

**CEN**

**CWA 17540**

**WORKSHOP**

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**AGREEMENT**

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English version

## **Ships and marine technology - Specification for bunkering of methanol fuelled vessels**

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## European foreword

CWA 17540:2020 was developed in accordance with CEN-CENELEC Guide 29 “CEN/CENELEC Workshop Agreements – The way to rapid agreement” and with the relevant provisions of CEN/CENELEC Internal Regulations - Part 2. It was agreed on 2020-04-15 in a Workshop by representatives of interested parties, approved and supported by CEN following a public call for participation made on 2019-08-09. It does not necessarily reflect the views of all stakeholders that might have an interest in its subject matter.

The final text of CWA 17540:2020 was submitted to CEN for publication on 2020-04-20. It was developed and approved by:

- BMT Global
- Inland Shipping and Terminal Consultancy
- DNV GL
- Carnival Maritime GmbH
- Endress+Hauser Flowtec AG
- Halpin Research Center NMCI (CIT)
- HELM Proman Methanol AG
- Lloyd’s Register Global Technology Centre
- Marininvest Shipping AB
- Methanol Institute
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- Stena Rederi AB
- Swedish Transport Agency
- SIS, Swedish institute for standards

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## Introduction

This CEN Workshop Agreement document has been produced to meet an industry need for methanol bunkering standards identified by the users of methanol as ship fuel.

Methanol also known as methyl alcohol is a sulphur-free hydrocarbon fuel that can be made from non-fossil sources and is very clean burning when compared to conventional marine fuels. As large-scale production of non-fossil methanol comes within reach, widespread adoption of methanol could be a step towards the IMO goal to reduce greenhouse gas emissions from shipping by 50% in 2050 compared to 2008.

Methanol engine technology already exists and has proven to be suitable for large and medium-sized four stroke engines as well as large two stroke engines. The use of methanol to power chemical tankers, large ferries and small ships (e.g. pilot boats) is becoming more common and projects for large methanol-powered cruise vessels are in development.

There is therefore a need to standardize Methyl Alcohol bunkering operations to a reasonable degree in order to fulfil maritime safety and quality requirements. This document, which is applicable for vessels operating in international, polar as well as domestic waters, will act as a guideline for safe bunkering.

## 1 Scope

This CEN Workshop Agreement sets requirements for bunkering methanol to vessels. This CEN Workshop Agreement includes the following four elements.

- a) Guidelines for usage of hardware and transfer system,
- b) Operational procedures,
- c) Requirement for the methanol provider to provide a bunker delivery note,
- d) Training and qualification of personnel involved.

## 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.

IMO *Interim Guidelines for the safety of ships using Methyl/Ethyl as fuel*<sup>1</sup>

IMO *International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk*. (IBC Code)

## 3 Terms and definitions

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

### 3.1

**bunker**  
ship fuel

### 3.2

**bunkering**

transfer of ship fuel from land-based or floating facilities into a ship's permanent tanks or connection of portable tanks to the ship's fuel supply system

### 3.3

**bunkering agreement**

contractual terms applying to a bunker transfer

### 3.4

**Bunker Delivery Note**

**BDN**

official document from the supplier providing information on the quantity and quality of the fuel delivered to the vessel

### 3.5

**bunker vessel**

barge or tanker used for the delivery of fuel to the receiving vessel

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<sup>1</sup> Under development, to be published 2020.