

26 October 2016

**FOBAS Bulletin:** Operational problems experienced during the use of 0.10% New ECA Fuels (NEFs) bunkered from various ports in ARA Region

**Applicability:** All ship owners and operators

In the last two weeks, a number of ships on the FOBAS fuel testing programme have reported heavy sludge generation on fuel filters and in the purifiers during the use of NEF (ISO-F-RMD80 grade).

The testing performed as per ISO 8217 (Table 2) requirements showed satisfactory results with low total sediments determined by TSP (Total Sediment Potential) test. The fuels in question were bunkered from various ports in ARA (Amsterdam-Rotterdam-Antwerp) region including Zeebrugge, Vlissingen and Rotterdam however it appears that these fuels are supplied by only one supplier in the area. Specifically with these reported problems, it has been observed that the NEF fuels in question are paraffinic in nature and hence increasing the fuel system temperature may alleviate the problem to a certain degree however in that case, it becomes imperative to keep the viscosity within required range for engine inlet.

If your ships are planning to bunker in that region, we recommend that suppliers are advised of your concerns regarding the stability of the NEFs. Additional attention should be given to the collection of bunker samples. It should be ensured that all parties have witnessed the sampling process and have signed witness forms accordingly, and that the supporting documentation includes records of all the samples considered representative of the fuel as loaded. If the ships start to experience any operational problems then record all the observation in the engine room logbook, contact FOBAS and also put supplier on notice.

Please note that NEFs are likely to have different formulations compared with the conventional high sulphur residual fuels hence tests performed as per ISO 8217 (table 2) to determine the fuel stability may not fully represent the NEFs sedimentation potential. FOBAS is committed to investigate and work with the wider industry to address these problems by finding appropriate solutions also by raising these contemporary issues at forums such as ISO and CIMAC marine fuel working groups. We will also ensure our clients are kept informed hence we intend to release further bulletins on outcomes from these discussions and investigations.

*If you require any further information about this alert, please contact us at [fobas@lr.org](mailto:fobas@lr.org) or speak to one of our consultants on +44 (0) 3304 141 000 (Southampton, UK), +44 (0) 1642 440 991 (Redcar, UK), +65 3163 0888 (Singapore), +30 210 4580932 (Greece).*