

D'Amico to test emissions cuts from biofuel blends

Joint initiative with commodities giant Trafigura and class societies ABS, RINA, Lloyd's Register, the Liberian Registry, and engine maker MAN Energy Solutions to calculate lifecycle emissions cuts of biofuels

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by Declan Bush | @Declan_LL | declan.bush@informa.com

Italian product tanker owner d'Amico will test lifecycle emissions cuts from biofuels on its ships Cielo Bianco and Cielo di Rotterdam



THE MONTH-LONG TRIAL ON THE PRODUCT TANKERS CIELO BIANCO (PICTURED) AND CIELO DI ROTTERDAM WILL MONITOR THE BEHAVIOUR OF THE MAIN ENGINE, DIESEL GENERATORS AND BOILERS.

Source: D'Amico

D'AMICO, the Italian product tanker owner, will test the lifecycle emissions and performance of biofuels against fossil fuels in a joint decarbonisation project.

It will test a biofuel's emissions, its stability and degradation over time, and NOx emissions against the International Maritime Organization's new short-term efficiency measures, the Energy Efficiency Existing Ship Index (EEXI) and Carbon Intensity Indicator (CII).

The project includes commodity trader Trafigura, class societies ABS, RINA and Lloyd's Register, the Liberian Registry, and engine maker MAN Energy Solutions.

The companies called it an example of different industry players collaborating in the common interest of decarbonisation.

“This project, by confirming the technical/safety feasibility in burning the biofuel blends as [a] ‘drop in’ solution, will demonstrate that we have a practical and viable option for the decarbonisation, which can be handled easily by the crew with no impact on the NOx emissions and without any modification on board,” said d’Amico Group deputy technical director Cesare D’Api.

The month-long trial on the product tankers *Cielo Bianco* (IMO: 9778296) and *Cielo di Rotterdam* (IMO: 9781279) will monitor the behaviour of the main engine, diesel generators and boilers in burning the biofuel blend to test its operation, performance, and fuel storage.

“This trailblazing project will make a vital contribution to our understanding of the potential of biofuels in shipping, its implications for equipment, and their impact on decarbonisation efforts,” said ABS sustainability director Georgios Plevrakis.

The B30 biofuel is second-generation (made from non-food biomass) and supplied by TFG Marine, a joint venture of Trafigura and tanker owners Frontline and Golden Ocean, which is testing biofuels in sea trials and lab testing in the Amsterdam-Rotterdam-Antwerp region.

Biofuels: Shipping may struggle with the price of FAME

By Declan Bush

06 May 2021

Forthcoming International Maritime Organization efficiency rules will drive more interest in biofuels, which could help bridge the gap to decarbonisation. But their price, regulation and handling difficulties mean this will not be an easy task

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