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Specification of liquefied natural gas as a fuel for marine applications (ISO 23306:2020)

EESTI STANDARDI EESSÕNA

NATIONAL FOREWORD

See Eesti standard EVS-EN ISO 23306:2020 sisaldab Euroopa standardi EN ISO 23306:2020 ingliskeelset teksti.	This Estonian standard EVS-EN ISO 23306:2020 consists of the English text of the European standard EN ISO 23306:2020.
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EUROPEAN STANDARD

EN ISO 23306

NORME EUROPÉENNE

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English Version

Specification of liquefied natural gas as a fuel for marine applications (ISO 23306:2020)

Spécification du gaz naturel liquéfié comme carburant pour les applications maritimes (ISO 23306:2020)

Festlegungen für Flüssigerdgas als Kraftstoff für marine Anwendungen (ISO 23306:2020)

This European Standard was approved by CEN on 22 September 2020.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

European foreword

This document (EN ISO 23306:2020) has been prepared by Technical Committee ISO/TC 28 "Petroleum and related products, fuels and lubricants from natural or synthetic sources" in collaboration with Technical Committee CEN/TC 408 "Natural gas and biomethane for use in transport and biomethane for injection in the natural gas grid" the secretariat of which is held by AFNOR.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by May 2021, and conflicting national standards shall be withdrawn at the latest by May 2021.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

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Endorsement notice

The text of ISO 23306:2020 has been approved by CEN as EN ISO 23306:2020 without any modification.

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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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This document was prepared by Technical Committee ISO/TC 28, *Petroleum and related products, fuels and lubricants from natural or synthetic sources*, Subcommittee SC 4, *Classifications and specifications*, in collaboration with the European Committee for Standardization (CEN) Technical Committee CEN/TC 408, *Natural gas and biomethane for use in transport and biomethane for injection in the natural gas grid*, in accordance with the Agreement on technical cooperation between ISO and CEN (Vienna Agreement).

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 % sulfur limit, in the sulfur emission controlled areas in Europe and the US, which entered into force on 1 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 sulfur limit from 1 January 2020 by the International Maritime Organization (IMO) might further increase the interest in LNG. The International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code) 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 would help 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 CO₂ 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 CO₂ 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 measure 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 can 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*

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 <https://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, 2.1.1.15]