



VeryOne[®]

Leading the way
in Cetane Improver

A Division of EURENCO

Issue n°8 - April 2017

The **VeryOne Newsletter** has a main objective: informing our partners about the world of fuels. We gather information on diesel and crude oils and share it with you. We use our dedicated VeryOne team to bring added value to the information we provide to our customers on **Cetane use**.

VeryOne Newsletter Issue n°8 at a glance:

- **Safety: Eurenco releases the 3rd VeryOne fire video clip !**
- Release of the MSDS version 19 compliant with new REACH rules
- **Safe usage of air compressors to unload the VeryOne Cetane Improver**
- Focus on the PLATTS Middle Distillates conference hold at Antwerp in February 2017

HIGHLIGHT

SAFETY: EURENCO RELEASES THE THIRD VERYONE FIRE VIDEO CLIP! How to extinguish a small fire !

To illustrate the potential risks **during the handling and storage of VeryOne Cetane Improver (2EHN)**, EURENCO produced in July 2016 several videos clips. They highlight the VeryOne Cetane Improver behaviour in presence of ignition precursors. The main goal is to demonstrate the conditions of the VeryOne Cetane Improver ignition, that only occurs sporadically and to explain how to put it off. The setting was established at the CNPP (Centre National de Prévention et de Protection) headquarters in Normandy, France.

The third test focuses on **How to extinguish a small VeryOne Cetane Improver fire**.

In this third security video clip, we extinguish small VeryOne Cetane Improver fires with several types of extinguishers : Powder, CO2 and water additivated with surfactants. The last one is the most suitable extinguisher. However, **to avoid any risk with the VeryOne Cetane Improver**, always refer to the MSDS and the ATC 2-EHN Handling Brochure.

The forth safety video, about the extinction of a large VeryOne Cetane Improver fire, will be shared in the next newsletter.



CLICK ABOVE ON THE VIDEO

EURENCO NEWS

EURENCO LAUNCHES THE MSDS n°19 WITH UPDATED REACH RULES

EURENCO will launch in April/May 2017 a new MSDS (version n° 19) that includes the updated REACH requirements.

The MSDS will be available in 15 languages
 English, French, German, Spanish, Portuguese, Italian, Dutch, Lithuanian, Romanian, Bulgarian, Russian, Chinese, Danish, Norwegian & Polish.

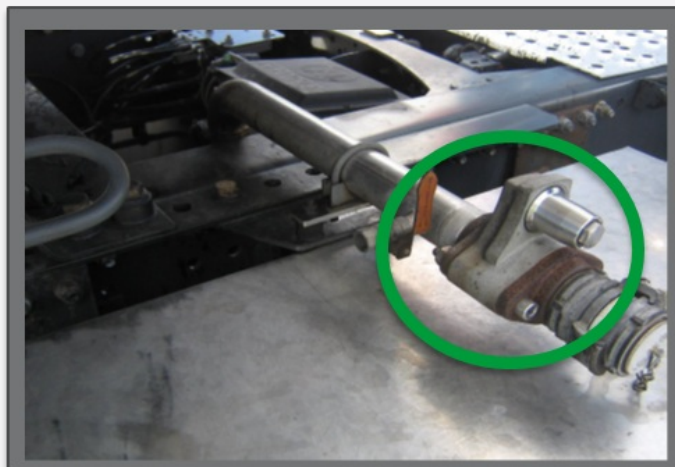
Don't hesitate to contact VeryOne to get the updated version through our website www.veryone.com or direct contact to 2EHN@veryone.com

HOW TO UNLOAD the VeryOne Cetane Improver from a bulk truck

VeryOne Self Unloading update

Over the past year, Eurenco has worked at giving more unloading options of VeryOne® Cetane Improver to customers being delivered by tank trucks in Europe.

In order to be able to use the air compressor from the trucks as a way to push VeryOne® Cetane Improver out of the tank, it was technically established that a device had to be put together to avoid any possible return to the compressor in case of malfunction. A check valve therefore has to be present after the air compressor on the compressed air (standard pressure of the air out between 2 and 2.6 bars) track of pipes and hoses.



To make sure that customers can safely use this compressor unloading option, Eurenco has conducted a survey of all the trucks and tanks used for transportation over the last 6 months. It was decided that from now on only tanks with check valves already on would be used by Eurenco for delivery of VeryOne® Cetane Improver.

This is adding one more safe option for unloading of VeryOne® Cetane Improver when customers can not use diaphragm pumps, inert gas pushing or gravity to unload tanks.

EVENTS

7TH PLATTS MIDDLE DISTILLATES CONFERENCE (ANTWERP, BELGIUM – February 1–2, 2017)

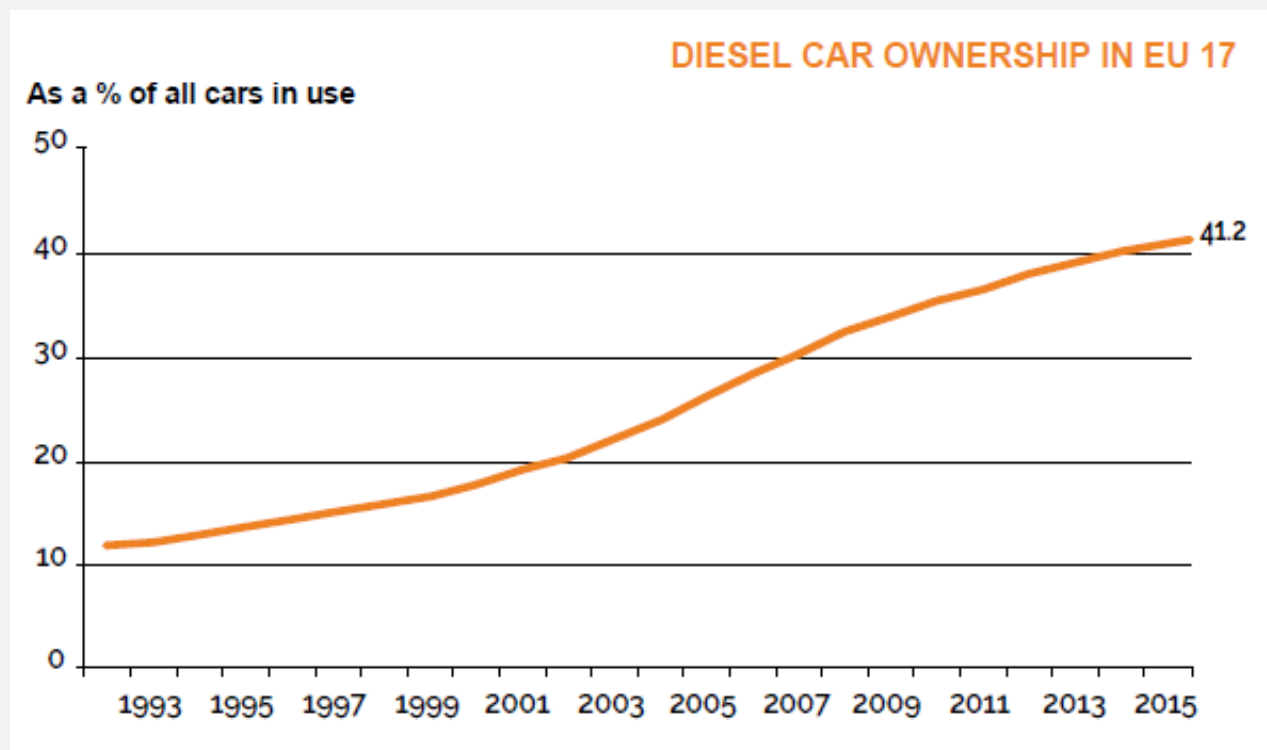
PLATTS organized its 7th Annual Middle Distillates Conference (February 1 - 2, 2017) at Antwerp, Belgium. EURENCO was there !

In addition to presentations on Diesel production and trading, the major concern of the audience was the new IMO legislation on sulfur for 2020. Several attendees pointed out the risk of diesel shortage in 2020 when high sulfur Marine fuel oil will be banished. Ship owners and refiners are not already getting prepared to switch to Marine

low sulfur diesel or inboard scrubbers. Three years seems very short to set up the required additional flow of Marine gasoil. Also, Steve Bee, from Veritas Petroleum Services, pointed out the risks of Marine fuel contamination: The switch from a Marine gasoil to another will not be straightforward for the ship owners, especially with risks of fuel slate segregation and pour points differentials.

A snapshot of the diesel demand, trading and production by region (North America, Europe, Asia) was presented. We saw that, even with the transportation cost addition, the margin on the diesel sold in Europe is at least 3US\$ higher for the Middle East mega refineries than for the European refineries. In the Far East, the impact of the "purchase & production 2017 permits" for the independent Chinese refineries was also explained by Yen Ling Song, Senior Analyst, at Platts Analytics.

Al Bedwell, from LMC Automotive, made a deep presentation on the Dieselgate implication on European diesel market. Even if the European personal diesel car registrations are declining to app. 49% in 2016, the diesel share on the current global European park still grows to 42%.



Source : CCFA 2016

More information on [Platts Middle Distillates conference](#)

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