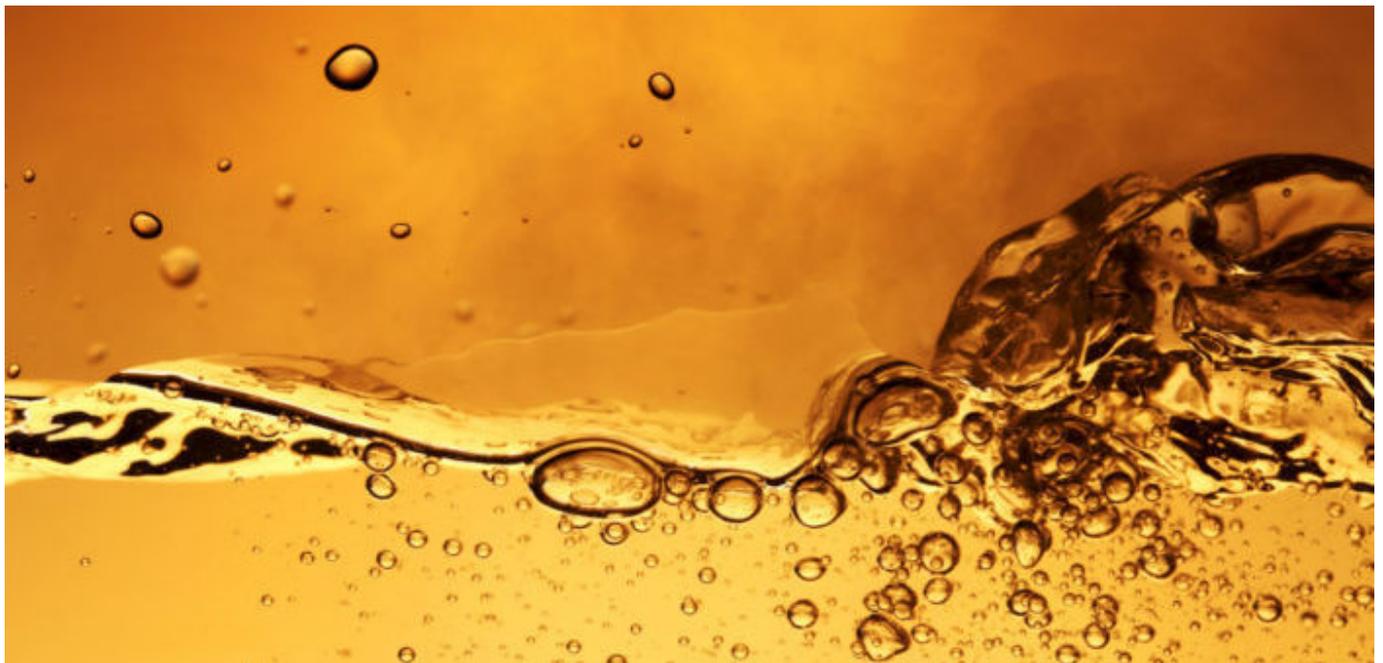




# Partners to test biofuel decarbonization potential

by The Editorial Team — June 3, 2021 in Fuels



Credit: Shutterstock

Facebook

Twitter

Email

LinkedIn

d’Amico Group, Trafigura, ABS, RINA, LR FOBAS, the Liberian Registry and MAN Energy Solutions team up to launch a decarbonization project with Lifecycle strategy.

This website uses cookies. By continuing to use this website you are giving consent to cookies being used.

Visit our [Disclaimer](#). I Agree

2.

The JIP will also calculate possible CO2 emissions reduction through a “Lifecycle strategy”, using the so called well-to-wheel (WTW) analysis, from raw material acquisition to its burning while the ship is underway, to compare the performance of biofuels to traditional fossil fuels.

Moreover, the project will assess the stability and degradation of the biofuel in relation to storage time and NOx emissions to confirm that the use of biofuel B30 will not affect the Tier II certification of the engines, and to measure the effects and improvements on EEXI and CII indexes adopted as short-term measures by the IMO.

## RELATED NEWS

- ▶ **Funding bid submitted for hydrogen supply at Port of Immingham**
- ▶ **Biofuels to raise serious enforcement concerns, study finds**

The tests will take place on d’Amico’s vessels, Cielo Bianco and Cielo di Rotterdam and the low carbon alternative fuel of second generation (EU renewable energy directive (Red I/II) compliant and ISSC certified) will be supplied by leading bunkering supply company TFG Marine in the Amsterdam-Rotterdam-Antwerp (ARA) region.

The pre-trial phase of the project started in March 2021 when details of the nature and composition of the biofuel blends were made available and the establishment of the protocols relating to fuel testing, inspections, NOx measurement and the sea trials. It was also necessary to prepare the risk assessment, the MOC, to adapt the swap procedures and to develop a consistent crew training program.

The second phase, the trials on board the vessels, is planned for mid-June 2021, in accordance with the planned trade routes of the vessels. This phase will start as soon as the bunkering is completed, and all protocols have been defined and approved by the OEM and the class societies involved.

The trial phase will monitor the behaviour of the main engine, the diesel generators and the boilers in burning the biofuel blend, to evaluate operation, performance, and fuel storage capability. NOx will also be measured.

In the post-trial phase, the reported emissions will be processed and analysed with particular focus on CO2 and NOx and their effects on the EEXI and CII, according to the existing draft guidelines.

The project ending is planned for mid July 2021.

This website uses cookies. By continuing to use this website you are giving consent to cookies being used.

Visit our [Disclaimer](#).  I Agree

“Shipping needs a GHG lifecycle approach to decarbonize itself. In line with our vision, we decided to do such step in the common direction to reduce the carbon foot print by assessing the biofuels as potential low carbon fuel of the future and its effect on the short terms measures adopted by the IMO. This project by confirming the technical/safety feasibility in burning the biofuel blends as “drop in” solution, will demonstrate that we have a practical and viable option for the decarbonization which can be handled easily by the crew with no impact on the Nox emissions and without any modification on board”

Cesare D’Api, Deputy Technical Director at d’Amico Group.

Additionally, Georgios Plevrakis, ABS Director, Global Sustainability, noted that carbon-neutral biofuels could offer significant benefits to the marine sector’s drive to decarbonize operations, with Giosuè Vezzuto, EVP Marine at RINA Services, highlighting that this trial is proof that the industry as a whole is committed to act and make the transition effective immediately.

What is more, [a recent study on the upcoming FuelEU Maritime proposal](#) finds that a promotion of biofuels may raise serious enforcement concerns, as a mandatory fuel standard is aimed to apply to fuels purchased also outside the EU.

To remind, the [FuelEU Maritime is an initiative launched in early 2021 by the European Commission](#) with the aim to increase the use of sustainable alternative fuels in European shipping and ports and drive decarbonization and sustainability within the industry.

According to the study, prepared by Dr [Edmund Hughes, Green Marine Associates Ltd.](#), FuelEU Maritime raises a number of important issues that will require careful consideration by the EU institutions:

This website uses cookies. By continuing to use this website you are giving consent to cookies being used.

Visit our [Disclaimer](#).  I Agree

#2. Emphasis on use of biofuels

#3. Focusing compliance on ship operators will make enforcement challenging

#4. Practicality of another carbon trading scheme (on top of ETS)

#5. Reaction of non-EU States



**Mailing Lists subscription**  
it's free!



**Regulatory update tool**  
Login now!

**Tags:** [alternative fuels](#) [biofuels](#) [sm](#)

---

## Leave a Reply

Your email address will not be published. Required fields are marked \*

### Comment

**Name** \*

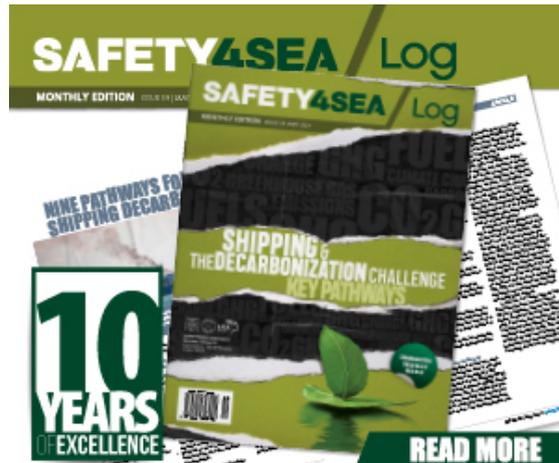
**Email** \*

POST COMMENT

---

This website uses cookies. By continuing to use this website you are giving consent to cookies being used.

Visit our [Disclaimer](#). [I Agree](#)



## RECOMMENDED



Lessons learned: Fatal fall from cargo hold tween deck opening



Partners to test biofuel decarbonization potential



This website uses cookies. By continuing to use this website you are giving consent to cookies being used.

Visit our [Disclaimer](#).  I Agree



**Electromagnetic flowmeter  
ProcessMaster FEP300**  
Proven to be tough, reliable and  
incredibly easy to work with for  
ballast water treatment applications

[FIND OUT  
MORE](#)



**FIND OUT MORE ABOUT  
OUR CLASSIFICATION  
SERVICES AND LATEST  
PUBLICATIONS**

CHECK OUT NOW →



MARITIME EVENTS

## MOST READ



This website uses cookies. By continuing to use this website you are giving consent to cookies being used.

Visit our [Disclaimer](#). [I Agree](#)



- 02 Bulk Jupiter sinking: A stark reminder of bauxite cargo risks
- 03 Do you know what NATO phonetic alphabet is?
- 04 Do you know what are the biggest ships of the world?
- 05 Emergency Procedures: Fire onboard

## Newsletter

GET THE SAFETY4SEA IN YOUR INBOX!

SUBMIT

## Explore

Safety

Green

Smart

This website uses cookies. By continuing to use this website you are giving consent to cookies being used.

Visit our [Disclaimer](#).  I Agree

Plus

## Useful Links

[About](#)

[Disclaimer](#)

[Editorial Policies](#)

[Advertising](#)

[Contact](#)

---

© 2021 SAFETY4SEA



This website uses cookies. By continuing to use this website you are giving consent to cookies being used.

Visit our [Disclaimer](#). [I Agree](#)