

# FOBAS Bulletin



17<sup>th</sup> December 2019

## A Final Check!

With less than 15 days to go before the implementation of much anticipated IMO 2020, it has been estimated that around 93% of the world fleet will burn maximum 0.50% sulphur compliant fuels outside ECA-SOx from 1st of January 2020. Demonstrating compliance with the MARPOL Annex VI regulation 14 and maintaining trouble free operations during consumption of these new 0.50% sulphur fuels are the key challenges. There have been numerous publications and guidance documents available covering large spectrum of IMO 2020 issues. The intention of this bulletin is not to repeat all what is in those guidelines but just to present a quick reference table to highlight some of the key issues.

Area of concern	Risks	Look into!
Stability & commingling	Sludging in tanks, purifier and filters due to mixing of incompatible fuels or unstable fuels as delivered	Prepare segregation/capacity plan, open dialogue with charterers ensuring risks are mitigated, compatibility testing at various mixing ratios
Onboard viscosity control	Overheating and/or underheating	Functionality of viscosity control, tank heating, OEM guidance (boiler, engine, pumps)
Cold flow property	Wax deposition in tanks, filter blockage, sludge generation at purifier	Gain prior information on fuel's cold flow characteristics from supplier to suit operating conditions (winter/summer) and storage/system heating capacity. Seek further information through suitable fuel testing.
Experience on variable quality fuels	Breakdowns, damage to equipment, excessive equipment wear to probable reduced TBO (time between overhaul)	Crew training, gain experience by switching to new blends prior to deadline, review change over procedures. Start consumption once fuel analysis report is available
Lubricants	Inappropriate base number and/or cylinder oil feed rate (2-stroke engines)	Contact lubricant supplier and seek OEM guidance

Sampling points	Unrepresentative 'in-use' sample potentially leading to non-compliance	Designate a suitable sampling point as per guidelines (MEPC.1/Circ.864)
Tank preparations	Contamination with previous fuels/sludge carry over, number of settling/service tanks	Carry out condition assessment and subsequent tank cleaning
Ordering 0.50% fuels	Fuel not fit for use i.e. machinery limitation not considered and/or regulatory non-compliance	Consult latest OEM guidelines, ISO 8217:2017 and PAS 23263, buy from reputable supplier (price before quality), Check CoQ (know your fuel)
Sulphur compliance	Detention, penalties, strict PSC inspections	Be transparent and establish clear lines of communication to report any irregularities to administration and PSC. Contact FOBAS for further guidance.
Fuel conditioning	Non-optimal purifier settings, carry over of sediments to critical machinery equipment	Purifier guidance, optimal temp/flow requirements, filter cleaning/standby, frequent draining of settling tanks
Combustion	Engine knocking, turbo charger surging, excessive deposit on piston ring pack	Adjust engine settings by taking electronic power / draw cards. FIA analysis to determine ECN and suitability for a particular combustion unit. OEM guidelines
Contamination	Presence of anomalous/acidic components in fuel at a level to cause degradation to fuel system performance	FOBAS can perform detailed chemical analyses to eliminate the possibility of the presence of anomalous components in the fuel. Supplier to provide assurances. Follow best practice of evidence collection in case of operational problems

It is expected that the ships who performed a comprehensive SIP (Ship Implementation Plan) are well placed and above-mentioned points should have already been considered and suitable actions taken. In any case, if you require clarification and support on any of the points highlighted then please feel free to contact us via email [fobas@lr.org](mailto:fobas@lr.org) or speak to one of our consultants on +44 (0)330 414 1000 (Southampton UK), +44 (0)1642 440991 Redcar (UK), +65 3163 0888 (Singapore), +30 210 4580 932 (Greece).

We wish you a successful transition and smooth sailing in 2020 and beyond!