

# **IMO 2020 and Alternative Fuels Symposium**

## **IMO 2020 from a fuel's specification perspective**

**ISO/PAS 23263:2019**

London, 17-18 October 2019

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# ISO/PAS 23263:2019

- **Petroleum products — Fuels (class F) — Considerations for fuel suppliers and users regarding marine fuel quality in view of the implementation of maximum 0,50 % sulfur in 2020**

- Interim solution to respond to an urgent market need: addresses technical considerations that might apply to 0,50 % S max. marine fuels
- Publication: September 2019

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## General considerations for 0,50% S marine fuels

### Considerations that apply to **ALL 0,50% S max fuels**

- Regulatory requirements: sulphur and flash point
  - Supplier's responsibility to deliver fuel that meets sulphur and flash point requirement
- Application of ISO 8217:2017
  - ISO/PAS23263:2019 to be used in conjunction with ISO 8217:2017 but can also be used with earlier editions
- Fuel purchasers shall continue to order fuel as they did before 1 January 2020
- **NO NEW SPECIFICATIONS / NO NEW TABLES**

# ISO/PAS 23263:2019

## Specific considerations for 0,50% S marine fuels

Addresses considerations that may apply to **particular 0,50 mass % S fuels**

Included in  
ISO 8217

- Kinematic viscosity
- Cold flow properties: Cloud point, CFPP, PP
- Stability: total sediment aged of 0,10 % m/m max.
- CCAI
- Catalyst fines

Concern on potential incompatibility of fuels:

- Suppliers can not guarantee compatibility without testing
- CONCAWE sponsored ISO/TC 28/SC 4/WG6 study to evaluate testing methodologies to obtain indication of degree of compatibility between marine fuels without having to mix the fuels

# ISO/CONCAWE study

- Test program conducted on a limited fuel set (52 samples, including 27 VLSFO)
- All samples (ULSFO, VLSFO, LSFO, HSFO) tested according to ISO 8217
- 3 Additional test methods (ASTM D7157, D7112, D7060) evaluated:
  - Measurement of parameters related to:
    - Ability of fuel oil matrix to maintain asphaltenes dispersed
    - Capacity of the asphaltenes to remain dispersed
  - Parameters of the individual fuels to be commingled can be used to obtain indication on degree of compatibility of the fuels

# ISO/CONCAWE study

## Example compatibility prediction model:

- Green shaded cells: compatible over the entire 0-100 % commingling range
- Grey shaded cells: compatible at specific commingling ratio

Sample	2018003	2018004	2018011	2018012	2018013	2018014	2018015	2018019	2018020	2018022	2018025	2018028	2018029	2018030	2018031	2018034	2018035	2018037	2018038	411-278	411-277	411-279	411-280	411-291	2018041	2018043	2018045	2018047	
2018003		Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	
2018004			Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	
2018011				Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
2018012					Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
2018013						Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
2018014							Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
2018015								Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
2018019									Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
2018020										Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
2018022											Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
2018025												Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
2018028													Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
2018029														Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
2018030															Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
2018031																Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
2018034																	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
2018035																		Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
2018037																			Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
2018038																				Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
411-278																					Green	Green	Green	Green	Green	Green	Green	Green	Green
411-277																						Green	Green	Green	Green	Green	Green	Green	Green
411-279																							Green	Green	Green	Green	Green	Green	Green
411-280																								Green	Green	Green	Green	Green	Green
411-291																									Green	Green	Green	Green	Green
2018041																										Green	Green	Green	Green
2018043																											Green	Green	Green
2018045																												Green	Green
2018047																													Green

VLSFO  
 LSFO  
 HSFO

# ISO/CONCAWE study

## Conclusion

- Prediction methodologies predict 65-69% of all possible fuel combinations to give stable blends whatever the mixing ratio is
  - $\pm 50\%$  of the possible fuel combinations that are predicted to be always stable whatever the mixing ratio is, are common for all 3 test methods
- Prediction methodology can only be applied to fuels that have been tested with the same test method
- Recommendation to use TSP (Potential Total Sediment) to guarantee total sediment aged of a fuel meets specification of 0,10 % mass max.

# ISO/CONCAWE study

## Conclusion

Test methods that can be applied for stability/ compatibility evaluation

Test method	Reference	Applicability		
		Stability	Compatibility= stability of mixture	Prediction of compatibility without testing
Total sediment (TSE, TSP, TSA)	ISO 10307	✓	✓	✗
Spot test <sup>1</sup>	ASTM D4740	✓	✓	✗
S-value	ASTM D7157	✓	✓	✓
P-value	ASTM D7112	✓	✓	✓
P-ratio	ASTM D7060	✓	✓	✓

<sup>1</sup> Waxier asphaltenes-free products can incorrectly give high spot rating



# Additional documents *(to be published soon)*

- CONCAWE – Report on the study to evaluate test methods to assess the stability and compatibility of marine fuels in view of the IMO MARPOL Annex VI Regulation 14.1.3 for 2020 Sulphur requirements
- CIMAC Guideline, General guidance in marine fuel handling in connection to stability and compatibility (01/2019)

# Thank you

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