

Newport adopts the highest standards in manufacturing eco-friendly fuel treatment products

A modern fleet operator has no choice but to continuously implement vessel efficiency measures to remain competitive. Following the above trend Newport Fuel Solutions Inc. manufactures non-hazardous and non-toxic fuel treatment products taking into consideration the latest environmental standards and Marpol Annex VI goals for CO2 reduction.

In the interview that follows Ralph E. Lewis – CEO Newport Fuel Solutions Inc. explains the strategy of the company in developing eco-friendly fuel treatment products and describes the company's future plans.



Ralph E. Lewis – CEO Newport Fuel Solutions Inc.

- Do you agree that the effects of Covid-19 have accelerated the digitalization process of shipping? Has your company exploited this major disruption to increase its resilience and prepare for further growth?

- The primary Covid-19 challenge for Newport involved supply chain disruptions which prompted us to keep in stock triple the raw materials to ensure sufficient inventory. As a result, we have experienced no supply chain disruptions. We have also improved manufacturing efficiencies in an effort to offset inflationary trends.

- Do you believe that the increasing need for eco-efficient and sustainable shipping operations has led to the development of new innovative services & solutions? Describe your company's activities on this issue.

- In my view a modern fleet operator has no choice but to continuously implement vessel efficiency measures to remain competitive. A major challenge continues to be on the regulatory front where new mandates are "technology forcing". For example, Marpol Annex VI goals for CO2 reduction are resulting in the development of shipboard CO2 capture systems. The question remains. As such systems are developed, will efficiency be compromised? Will cost benefit be sacrificed? Economists often term these "social costs". Many believe that so-called "social costs" must be carefully weighed against potential benefit. The greater question, one rarely asked, is if there is any true need for so-called "carbon capture? Climate change has become a globalist mantra – a "crisis" where virtue signalers too often pose as planet saviors at great cost to the rest of us rushing to comply with new mandates and the threat of carbon taxes. Fear is an excellent motivator. In the 1970s it was global cooling, according to our best scientists. In the 1990s, global warming was soon going to flood the world. Now, its climate change. And it seems we all have short memories. There is no such thing as "settled science". Science is ever evolving. For as many who claim the crisis is real, there are as many very credentialed scientists who remain highly skeptical. Copernicus was one such scientist. And consider his fate. Interestingly, Greek astronomer, Aristarchus of Samos, who also rightfully determined earth's orbit around the sun, did so 18 centuries earlier. There always looms the law of "unintended consequences" – evidenced by an ongoing spate of very predictable operational problems associated with fuel blending to meet the 0.5 percent 2020 fuel mandate.

- What are your company's services/solutions in the development of performance analytics and real-time data in order to ensure the efficient ship's fueling/lubrication outcome and the right quality of fuel/lubricant?

- Newport takes no direct role in monitoring individual vessels on this front. Yet we are in constant contact with technical directors of many companies and become educated as to how companies are monitoring and what measures are being taken, and we are able to share this

information throughout the industry.

- Do you believe in the crucial role of the human factor in shipping? Are you afraid that the technology (AI & automation) threaten the traditional mode of hand-on shipmanagement?

- Absolutely. The very best remote sensing and software systems are always prone to error, the danger being the creation of over reliance, assumption and the disappearance of adaptation in the face of systems failures when younger engineers pay more attention to control panels than a walk through the engine room. The best AI systems will always have flaws.

"I know I've made some very poor decisions recently, but I can give you my complete assurance that my work will be back to normal," – HAL9000 – 2001 Space Odyssey.

- Do you provide technical advice/guidance to your customers? Describe your company's Quality, Environmental Management, Health & Safety standards?

What are your future plans to expand your market share in shipping and stay competitive in a continuously uncertain market?

- Newport Fuel Solutions products are manufactured in an ISO certified facility in South Texas which also has a flawless safety record. Our products are non-hazardous and non-toxic, made to precise lab standards. Unlike most fuel treatment products, Newport treatments contain no hazardous "filler" solvents. All products are refinery-grade, 100 percent concentrated. Demand is exceptionally high at this moment, due in no small part to the issues associated with 0.5% mandated fuels. We continue to grow our workforce to assist technical directors across the globe. We interface daily with technical and shipboard personnel to evaluate ongoing problems while providing appropriate solutions.



Newport Manufacturing Facility



Newport Quality Control Check