



Who Should Attend

- Key staff of OPERATIONS Division of National, Regional and International Oil and Gas Majors...
- Crude Oil Operations Team Leaders, Senior Managers & Executives
- Marine Operations, Marine Programmer
- Supply Logistics Operations & Coordinator
- Trading Operations; Cargo Operations
- Technical Service Superintendent
- Light Distillates Dept Executives
- Cargo Assurance Managers

Industry Course Leaders

SGS experts led by **Mr Richard Taylor** who is currently Business Development Manager for SGS Oil, Gas & Chemicals Asia Pacific - Technical Governance / Projects / Health and Safety.

He is responsible for all aspects of Technical governance for the SGS group in Asia Pacific, including the maintenance of quality and associated technical and ethical standards in all SGS facilities, development of new projects and group technical training in the region.

Comments from Delegates at recent Oil Sampling PQB

"Greater awareness of laboratory testing of product samples"

"Liability in witnessing a lab test"

"Latest changes on sampling terminology use & fundamentals"

"Detailed in depth explanation & anecdotal quotes & examples. Raised my awareness on complexity of sampling"

"Helpful in understanding of sampling process, how it works, what are the details of proper sampling"

CMT into our 24th year is a global conference organizer HQ in Singapore. CMT's dedicated team works closely with market leaders to analyze the latest industry trends and provide information supporting your decision making. Our annual 60 events encircle the globe from Asia Pacific to the Middle East to New Europe/Russia and Latin America.

Water Detection in Crude & Refined Petroleum Sept 25

070965

Water and sediment are the most common non hydrocarbon species found in petroleum. The accurate detection and measurement of these two species is a vital step in custody transfer, as the value of the total parcel bought or sold rests with the hydrocarbon quantity, and not with the non-hydrocarbon present in the batch. Unfortunately, as a result of a number of changes in **both technology and regulation**, the effective, accurate detection of water and sediment has become more, of a problem over the last decade.

Objectives of workshop:

- highlight the issues that face the player in a custody transfer chain with respect to water and sediment
- offer simple advice and tools to the participants as to how water issues can be managed
- look at sample homogenization, testing using physical separation methods such as centrifuge and distillation, and at chemical detection of water using Karl – Fischer techniques
- time will be spent on comparison of the various methods, and how under different circumstances the maximum information may be obtained.
- various sediment definitions and techniques, an examination of what really is sediment and what the methods say about reporting.

Aviation Fuel Testing Oct 16

071066

Aviation fuel testing is a complex and critical matter for those concerned not only in the fuel trade, but everyone involved in aviation. With changes in engine use, refueling technology, and even the imminent introduction on a large scale of **synthetic fuels from GTL, CTL** and biofuel sources, it is perhaps useful for those involved in the business to spend a few hours reviewing their own knowledge and ensuring that they have all the latest data and guidelines.

- review latest editions of DefStan 91/91, ASTM D 1655 and the Joint Fuels Checklist
- discussion on documentation, batching and the introduction of particulate testing using **novel new techniques**.
- common issues arising in disputes and claims over the last two years will be discussed
- associated with additive use from non registered sources
- failure to declare properly nil additions
- failure to batch certify adequately, contamination with low flash products, contamination with biofuels, discoloration, the improper addition and sampling following doping with Stadis, failures on conductivity and the resolution of the very much misunderstood conductivity / Msep requirements.

Fuel Oil Testing Oct 17

071067

As we move to a fragmented market in fuel oil in Asia, with various governments setting timelines and limits on sulphur and other noxious species in fuels for combustion, the testing of fuel oil is becoming **ever more critical**. Hot button issues

- stability, metals content, water and sediment content, sulphur content and how it should be established
- "what is straight run" and similar will all be discussed during this day
- processes and limitations involved in blending on shore and in ship will be examined
- the requirements of various legislations listed for comparison.

Naphtha Testing

Oct 30

071068

Naphtha has become a key intermediate in a number of processes and plants these days, and the requirements for valuation have become ever more exacting.

- basic testing for **PONA/Piano PIONA etc** will be looked at, along with the limitations (which are routinely being ignored in a number of instances) of each method.
- role of proprietary methods of analysis developed by equipment suppliers
- importance of mercury and the role that sampling and sample containers play in obtaining worthwhile results
- shipping requirements will be looked at, and some examples of what can and has gone wrong examined
- in terms of cargo contamination, differences in obtained / reported results due to analysis method inherent limitations, discoloration due to inert gas and similar.

Gas-Oil Testing

Oct 31

071069

The movement all over the world to high performance, low emission ultra low sulphur road fuels poses a significant challenge to all involved in the trade. The preservation of on spec fuel along the logistics chain cannot be taken for granted these days, and even the smallest contamination, even with something traditionally felt to be completely innocuous, such as Jet Fuel, can lead to whole cargo being failed.

- role of lubricity, lubricity additives, biofuels and the synthetics from GTL and CTL will all be examined, as will the increasing importance of additive packages.
- challenges of Ultra clean diesel for large scale mining and other industrial use will be examined, along with techniques for measurement of particulate scatter
- impact of biological contamination in the supply chain will also be looked at quite critically.

Hot topics such as the

- use of FIT and IQT rather than Cetane number will be discussed
- fragmentation of the Asian market as we move at different speeds in different countries towards the ULSRF ideal.

CERTIFICATE OF COMPLETION

A Certificate of Completion will be awarded upon successful completion of each course. This serves as evidence of your personal and professional commitment to you career.

Gasoline Testing

Nov 13

071170

As road fuels are legislated into a tighter and tighter environmental box, so the producer is put in the position of having to demonstrate ever more rigorously that the gasoline supplied

- meets the general trade specification
- has lower greenhouse gas emission that the peer product
- Suffers no inherent vice (e.g. the recent case with Silicon in gasoline in the UK) EVEN when there is no specific test listed in the agreed specification that addresses this point.

It's a tall order to meet, and during this program we will look at the common test performed on gasoline, how the markets in Asia have split, what is making it very difficult to address the blending requirements and so on. The limitations on sulphur, benzene and other aromatics, oxygenates such as MTBE and the growing use of Ethanol and ETBE will all be discussed.

LPG Testing

Nov 14

071171

LPG is a commodity in transition in a number of ways. The increase in demand has stretched supply lines very tight, whilst the available ships, storage and other infrastructure remains insufficient to meet even current demand. The withdrawal a few years ago of the primary analysis standard used for trade by ASTM (ASTM D 2163), as well as the failure of many people to understand the mechanics, physics and chemistry at work during a given movement has led to a wide variety of **misunderstandings, disputes, claims and failed trades.**

- Examine the common specifications, what the difference is between Vol % Wt % mass % and mol % (a key area in many disputes and very poorly understood)
- Sampling LPG and what goes wrong very often
- How sampling can be used to influence the analysis results and what to do to avoid being misled by this
- When is a gas ship empty and when is it not empty? The influence of previous cargoes over time
- Measuring LPG and what goes wrong
- Why ASTM D 2163 was withdrawn and what is happening to resolve the issue

COURSE TIMINGS

Registration : 9:00 am
Course Starts : 9:30 am
Lunch : 12:00 – 12.30 pm
Course Ends : 15:30 pm

The compact 5 hour briefings are designed to meet the tight working schedule of operations executives

Venue :
Marina Mandarin
Singapore

REGISTRATION

please tick...

- Water Detection in Crude & Refined Petroleum (070965)
- Aviation Fuel Testing (071066)

- Fuel Oil Testing (071067)
- Naphtha Testing (071068)
- Gas-Oil Testing (071069)
- Gasoline Testing (071170)
- LPG Testing (071171)

Name	_____
Position	_____
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Company	_____
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Approving Manager's Name	_____
Position	_____
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TELEGRAPHIC TRANSFER

Account Name: **Centre for Management Technology**
A/C No: **151 - 000585 - 001**
Bank: HSBC Singapore
Branch: Marine Parade, Singapore
Swift Code: HSBC SGSG
TT must include additional SGD20 for Beneficiary's Bank charges.
Delegates must bear all bank charges and local taxes (if applicable). Fees must be NETT of ALL charges.

TO REGISTER

Online: **www.cmtevents.com**
Email: **vyinn@cmtsp.com.sg**
Fax: (65) 6345 5928
Tel: (65) 6345 7322
Post to: 80 Marine Parade Rd, #13-02
Parkway Parade Singapore 449269

Fees: The full Registration Fee is **SGD995 per person per workshop**. The fee includes cost of all sessions, luncheon, coffee/tea & documentation.