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SPECIFICATION

First edition
2019-09

Petroleum products — Fuels (class F) — Considerations for fuel suppliers and users regarding marine fuel quality in view of the implementation of maximum 0,50 % sulfur in 2020

*Produits pétroliers — Combustibles (classe F) — Considérations
à l'usage des fournisseurs de combustibles et des utilisateurs pour
la qualité des combustibles pour la marine en vue de la mise en
application de la teneur maximale en soufre de 0,50 % en 2020*



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Foreword

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This document was prepared by Technical Committee ISO/TC 28, *Petroleum and related products, fuels and lubricants from natural or synthetic sources*, Subcommittee SC 4, *Classifications and specifications*.

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Introduction

This document was developed in cooperation with ship owners, ship operators, classification societies, fuel testing services, engine designers, marine fuel suppliers, traders, fuel additive suppliers and the petroleum industry, in view of the implementation of maximum 0,50 mass % S in marine fuels in 2020 for operation outside Emission Control Areas (ECAs).

The increasing demands of environmental legislation are leading to a transition in the nature of marine fuels. This document takes into consideration the anticipated diverse range of characteristics of these marine fuels.

In view of the implementation date, it was considered that a revision of ISO 8217:2017 was not possible in the given timeframe. As such, the best option for the industry was the development of this document.

MARPOL Annex VI^[1] aims among other things to reduce SO_x emissions from fuel oil combustion on board ships engines. This can be achieved by using fuels with a lower sulfur content or by operating an approved equivalent alternative mean (e.g. exhaust gas scrubber). It is the fuel purchaser's and the user's responsibility to establish applicable requirements and to specify on that basis the corresponding maximum fuel sulfur content required to the supplier.