
TOTAL EARNINGS
+2.56
+15.56%
Feb 2022
Last week: 23.687 +2.33%
Last month: 32.567 +3.95%
2026
Sales
$98.346
21%
FIRST EDGE DESK
FUEL STATISTICAL
REPORT
VIR00210-25
Dynamics
Customers
3,678
26%
74%
42%
Fuel Desk's
London -Canada -USA -China
$34.677

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Our Desk Massage

Who we are as a Desk - What we do - Company Ranking P3

OUR MESSAGE

This report provides a comprehensive review of the current global fuel industry by reflecting the main needs of our Fuel Management Desk Dynamics and why we are rapidly evolving as a desk. Each year, fuel trading has continued on an increasing trajectory in the importing and exporting of today's market.

We also have good news for most independent fuel companies that don't wish to engage with a trading desk due to the securities checks and irregularities needed to be part of our desk. These changes are part of the current global tariff situation. First Edge Fuel Trading Desk will no longer be a trading desk; we will now be a fuel management desk.

(For more information on the new changes to the management desk, contact us: info@first-edge.co.uk)

Concerns

We've also found that fuel companies have seen a large amount of wasted time and unnecessary, turbulent transactions due to fraudulent sales and purchases. Our position on reviewing new buyers and sellers wanting to become part of our desk hasn't changed. To be registered, we would need to see past verification fuel transactions, along with their current procedures to supply and purchase, along with competitive pricing., Which will be passed on to our desk.

1. FE Desk Fuel Agreement

Our Fuel Desk Agreement are critical contractual arrangements that define our relationship between fuel suppliers and buyers. Our agreement ensures a steady and reliable supply of fuels and other relates products

1.1 Management Desk Understanding

Our desk needs to understand all the components, procedures and legal considerations of each party's agreement. This is crucial for our desk to negotiate favourable terms and maintain all relevant compliance regulations. Our desk aims to provide a comprehensive overview of fuel supply agreements in closing, focusing on all key components for legal negotiation and strategies at our desk. Each fuel supply agreements serve as a cornerstone for the operation of our desk. An agreement is established under the terms on which a fuel supplier and purchaser engage. Our desk agreements typically define the type, quality, and volume of fuel to be closed, also maintaining delivery schedules and pricing structures. Understanding these elements is essential for parties to ensure a consistent supply of fuel and to manage their business operations effectively through our desk.

We are committed to looking at the demand and volatility of fuel prices and any potential supply disruption that can occur in the marketplace, or from parties and refineries, as well as end burners, and even station operators. All disruptions come with a financial loss, and our desk looks at all measures of security and predictability.

Middle East

We've found the Middle East has stepped in to fill the shortfall. Were Major fuel trading companies are now reviewing their logistics to review their global allocations, in terms of fuel prices in today's market, for both importing and exporting.

1.2 Limited Desk Risk

We also know that, throughout the year, our desk has seen unnecessary, turbulent transactions of fraudulent acts, where the reviewing of any new buyers and sellers wanting to become part of our desk would need to show past verification fuel transactions becoming available to enhance supply security and upgrade refineries and fuel companies, especially at the end burners. However, despite all the material on competitive pricing, all parts of the fuel industry are still fragile in sustaining all the unwelcoming parts of fraudulent activities, which include inexperienced individuals with no seasonal understanding of fuel, which makes the equilibrium of the industry more fragile.

1.3 Components of Fuel Supply Contracts

Our Fuel Desk contract comprises several key components that define the rights and responsibilities of both the supplier and the purchaser. One of the most critical elements is the specification and procedure of fuel types and grades, which details the exact nature of the products to be delivered. Our Desk is designed to ensure that all transaction of fuel meets the required closing performance and regulatory standards.

1.4 Desk structure

Our desk pricing structures are a crucial part of our agreement. Most desk Contractual Agreements usually include a pricing formula that considers fluctuations in fuel market prices. Some agreements may offer fixed pricing for a certain period, while others might include variable pricing mechanisms linked to market indexes. Our desk disqualifies itself from all pricing mechanisms because it is not involved in any trading that requires a trading license, nor does it have a licensed trader to meet the regulation of having a trade desk.

1.5 Desk structure

Another essential aspect of our desk is the agreed procedural logistics clause, which outlines the terms of purchase and delivery schedules. Stipulations include financial frequency delivery, which could prevent operational disruptions and ensure a steady supply of fuel.

Performance and compliance clauses are also integral to fuel supply contracts. These sections often include quality assurance measures, compliance with environmental regulations, and specific performance benchmarks that must be met by both parties. This ensures that the fuel supplied meets legal standards and that both the supplier and the station operator adhere to agreed-upon operational norms.

1.6 Compliance Legal Considerations

Legal considerations are paramount to our desk agreement. One of the foremost legal issues is ensuring compliance with checks in federal and state governing regulations, or any other country-imposed regulated legal issues of fuel quality and environmental protection. Suppliers and Purchasers entering into our desk agreement must adhere to our stringent guidelines regarding our agreement in the handling of fuel sales to prevent legal repercussions.

Our desk will check when fuel suppliers use the branding of a refinery supplier; it must comply with usage guidelines to protect our interests to all our end burners' trademarks and brand reputation. Failure to do so can result in legal disputes and the termination of our desk agreement.

Contractual liability and indemnification clauses are vital to protect all parties connected to our desk from potential legal claims. These clauses define the responsibilities for incidents such as fuel spills, accidents, or breaches of contract. Clearly outlining liability can prevent costly legal battles and ensure that both parties understand their obligations and potential risks.

1.7 Compliance Legal Considerations

Finally, the enforceability of contract terms is a critical legal consideration. Both parties must ensure that the agreement is drafted by relevant laws and that all terms are legally binding. Engaging legal experts during the drafting phase can help identify potential legal pitfalls and ensure that the agreement is robust and enforceable.

1.8 Negotiating Terms with Fuel Suppliers

Our desk negotiating terms with fuel suppliers requires a strategic approach to ensure favourable outcomes on closing transactions. We aim to secure procedural pricing terms that offer stability, such as market volume discounts, to protect against volatility. Another key issue on our desk is to negotiate the renewal duration of the contractual terms of each agreement. Our desk will seek adjustments based on market conditions and business performance. Shorter terms with options for renewal can provide the flexibility needed to renegotiate terms as market conditions change.

1.9 Desk Understanding

Understanding and effectively, our fuel desk agreements are crucial for all parties to secure a reliable purchase and supply of fuel. The desk can manage costs and will comply with each negotiated contractual agreement by comprehensively understanding the key issues of each party's procedural agreement and strategies involved in our desk. Desk agreements will vary with other parties; our desk position is to ensure they are well-positioned to meet their operational needs in closing. As the fuel market continues to evolve, staying informed and proactive in managing these agreements will remain essential to long-term success for all parties connected to our fuel desk. These agreements are not just contracts but strategic partnerships that require careful planning and execution to maximise all our benefits.

Delivery logistics and schedules also present an opportunity for negotiation. Our desk will negotiate terms that ensure timely and reliable fuel deliveries, with contingency plans in place for supply disruptions. This may include negotiating for priority delivery status or additional delivery resources during peak demand periods.

1.10 Why choose our desk?

Our desk Independence allows our team to verify suppliers and buyers in today's marketplace, also optimising the quality of service to another level by our team. Our success is determined by the satisfaction and quality of solutions we provide.

Our desk must complete its compliance checks with all closing transactions, which are always double-checked and signed off by two head principals of the desk and each of the engaging parties; this does not include any ICPO or CI.

Our vast Knowledge of the Marketplace contains specialists in Banking and Fuels, all have over 20 years of industry knowledge in the supply and purchase chain, which also includes financial understanding.

2. Innovations in the Fuel Industry Opportunities and Uncertainties

The rapid evolution and development of the fuel market is ongoing to meet market players' needs and respond to changing dynamics. Growing fuel demand in emerging markets, increasing diversification of market participants, and expansion of Jet A – EN590 – D6 infrastructure and acceleration in technology development as well as innovation are part of the dynamics in today's market. At the same time, regulatory, geopolitical, infrastructural, and environmental concerns could challenge the steady growth of the industry and reproduce uncertainty. Navigating these opportunities and uncertainties requires innovations in project planning to make All types of fuel sustainable in the long-term, which is why our desk is needed [illegible]

2.1 Understanding

The introduction of our Desk has attracted portfolio players, as well as wealth management companies, who know Fuel is the game only for big market players or major institutional fuel companies, which they have. We can also see that many players in the secondary market have come into the mix in the importing and exporting markets. Our records show that companies in the secondary market mainly prefer to buy and sell under spot and contractual terms. Out of the total traded volume, 15% of the transactions were concluded on a spot and contractual term basis.

Our desk portfolio entities are: (integrated with fuel companies and institutional investors) with a diversified portfolio of Fuel sources, refineries, also secondary investors within the fuel industry with the financial capacity to underwrite and commit to long-term dip and pay contracts.

All contracts for registration are reviewed by our Desk Risk Management Team, with a positive outlook on all diversified global companies, with no negative view on companies who looking to access our desk. Providing their infrastructure is all in place.

2.2 Uncertainties

Sanctions impact on Russian Fuel: The US Office of Foreign Assets Control (OFAC) has ramped up sanctions also on the 19.6 MTPA Arctic LNG 2 project by complicating the delivery of icebreaker-class vessels, without which the project is unable to export. The project counts Japanese and Chinese companies among its foundation customers, as well as portfolio volumes to Total Energies and operator Novatek. All foreign shareholders have suspended participation in the project, and Total Energies and Novatek have issued Force Majeure notices. Even

currently, our desk operational projects may have issues procuring LNG from certain sectors. The past Biden Administration non-FTA license pause: The decision by the United States Department of Energy (DOE) under the Biden Administration has caused concern in the global Fuel and LNG market, mainly over the role of US LNG in supporting the energy transition and energy security of customers in Europe and Asia. Until approval criteria are clarified, given that there are many projects with non-FTA approvals in place and pre-FID stage projects outside of the US.

3. Fuel Trade Overview

Global Fuel trade hit a new record in 2024, connecting exporting markets with most importing markets. Were most markets has outperformed re-export re-loading in 2024. The increase was influenced by a gradual decline of fuel prices, which incentivised spot market purchases particularly in Asia. The price reduction was influenced by Gas and LNG inventories remaining high following a warmer than expected 2022-2023 Winter.

MARKET OVERVIEW

3.1 Oil and Gas

The oil and gas industry in 2025 is expected to face a complex landscape with growth and challenges. Global oil demand is projected to increase, but at a slower pace than pre-pandemic trends, and the emergence of electric vehicles is expected to reduce oil demand. Supply is expected to increase as well, with the US, Canada, Brazil, and Guyana driving production growth. While some analysts predict stable oil prices, others anticipate potential price volatility due to factors like economic uncertainty and increasing supply.

We also know the oil and gas industry is facing significant shifts due to the transition to cleaner energy sources, particularly electric vehicles, and growing environmental concerns. While oil and gas will likely continue to play a role for decades, especially in certain sectors like petrochemicals and industry, the decline will likely be accelerated by government policies and technological advancements in renewable energy.

Highlights. Global oil demand growth is projected to slow from 990 kb/d in 1Q25 to 650 kb/d for the remainder of the year as economic headwinds and record EV sales curb use. Demand growth averages 740 kb/d in 2025 and 760 kb/d in 2026, despite accelerating OECD declines of -120 kb/d and -240 kb/d, respectively.

India's liquid fuel consumption is expected to increase by 0.2 million b/d in 2025, while China's will grow by 0.2 million b/d in both 2025 and 2026.

MARKET OVERVIEW

3.2 OPEC+ Production:
Although OPEC+ announced plans to increase production, they are still expected to produce below the current target path, with a growth of 0.1 million b/d in 2025.

3.3 non-OPEC + Growth:
Production growth outside of OPEC+ is expected to be led by the US, Canada, Brazil, and Guyana, increasing by 1.2 million b/d in 2025.

Global Production:
Global oil supply is expected to increase, with the US being a major source of growth.

Prices:

3.4 Price Volatility:
Some analysts expect oil prices to fluctuate between $60 and $80 per barrel, influenced by factors like economic uncertainty and increased supply.

3.5 Pipeline Projects:
New pipeline projects are being developed, such as the Matterhorn pipeline and three new Permian Basin projects.

3.6 Stable Prices:
Other analysts anticipate relatively stable oil prices, with a neutral outlook on the global oil and gas sector.

Other Key Factors:

3.7 Digitalization and AI:
The adoption of AI in the oil and gas industry will continue to grow, with digitalization increasing the amount of data produced.

Supply Chain Disruptions:
Geopolitical tensions and supply chain disruptions will continue to shape the industry.

3.8 Deal Activity:
Likely, deal activity in the oil, gas, and chemicals sector will resume, spurred by fewer regulatory hurdles and interest rate cuts.

Renewables and Decarbonization:
Investments in renewable energy and decarbonization efforts are expected to progress gradually.

4. WORLDWIDE PETROL DIESEL CONSUMPTION

4.1 Production and Conflict

Oil continues to be the dominant fuel type in the world, still representing a major part of worldwide energy consumption. Renewable energy consumption has grown by 13% worldwide and by 9.5% within the EU. The EU refining industry operates between two global, open and transparent markets: the market for crude oil and the market for refined products. The main benchmarks are priced in dollars. The price of crude oil is set on international spot markets and reported by designated agencies. The price of oil is an important marker for the global economy and is closely watched by businesses and policy-makers.

We all know gasoline prices are generally higher than diesel prices due to the higher tax element. While gasoline prices are still higher on average, we have witnessed that the gap has been significantly reduced. Only a fraction of the price paid at the pump contributes to the refiner's income, the remainder is going to the Member States and the purchasing of crude oil.

After a rapid decline in economic activity caused by the pandemic in 2020, petrol and diesel prices progressively returned due to increasing vaccination rates, loosening of pandemic-related restrictions, and a growing economy. Increasing demand and lower supply of oil resulted in consistent global petroleum and liquid fuels inventory withdrawals that contributed to increasing prices globally. The prices of gasoline and diesel peaked with the war in Ukraine and the sanctions imposed by the West on Russian oil.

In 2023, the EU banned Russian import of diesel fuel and other oil products, yet prices decreased slightly due to imports of refined oil products from the Middle East and Asia as well as a frontloading of imports from Russia ahead of the embargo. In 2023, Houthi rebel attacks in the Red Sea caused an increase in prices with very little disruptions to oil production.

US and EU Production

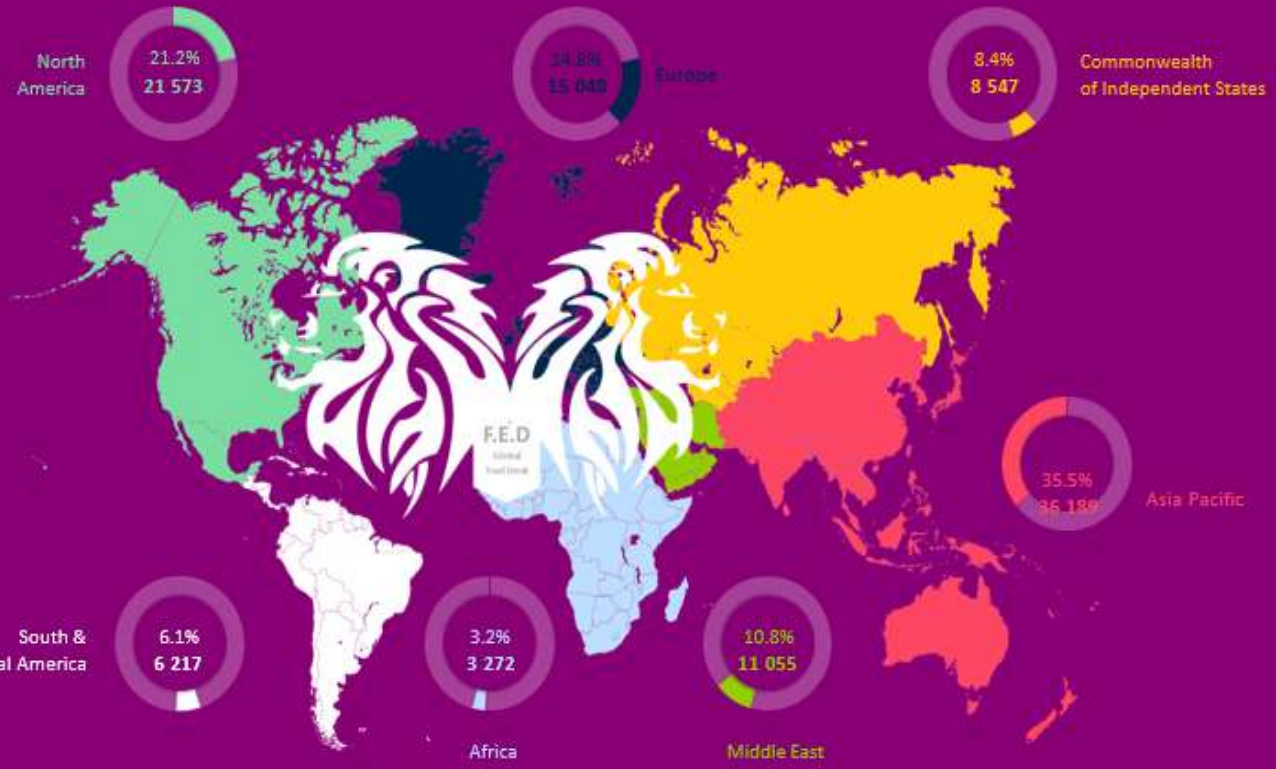
The US was traditionally the main export market for the structural EU gasoline surplus. The shale oil boom in the late 2000s has decreased export opportunities to the US and forced EU refiners to find other markets. North America and Africa are now the two key export markets for the EU. In 2022, the decrease in EU exports is linked to a general decrease in crude oil production and a higher demand for transport fuel after the end of the pandemic. These elements led to an increased dependency on imports of petroleum products.

The major trade flows to and from the EU reflect the imbalance in gasoline/ diesel demand in Europe. As a consequence, significant excess gasoline production capacity needs to be exported, whilst Europe became heavily reliant on imports from third countries/regions - especially Russia, the Middle East and the USA - to meet regional demand for diesel and jet fuel.

North America was the traditional export market for gasoline surpluses in Europe, but the shale oil revolution and cheap energy enabled US refiners to increase their supplies for their internal market and compete in other export markets with EU refiners.

5. GLOBAL REFINING CAPACITY AS OF 2025

Source: First Edge Desk



REFINERS OPERATE BETWEEN TWO GLOBAL COMMODITY MARKETS: CRUDE MARKET AND REFINED PRODUCTS MARKET

5.1 Refining Operations

Capacity Our desk is constantly talking with Refineries all around the world in global business. The share of refineries in Europe, which has remained stable at 14,8%, is the third largest region for refining, behind Asia Pacific at 35.5% and North America at 21.2%.

5.2 Steam Crackers

There are also a large number of refineries that have integrated with a close to steam crackers which produce fuel for the petrochemical industry. Such interconnections show how refining is an intrinsic part of the industrial value chain and provides the basis for advanced high-value products.

Since 2009, out of close to 100 refineries operating in Europe, 27 refineries (Threshold > 30 kbbl/d or 1.5 Mt/a) were closed or transformed. Currently, at least five refineries in Europe have undergone a transformation process, moving away from oil and converting it into biorefineries. In 2023, there was one specialised refinery that closed.

5.3 Mainstream Refineries

COUNTRY	Mainstream > 1.5 Mt/a
	Mt/a
Austria	10.2
Belgium	33.7
Bulgaria	6.1
Croatia	4.7
Czechia	8.3
Denmark	9.1
Finland	10.8
France	60.4
Germany	104.4
Greece	26.2
Hungary	8.1
Ireland	3.8
Italy	87.1
Lithuania	10.2
Netherlands	63.9
Poland	30.7
Portugal	11.9
Romania	12.5
Slovakia	5.6
Spain	74.3
Sweden	20.8
EU-27 TOTAL	**602.8**
Norway	10.9
Switzerland	3.4
United Kingdom	60.2
NO + CH + UK	**74.5**
TOTAL	**677.3**

5.4 Refineries

EU refineries have significantly improved the quality of refinery water effluent in the last decades. The amount of Total Petroleum Hydrocarbons (TPH) discharged in effluents from reporting installations continued to decrease to extremely low levels relative to pre-1990; both in terms of the absolute amount of TPH discharged and the amount expressed relative to the volume of feedstock processed (throughput) and the refining capacity of the installations.

The 75 mainstream refineries operating in 2023 in the EU-27, UK, Norway, and Switzerland had a primary refining capacity of 677.3 million tonnes. This represents a decrease of 129 million tonnes of primary refining capacity since 2009. There was no mainstream refinery closure in 2023.

Note: Refining capacity is expressed in million tonnes per year. Numbers may not add up due to rounding.

6. GLOBAL TANK FARMS CHECKS AND REGISTRAION

6.1 Tank Farms and Operators

Tank farm terminal operators are businesses that own, operate, and manage facilities for storing and handling liquid bulk products like petroleum, chemicals, and biofuels. They provide storage and handling services to various clients, including oil companies, trading companies, and other businesses involved in the transportation and distribution of bulk liquids.

6.2 Checks and Registration

Any petroleum sales and purchase agreement that requires any upfront payment by so-called buyers should be taken with caution. This includes payments like document endorsement, tank farm access fees, and tank storage extension fees. Agreements with logistics companies and petroleum sellers that require any payment for Authorization to Verify (ATV) storage capacity, and/or Dip Test Authorization (DTA) including endorsements from the Port of Rotterdam Authority (by request or requirement) should be considered as wrong by definition. These are often used as methods in fake transactions or scams that may put your money at risk.

In addition, there should always be copies of an official Quality and Quantity inspection company report. This should be from official inspection companies who work in the port of Rotterdam like SGS or Intertek accompanied with an injection report from the storage company. If the above documents are not provided then the transaction of our desk may raise a red flag for a potential scam.

It's also part of our desk procedures to check if companies that operate in the Port of Rotterdam or Houston are assigned a unique number, in Rotterdam, it's an 8-digit KVK number and chamber of commerce registration, and with Houston, it's a SAM number. Fuel companies must provide information on their registration documented with these organizations when engaging in a business relationship, a company that's not legally registered to conduct business in Rotterdam or Houston will fail our compliance check, this also applies to companies that operate in other countries Tanks Farms registration.

7. TANK FARMS TERMINAL OPERATORS

7.1 Global Titans of Tank Storage

Our desk boasts several tank farm industry companies that have established themselves as leaders through their global presence, innovative solutions, and strategic positioning. These tank farms play a pivotal role in shaping the future of energy storage and logistics.

7.2 Vopak

Royal Vopak, headquartered in Rotterdam, Netherlands, stands as a titan in the tank storage industry. With a network that spans 23 countries and encompasses 79 terminals, Vopak's global footprint remains unmatched. The company's innovative approach to storage solutions includes the development of floating storage units and the integration of solar panels at their Eemshaven terminal (showcasing their commitment to sustainability).

Vopak's strategic focus on key hub locations has yielded significant results. Their Singapore operations, for instance, handle over 40 million cubic meters of products annually. This hub strategy enables efficient distribution and blending services, which are essential for meeting the diverse needs of the energy and chemical industries.

7.3 Kinder Morgan: Diverse Product Offerings

Based in Houston, Texas, Kinder Morgan boasts an extensive network of pipelines and terminals across North America. Their diverse product offerings set them apart, with capabilities to handle everything from petroleum products to vegetable oils. Kinder Morgan's Jones Act tankers provide unique flexibility in U.S. coastal shipping.

The company's investment in expanding natural gas infrastructure has been particularly noteworthy. In 2022, Kinder Morgan transported approximately 40% of the natural gas consumed in the United States, underscoring their critical in the energy supply chain.

7.4 Magellan Partners: Refined Specialist

Magellan Midstream Partners has carved out a niche in the refined petroleum products market. Their extensive pipeline system, which spans over 9,800 miles, connects refineries to key markets across the central and eastern United States.

7.5 Kinder Morgan (Example)

Kinder Morgan Terminal Specification

- Storage Capacity: 600,000 tons
- Annual Tonnage: 5,250,000 tons
- Design System Rate: 20,000 tons per day petcoke loading
- The facility is owned by the Port of Houston and is operated by Kinder Morgan for long-term, dedicated customers Commodities Handled
- Petcoke, coal, aggregate and other dry bulk commodities Access
- Marine service via two docks; one ship (40' MLW) and one barge (20' MLW) accessible by the Greens Bayou
- Highway access from Interstate 10 and Beltway
- Rail access from Port Terminal Railroad Association (PTRA); Local switching for UP / BNSF Terminal Services
- Rail to Storage (Unit Trains) θ Barge to Storage
- Vessel to storage
- Storage to Vessel Major Features θ Unit Train Car Dump
- Conveyor To / From Storage
- Multiple Storage Locations with Dust Suppression

7.6 Kinder Morgan Terminal Services

The Kinder Morgan organisation is seen as the main player in tank storage, mainly in the U.S, For example, the company is connected to or oversees companies like VOPAC, but their procedures are not always the same.

7.7 Known Global Tank Farms

Most Known Farms offers a fuel depot station consisting of a scale house/operations centre, station commercial truck "loading rack" and a truck weigh station permitting tank …

- Capacity can start from: 1,513,930 cbm
- Tank types: Coated Steel, Mild steel
- Tank size: From 157 to 13,625 cbm
- There are an estimated 215 tanks globally.

8. TANK FARMS TERMINAL REPORTS

8.1 M Prefared contact with tank farms making our Desk Tank Report unique?

Unsurpassed data on the tank terminal sector
Up-to-date and accurate rates per product group
Constant checks and review on (TSA and TSR)
(Low-Flash Products, Middle Distillates, Fuel Oil)
Rates for the four main global trade hubs

Gain full transparency on price levels in the global tank storage market. With the quarterly Global Tank Storage Rate Report, also access to the single authoritative source on tank storage rates worldwide

8.2 Preferred contact with tank farms

(Houston, ARA, Fujairah, Singapore)

Global tank farms

Global tank farms are known as fuel farms or oil depots, that specialise in industrial facilities for the many fuel types and storage to distribute primarily petrochemicals fuels in bulk, these facilities typically consist of large, above-ground or underground tanks connected to pipelines and other infrastructure for efficient transfer and delivery.

8.3 Global Operations

Tank farms play a crucial role in supplying many operations globally, by providing a convenient and efficient way to store and access fuel for many world organisations.

Most Fuel Farms are designated by the Highway Committee for the installation of bulk fuel storage tanks and related equipment necessary to store and dispense a range of fuel such as Jet A1, EN590, D6 and related petroleum products.

8.4 Distribution and Checks

Our desk is always making sure the timeline and schedules of delivery and loaded are checked with each tank terminal which is usually confirmed by oil companies, fuel distributors, or terminal operators who are generally located near major transportation routes, highways or rail lines, to facilitate each distribution.

8.5 Bulk fuel tanks?
Bulk fuel tanks are large containers that store and dispense fuel for various purposes. Bulk fuel tanks can range in size from a few hundred gallons to tens of thousands of gallons, depending on the fuel demand and storage space.

8.6 Tank Farm Management?
In short, these systems are areas where liquids such as petroleum, fuel, natural gas, or chemicals produced in industrial zones are stored, ensuring the long-term and safe preservation of products. The system, which is frequently needed in industrial areas, is managed through processes known as tank farm management.

8.7 How long do fuel tanks last?
A fuel tank farm is a facility used for the storage of oil, gas, and other petrochemical products. There are generally three classifications for fuel tanks: integral, rigid, and bladder. Fuel tank farms are a vital part of industry and government. In most cases, the fuel tank farm is only used for storage.

8.8 How long do fuel tanks last?
Fuel Tanks can vary based on the fabrication and materials, application, features, location, size, and maintenance of the storage tank, there's so many cases that refineries can expect, if poorly maintained the tanks may last for 20 years, if well-maintained tanks may remain serviceable beyond this.

8.9 Desk Safety?
It's well-known tank farms are always updating their system and documentation due to all the fraudulent activities which are mainly directed in the fuel buying sector.

Our desk is constantly watching and reporting all the usual suspects in this industry to the right authorities.