



MEDIA RELEASE

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Singapore Opens Applications for Methanol Bunkering Licence *New Regulatory Framework and Technical Reference set standards for Safe, Efficient, and Sustainable Methanol Supply*

The Maritime and Port Authority of Singapore (MPA) has opened applications for licences to supply methanol as a marine fuel in Singapore. This follows the finalisation of Singapore's methanol bunkering licensing framework and standards, which incorporated input from over 50 proposals received under MPA's Expression of Interest (EOI) launched in December 2023, as well as methanol bunkering trials and operations conducted in Singapore since 2023.

Key Licensing Requirements

2. Licensees are required to implement end-to-end methanol bunkering supply solution as bunker suppliers and bunker craft operators. This includes securing methanol supply to Singapore, implementing quality assurance plans, ensuring proper storage and safe handling of methanol, and establishing emergency response measures. They must also have the necessary manpower and expertise to carry out methanol bunkering operations in Singapore. Additionally, licensees are required to own and operate at least one IMO Type 2 chemical tanker¹.

3. Licensees must supply methanol as a marine bunker fuel to vessels in Singapore during licensing period from 1 January 2026 to 31 December 2030. To support international shipping's decarbonisation efforts, licensees must supply methanol that meets the specified carbon intensity on a well-to-wake basis, demonstrate a transparent and accurate chain of custody methodology to track emissions from source to delivery, and possess operational experience, readiness, and emergency response preparedness. Licensees will be required to meet the prevailing standards and measures at the national and International Maritime Organization level. Bunker players are also expected to adopt mass flow meters, digital bunkering, and the new standards for methanol bunkering in Singapore ahead of operations. MPA may invite licensees to work with MPA on suitable methanol bunkering pilots and exercises in 2025.

¹ An IMO Type 2 chemical tanker is an oil tanker of 20,000 tonnes deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, and of 30,000 tons deadweight and above carrying other oils, with segregated ballast tank requirements (commonly known as MARPOL tankers)

4. Companies interested in supplying methanol as a marine fuel to vessels in Singapore, may refer to MPA's [website](#) for more information. Applications must be submitted to MPA at bsd@mpa.gov.sg by 28 May 2025.

Technical Reference for Methanol Bunkering and Standards for Port Limit Methanol Bunker Tankers

5. The Technical Reference for Methanol Bunkering (TR129) and the Standards for Port Limit Methanol Bunker Tankers were launched in early 2025 to support methanol bunkering operations in Singapore.

6. Developed by MPA and Enterprise Singapore in collaboration with the Singapore Chemical Industry Council, TR129 provides guidelines for custody transfer requirements, operational and safety protocols for methanol delivery, and crew training competencies. It serves as a key reference for licence applicants, outlining the technical and operational requirements needed to comply with Singapore's methanol bunkering regulations. TR129 can be purchased from [Singapore Standards e-shop](#).

7. The Standards for Port Limit Methanol Bunker Tankers, developed by MPA in consultation with the industry, ensure the safe operation of methanol bunker tankers in Singapore. These standards set specific requirements such as propulsion redundancy, manoeuvrability, and vapour management onboard bunker tankers. More information is available on MPA's [website](#).

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About the Maritime and Port Authority of Singapore (MPA)

MPA was established on 2 February 1996 with the mission to develop Singapore as a premier global hub port and international maritime centre, and to advance and safeguard Singapore's strategic maritime interests. MPA is the driving force behind Singapore's maritime and port development, taking on the roles of maritime and port regulator and planner, international maritime centre champion, national maritime representative, and a champion of digitalisation and decarbonisation efforts at regional and international fora such as at the International Maritime Organization and the International Organization for Marine Aids to Navigation. 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 ancillary services and manpower development. MPA is responsible for the overall development and growth of the maritime multi-domain and the Port of Singapore.

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

About Singapore Maritime Week 2025

SMW is an annual gathering of the international maritime community to advance key industry issues and exchange ideas to bring the sector forward. Driven by MPA, in collaboration with industry stakeholders and research and educational institutions, SMW brings together key opinion leaders and industry leaders through conferences, dialogues and forums.

The range of activities and events organised by MPA, industry stakeholders and research and educational institutions, as well as the cosmopolitan profile of participants, reflect the vibrancy and diversity of Singapore as a global hub port and leading international maritime centre.

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APRW for Singapore Maritime Week 2025

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