



Centre for Offshore Research
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Technical Talk

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The Society of Naval Architects and Marine Engineers Singapore

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Centre for Offshore Research & Engineering (CORE), NUS

Sulphur Cap 2020 Capturing the Opportunity

by



Mr. Philippe Lecloux

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Date : 17th July 2018, Tuesday.

Time : 6:30 pm to 7:00 pm Registration & Refreshment
Talk begins at 7:00 p.m. and ends at 8.30p.m.

Venue: Seminar Room EA #02-11,
National University of Singapore, Faculty of Engineering
3 Engineering Drive 2, Singapore 117578



To register your attendance, please [click the web-link here.](#)



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Abstract

Since 1st January 2015, vessels entering Sulphur Emission Controlled Areas, also known as SECAs, have been required to switch to fuels with a sulphur content of 0.1%.

Effective January 1st 2020, however, the International Maritime Organization (IMO), has set an additional global sulphur limit, reducing any fuel oil used on board ships, including main and auxiliary engines and boilers, from 3.5% to just 0.5%.

The IMO has stated that vessels that do not meet these new requirements, risk being declared “unseaworthy.” This could result in heavy fines, penalties and affect your charter party and indemnity in the event of an insurance claim.

With the 0.5% sulphur cap compliance already raising several uncertainties regarding availability, quality, cost of the fuel itself, as well as potential legal implications, one thing is abundantly clear; your vessels will require clean tanks prior to 1st January 2020 in order to accept the new low sulphur fuels.

Shipowners and managers now face three options for achieving compliance. These are:

- Exhaust gas cleaning technology, with the use of Scrubbers;
- Alternative energy sources; such as LNG, ethanol, methanol and biofuels, among others; or
- 0.5% sulphur-compliant fuels, such as Low-Sulphur Marine Gasoil and Low-Sulphur Fuel.

All of these options come with their own constraints and in the case of sulphur-compliant fuels, recent studies have focused on a number of critical factors, such as:

- Fuel quality and incompatibility issues
- Presence of catalytic fines or additional sediments
- Lack of fuel lubricity
- Wax crystal formation; and
- Risk of increased hazards during the fuel changeover procedure, among many others.

About the Speaker

Philippe Lecloux heads Aderco Singapore, spearheading the company’s advance into the dynamic Asia/Pacific/Oceania region. This is a vast and diverse market and establishing a physical presence at this key crossroads was imperative, both in terms of providing the support our customers have come to expect in a globalized market but also in terms of tailoring our solutions to the demand in this part of the world.

Belgian citizen and long-time resident of Singapore, He joined Aderco from SeaQuest Shipmanagement where he was Senior General Manager. He was previously Technical Director and Head of Ship Management with Wellard Ships. Prior to that, Philippe Lecloux looks back at a distinguished career as Technical Manager and Chief Engineer during 17 years on board blue-chip oil and chemical tankers.

