5,000	704.50	
NW Europe fuel oil 0.5%S, barge		fob	1,000-5,000	575.30	
ARA fuel oil 0.5%S, bunker		dob	300-2,500	580.75	
NW Europe straight-run FO 0.5%S max		fob	25,000-30,000	601.70	
NW Europe VGO 0.5%S max		cif	25,000-30,000	615.48	
Western Mediterranean VGO 0.5%S max		cif	25,000-30,000	614.77	
Russia	Baltic Sea - St Petersburg fuel oil 0.5%S, bunker	dob	-	507.00	
	Baltic Sea - St Petersburg ECA-compliant fuel oil 0.1%S max	dob	min. 50t	572.00	
	Baltic Sea - St Petersburg MGO 0.1%S max	dob	min. 50t	653.00	
	Baltic Sea - Ust-Luga fuel oil 0.5%S, bunker	dob	-	509.50	
	Baltic Sea - Ust-Luga ECA-compliant fuel oil 0.1%S max	dob	min. 50t	574.50	
	Baltic Sea - Ust-Luga MGO 0.1%S max	dob	min. 50t	655.50	
	Black Sea - Novorossiysk fuel oil 0.5%S, bunker	dob	-	508.00	
	Black Sea - Novorossiysk MGO 0.1%S max	dob	min. 50t	647.50	
	Black Sea gasoil 0.5%S max*	fob	5-35,000	693.25	
	Black Sea gasoil 0.2%S max*	fob	5-35,000	698.25	
	Black Sea VGO 0.5%S max	fob	30,000-35,000	601.52	
Americas	US Gulf light cycle oil 0.5%S max, barge	delivered	3,500-14,000	684.52	
	US Gulf VGO 0.5%S max vs WTI, barge	delivered	5,900-14,900	603.25	
	US Gulf VGO 0.5%S max vs WTI, cargo	delivered	22,200-59,400	606.28	
	US Gulf fuel oil 0.5%S, barge, \$/bl	fob	40,000-100,000 bl	89.51	
	US Gulf fuel oil 0.5%S, barge, \$/t	fob	5,500-16,000 t	602.74	
	Houston fuel oil 0.5%S, bunker, \$/t	ex-wharf	500-2,000	588.40	
	US Gulf heating oil 0.2%S max, waterborne	fob	27,150-34,000	674.99	
	Houston MGO 0.1%S max	ex-wharf	100-300	746.50	
	New York fuel oil 0.5%S, barge, \$/bl	delivered	40,000-100,000 bl	90.20	
	New York fuel oil 0.5%S, barge, \$/t	delivered	5,500-16,000 t	607.39	
	New York fuel oil 0.5%S, bunker, \$/t	ex-wharf	500-2,000	607.50	
	New York heating oil 0.2%S max, cargo	delivered	27,150-47,600	699.09	
	New York MGO 0.1%S max	ex-wharf	10-200	746.50	
	New York MGO 0.5%S, barge, ¢/USG	fob	40,000-100,000 bl	223.26	
Los Angeles MGO 0.1%S max	ex-wharf	10-200	760.40		
Los Angeles fuel oil 0.5%S, bunker	ex-wharf	500-3,000	622.30		
Panama fuel oil 0.5%S, bunker, \$/t	ex-wharf	200-1,200	610.80		

\*weekly prices



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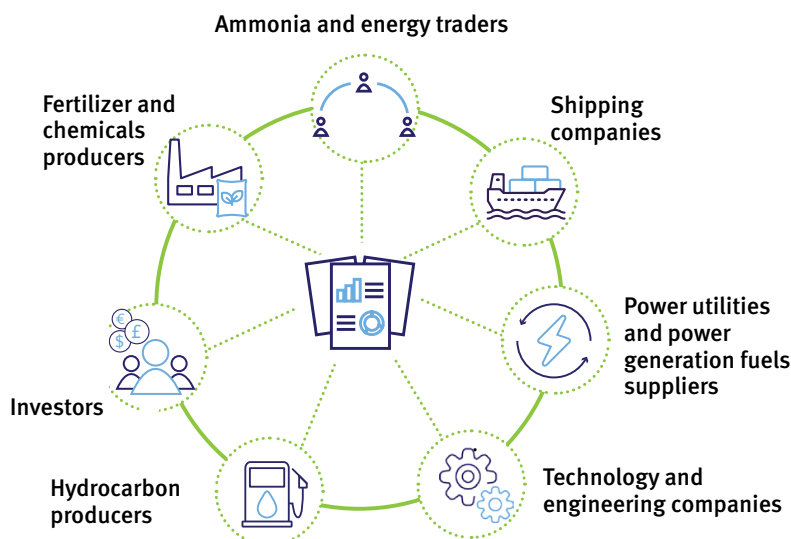
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