



Issue n°14 – March 2020

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

VeryOne® Newsletter n°14 at a glance:

- **VeryOne launched a new website!**
- REACH: VeryOne, Lead Registrant for the registration of 2-EHN at the European Chemicals Agency
- IMO 2020 new sulfur limit: Smooth transition?
- Extension of VeryOne product portfolio: New Lubricity Improvers

HIGHLIGHT

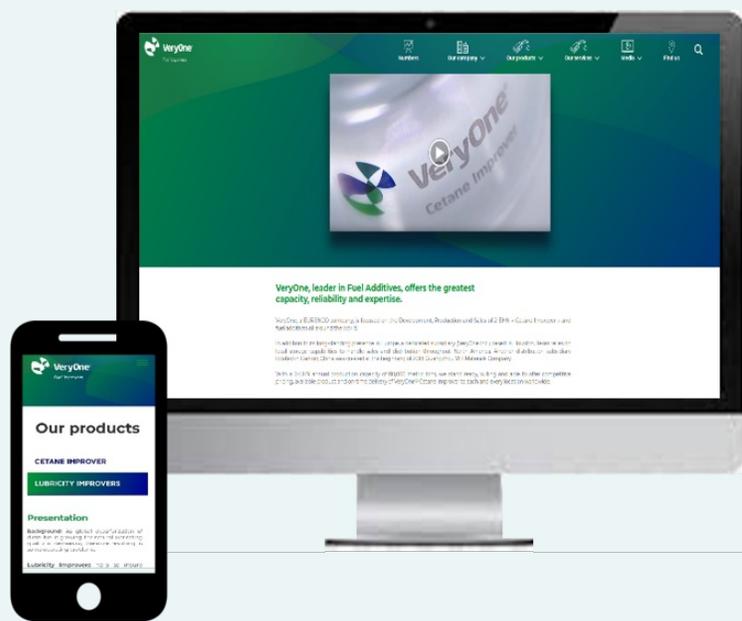
LAUNCHED OF VERYONE NEW WEBSITE!

We are pleased to announce the launch of our new website. The motivation for redesigning our website is to be fitted for all the devices and to demonstrate the focus we have experienced as well as to showcase the areas we will continue to strive for moving forward. The new website brings together VeryOne's unique and specialized ability built around our standard of service and the strength of our diversified additives products.

As you navigate through the site, you will see new areas of focus such as "Number" section catered to share VeryOne's monthly price list for the VeryOne® Cetane Improver for the main points of collection. Also, you can now find out about our extended range of products in the "Our products" section.

This revamp aims to facilitate the visit of our customers to our website.

Don't hesitate to contact through our website!



VERYONE NEWS

VeryOne, Lead Registrant for the registration of 2-EHN substance at the European Chemicals Agency

As an European producer of 2-EthylHexyl Nitrate ("2-EHN"), VeryOne meets the requirements of REACH Regulation (Registration, Evaluation, Authorisation and Restriction of Chemicals; Regulation EC No 1907/2006 of the European Parliament and of the Council).

Since VeryOne is the largest producer in Europe, VeryOne was designated to be the Lead Registrant for the registration of this substance at the European Chemicals Agency ("ECHA"). A joint Registration Dossier was submitted to the ECHA in October 2010.

The dossier is updated depending on ECHA's examinations and evaluations, generation of new relevant data, change of regulations...

If you intend to register 2-EHN, or if you have any question related to this dossier, feel free to contact us at: reach@veryone.com or info@veryone.com.



IMO 2020 new sulfur limit: Smooth transition?

The new IMO 2020 rule mandating lower sulfur emissions from the shipping industry went into effect on January 1, 2020. The new regulations have been the subject of much concern and predictions of vast disruptions and impacts to shippers, customers and producers of diesel fuel since they were first proposed by IMO in 2016.

The industry has shifted and adjusted. There were a lot of pressures on the market, but it all comes down to supply and demand. The reality is that we are in a market where demand has been challenged, but the stockpiling of fuels at strategic locations ahead of the transition really helped.

One of the factors that caused such concern in the shipping industry, especially for ocean shippers, is that the energy cost is somewhere in the 60-70% range of the total cost of the movement of goods. Complicating the matter is the fact that, due to volatility in the markets, obtaining the true cost of the fuel is often difficult.

In addition to the stockpiling of low-sulfur fuels at strategic points around the world, such as Singapore, Europe and Middle East, the softening of global crude prices in December and January also helped to ensure a smooth transition.

Also, after that, we saw the behavior in the Coronavirus, and that resulted in fear coming into the market. It's a fear not related necessarily to the Coronavirus itself, but in the perception in the market over demand for crude oil declining in China, one of the most active economies in the world. That drop in commodity prices has also helped shippers to anticipate a more-rapid recovery period for the capital costs involved in retooling their vessels to use the lower-sulfur diesel or alternative fuels, or - as some have chosen to do - install sulfur scrubbers on their ships to lower emissions below the mandated new level of 0.5%.

While most shippers have chosen to use the lower-sulfur fuel option, the availability of multiple options for the regulated community to achieve compliance has proven to be helpful in avoiding disruptions in the marketplace.

Now the next big step will be that further rule changes governing carbon emissions are under consideration. That is the next wave of what we will see influencing the cleanliness of marine fuel.



Based on Forbes article, Feb 20, 2020

EVENTS

VeryOne is extending its product portfolio, starting with Lubricity Improvers, but more announcements are to come!

The Diesel fuel lubricity is a critical parameter, as several engine parts of the fuel injection system depend solely on the fuel for lubrication. A poor lubricity will eventually lead to excessive wear and failure of critical organs, such as fuel pump. The less-processed Diesel fuels of the past were good lubricants, thanks to the presence oxygen- and nitrogen-containing compounds, which are now

removed by the additional fuel transformations, particularly ones aiming to desulphurisation, mainly because of stringent environmental regulations.



Lubricity improvers are used to restore the Diesel fuel lubricity and improve its performances: extended engine-life, lower fuel consumption, decreased emissions...

VeryOne is pleased to offer two cost-effective solutions, both sulphur-free and based on sustainable feedstocks. VO-LI-301 and VO-LI-041 are highly refined mono-acid lubricity improvers, REACH compliant and are fully compatible with other fuel additives and meets no harm requirements (DGMK registration).

Typical properties		VO-LI-301	VO-LI-041
Appearance	Visual	Clear, light yellow liquid	Clear, light yellow liquid
Specific gravity @ 20°C	ASTM D4052	ca. 0.89	ca. 0.89
Flash point	ASTM D92	> 100 °C	> 65 °C
Kinematic viscosity @ 20 °C	ASTM D445	20 - 50 cSt	< 15 cSt
Pour point	ASTM D97	≤ 8 °C	≤ -6 °C
Sulphur content	ASTM D5453	< 15 ppm	< 15 ppm

VeryOne will enlarge its Lubricity Improvers portfolio soon, with both mono-acid and ester solutions, and is able to develop tailor-made lubricity improvers on request.

*VeryOne[®],
Fuel Improvers*

[Contact Us](#)

VeryOne

[VISIT OUR WEBSITE](#)
[VISIT OUR LINKEDIN PAGE](#)

Subscribe now

Copyright © 2015. All Rights Reserved.