

Effort continues to influence final ISO 8217 draft
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Global fuel testing agency **Viswa Lab** has expressed frustration that its views appears not to have been reflected in the balloting process for the ongoing revision of ISO 8217.

The **International Organization for Standardization (ISO)** finished the Final Draft International Standard (FDIS) for ISO 8217:2010 in mid-March. It is now subject to a two-month balloting period and is expected to become the official standard in July.

Parties with an interest in ISO 8217 have to present their concerns to their relevant National Bodies, or ISO representatives.

Viswa Lab believes none of its views were presented to ISO by its national body.

"It appears to me that in the current system adopted by the National Standard Body (NSB) to convey a single opinion to ISO, all contrary opinions are buried and ISO never gets to see an opinion contrary to what the majority in the NSB rules. This has been my experience," Dr. Vis the head of Viswa Lab, told Bunkerworld.

"All contrary opinions expressed by me with regard to the initial draft published in September 2009 were never reflected anywhere and I am reasonably sure that it never reached the ISO," he said.

He said that in the United States, 29 members have corresponded with the NSB and out of them, 26 were suppliers.

"I am not accusing the suppliers. They are protecting their business interests which is worth \$150 billion," Dr. Vis explained. "They have no interest in improving the quality of the bunker fuel."

Dr. Vis said improving the ISO 8217 fuel standard should be of great interests to fuel users.

"Unfortunately, they seem to be a disparate group with differing interests. Shipowners leave it to charterer. Charterer buys lowest cost fuel permitted by charter party and ship manager has no voice on fuel quality testing. None of them take an active part in the standards process," he observed.

"As I understand, each revision of the standard should result in the improvement of the product. I am convinced that ISO 8217:2010 is a travel in the opposite direction, a retrograde step in quality."

His [main concern is the proposed changes to a clause 5](#) of ISO 8217:2005 which addresses contaminants in fuel that have not been given explicit parameters and limits in the fuel specification.

Viswa Lab says [proposed changes to the clause are for the worse](#) and would leave fuel buyers with very little protection against fuel contamination.

He said Annex B on Deleterious materials leaves too many loopholes, meaning everything that the fuel testing laboratories do to identify contaminants will carry no weight.

"Annex B says that 'it is required that a refinery, fuel terminal or any other supply facility, including supply barges and truck deliveries, have in place adequate quality assurance and management of change procedures to ensure that the resultant fuel is compliant with the requirements of Clause 5 of this International Standard with regard to the exclusion of deleterious materials.' Do you really think this is possible? Are we not resorting to jugglery with words and allowing a poor quality fuel to go through the process without challenging the main person who is responsible for the supply?" Dr. Vis asked.

"With all this, there will be no one taking the responsibility for the quality of the fuel supplied," he concluded.

"To adopt a new para 5 would conflict with the wording in Marpol Annex VI," he argued.

"Even though it is late, I still think para 5 is one item that could be changed on the grounds that Marpol Annex VI carries out terms which are essentially the same as what was contained in para 5 of ISO 8217:2005. On this ground, the fresh changes can be negated and the wording of ISO 8217:2005 can be retained."

Comments? Email editor@bunkerworld.com.



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'Contrary views' not getting through