船用燃料供應：全球最大的船用燃料供應港：摘要

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新加坡之所以成為全球最大的船用燃料供應港，2025年銷量創下5,677萬噸的紀錄，有賴三項因素：其位處馬六甲海峽；供應燃料的煉油廠、儲存油庫及交易商；以及令買方對所收燃料的數量及品質有信心的監管制度。新加坡海事及港務管理局（MPA）向船用燃料供應商、燃料供應船營運商、燃料供應船及檢驗人發牌，規定資本要求、按SS 524實施品質管理及使用現代化的燃料供應船，並以扣分制度監察表現，輔以暫停及撤銷牌照的威懾。交付不足、篡改流量計、盜竊、串通及污染一直是主要風險。MPA的回應包括自2017年起強制使用質量流量計、自2025年起推行電子燃料交付單、廣泛進行檢測，以及實施制裁，例如於2019年撤銷Southernpec的牌照，以及於2022年暫停嘉能可的牌照。港口正為航運業脫碳作準備，為生物燃料混合油、LNG及甲醇供應商發牌，並為氨燃料作準備，但全球對這些燃料的需求取決於IMO規則，而這些規則在2026年9月仍有待通過。船用燃料爭議主要源於涉及中間人的合約鏈、OW Bunker及興隆等供應商及交易商的破產，以及品質及數量申索。新加坡的法院及仲裁機構根據海事管轄權解決這些爭議；該管轄權容許扣押船隻，但不承認船用燃料供應商享有海事留置權。

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