



WHAT THEY ARE SAYING: IMO 2020



EIA sees muted price impact from IMO 2020 marine sulfur cap

Veteran oil analyst Antoine Halff said the projected muted price impact were "nothing worth tearing down a treaty for," given others' predictions that the policy would cause global economic turmoil.



U.S. positioned to lead the world in providing compliant fuel

The upcoming IMO 2020 rule on marine fuel is an enormous economic opportunity for the U.S. energy industry and its workers to supply low-sulfur fuels to the global market.



Promoting American energy jobs and clean air

Our adversaries in Russia and Venezuela stand to be the biggest losers. Venezuela is one of the world's largest exporters of high-sulfur fuel, but it has not invested in upgrades to their refineries to blend the mandated low-sulfur fuel. Russian refineries have yet to produce any low-sulfur fuel, and Russia could lose \$3.5 billion in 2020 alone, more than a third of its refining revenue. Energy experts all agree that the transition to low-sulfur fuel will hurt our foreign rivals.



U.S. oil price forecast raises bar for opponents of new environmental standards for shipping fuels

If any opponents of the International Maritime Organization's (IMO) new sulfur standards for marine fuels were counting on the U.S. Energy Information Administration (EIA) to give them ammunition against the rules, they are in for a disappointment.



America takes the lead on cleaner ship fuels

America will be first among nations to benefit from cleaner ship fuel markets and pollution reduction benefits. ... America is ready, because we are already producing these newer fuels — and ships calling on U.S. ports are using these fuels without harming trade. — James Corbett, Ph.D., University of Delaware.



Trump's maritime fuel policy will sink energy markets

Fortunately, these sudden price hikes aren't likely. The oil industry has known about the regulation, commonly called IMO 2020, for roughly a decade. Petroleum companies have already upgraded their refineries to meet the coming demand for low-sulfur fuels. A recent report from the U.S. Energy Information Administration suggests that, if the new rules are implemented as planned, there will be minimal effects on domestic fuel prices.



US bid to delay IMO rules risks unwittingly stoking oil prices

An eleventh-hour delay would unfairly punish those in the shipping and refining industries that have made investments to comply. Many American shipping companies, refiners and ports have been ahead of the curve in making such investments, and thus US groups would be especially harmed.



Why the IEA is less concerned about 2020

[T]he situation is far more manageable for shipping and refineries than previous forecasts suggested.



IMO 2020 – On track

When we introduced our IMO 2020 modeling last September, we concluded that this historically large shift in marine sulfur regulation was “challenging but solvable.” Six months later, our updated and expanded modeling suggests that both the shipping and refining industries are on track to meet this challenge.



Cleaning up shipping may provide short-term oil boost

A main takeaway from the oil trading world's conference last week was that oil may get a boost from IMO 2020. ... Goldman Sachs says the disruption to Brent and WTI prices will be limited, though diesel demand will rise by 2 million barrels a day. Some companies are already selling brand new cleaner fuel for ships to burn.