

July 2025

ExxonMobil

Marine Port Guide

ARA Region



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ARA Region Ports

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Marine Port Guide

Quality, Reliability, Integrity

ExxonMobil has more than 50 years of experience in supplying high-quality fuels to the marine industry.

Our high-quality fuels help deliver consistent performance to vessel owners and operators worldwide. We maintain high standards of integrity and ethics across our operations to help provide peace of mind and reliable services to owners and vessel operators.¹

About ports in ARA

- Europe's largest bunkering hub
- Strategic connectivity to northwest Europe

¹ Marine Fuel Commitment to Quality | ExxonMobil Marine



ARA Region Marine Port Guide

ExxonMobil in ARA



Antwerp and Rotterdam refineries produce low Sulphur content fuels with combined capacity of 495,000 barrels/day



Dedicated barging capability in ARA ports, including estuary barges in ports like Zeebrugge



First to supply ECA-compliant fuel via an independently accredited mass flow metering system (MFMS) in 2018



Unique branded fuels offer:

- EMF.5™ low-sulphur marine fuels – 0.5% sulphur Engineered Marine Fuels
- ExxonMobil Premium HDME 50™ fuel – ECA-compliant



Alternative fuels offer:

- Drop-in Bio Marine Fuel Blends offer

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Delivery Ports of ARA



ExxonMobil is also present in the following delivery ports:



Terneuzen



Moerdijk



Ghent



Dordrecht



Sluiskil

ARA Region Product Offer

Port	Conventional Fuels			Bio Marine Fuel Blends	
	VLSFO (0.5%S)	DISTILLATE	ECA FUEL (0.1%S)	BIO VLSFO (0.5%S)	BIO ECA FUEL (0.1%S)
Antwerp	EMF.5™ - RMG 380	DMA - 0.1%S	EM Premium HDME 50™	BIO - RMG 380	EM BIO HDME 50™ Blend
Flushing	EMF.5™ - RMG 380	DMA - 0.1%S	EM Premium HDME 50™	BIO - RMG 380	EM BIO HDME 50™ Blend
Rotterdam	EMF.5™ - RMG 380	DMA - 0.1%S	EM Premium HDME 50™	BIO - RMG 380	EM BIO HDME 50™ Blend
Zeebrugge	EMF.5™ - RMG 380	DMA - 0.1%S	EM Premium HDME 50™	BIO - RMG 380	EM BIO HDME 50™ Blend
Terneuzen			EM Premium HDME 50™		EM BIO HDME 50™ Blend

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ExxonMobil offers a range of fuel options for vessel operators that are compliant with the IMO sulphur cap and that meet ISO 8217:2017 (except the FAME component, which meets EN 14214 for Bio Marine Fuel Blends).

Contact our international sales team for more information about our fuel offerings at ARA ports;

Europe and UK

Email: marine.fuels@exxonmobil.com

Asia Pacific

Email: DS-F&L-AP-MARINE@exxonmobil.com

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Product Information – Conventional Fuels

	EMF.5™ (RMG 380)	EM Premium HDME 50™ (exceeding RMD 80)	MGO (DMA)
Sulphur Content	Max 0.50%	Max 0.10% (ECA)	Max 0.10%
Viscosity	Formulated to meet OEM requirements	30-45 cSt at 50°C	2-6 cSt at 40°C
Flash Point	Min 60°C	Min 70°C	Min 60°C
Al + Si, mg/kg	Max 60ppm	<5ppm	N/A
Delivery Method	Barge	Barge	Barge
Info	Can safeguard engines running on 3.50% sulphur fuels; range offers improved combustion while minimising waxing	No residual material; cleaner engines compared to HSFO, no cat-fines and low ash build up in engine; excellent ignition quality; excellent lubricity	Minimum requirement for fuel treatment; no heating requirement
Website Link	EMF.5™ (pdf)	EM Premium HDME 50™	MGO (pdf)

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Product Information – Bio Marine Fuel Blends

	BIO-VLSFO (except FAME)	BIO – ECA FUEL (except FAME)
Sulphur content	Max 3.50%	Max 0.10% (ECA)
Viscosity	Formulated to meet OEM requirements	Formulated to meet OEM requirements
Flash Point	Min 60°C	Min 60°C
Bio Content	Max 30vol% FAME	Max 25vol% FAME
FAME	Meets EN14214	Meets EN14214
Handling	Drop in fuel*	Drop in fuel*
Delivery Method	Barge	Barge
Info	Reduced estimated lifecycle GHG emissions compared to conventional petroleum-based liquid fuels**	Reduced estimated lifecycle GHG emissions compared to conventional petroleum-based liquid fuels**
Website	Bio Marine Fuels	Bio Marine Fuels

*Consult with engine manufacturer. OEMs may limit bio blend percentages or specific bio components for certain engines.

**Benefit compared with conventional petroleum-based liquid marine fuels, calculated on an energy basis. Estimated well-to-wake CO2 emissions reduction calculated using Energy Directive (2018/2001/EU Annex V) ("RED II"). Actual results may vary and lifecycle GHG emissions reduction can vary with each batch and will depend on factors such as the specific feedstock and production process.

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