

# FOBAS Bulletin

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## Classification of Marine Fuels through BDN's to Assess Emission Factor for IMO DCS & EU MRV Verification

Following on from the recent [LR Class News](#) highlighting the importance of clear definition of the marine fuel grade bunkered, we would like to further elaborate on this from the fuel testing perspective.

Grading of fuel is important mainly for two distinct reasons:

- 1/ From a fuel quality and machinery performance perspective where the individual parameters tested should meet the set limits,
- 2/ As mentioned in the Class News, it is important in determining the corresponding emission factor for use in IMO DCS and EU MRV emission reporting calculations.

Class News specifically discussed residual fuels (RM) as distillate fuels (DMZ, DMA or DMB) all have same emission factor given as distillate fuels. However, with residual fuels since the start of 2020 and the introduction of 0.50% m/m sulphur fuels, the grading mentioned on BDNs has become less clear and more often stated only as VLSHFO, VLSFO and LSHFO by fuel oil suppliers, resulting in confusion on classifying these fuels as per the grades mentioned in ISO 8217.

We recommend liaising closely with fuel oil suppliers to confirm that, in all cases, the fuel name and grade follow ISO 8217 guidelines when mentioned in the BDN.

However, given the diversity of the marine fuel supply chain, it is sometimes difficult to get the fuel supplier to mention specifically the exact grade on the BDN. In such cases FOBAS takes a pragmatic approach in suggesting the grade which is based on the information to hand i.e., BDN. If no grade is mentioned then the stated viscosity and density from the BDN are used. If no information is provided on grade or viscosity and density then the fuel is graded as per the tested results.

FOBAS takes utmost care in designating most appropriate grade to the fuel as reporting incorrect fuel type and the corresponding Emission Factor ( $C_f$ ) will have implications on the vessel rating in view of future IMO regulations and amendments to the EU Emissions Trading System (i.e., Carbon Intensity Indicator) coming into force soon.

If you like to discuss this further, then please feel free to get in touch with us via email [fobas@lr.org](mailto:fobas@lr.org).

