



**APPLICATION FOR LICENCE TO SUPPLY METHANOL AS FUEL TO
VESSELS IN THE PORT OF SINGAPORE**

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APPLICATION FOR LICENCE TO SUPPLY METHANOL AS FUEL TO VESSELS IN THE PORT OF SINGAPORE

1 INTRODUCTION

1.1 The shipping industry has ordered a few hundred vessels which are ready or capable of using methanol as a marine fuel. Maritime and Port Authority of Singapore (“MPA”) supports industry efforts for the use of methanol, when produced through sustainable means, to meet mid-to-long term needs of the international and domestic shipping community. This position is aligned with the revised International Maritime Organization (IMO) GHG Strategy adopted by all IMO member states at MEPC 80¹. There has also been increasing interest among shipowners to use methanol, especially green methanol to meet regional EU requirements, as a marine fuel and an increasing number of ports expressing interest to promote the uptake, production, storage and supply of methanol as a marine fuel and conducting trials.

1.2 To support the vessels along the East-West trade routes and regional trade, MPA has undertaken pilots with academia and industry to establish the procedures and processes, emergency planning as well as bunkering trials including ship-to-ship and simultaneous cargo and bunkering operations. MPA has also worked with Enterprise Singapore, industry and academia to develop Technical Reference 129 for methanol bunkering. Singapore is thus ready to supply methanol, including green methanol, as a marine fuel to the international and domestic shipping community. Based on the returns from previous Expressions of Interest and the order book, there is potential for methanol demand volume in the Port of Singapore to exceed 1 million tons per annum before 2030, depending on developments on factors such as supply, economics, infrastructure and regulation globally. Currently, MPA is already capable of facilitating methanol bunkering operations in Singapore on a case-by-case basis and over 1626 tonnes of methanol were bunkered in 2024.

2 METHANOL BUNKER SUPPLIER

2.1 Anyone who intends to supply methanol as a fuel to vessels in the Port of Singapore may only do so with a methanol supplier licence (“Licence”) issued by MPA pursuant to regulation 64 of the Maritime and Port Authority of Singapore (Port) Regulations.

3 APPLICATION FOR LICENCE

3.1 Interested applicants (“Applicants”) may apply for a Licence under this exercise in accordance with paragraph 10 below. Each Applicant may only submit **one** application under this exercise, whether on its own behalf or as part of a joint venture, partnership or consortium.

3.2 MPA may, in its sole discretion, accept or reject any application. MPA also reserves the right not to grant any Licence. MPA’s decision shall be final.

3.3 Applicants are to include in their applications information on when they will be ready to supply methanol as a marine bunker fuel to vessels in the Singapore port, and in

¹ Following up from MEPC 80, MEPC 81 agreed on an illustration of a possible draft outline of an “IMO net-zero framework” for cutting GHG emissions.

particular, whether they will be ready to do so from 1 January 2026. Pilot deliveries can be planned for 2025 and approved on a case-by-case basis by MPA.

4 SCOPE OF LICENCE

4.1 MPA will only consider applications to implement an end-to-end methanol bunkering supply model, encompassing the sourcing of methanol, procurement of methanol, demand planning, cargo transfers, methanol bunker supply and delivery, storage of methanol, and marketing plans for the supply of methanol as fuel to vessels in the Singapore port (“**end-to-end supply model**”). This would cover both the roles of a bunker supplier and a bunker craft operator. The bunker craft used to deliver methanol as a fuel must comply with IMO Type 2² chemical tankers, be registered with Singapore Registry of Ships and comply with MPA’s *Standards for Port Limit Methanol Bunker Tanker* (as may be in force from time to time). The licensee shall own and operate at least one IMO Type 2 chemical tanker.

4.2 Only supply methanol marine bunker fuel that does not exceed the carbon intensity³ limit (CIL) of 95 gCO_{2e} / MJ (well-to-wake)⁴, with a variance of 5 gCO_{2e} / MJ to account for different carbon intensities incurred in transportation of fuel. Methanol products with carbon intensity greater than the CIL may be supplied with reasonable justifications approved by the MPA (e.g. to maintain validity of engine warranty). As the supply of methanol products with significant carbon intensities are higher than conventional bunkers today, these initial thresholds are calibrated to be similar to the conventional fuels, and are expected to be lowered in line with increasing sustainable methanol supply and global regulations, which will be reviewed regularly. Suppliers are expected to submit plans for the lowering of CIL for supply during the licensing period.

5 REQUIREMENTS OF LICENCE APPLICATION

5.1 The application must set out details of the proposed end-to-end supply model that the Applicant intends to implement, as well as comprehensive details demonstrating their ability to fulfil the requirements set out in **Annex A**.

5.2 As part of the application, Applicants will also need to provide the following information / documents to MPA:

- (i) General Particulars
 - Applicants must provide general particulars, such as the Applicant’s contact details and mailing address.
- (ii) Point of Contact

² A type 2 vessel is a chemical tanker as defined in Chapter 2.1 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk.

³ For avoidance of doubt, carbon intensity (CI) covers carbon dioxide (CO₂) emissions and other greenhouse gases emissions in CO₂ equivalent (CO_{2e}) such as methane and nitrous oxide, with their corresponding 100-year Global Warming Potential multipliers.

⁴ The current CI limit (CIL) is referenced to the approximate CI of conventional marine bunker fuels, as methanol provided as a marine bunker fuel should not incur a higher CI than business-as-usual. The specified CIL is valid till 31 March 2027, before new mid-term measures by the International Maritime Organization are expected to kick in, and is subjected to review based on prevailing international standards and measures. MPA reserves the right to amend the limit prior to this date given the IMO developments.

- Applicants must also provide a point of contact, who is based in Singapore, and authorised to liaise with, receive instructions from and give information to MPA on all matters in connection with the application for the Licence.
 - Documentary proof of such authorisation.
- (iii) ACRA business profile (if applicable)
- Applicants must provide a copy of the full ACRA business profile (if applicable).
- (iv) Structure and Organisation

5.3 Applicants must provide relevant information on their business model, such as the entity structure (eg. company, partnership, [consortium and members of the consortium], joint venture, scale of business, overseas operations (if any)). Applicants should fill up **Form B** found in **Annex B** and provide supporting documents where relevant.

Key Evaluation Criteria

5.4 In addition to the above, the Applicant's application should also demonstrate how it intends to meet the key evaluation criteria detailed in **Table 1** below:

Table 1: Key Evaluation Criteria

#	Key Evaluation Criteria	Requirements
1	Ability and Commitment to Supply	<ul style="list-style-type: none"> a) Ability to provide uninterrupted supply of methanol bunkers as and when required by customers throughout the duration of the licence period. b) Demonstrate reliable upstream supply of methanol that is also sufficiently diversified, to adequately meet bunkering requirements / demand over the term of the licence. c) Demonstrate that the methanol bunker fuel does not exceed the prevailing CIL of 95 gCO_{2e} / MJ (well-to-wake), with a variance of 5 gCO_{2e} / MJ to account for different carbon intensities incurred in transportation of fuel. Methanol products with carbon intensity greater than this CIL may be supplied on an interim basis with reasonable justifications approved by the MPA (e.g. to maintain validity of engine warranty). d) Demonstrate clearly the methodology employed to achieve the CI of delivered product, including the use of a robust Life Cycle Assessment (LCA) methodology that is transparent and verifiable. e) Ability to provide internationally recognised sustainability certification of the Company and the final product(s) delivered. f) The proposal shall explicitly outline green methanol projects, including their scope, Final Investment Decision (FID) timelines, and plans for exporting green methanol required by various overseas jurisdictions. g) Demonstrate ability to submit samples for the measurement, reporting and verification of methanol specifications (e.g. purity, consistency etc) and undertaking testing as required for bunkering by the MPA.
2	Credit Worthiness ⁵	<ul style="list-style-type: none"> a) Show proof of sufficient credit standing to meet their obligations in procuring methanol marine bunker fuel supplies and license conditions by submitting a credit rating report. New players can approach MPA for the processes for the waiver of security deposits and guarantees.
3	Supply Model	<ul style="list-style-type: none"> a) Put forth appropriate supply model(s) catering to customers lifting methanol bunkers in the Port of Singapore over period of the licence. b) Details on infrastructure for import, storage, delivery, and any other necessary aspects, to be put forth and elaborated upon or the conduct of ship-to-ship operations. Proposal put forth should include the necessary fees and be deemed commercially viable by the player. c) Proposal to detail supply figures and operational utilisation (e.g. frequency and manner of top up of storage facility, berthing frequency and time, supply delivery volumes, number of turns, etc) to allow for a good appreciation of how entire model will work in a cost competitive and operationally efficient manner. d) Detail how bunkering business interacts with other aspects of applicant's methanol activities in Singapore.

⁵ Applicants are required to submit a credit rating report dated not more than six (6) months prior to the submission of their proposal. Applicants should obtain the credit rating report from a reputable credit rating agency that is acceptable to MPA for the purposes of this exercise. Applicants are advised to seek MPA's advice on whether their chosen credit rating agency is acceptable to MPA before obtaining a credit rating report from the credit rating agency.

#	Key Evaluation Criteria	Requirements
4	Supply Chain Control	<ul style="list-style-type: none"> a) Demonstrate ability to have strong control over aspects of the entire supply chain b) Proposal must detail every aspect of the supply chain and all the likely stakeholders involved at each step, including the chain-of-custody of any sustainable material or product and its relevant certification. c) Proposal must identify all the key issues (commercial, operational and technical) to be faced at each step in the supply chain and put forth solutions to effectively tackle each of these.
5	Safety of operations	<ul style="list-style-type: none"> a) Provide details on safety aspects of operations, including vapour recovery and handling. b) Demonstrate how operational efficiency can be achieved in light of safety considerations. c) Demonstrate emergency preparedness through active participation in scenario and contingency planning and conducting regular emergency drills and exercises with MPA. d) Provide details on how these operations will be conducted together with MPA and national agencies and the conduct of recovery operations to minimise the risks of emergencies. e) Provide details on the training of personnel through the Maritime Energy Training Facility to support the upskilling of maritime professionals involved.
6	Relevant Experience	<ul style="list-style-type: none"> a) Provide details on prior and/ or current experience in methanol bunkering activities, and any other methanol-related activities that are relevant for the purposes of this licence. b) CVs of key individuals to be provided.
7	Price Competitiveness	<ul style="list-style-type: none"> a) Demonstrate ability to offer competitively priced methanol bunkers for end customers during the period of the licence. b) Identify and provide details on formulas used to determine delivered prices of methanol bunker fuel and relevant indices to be used or developed. c) Identify mechanism to manage price volatility. d) Methanol bunker fuel and logistical costs to be detailed and range of final delivered cost to be put forth. e) Proposal to put forth forecast of delivered methanol prices during period of the licence in comparison to other key marine bunker fuels such as Marine Gasoil and Low Sulphur Fuel Oil and their cost trajectories.
8	Commitment from End-users	<ul style="list-style-type: none"> a) Provide details of potential and / or confirmed end-customers with supporting documentation to demonstrate this. b) To put forth supply delivery frequency and volumes to each of these customers, and their vessel types. c) To put forth when the demand is likely to commence from each end-customer
9	Contributing to Singapore as methanol Hub	<ul style="list-style-type: none"> a) Lay out potential and / or actual ways to contribute to the continued development of Singapore as a hub for methanol activities in its various aspects (e.g. physical distribution, pricing, trading, deal making, etc). b) Provide details of investment and the conduct of activities in Singapore.

5.5 Submission of all requisite information and documentation and/or compliance with the requirements herein does not guarantee that a Licence will be granted. The grant of a Licence is at MPA's sole discretion.

6 REVIEW OF LICENCE APPLICATION

6.1 During the review process, MPA may request for clarifications and/or further documentation from the Applicant. The Applicant shall use reasonable endeavours to provide full and comprehensive response(s) within seven (7) days of such a request. MPA may also invite Applicants to conduct presentation(s) to MPA.

6.2 MPA's targeted timeline for this licensing exercise is set out at **Table 2** below. This timeline is only indicative of MPA's plans, and is subject to change. MPA reserves the right, at any time, to revise this timeline without notice and liability to any person.

Table 2: Licence Application Exercise Indicative Timeline

Indicative Timeline	Remarks
T	Commencement of licence application
T + 8 weeks	Closing Date
T + 4 months	Grant of in-principle approval, if any

7 NOTIFICATION OF OUTCOME

7.1 Applicants will be notified of the outcome of their licence application by email.

8 GRANT OF LICENCE

8.1 The grant of a Licence is at the sole discretion of MPA.

8.2 If your application is successful, MPA will issue a **draft** set of licence conditions, which is meant for the successful Applicant's early information so that early preparations to comply with the conditions can be undertaken. MPA reserves the right to amend the draft licence conditions, and they may differ from the final licence conditions that are issued.

8.3 A Licence may be issued for a period of 5 years from 1 Jan 2026 to 31 Dec 2030 to provide business certainty or commencing on such later date as MPA may jointly determine till 31 Dec 2030. For both cases, licensees will need to comply with the IMO mid-term measures and other related Maritime Conventions that may come into force during the licensing period.

8.4 Licensees will be required to comply with the requirements and conditions of licensing imposed by MPA, including compliance with applicable Technical References, Singapore Standards or IMO measures as may be in force or amended from time to time.

8.5 MPA may take regulatory action for any failure by the Licensee to comply with any licence condition, including but not limited to suspension or cancellation of the Licence and rectification measures to be undertaken. Further details will be set out in the licence conditions.

9 PURCHASE THIRD PARTY LIABILITY INSURANCE

9.1 The Licensee will be required to purchase third party liability insurance to cover the entire scope of their operations, including pollution damages and costs of preventing or reducing damage results from the operations, which should come with a minimum

coverage of \$1 million per 100 gross tons or part thereof per incident for an unlimited number of incidents. The insurance contract must require the insurer to inform MPA should the Licensee cancel or reduce the assured amount.

9.2 Successful Applicants must promptly submit their insurance cover note upon the grant of a Licence by MPA and its associated cybersecurity requirements. This will be relevant to the determination of the commencement date of the Licence.

9.3 Participants are to consider the potential entry into force of the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea (HNS Convention) during this licensing period, and any measures undertaken by the International Maritime Organization.

10 INSTRUCTIONS FOR SUBMISSION OF LICENCE APPLICATION

10.1 Applicants are required to submit their Application, together with all duly completed forms in **Annex B**. Submissions must be made in softcopy via email to MPA at bsd@mpa.gov.sg with the subject title **SUBMISSION OF METHANOL LICENCE APPLICATION**.

10.2 Applicants are required to submit their application and any other documents provided shall be in the English language. All monetary values shall be clearly specified and denominated in Singapore Dollars only.

10.3 Applicants shall submit their applications in both Microsoft WORD and PDF format. Each email shall be below 20 MB and multiple emails are permitted. An Applicant must clearly quote its application reference if multiple emails are submitted.

10.4 All applications must reach MPA via email by no later than 3.00pm (Singapore Time) on **28 May 2025** ("**Closing Date**"). Any application submitted after the Closing Date will not be considered by MPA under this exercise. MPA reserves the right to extend the Closing Date.

10.5 MPA will acknowledge receipt of all applications received by email. Please contact Ms Balqis Binte Abdul Rahim (Tel: 6325 2318) or Ms Mastura Binte Koloos (Tel: 6325 2317) if you have not received an acknowledgement of your application.

10.6 Should an Applicant wish to make any changes to its application after submission via email but before the Closing Date, the Applicant should submit a fresh application. The fresh application must clearly state that the fresh Application supersedes the earlier one, failing which MPA reserves the right to reject both submissions.

10.7 Applications submitted must remain valid and binding for the entire duration of this licence application exercise.

11 CLARIFICATIONS

11.1 All enquiries/clarifications relating to the submission of applications should be submitted via email at least seven (7) working days before the Closing Date to bsd@mpa.gov.sg

11.2 An industry briefing will be arranged for interested Applicants. Please note that attendance at the industry briefing is **not mandatory**. Due to limited space constraints, please register your attendance with MPA via email to bsd@mpa.gov.sg by 9 Apr 2025. The details of the briefing are as follows:

Date:	16 Apr 2025
Time:	9:30 am – 10:30 am (SGT)
Venue:	460 Alexandra Road, mTower, #18-00 L18 Excellence Room Singapore 119963

12 CONFIDENTIALITY

12.1 MPA reserves the right to share any information submitted by Applicant(s) with its employees, officers, directors, consultants, and/or advisors for the purposes of assessing the Applicant's application.

12.2 The Applicant shall not, without the prior written consent of MPA, disclose to any third party or make use of any information or material obtained directly or indirectly from MPA, other than for the purposes of or in connection with its licence application.

12.3 Nothing in this licence application exercise shall prohibit MPA from disclosing any information to any Ministry, Department, Agency, administrative or statutory body or corporation under the control of the Government of Singapore in compliance with MPA's internal reporting and approval requirements.

13 GENERAL

13.1 All expenses incurred in the preparation and submission of any application shall be borne by the Applicant. MPA shall not be responsible or liable for any costs or expenses incurred by Applicants.

13.2 MPA reserves the right to amend any of the requirements or terms herein, by way of the issuance of a corrigendum or addendum.

13.3 MPA reserves the right to accept or reject any or all applications and the decision shall be final and not be subject to any appeal.

13.4 A waiver by MPA of any term or condition of this exercise in any instance shall not be deemed or construed as a waiver of such term or condition for the future, or of any subsequent breach of the exercise process thereof.

13.5 MPA reserves the right to terminate or suspend this licence application exercise at any time and for any reason whatsoever and shall not be liable for any expenses or costs incurred by any person, or require any person associated with the Licensee to undertake the necessary training required for these operations.

DETAILED APPLICATION REQUIREMENTS

Key Area	Detailed Requirement
a) Eligibility and Basic Requirements	i. Applicants may be either a Singapore incorporated company, a foreign entity, a partnership or consortium of members, so long as the eventual "Licensee" (if Licence is granted) is a Singapore-incorporated company
	ii. A Licensee must be incorporated in Singapore pursuant to the Companies Act 1967 with a minimum paid-up capital of S\$3 million
	iii. Applicants must hold a valid certification under the International Sustainability and Carbon Certification (ISCC), or equivalent, that covers the low-carbon methanol bunker fuel's chain of custody as required under regional schemes
	iv. Applications submitted by a partnership or consortium of members must be signed by all partners or members of the consortium.
	v. Applicants who intend to participate as a Consortium will also need to satisfy and include the following requirements in their applications: <ul style="list-style-type: none"> • A copy of the consortium agreement, signed by all members of the consortium; • The principal member of the consortium; • Documentary proof that the principal member is authorised by the members of the consortium to submit the application, and to act on behalf of the members of the consortium on matters relating to the application.
b) Business Forecast	i. Provide a five (5)-year business plan with a forecast of the methanol bunker sale volumes based on the Applicant's business and operating models.
	ii. Provide a list of sources of confirmed and potential methanol supply.
	iii. Provide a list of customers that would support the methanol bunker sales volume committed under the business plan.
	iv. Specify the methanol bunker fuel(s) intended to be supplied with a carbon index (CI) which must not exceed the CIL 95 gCO _{2e} / MJ (well-to-wake), with a variance of 5 gCO _{2e} / MJ to account for carbon intensities incurred in transportation of fuel. Methanol products with carbon intensity greater than the CIL may be supplied with reasonable justifications approved by MPA (e.g. to maintain validity of engine warranty). <ul style="list-style-type: none"> • Proposals shall minimally include 1) a methanol bunker fuel meeting the EU RED requirements and FuelEU Maritime Regulations, and 2) a methanol bunker fuel meeting the prevailing CIL.
	v. Provide information as to how this CI will be achieved on a well-to-wake basis and submit documentation on their calculations for review.

	<p>vi. Provide information on the life cycle assessment (LCA) methodology in relation to how the methanol bunker fuel CI is achieved on a well-to-wake basis and submit documentation on their calculations for review.</p> <ul style="list-style-type: none"> • [Well to Gate] Applicant should provide the list of methanol sources including its feedstock, production pathways, corresponding carbon intensities, and product certification. • [Gate to Tank] Applicant should provide estimates on the carbon footprint of the supply chain, with a commitment to ensure proper chain-of-custody management. • [Tank to Wake] Applicant should provide the emission intensity due to combustion onboard a typical vessel based on default emission factors or verified actual figures. • All calculations and relevant certifications of CI across the well-to-wake should be provided in a transparent and verifiable manner.
	<p>vii. Pre-approved methodologies to achieve emission reduction are as follows. Other methodologies such as mass balancing can be proposed and would be subject to the approval of the Authority on a case-by-case basis, and some of these will require mutual recognition with other global and regional authorities.</p> <ul style="list-style-type: none"> • Utilisation of low CI feedstock (e.g. biomass) • E-pathway using biogenic CO₂ and renewable hydrogen • Controlled blending with constituent methanol bunker fuel of CI no greater than 110 gCO_{2e} / MJ (well-to-wake)
c) Operational Experience	<p>i. Proven track record in the area of methanol handling (which could include production, delivery, distribution, and usage or storage of methanol and is not limited to the supply of methanol as a marine bunker fuel).</p> <ul style="list-style-type: none"> • Provide details on prior and/or current experience in methanol bunkering activities, and/or any other methanol-related activities. <p>ii. Acknowledge and undertake that the crew onboard its methanol bunker tanker shall meet the competency framework determined by the IMO and MPA, and attend relevant skills courses under the Marine Energy Transition Facility.</p>
d) Operational Requirements	<p>i. Provide details on how the necessary methanol storage infrastructure will be established or secured in Singapore, including plans for development or construction / conversion where applicable.</p> <ul style="list-style-type: none"> • Associated requirements for methanol storage in Singapore should be included in the Proposal, such as the capacity, jetty, safety considerations, vapour return and handling, and quantity assurance. <p>ii. Provide details on the volumes that can be delivered to receiving vessels as methanol bunkers in Singapore and the estimated timeline for the physical delivery of said volumes of methanol bunkers.</p> <p>iii. Provide details on the bunkering supply and delivery model, including details on the size, maximum pumping rate and number of methanol bunker tanker(s) that would be used.</p>

	<p>iv. Provide details on the quality and quantity assurance plans for the product(s) when delivered as bunkers in Singapore.</p> <p>v. Provide details on the safe handling proposal when the methanol is transported as marine bunker fuel and delivered to the receiving vessel, including management of methanol vapour at shoreside facility and onboard the bunker tanker, including the vapour received from the receiving vessel.</p> <ul style="list-style-type: none"> • Provide plans to ensure that no venting of methanol vapour to the atmosphere during bunkering operations, except in a safe and controlled manner as approved by MPA or in the case of emergencies. • Provide commitment to trial solutions / management of vapour return in consultation with MPA, including the sharing of the trial results with MPA. MPA shall have the right to mobilise and use the resources of the Licensee with reasonable notice and without compensation to the Licensee, in the event of such trial. • Provide the relevant information for the Maritime Digital Twin development necessary for emergency preparedness measures such as plume modelling. This would include the General Arrangement (GA) plan, 3D models (if available) and any updates to the plans and models when applicable. • Provide documentation of methanol spill contingency and recovery plans, training records, drill reports, equipment inventory, any relevant certifications and details of personnel supporting emergency preparedness. • Provide commitment to participate and cooperate in all emergency exercises. MPA shall have the right to mobilise and work with the Licensee with reasonable notice and these will be at the Licensee's sole costs, to contribute to such exercises. <p>vi. Provide samples of documentation required for each bunker delivery, including but not limited to, Proof of Sustainability (PoS), Bunker Delivery Note (BDN) and Certificate of Quality (CoQ).</p> <ul style="list-style-type: none"> • The PoS shall be issued under an international scheme (e.g. ISCC EU, ISCC Plus, etc.). • If required (e.g. for blends), the PoS shall be accompanied with independent verification performed by an ISO 17029 accredited third party. <p>vii. Participate in the cybersecurity exercises and fulfil cybersecurity requirements for the operational technologies and the training of personnel.</p> <p>viii. Provide plans for the conduct of these bunkering operations together with MPA.</p>
e) Infrastructural Commitment	<p>i. Demonstrate cost competitive and operationally efficient end-to-end supply chain solution.</p> <p>ii. Provide plans to own, lease and/or operate appropriate methanol bunkering infrastructure (e.g. supply and storage facilities, chemical tankers, etc) supporting both the international and domestic shipping community that should commence operations from as early as 1 Jan 2026 onwards.</p> <ul style="list-style-type: none"> • Provide documents or plans to prove that the new bunker tankers would be able to meet the 2030 requirement for all

	<p>new harbour craft to be fully electric, be capable of using B100 biofuel, or be compatible with net-zero fuels, or to propose suitable alternatives for consideration.</p> <ul style="list-style-type: none"> • Pilot trials may be conducted on a case-by-case basis ahead of 1 Jan 2026 with the approval of the MPA.
f) Integrity	<p>iii. Submit actual samples and test reports from supply source for the measurement and verification of fuel characteristics, including purity, consistency and carbon intensities.</p> <p>i. Demonstrate the integrity of the owners and the management team.</p> <ul style="list-style-type: none"> • Management (Directors and Shareholders) shall meet MPA's "fit and proper" criteria.
g) Any other relevant information	<p>i. [If available] Provide details on involvement to contribute to the continued development of Singapore as a hub for methanol activities in various aspects such as physical distribution, pricing, trading, deal making, etc of methanol as a marine bunker fuel.</p> <p>ii. [If available] Provide sufficient details and commitment to trial alternative methods to physical transfer of methanol molecules such as mass balancing and book and claim, though these will be further subject to acceptance among various jurisdictions.</p>

FORM A

APPLICANT'S OFFICIAL POINT-OF-CONTACT

Participant Name	
Name of Contact Person	
Designation	
Telephone Number	
Fax Number	
Email Address	

Any representations made by the Participant's contact person shall be taken by MPA to be made at the express instruction of the Participant and shall bind the Participant.

FORM B

STRUCTURE AND ORGANISATION OF APPLICANT

Full Name of Applicant / Members of Consortium ⁶	
Legal Ownership of Applicant / Members of Consortium ⁷	
Registered Address	
Legal Form ⁸	
For consortiums ⁹	
For applicants or in the case of consortiums, members, that are part of a group of companies, corporate shareholding charts showing the shareholdings up to the ultimate parent company or shareholder	

⁶ In the case of a consortium, names of all members must be included.

⁷ Applicants and all members of a consortium shall provide full information on their ownership, including: (i) the name and address of any person, company or corporation which owns, whether directly or indirectly, at least 50% of the total number of shares in the applicant (and in the case of an Applicant comprising of a consortium, of each member of the consortium); (ii) the number, percentage and class of shares held by such person, company or corporation. This requirement applies not only to the direct shareholders of the Applicant or the consortium members, but to all of their upstream shareholders as well.

⁸ For example, company limited by shares, limited liability partnership, partnership, consortium or joint venture, etc. Please provide certified true copies of documents evidencing the legal status of the applicant e.g. the ACRA business profile search or like documents.

⁹ Information must be submitted with respect to (i) the legal relationship among the members of the consortium (ii) the role and responsibility of each member of the consortium; and (iii) the address of the consortium to which the Authority may send any notice, request, clarification or correspondence. Please also provide certified true copies of documents evidencing (i) and (ii) (e.g. shareholders agreement, consortium agreement etc.).