

## What are the components of your IMO2020 Strategy?

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Everyone has a perspective on the direction and outcome of the forthcoming IMO2020 regulations from the refiners to the vessel operators and everyone in between within the supply chain. Whether you choose scrubbers, LNG or the use of 0.5% compliant fuel, it is a difficult decision based upon unknown future events. A strategy needs to be developed which ever road you choose and there have been a few recommendations from marine class and others for ship owners' preparedness which include:

1. Fuel systems on board ships – segregation of HS and LSFO systems
2. Engine Room fuel sampling points
3. On board documentation/approval for changes to fuel systems
4. HAZID and mitigating measures
5. On board Operational Manual including:
  - a. change over @ compliance date
  - b. bunker tanks cleaning – preparation for compliance
  - c. renew on board calculators for time needed to switch between 0.50% and 0.10% fuels
6. Procedure for fuel oil purchase and testing
7. Procedure how to document and report fuel non-availability
8. Crew training

### Preparation for Change – Tank Cleaning

1. All current HFO transfer, distribution and tanking systems should be cleaned before loading on 0.5% sulfur fuel
2. Dispersants can be used for a period prior to change in system allocation, to allow an “in-service” cleaning of the system (low cost, no down time and most importantly, limit the need to enter the tank and clean (enclosed space entry).

P&I Club recently came out with the following advice for contaminated bunkers received onboard as a proactive approach to minimize their effects wherever possible.

1. If possible, bunkers should be chemically treated (if possible) to bring them back within specification, by the use of additives.
2. Both owners and charterers will need to ensure that there is alternative fuel supply available onboard to consume during the interim period whilst looking for the best option to remove/offload the affected bunkers ashore.
3. Consideration should be given to ensure that adequate cleaning is undertaken of any tanks or pipelines that held the contaminated bunkers prior to discharge to ensure that there is no cross-contamination of future stemmed bunkers.

We at Innospec Fuel Specialties are here to support you with two (2) parts of that IMO2020 strategy which would be mitigating the effects of contaminated bunkers and assisting with tank cleaning. It doesn't cost anything for us to talk so please feel free to reach out to me at [kevin.cote@innospecinc.com](mailto:kevin.cote@innospecinc.com) for more details as we have recently collaborated with many shipping operators to assist with contaminated bunkers and tank cleaning. Wishing everyone fair seas and following winds moving forward.

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