



Circular Veritas Petroleum Services 8 December 2014

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Getting Ready for Hybrid Fuels

When the new Emission Control Areas (ECA) regulations come into force from 1 January 2015, hybrid fuels with 0.10% sulphur will offer a viable option to ship operators.

Our work on various types of these hybrid fuels supplied so far or positioned to enter the bunker market suggests that many of them are presumably good fuels with excellent ignition and combustion properties, higher viscosities and flash points. However, like all blended fuels, these need to be tested and carefully evaluated not only for overall fuel quality but also for compatibility with conventional heavy fuels oils and distillates.

Cloud point and cold filter plugging point tests for additional cold flow property evaluation are also important. Such comprehensive hybrid fuel data provides valuable expert information for establishing marine fuel management practices for these new and interesting hybrid fuels.

Below are some operational practicalities to consider:

- Verify with the engine manufacturer whether the “new” fuel is suitable for the engine, preferably check for a “no objection” letter
- Order fuel based on ISO8217 specifications
- Use clean and empty storage tanks and if the storage tank was previously used for heavy fuel oil ensure the storage tank is thoroughly cleaned
- Have the fuel analysed so quality is known before use
- Avoid mixing with other fuels until compatibility has been verified
- Ensure that cold flow properties (pour point, cloud point) are known
- Follow the engine manufacturer’s guidelines for change-over and be aware of thermal shock when changing over from a high viscosity fuel to a low viscosity fuel
- Preferably perform a test start on the new fuel

Please contact your nearest VPS office for further information. We will gladly assist you in all your fuel management needs.

Best regards,
Eirik Andreassen
Chief Executive Officer