



English Channel SECA – Changeover & Loss of Propulsion (LOP) Risks

Innospec has reviewed statistics from the French Ministry of Environment (Maritime Affairs Directorate) which show alarming increase in fuel related propulsion loss incidents.

The English Channel, the narrow and yet busiest shipping lanes in the world, has seen a 2 fold increase in loss of propulsion incidents in 2015 compared to the previous 4 years. It raises clear suggestions that many of these incidents are related to fuel changeover issues due to the 0.1% Sulphur limit enforced 1st January of that year, where changeover from HFO to MGO raises a clear compatibility risk.

In addition to onboard best practice, mitigating issues when changing over or comingling different fuel types is an additional benefit to the use of Innospec's Octamar™ BT-25 in HFO, and Octamar™ LI-5 Plus in MGO. The stabilising properties of these highly versatile products have been demonstrated to work well in residual, distillate and hybrid fuel mixes. Operators using these products specifically for this, and other reasons, have reported no compatibility issues when transiting SECA's.

For a more detailed summary on these statistics, please ask your local Innospec sales representative.

Octamar™ BT-25 and LI-5 Plus are available from Innospec's global network of stock points in 25 litre pails and 200 litre drums. They have a typical dosage rate of 1:20,000 and 1:4,000 respectively.

Concerns over ISO's 2016 Marine Fuel Standard

The International Standards Organization recently released the draft versions (DIS) of the 6th edition of 8216 and 8217 marine fuel quality standards, planned for release later in 2016.

Upon their release, controversy soon followed, with areas of the industry describing the changes as "supplier friendly", by allegedly compromising the position of the purchaser in the event of a quality dispute.

The ISO working group responsible for developing the marine fuel standards is made up of Oil Majors and suppliers, OEM's, Ship operators, classification and fuel testing agencies, and other key stake holders. Innospec are the only additive manufacturer involved, and actively represent the interests of their ship operating clients for many years. Work is ongoing to address these concerns.

Meanwhile, the main addition to the draft standards are the inclusion of separate biodiesel grades within the distillate table 1. These new and additional grades which allow for up to 7% Fatty Acid Methyl Ester (FAME) in the blend, highlight the industries continuing efforts toward emissions reduction and sustainability. Whilst additional quality parameters are stipulated, it should be noted that such biodiesel fuels can represent additional quality related risks, with operational related issues such as stability, low temperature behavior, water separation and susceptibility to microbial activity. As in other industries where biodiesel blends are in use, Innospec's fuel treatments can overcome these quality concerns, yet it remains to be seen if these grades will become a commercially available in the market.

Innospec's Asia Marine Conference

Bangkok, Thailand played host Innospec's Asian annual marine team conference in May, with representatives from around the region in attendance.

Innospec has over many years developed a significant marine business in all corners of the region, and Asia Pacific remains a key focus for future growth. Its annual conference brings together a combination of Innospec employees and distributors, from Japan, China, India, Korea, Taiwan, Malaysia and The Philippines. As well as reviewing business successes and opportunities in the region, the delegates discussed in detail how Innospec's existing, new and planned product offering is assisting their wide client base to navigate the current challenging market environment.

