

MARINE
FUEL SPECIALTIES
Enhancing your fleet performance

INNOSPEC MARINE FUEL WATCH

The newsletter for Innospec Fuel Specialties
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IMO Set to Decide Timing of 0.5% Global Sulphur Cap

MPEC will meet in late October 2016, where a decision on the date of the 0.5% global sulphur cap is expected

It has long been known that a global sulphur cap of 0.5% lay just over the horizon, but its implementation date of 2020, or 2025, has always been subject to a feasibility study scheduled for 2018. The IMO clearly recognised the scale of the task to prepare, when they brought forward the study to 2016. There are major implications across operator, supply chain, and service sectors and it is widely anticipated that the decision will be made at the MPEC meeting in London, late October.



CE Delft was commissioned by IMO to conduct the study into fuel oil availability, and the conclusion of which is that 2020 is indeed a feasible date for implementation. Crucially the report predicts that 3,800 ships will have scrubbers installed by 2020, and that HFO demand will decrease from 228 million tonnes to just 36 million tonnes, the balance being displaced by 0.5% hybrid fuel, and other alternatives. This has been described by the industry as a “seismic shift” away from residual fuel. However, some of the findings of the report which lead to its conclusion, have been widely disputed, with key factors from the refining and supply sectors being overlooked, not to mention the impact on quality and safety of fuels.

The European Union has already announced its intention to implement the cap in European waters from 2020, meaning that even if the IMO deferred the implementation until 2025, vessels could be required to carry as many as 4 different fuel types. Soon enough, the uncertainty will be replaced by certainty. Innospec will provide you with the most up to date information, and is committed to cater its products and services to help prepare for the changes in good time.

Octamar™ BT-25 Treating ULSFO Hybrid Fuels

In late 2014, the bunker market saw the emergence of 0.1% hybrid fuels, as a lower cost alternative to MGO for use in ECA's. These hybrid, or “ULSFO's” vary considerably in their composition, from supplier to supplier, and region to region. Innospec has been working with its clients to study these fuels, both in laboratory and actual use, to identify and confirm the operational issues which may arise in service. As suspected, the most concerning feature of these fuels is their compatibility. Mixing, or comingling any marine fuels is bad practice, but in reality is unavoidable in many cases. ULSFO's are particularly sensitive if mixed, even in the smallest of proportions. The concern is not only if mixing with a ULSFO from a different supplier, but also one from same supplier in the same location. Innospec's Octamar™ BT-25 is the most widely used dispersant stabiliser additive in the market, and is now been used extensively in ULSFO. It has demonstrated excellent response in reducing risk when comingling or during changeover.

HFO “Reserve Stability Test” Now Extensively Used

Many fuel testing laboratories have adopted reserve stability number (RSN), also known as Turbiscan, as a regular service in their fuel testing suite. This method, of which Innospec was involved in the development and subsequent ASTM round robin, (ASTM D 7061-12) is an excellent complement to the long-standing hot filtration tests such as TSP and TSA. RSN is said to predict the likelihood and speed at which a residual fuel will destabilize and produce excessive sludge during storage and handling.

The result is simple to interpret, providing a result between 1 and 15. A result of <5 is said to be stable, between 5 and 10 of intermediate stability, whilst >10 is unstable and likely to demonstrate severe handling issues. The method is proving to be very reliable in predicting if fuels will be problematic.

Intertek Shipcare and Viswalab are just two marine fuel test houses that are using RSN regularly.



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