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Specifikacija utekočinjenega zemeljskega plina kot goriva za uporabo v pomorstvu (ISO/DIS 23306:2019)

Specification of liquefied natural gas as a fuel for marine applications (ISO/DIS 23306:2019)

Festlegungen für Flüssigerdgas als Kraftstoff für marine Anwendungen (ISO/DIS 23306:2019)

Spécification du gaz naturel liquéfié comme carburant pour les applications maritimes (ISO/DIS 23306:2019)

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Specification of liquefied natural gas as a fuel for marine applications

Spécification du gaz naturel liquéfié comme carburant pour les applications marines

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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.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see the following URL: www.iso.org/iso/foreword.html.

The committee responsible for this document is ISO/TC 28, *Petroleum and related products, fuels and lubricants from natural or synthetic sources*, SC 4, *Classifications and specifications.*

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

Due to numerous economic and environmental factors, the use of liquefied natural gas (LNG) as fuel for marine applications has increased. The 0,10% sulphur limit, in the sulphur emission controlled areas in Europe and the US, which entered into force the 1st of January 2015 has been one of the major driving forces for using LNG as fuel for marine applications. The decision for the 0,50% global sulphur limit by the International Maritime Organization (IMO) may further increase the interest in LNG. The International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), entering into force on the 1st of January 2017 was a response to the need of guidance in this emerging market. Since LNG-fueled vessels are likely to bunker LNG in different parts of the world, a common specification is needed for ship owners, ship operators and LNG suppliers. It also helps engine manufacturers and ship designers and it is beneficial for the development of this new alternative marine fuel market.

In 2018, IMO adopted an initial strategy on reduction of greenhouse gas (GHG) emissions from ships. The strategy includes the objective to peak GHG emissions from international shipping as soon as possible, whilst pursuing efforts towards decarbonizing the sector as soon as possible in this century. It also includes the objectives to reduce the CO_2 emissions per transport work and total annual GHG emissions from international shipping by 2050, with an interim target in 2030.Thus, LNG produced from renewable sources as biomethane that can reduce CO_2 emissions when used as marine fuel is also addressed in this document.

LNG is produced in different locations in the world in liquefaction plants. Large scale production facilities are often dedicated to specific markets such as natural gas grids and large power plants that use their own standards. This document takes into consideration this major constraint for any adaptation to marine applications specificities/requirements.

Specification of liquefied natural gas as a fuel for marine applications

1 Scope

This document specifies the quality requirements for Liquefied Natural Gas (LNG) used as a fuel for marine applications. It defines the relevant parameters to be measured as well as the required values and the test reference methods for all those parameters.

This document applies to LNG from any source, e.g. gas from conventional reservoirs, shale gas, coalbed methane, biomethane, synthetic methane. LNG described in this document may come from synthesis process out of fossil fuels or renewable sources.

This document identifies the required specifications for fuels delivered at the time and place of custody transfer (at the delivery point).

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 6578, *Refrigerated hydrocarbon liquids — Static measurement — Calculation procedure*

ISO 6974 (all parts), *Natural gas -- Determination of composition and associated uncertainty by gas chromatography*

ISO 6976, *Natural gas — Calculation of calorific values, density, relative density and Wobbe indices from composition*

ISO 8943, *Refrigerated light hydrocarbon fluids — Sampling of liquefied natural gas — Continuous and intermittent methods*

ISO 13443:1996, *Natural gas — Standard reference conditions*

EN 16726, *Gas infrastructure - Quality of gas - Group H*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at http://www.iso.org/obp

— IEC Electropedia: available at http://www.electropedia.org/

3.1
biomethane
methane rich gas derived from biogas or from gasification of biomass by upgrading with the properties similar to natural gas

[SOURCE: ISO 14532:2014,[1] 2.1.1.15]

3.2
Liquefied Natural Gas
LNG
natural gas that has been liquefied after processing

[SOURCE: ISO 14532:2014, 2.1.1.12]

3.3
Methane Number
MN
rating indicating the knocking characteristics of a fuel gas

Note 1 to entry: It is comparable to the octane number for petrol. One expression of the methane number is the volume percentage of methane in a methane-hydrogen mixture, that in a test engine under standard conditions has the same tendency to knock as the fuel gas to be examined.

[SOURCE: ISO 14532:2014, 2.6.6.1]

3.4
natural gas
complex gaseous mixture of hydrocarbons, primarily methane, but generally includes ethane, propane and higher hydrocarbons, and some non-combustible gases such as nitrogen and carbon dioxide

Note 1 to entry: Natural gas can also contain components or contaminants such as sulfur compounds and/or other chemical species.

[SOURCE: ISO 14532:2014, 2.1.1.1]

3.5
Wobbe index
calorific value on a volumetric basis at specified reference conditions, divided by the square root of the relative density at the same specified metering reference conditions

[SOURCE: ISO 14532:2014, 2.6.4.3]

4 General requirements

4.1 The LNG at the delivery point shall comply with the characteristics and limits given in Table 1 when tested in accordance with the specified methods.

The components listed in Table 1 and Table 2 shall be measured to enable the calculation of the physical properties of the LNG at the delivery point.

4.2 The LNG delivered shall be free from any material at a concentration that causes the LNG to be unacceptable for use in accordance with Clause 1 (i.e. material not at a concentration that is harmful to personnel, jeopardizes the safety of the ship, or adversely affects the performance of the machinery).

4.3 Physicochemical characteristics not requiring measurement are listed in Table 3.

It is not practical to require detailed chemical analysis for each delivery of fuels beyond the requirements listed in Table 1 or Table 2. Instead, a liquefaction plant, LNG terminal or any other supply facility, including supply barges and truck deliveries, should have in place adequate quality assurance and management of change procedures to ensure that the resultant LNG is compliant with the requirements of this document.

Examples of LNG compositions are given in Annex B.

Information on ageing of LNG can be found in Annex D and information on particles can be found in Annex E.