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## GLOBAL NEWS

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### GLOBAL: D'AMICO'S LR1 VESSELS TO OPERATE PERMANENTLY WITH B30 BIOFUEL BLEND

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Written by Rhys Berry

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Dry cargo and product tanker company d'Amico Group's LR1 vessels are to operate permanently with a B30 biofuel blend following an industry trial.

Partners participating in a joint industry project (JIP) to test a biofuel blend (B30) derived from renewable feedstock to power a d'Amico Group LR1 product tanker showed 'very positive' findings in terms of lower CO2 emissions, reduced carbon intensity, and stable NOx emissions.

As previously reported, the JIP, comprising d'Amico Group, Trafigura, ABS, RINA, LR FOBAS, the Liberian Registry and MAN Energy Solutions, was launched in June 2021. The project sought to calculate possible CO2 emissions reduction through a lifecycle strategy, using the so called well-to-wheel (WTW) analysis to compare the performance of biofuels to traditional fossil fuels.

According to the JIP partners, the results of the trials showed that the biofuel B30 blend is a 'viable solution' to comply with EU Fuel regulations being introduced from 1 January 2025 on the use of renewable and low-carbon fuels in maritime transport. The trials also showed that depending on the scale up of feedstock production worldwide, adding the biofuel blend as a 'drop in' to traditional maritime fuels is a viable measure to reduce emissions.

The trials were conducted from 19 June to 6 July, 2021 on board the d'Amico Group LR1 product tanker vessel *M/T Cielo di Rotterdam*. It found a 4.3% reduction of CO2 emissions per ton of fuel and a resulting CII (gCO2/dwt tonne mile) of 3.99, with an improvement of 3.5% using very low sulphur fuel oils allowing an 'A' vessel rating until 2026.

Additionally, class and flag states confirmed that the biofuel blend B30 did not affect the Tier II certification of the engines for NOx compliance, and that an effective 25.3% CO2 emissions reduction per ton of fuel, applying the Defra methodology.

'Biofuel is one of the decarbonisation strategies we are exploring in d'Amico for the existing tonnage,' said Salvatore d'Amico, Fleet Director at d'Amico Group. 'While we are closely monitoring the development of alternative fuels of the future, new technology for the propulsion and continue to invest in innovative digital solutions, we do believe that using the biofuel blend can speed up the decarbonisation of the maritime transportation with an immediate effect on the existing tonnage.'

Cesare D'Api, Deputy Technical Director at d'Amico Group, said the biofuel blends provided the possibility to give an 'immediate and practical contribution' to the reduction of CO2 footprint.

'The biofuel blends in this respect have the potentiality to comply with forthcoming EU FUEL regulation and to bridge the gap to 2050 as a "hybrid" low carbon fuel provided availability and incentives to uptake it worldwide,' said D'Api. 'Our joint industry project has demonstrated that using the lifecycle analysis, the saving of CO2 is relevant with a good effect also on the short-term measures adopted by the IMO. NOx emissions are not an issue, handling and management are easier.'

D'Api added: 'Our LR1 fleet is now ready and certified permanently to burn B30. Our outstanding team is ready to certify the entire fleet.'

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