Marine Diesel for Inland Shipping

Some Oil Industry Reflections

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The right fuel for the Rhine

- Environmental impact acceptable
  - SOx emissions
  - NOx
  - Particulates
  - Exhaust Gas Treatment (EGT)

- Compatible with old and new engines
  - No dedicated engine adaptations for the Rhine

- Affordable and readily available
  - No special “Rhine diesel”
  - Aligned with other major middle distillate products (heating oil, automotive diesel)
  - Preferably aligned with the fuels directive.
  - Preferably not two parallel grades over extended period
Planning

• All stakeholders need planning certainty
  – Vessel owners
  – Engine manufacturers
  – Fuel distributors
  – Refiners
  – Regulators
• What will be the fuel spec long term?
• What practical measures need to be taken to make it possible
  – Vessels
  – Distribution systems
  – Refineries
• What measures will bring about the changes?
  – Incentives
  – Regulation
• When will it happen?
Questions

• Note: Europe is short in low sulfur diesel.
  – Additional volume should be justified.
• What Sulfur level is required for environmental reasons?
  – Impact on SOx emission
  – Needed for proper functioning of EGT
  – Impact of Exhaust gas Treatment on NOx and particulates
• How big is the volume required and when?
• Aligning with “standard grades” (heating oil or automotive diesel):
  – What changes are expected for these products
    • Sulfur level
    • Bio-components
• Are existing engines compatible with the envisaged grades?
• Are there tax aspects to be solved?
• If the dominant benefit is as enabling fuel for EGT:
  – What measures should be taken to ensure penetration of EGT?
Proposed roadmap

Multi stakeholder programme

- Answer the key practical questions
  - Engine tests for compatibility
  - Quantification of environmental benefits
  - Expected changes to existing grades
- Decide on the appropriate grade
- Design measures to bring about the changes
- Decide on timing