

MEDIA RELEASE

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Singapore Strengthens Multi-Fuel Bunkering Capabilities and Digitalisation at SIBCON 2026

New initiatives advance capabilities across marine fuel pathways, strengthen assurance and efficiency for ships bunkering in Singapore, and support electric harbour craft adoption

The 24th Singapore International Bunkering Conference (SIBCON), organised by the Maritime and Port Authority of Singapore (MPA), was opened today by Mr Murali Pillai, Senior Minister of State (SMS), Ministry of Law and Ministry of Transport. Themed “Charting a Resilient Multi-Fuel Future”, the biennial conference that is being held from 13 to 15 October 2026 is expected to welcome more than 2,000 maritime professionals from over 60 countries, bringing together global leaders across the shipping, energy, and bunkering ecosystem.

2. Several initiatives were announced at the event to advance capabilities across different marine fuel pathways, strengthen assurance and efficiency for ship-bunkering in Singapore, and support the adoption of electric harbour craft.

Advancing Ammonia Bunkering

3. MPA and Enterprise Singapore, through the Singapore Standards Council, launched a new Technical Reference for Ammonia Bunkering (TR 148)¹. The TR covers requirements for safety, bunkering procedures, custody transfer and personnel competencies for the safe conduct of ammonia bunkering. Under the Singapore-Australia Green and Digital Shipping Corridor, MPA and the Pilbara Ports Authority will work together to validate the TR through the sharing of operational experience and relevant information from bunkering trials conducted at their respective ports. This collaboration will help build practical experience and strengthen the standards and operational requirements needed to support the safe and scalable deployment of ammonia bunkering globally.

4. To support the development of ammonia as a marine fuel, the Singapore Chamber of Maritime Arbitration (SCMA) is developing a model contract for ammonia bunkering transactions. The Singapore Ammonia Bunkering Form will provide buyers

¹ <https://www.mpa.gov.sg/media-centre/details/new-bunkering-standards-enhance-fuel-quality-assurance>

and suppliers with a common basis for contracting, helping to provide greater clarity and consistency as the ammonia bunkering market evolves.

5. Developed over the past year with industry participants² and in consultation with MPA, the Form was launched for public consultation at SIBCON 2026. Feedback can be submitted on SCMA's website until 14 January 2027.

Developing Capabilities Across Other Fuel Pathways

Strengthening the LNG and Bio-Methane Bunkering Capabilities

6. MPA will invite licence applications to operate liquefied natural gas (LNG) Floating Storage Units (FSUs) in Singapore anchorages by end-2026, subject to regulatory approvals. Following the award of eight new LNG bunker supplier licences in July 2026, the FSUs will expand storage capacity and enhance supply chain resilience to support growing demand for LNG bunkering.

7. MPA, CMA CGM and Singapore LNG Corporation have also signed an MOU to explore the use of liquefied bio-methane as a marine fuel in Singapore, including how existing gas infrastructure could support its supply and adoption for maritime use³.

Singapore's First Ethanol Bunkering Operation

8. Singapore will conduct its first ethanol bunkering operation at PSA's Pasir Panjang Terminal later this week. The operation, involving Maersk, Golden Island Pte Ltd and PSA Singapore, will use bioethanol and be conducted concurrently with cargo operations, with the quantity transferred measured using a mass flow meter (MFM). The operation will assess how Singapore's existing methanol bunkering technical reference, TR 129, could be adapted for ethanol⁴, and validate the use of MFM systems for ethanol bunkering. The findings will inform the technical and regulatory requirements for future ethanol bunkering operations in Singapore.

² Participants include Fortescue, Allen & Gledhill, Wartsila, Advorio, Eastern Pacific Shipping, Itochu, NYK Bulkship, Sumitomo Corporation, Vopak and the Centre of Excellence for Maritime Energy Sustainability Development.

³ <https://www.mpa.gov.sg/media-centre/details/mpa-cma-cgm-and-slng-sign-memorandum-of-understanding-to-advance-liquefied-bio-methane-as-marine-fuel-pathway>

⁴ The International Maritime Organization has recognised the use of ethanol alongside methanol in its Interim Guidelines for the Safety of Ships using Methyl/Ethyl/Alcohol as Fuel, which effectively groups methanol and ethanol within the same regulatory framework.

Strengthening Bunker Fuel Quality Assurance

9. MPA and Enterprise Singapore, through the Singapore Standards Council, have introduced two new standards to strengthen bunker fuel quality assurance⁵. A new Singapore Standard for Bunker Sampling (SS 730:2026) will support consistent sampling practices and provide greater assurance over the quality and reliability of bunker fuels supplied in Singapore. A new Technical Reference on the Test Method for Polymers in Residual Based Marine Fuels (TR 155:2026) will establish a standardised method to assess the presence of polymers in such fuels.

Strengthening Digitalisation and Efficiency in Bunkering

10. Under Phase 1 of the Digital Bunkering initiative, the electronic bunker delivery note has been the default documentation for bunker operations in Singapore since April 2025. Phase 2 aims to enable end-to-end security and automation of bunkering data flow from MFM systems to stakeholders and regulator. It seeks to strengthen data integrity and reduce manual data entry, enabling more efficient and secure information flow across the bunkering value chain.

11. MPA will launch a grant call in November 2026 to support selected trials for Phase 2. Licensed bunker craft operators can apply together with their technology partners to participate.

12. MPA will also launch the Bunker Supplier Management System 2.0 in the second quarter of 2027. The upgraded system will provide a unified digital platform for bunkering-related regulatory transactions, licence applications and regulatory submissions. This will improve information visibility and make regulatory transactions more efficient for the industry.

Accelerating Adoption of Electric Harbour Craft in Singapore

13. MPA will introduce the Early Adopter Scheme for Electric Harbour Craft from 1 January 2027 to catalyse early adoption and support the development of Singapore's e-HC ecosystem⁶. The two-year grant will support the adoption of eligible e-HC, with the grant quantum based on battery capacity and capped according to vessel size at up to \$250,000 per vessel.

⁵ <https://www.mpa.gov.sg/media-centre/details/new-bunkering-standards-enhance-fuel-quality-assurance>

⁶ <https://www.mpa.gov.sg/media-centre/details/mpa-introduces-early-adoption-grant-to-accelerate-electric-harbour-craft-adoption>

Strengthening Regional Oil Spill Response

14. In conjunction with SIBCON 2026, MPA will conduct a multi-agency joint oil spill exercise on 16 October, including the Revolving Fund Committee exercise with Indonesia and Malaysia, to strengthen response capabilities to oil spills at sea and enhance regional coordination. SMS Murali and representatives from Indonesia and Malaysia will observe the exercise.

<End of Release>

About the Maritime and Port Authority of Singapore (MPA)

MPA was established in 1996 with the mission to develop Singapore as a global hub port and international maritime centre, and to advance and safeguard Singapore's strategic maritime interests. MPA takes on multiple roles as Singapore's maritime and port regulator and planner, international maritime centre champion, national maritime representative, and champion of maritime digitalisation and decarbonisation efforts. MPA partners industry, research community and other agencies to enhance safety, security and environmental protection, facilitate maritime and port operations and growth, expand multi-domain capabilities, and support the cluster of maritime services and manpower development.

For more information, please visit www.mpa.gov.sg/

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