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Petroleum products — Fuels (class F) — Specifications of marine fuels

*Produits pétroliers — Combustibles (classe F) — Spécifications des
combustibles pour la marine*



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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 8217 was prepared by Technical Committee ISO/TC 28, *Petroleum products and lubricants*, Subcommittee SC 4, *Classifications and specifications*.

This fifth edition cancels and replaces the fourth edition (ISO 8217:2010) and incorporates Technical Corrigendum ISO 8217:2010/Cor.1:2011. In addition, a normative reference to IP 570, Procedure A has been added in 7.11 for the purposes of the hydrogen sulfide test method. Corresponding references to IP 570 have been inserted in Tables 1 and 2. In Clause 2, the list of normative references has been updated to refer readers to the most recent edition where no edition date is specified.

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Introduction

0.1 General

This International Standard was prepared in co-operation with ship owners, ship operators, shipping associations, national standards bodies, classification societies, fuel testing services, engine designers, fuel suppliers and the petroleum industry in order to meet the requirements for fuels supplied on a world-wide basis for consumption on board ships. Crude oil supplies, refining methods, ships' machinery, environmental legislation and local conditions vary considerably. These factors have led historically to a large number of categories of residual fuels being available internationally, even though locally or nationally there can be relatively few categories available.

0.2 Classification

The categories of fuel in this International Standard have been classified in accordance with ISO 8216-1^[1].

0.3 International statutory requirements

This International Standard takes into account the SOLAS Convention^[2] in respect of the allowable minimum flash point of fuels.

The Revised MARPOL Annex VI^[3], which controls air pollution from ships, includes a requirement that either the fuel not exceed specified maximum sulfur content or an approved equivalent alternative be used. During the lifetime of this International Standard, regional and/or national bodies can introduce their own local emission requirements, which can impact the allowable sulfur content, for example the EU Sulfur Directive^[4]. It is the users' responsibility to establish the requirement to comply with such statutory requirements and to specify the maximum sulfur content of the fuel to the supplier.

0.4 Changes with respect to ISO 8217:2010

This fifth edition of this International Standard incorporates the following changes with respect to the previous fourth edition:

- on page 5, subclause 7.11 on hydrogen sulfide has been added, including a normative reference to IP 570, Procedure A;
- on page 8, in the row Pour point (upper) of Table 1, for category ISO-F-DMX the previous values “-6” and “0” have been replaced by “—”. (This formed the subject of ISO 8217:2010/Cor.1:2011.)