ExxonMobil successfully supplies Hapag-Lloyd with B25[1] bio marine fuel blend in Antwerp

The blend delivered an estimated 20.1% greenhouse gas well-to-wake reduction compared with conventional marine fuel formulations on an energy basis.[2]

- Blend's bio content consists of waste-based fatty acid methyl esters (FAME)
- 'Drop-in' blend complied with ISO 8217:2017 with the exception of the FAME component, which complied with EN 14214
- Fuel underwent testing prior to delivery in Antwerp

London, 7th November, 2024 – Hapag-Lloyd's vessel Colorado Express has successfully bunkered a B25 bio marine fuel blend comprised of ExxonMobil's Premium HDME 50™ fuel, a 0.10% sulphur Emission Control Area (ECA) fuel, and waste-based fatty acid methyl esters (FAME) derived from used cooking oil methyl ester (UCOME).

The 'drop-in' blend met the requirements of ISO 8217:2017[3] with the exception of the FAME component. The FAME content complied with EN 14214[4]. The bio component was made material certified as meeting the sustainability requirements of the RED II: feedstocks not in competition with land for food production[5].

ExxonMobil's bio marine fuel blend underwent a range of tests prior to delivery in Antwerp. The receiving vessel, which features a Wärtsilä 10RT-flex96C main engine, bunkered 1,320 metric tonnes of the blend. The blend offered an estimated 20.1% well-to-wake greenhouse gas (GHG) reduction compared with conventional marine fuel formulations on an energy basis.

"Hapag-Lloyd aims at having net-zero carbon fleet operations by 2045. As part of that commitment, we are continuously looking for opportunities to onboard new bio blends in our fuels mix. We appreciate ExxonMobil's efforts to supply us bio blend with ULSFO, which is another step forward in our decarbonisation journey," said Ilyas Muhammad, Head of Green Fuels at Hapag-Lloyd. "We successfully bunkered bio-ULSFO blend at our Colorado Express and so far our operational experience with this product is positive. We look forward to increasing bio-ULSFO consumption in the future," said Nikolai Doerner, Senior Manager Biofuels at Hapag-Lloyd.

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The Colorado Express used the bio marine fuel blend without incident; both NOx and particulate emissions were within accepted limits.[6]

"ExxonMobil is looking for ways to support our customers [to] reduce their GHG emissions," said Pelin Gillis, Marine Fuels Sales Manager, BNL, ExxonMobil. "We are proud to have helped Hapag-Lloyd on their journey to a lower GHG emissions future."

"ExxonMobil has greatly extended its range of 'drop-in' bio marine fuel blends," said Armelle Breneol, Marine Fuels Technical Advisor, ExxonMobil. "We now offer a B25 ULSFO, a B30 VLSFO, a B7 MGO and a B10 HSFO.[7] This will help our customers access the blend they need to meet their engine operations and GHG emission reduction goals."

About ExxonMobil

ExxonMobil, one of the largest publicly traded international energy and petrochemical companies, creates solutions that improve quality of life and meet society's evolving needs.

The corporation's primary businesses – Upstream, Product Solutions and Low Carbon Solutions – provide products that enable modern life, including energy, chemicals, lubricants, and lower-emissions technologies. ExxonMobil holds an industry-leading portfolio of resources, and is one of the largest integrated fuels, lubricants and chemical companies in the world. ExxonMobil also owns and operates the largest CO_2 pipeline network in the United States.

ExxonMobil's 2030 plans are expected to result in a 20%-30% reduction in corporate-wide greenhouse gas intensity, including reductions of 40%-50% in upstream intensity, 70%-80% in corporate-wide methane intensity and 60%-70% in corporate-wide flaring intensity. These plans apply to Scope 1 and 2 greenhouse gas emissions from our operated assets versus 2016 levels.

With advancements in technology and the support of clear and consistent government policies, ExxonMobil aims to achieve net-zero Scope 1 and 2 greenhouse gas emissions from its operated assets by 2050. To learn more, visit exxonmobil.com, the Energy Factor, and ExxonMobil's Advancing Climate Solutions.

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[1] Blend comprised of ExxonMobil's Premium HDME50™ fuel, a 0.10% sulphur Emission Control Area (ECA) fuel, and 25% waste-based fatty acid methyl esters (FAME) derived from used cooking oil methyl ester (UCOME).

[2] Lifecycle GHG emission reduction estimate calculated in accordance with the Fuel EU Maritime Regulation (Regulation (EU) 2023/1805) using the LFO default emission factor for the conventional marine fuel blend component and comparator. The lifecycle emissions of the biofuel component are specific to the batch of certified UCO biodiesel used during the trial and reported on a proof of sustainability document in accordance with the Renewable Energy Directive (2018/2001/EU). Actual emissions results will vary based on a number of factors including equipment used, its maintenance, operating conditions and bio-blend rates and bio components used.

[3] ISO 8217:2017(en), Petroleum products — Fuels (class F) — Specifications of marine fuels.

[4] EN 14214, Liquid petroleum products — Fatty acid methyl esters (FAME) for use in diesel engines and heating applications — Requirements and test methods.

[5] FAME supplied was certified as meeting the sustainability requirements of the RED II directive by independent verification from schemes, such as ISCC EU, or other schemes as recognised by local regulation.

[6] ExxonMobil makes no representation that your experience will be similar or identical to that of the customer in this testimonial. Actual results will vary depending on factors such as equipment used, its maintenance, operating conditions and fuel previously used.

[7] Availability varies by region. At the time of publication, B25 ULSFO and B30 VLSFO are available in the Ports of ARA Region [Amsterdam, Rotterdam, Antwerp) B7 MGO and B10 HSFO are available in the Ports of UK.

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