Marine and ports fuel storage

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This report provides insights into the sources of green methanol and ammonia that could be available to the shipping industry and how ports can secure supply to meet the International Maritime Organization"s (IMO) target of at least 5% use of zero-emission fuels by 2030. As the maritime industry transitions towards decarbonization, there will be significant changes in the sourcing and distribution of marine fuels.

Key findings from the report include:

The low cost of transporting green methanol and ammonia, which are produced from green hydrogen, will lead to extensive trade linking low-cost production regions to key ports. Policy support for green shipping fuels has the potential to significantly impact a country or region"s position in this burgeoning hydrogen economy.

As production of green ammonia and green methanol ramps up this decade, the study anticipates different supply dynamics for this production. Developments in green methanol production suggest the supply of the fuel could be concentrated in major bunkering hubs and at European ports.

In contrast, there could be global green ammonia trade, with long-distance transport of the fuel to key bunkering hubs from projects in low-cost production regions including the United States, South America, Australia, and Sub-Saharan Africa.

As they make plans to meet the IMO"s target for at least 5% of international shipping"s fuel to be zero- or near-zero emission by 2030, ports can play a crucial role in facilitating the adoption of zero-emission fuels this decade.

The study identifies four groups or "archetypes" of ports that could emerge in the transition, defined by common opportunities, challenges, and actions required to develop green methanol or ammonia bunkering.

Based on the examples of Singapore, Algeciras, Corpus Christi, Seattle & Tacoma, and Rotterdam, the report provides tailored recommendations for how ports in each group can be pioneers in the decarbonization of the industry. The archetype framework is expected to help ports build strategies for implementing green methanol or ammonia bunkering.

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As the maritime industry braces itself to decarbonize, concerns over carbon emissions escalate, thus intensifying the quest for alternate sources of energy.

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