

ASPO ENERGY

TRADING IN FUEL, OIL & GAS PRODUCTS

ABOUT US

ASPO ENERGY is a trading company which specialized in fuel, oil, gas and energy products trading across the globe.

Oil and Gas has been recognized by our customers and partners for our value-adding approach in trading of fuel, Oil, Gas and renewable energy products in the United States, Europe and Middle East. With continued growth, Oil and Gas is recognized today as a trusted and diverse wholesale fuel Trading.



Continue..

Due to ASPO Energy has good trading business relations from Russian UAE and European petroleum roots, We today handles all aspects of fuel trading in the Midwest, and offers dependable wholesale and biofuel supply throughout the world. With Many Refinery Industry's has been tied up with ASPO Energy which will be handled and operated terminals, Ports and Tank Farms in Rotterdam and Houston. We are the national trader of refined products and a reliable option for your business.



We are committed to finding ways to make a difference in the local communities where we live and work ASPO ENERGY embraces collaboration and social innovation in its philanthropic efforts. Through the ASPO ENERGY.

Continue..

Our commitment with the quality, the business social responsibility, the environment and the safety, make us an excellent place to work and a renowned trading company in the sector.

ASPO ENERGY has diversified its business to trading in a wide spectrum of commodity products including crude oil, refined oil products, petrochemicals, natural gas, LNG, power, coal, carbon emissions, freight, iron ore, base metals and Lithium Energy.



OUR VALUES & ETHICS

Identifying possibilities: We progress incessantly and look for new and innovative solutions, exploring all the opportunities to maximize our potential. Achieving team goals: We work as a single team, collaborating and sharing to achieve a greater impact.

Building Trust: We collaborate transparently to address what really matters and always deliver what we promise.

There is no other way of doing business. In the interactions with its stakeholders, ASPO ENERGY Company is committed to acting with integrity, transparency, fairness, justice and for the common good and seeks that in the workplace these values are practiced by each person in the company individually and collectively.



FUEL PRODUCTS LIST



Aviation Turbine Fuel Jet A1

JET A-1 is an aviation fuel formerly known as “kerosene” which is suitable for most jet aircraft.

It meets stringent international requirements, particularly those of the latest versions of the AFQRJOS, the British DEF STAN 91-91 standard, the ASTM D1655 standard, and the NATO F-35 specification.

It has a minimum flashpoint of 38°C and a maximum freezing point of -47°C.

JET A-1 is the principal fuel used for jet turbine engines. It is also used in general aviation for compatible diesel engine planes.



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Aviation Kerosene Colonial Grade 54 Jet Fuel JP 54

Aviation Kerosene Colonial Grade 54 Jet Fuel JP 54: Jet fuel A-1.Jet fuel designed for use in aircraft powered by gas-turbine engines. It is clear to straw-colored in appearance. The most commonly used fuels for commercial aviation are Jet A and Jet A-1 are produced to a standardized international specification. Jet fuel is a mixture of a large number of different hydrocarbons. The range of their sizes is restricted by the requirements for the product, for example, the freezing point or smoke point. Kerosene-type jet fuel has a carbon number distribution between about 8 and 16 carbon numbers (carbon atoms per molecule); wide-cut or naphtha-type jet fuel (including Jet B), between about 5 and 15 carbon number. Jet A-1 is the standard specification fuel used in the rest of the world. Jet A-1 has a flash point higher than 38 °C (100 °F), with an autoignition temperature of 210 °C (410 °F).



Virgin Oil D6

D6 is a type of residual fuel, mainly used in power plants and larger ships. The fuel requires to be preheated before it can be used. It is not possible to use it in smaller engines or vessels/vehicles where it is not possible to pre-heat it. D6 is its name in the USA. In other parts of the world it has other names.

Residual means the material remaining after the more valuable cuts of crude oil have boiled off. The residue may contain various undesirable impurities including 2 percent water and one-half percent mineral soil. D6 fuel is also known as residual fuel oil (RFO), by the Navy specification of Bunker C, or by the Pacific Specification of PS-400.



Diesel EN590



EN590 was introduced to coincide with the development of new emissions standards across the European Union. The overall goal has been to reduce the sulphur content of diesel fuel. Sulphur had been used as a lubricant in the fuel. Its role is taken by special additives in ULSD.

Since 2007, diesel that conforms to EN590 has been referred to as Ultra Low Sulphur Diesel (ULSD) in the European Union. The phrase “Ultra Low Sulphur Diesel” is governed by different standards in other parts of the world.

EN590 describes the physical properties that all automotive diesel fuel must meet if it is to be sold in the European Union, Croatia, Iceland, Norway and Switzerland.

Gasoline 95

Fuels such as 95 or 98 RON (octane rating number) have a higher resistance to burn which indicates higher levels of energy available for the vehicle's engine.

According to NRMA motoring expert Jack Haley, on average 95 RON can give around 4 per cent lower fuel consumption than 91, assuming the engine computer adjusts to take advantage of the octane difference.

Using 98 might give 3 per cent reduction over 95, again assuming the computer adjusts the engine parameters.



Automotive Gas Oil

Automotive Gas oil, also known as diesel, is generated from crude distillation process and is used to efficiently power internal combustion diesel engines.Our diesel conforms to the specifications from the Department of Petroleum Resources (DPR).

Automotive Gas Oil, or AGO, is the name given to fuel intended for use in road vehicles (trucks, buses, vans and cars) powered by diesel engines. AGO is used in two main types of vehicle:

Heavy-duty vehicles, such as trucks and buses. Light-duty vehicles, such as vans and passenger cars.



D2 Diesel Gas Oil



D2 is a refinery abbreviation for Gasoil. It is the second distillate from the crude oil, and can be used without reformers and additives. So, the first engines used D2 as fuel — before petrol cars as we know them today was invented. That is because the engine invented by a German called Diesel, requires no spark plugs. The diesel engine will ignite and combust when the pressure increases so that the heated “plug” makes it explode. Here we get the name “Diesel” — since the same principles are used in diesel engines today. However, automotive diesel that you fill has additives that the refinery will add to make the engine more efficient and also easier to start in the winter. Diesel changes “flash point” in the winter. It also has additives to absorb water that condense. If you use summer diesel in the winter, you will get better mileage, but your fuel pipes may freeze and can also burst, and the wax makes the diesel flow thicker.

10 PPM Diesel

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Petroleum Coke

Petroleum coke, abbreviated coke or petcoke, is a final carbon-rich solid material that derives from oil refining, and is one type of the group of fuels referred to as cokes. Petcoke is the coke that, in particular, derives from a final cracking process—a thermo-based chemical engineering process that splits long chain hydrocarbons of petroleum into shorter chains—that takes place in units termed coker units. (Other types of coke are derived from coal.) Stated succinctly, coke is the "carbonization product of high-boiling hydrocarbon fractions obtained in petroleum processing (heavy residues)". Petcoke is also produced in the production of synthetic crude oil (syncrude) from bitumen extracted from Canada's oil sands and from Venezuela's Orinoco oil sands.



500 PPM Diesel

Quest Petroleum Diesel 500 PPM is a premium quality, standard grade diesel for all automotive type high speed diesel engines in both stationary and mobile services.

This diesel is a highly refined hydrocarbon fuel formulated with additive technology which provides improved power and performance with the potential for reduced fuel consumption.



Gasoline 89 87 93

The octane rating is a measure of a fuel's ability to avoid knock. Knock occurs when fuel is prematurely ignited in the engine's cylinder, which degrades efficiency and can be damaging to the engine. Knock is virtually unknown to modern drivers. This is primarily because fuels contain an oxygenate that prevents knock by adding oxygen to the fuel. This oxygenate is commonly referred to as octane.

At most retail gasoline stations, three octane grades are offered, 87 (regular), 89 (mid-grade), and 91-93 (premium). The higher the octane number, the more resistant the gasoline mixture is to knock.





Naphtha

The main uses of petroleum naphtha fall into the general areas of (1) precursor to gasoline and other liquid fuels, (2) solvents (diluents) for paints, (3) dry-cleaning solvents, (4) solvents for cutback asphalts, (5) solvents in rubber industry, and (6) solvents for industrial extraction processes.

The key difference between naphtha and gasoline is that the naphtha describes the more volatile forms of petroleum whereas gasoline is a petroleum-derived fuel. … Gasoline, on the other hand, is a fuel that contains hydrocarbons containing around 4 to 12 carbon atoms per each.



Mazut

Mazut is a heavy, low quality fuel oil, used in generating plants and similar applications. In the United States and Western Europe, mazut is blended or broken down, with the end product being diesel. Mazut-100 is a fuel oil that is manufactured to GOST specifications, for example GOST 10585-99. Mazut is almost exclusively manufactured in the Russian Federation, Kazakhstan, Azerbaijan, and Turkmenistan. The most important thing when grading this fuel is the sulphur content.





50 PPM Diesel

Quest Petroleum Diesel 50 PPM is a highly refined, middle distillate, hydrocarbon fuel; and it contains less than 0.005% sulphur by mass.



These extremely low sulphur levels enable the diesel to be compatible with emission control devices such as catalytic converters and diesel particulate traps.



Urea Nitrogen

UREA FERTILIZER 46% N GOST 2081-92 PRILLED Urea (PRILLED) GOST 2081-92 NITROGEN : 46.0% MIN (ON DRY BASIS) MOISTURE: 0.5% MAX BIURET %AGE BY WEIGHT: 1.0% MAX PARTICLE SIZE – (i) Material Passing thro ugh 2.8mm IS Sieve (Tyler Sieve 7) and retained on 1mm IS Sieve (Tyler Sieve 16) by weight i) To pass through 1mm IS Sieve by weight : 90% MIN,5% MAX MELTING POINT: 132 Degrees Celsius COLOUR: Pure white RADIATION: NON-Radioactive. FREE FLOWING: 100% Treated against caking, free from harmf ul substances. PHYSICAL: PRILLED, free from harmf ul substances, impurities & dust. FREE AMMONIA: 160 PXT, PPM. MAX.



ASPO ENERGY

Fertiliser DAP & NPK

Di-ammonium phosphate (DAP) fertiliser. It is the most popular phosphatic fertiliser because of its high nutrient content and good physical properties. The composition of DAP is 18% Nitrogen and P2O5 46%. Within the same facility, Hindalco can also produce nitrogen phosphorus potassium (NPK) complexes as value-added downstream products. It can manufacture NPK complexes such as 10:26:26, 12:32:16 and 20:20:0.





Gasoline 98



Those numbers – 91, 95 and 98 – are the so-called ‘octane rating’ of the fuel. They’re all about the same in terms of the energy in the fuel. What octane really is, is an index of a fuel’s resistance to burning too early inside your engine – if that happens, it causes ‘pinking’ or ‘pinging’ (same thing), which is mechanically destructive at high revs and large throttle openings.

Carmakers design engines for a minimum octane rating. If you open the fuel flap of your car and it says ‘unleaded petrol only’ it means 91 octane fuel is OK. If the fuel flap says ‘premium unleaded only’ it means you need to use at least 95. If the fuel flap tells you to use 98, that’s what you need to do.



IMPCA



BASE OIL PRODUCTS LIST



Base Oil SN 350

Base oil SN350, is defined as a light grade base oil in the middle of the specifications of Grade I base oils. They are mainly used in lubricant and lubricant additives production. It has been solvent refined, dewaxed, and hydrogen treated to take out impurities. This oil has no impurities or compounds that can have an adverse effect on the quality of the oil.

Base Oil are produced by means of solvent refining paraffinic crude oil as below, with modern production facilities and using high-quality raw materials.

Base oils are used to manufacture products including motor oil, Industrial oil, Grease, and etc.



Base Oil N60

Base oils are used to manufacture products including lubricating greases, motor oil and metal processing fluids. Different products require different compositions and properties in the oil. One of the most important factors is the liquid's viscosity at various temperatures. Whether or not a crude oil is suitable to be made into a base oil is determined by the concentration of base oil molecules as well as how easily these can be extracted.

Base oil is produced by means of refining crude oil. This means that crude oil is heated in order that various distillates can be separated from one another. During the heating process, light and heavy hydrocarbons are separated – the light ones can be refined to make petrol and other fuels, while the heavier ones are suitable for bitumen and base oils.



Base Oil SN500

Base oil SN 500 the most widely used base oil. SN 500 is a light grade base oil at the upper end of the specifications for Grade I base oils. They are mainly used in lubricant production.

It is a Group I base oil that has undergone solvent refining and dewaxing processes. It is the workhouse ingredient for formulators and blenders of lubricants for passengers and commercial vehicles, as well as industrial applications. This oil has no impurities or compounds that can have an adverse effect on the quality of the oil.





Base Oil SN650

This means that crude oil is heated in order that various distillates can be separated from one another. It has been solvent refined, dewaxed, and hydrogen treated to take out impurities. This oil has no impurities or compounds that can have an adverse effect on the quality of the oil.

Base oil Group I according to the American Petroleum Institute (API), which contains less than 90 percent saturates and has a viscosity index greater than or equal to 85 and less than 120.

In RAHA oil refinery diverse grades of Base Oil are produced by means of solvent refining paraffinic crude oil as below, with modern production facilities and using high-quality raw materials.



Base Oil SN150

Base oil SN150 categorized in group I is a common quality base oil product of which uses in different applications base oils SN150 are used to manufacture products including lubricating greases, motor oil, and metal processing fluids, and many other applications One of the most important ISSUE is the viscosity at various temperatures. Whether or not a crude oil is suitable to be made into a base oil is determined by the concentration of base oil molecules as well as how easily these can be extracted. This oil has no impurities or compounds that can have an adverse effect on the quality of the oil.



Base Oil N70

Pure Performance 70N is a high purity, low viscosity paraffinic oil produced from a high-pressure hydrocracking and hydro-dewaxing process that removes virtually all metals, sulfur, and nitrogen from the feedstock. Customers purchase Pure Performance 70N for a wide variety of uses, including use as a process oil, ATF formulations, agricultural applications, and other lubricant formulations.





Base Oil N7, N85, N150, N300

Base oils are used to manufacture products including lubricating greases, motor oil and metal processing fluids. Different products require different compositions and properties in the oil. One of the most important factors is the liquid's viscosity at various temperatures. Whether or not a crude oil is suitable to be made into a base oil is determined by the concentration of base oil molecules as well as how easily these can be extracted.

Base oil is produced by means of refining crude oil. This means that crude oil is heated in order that various distillates can be separated from one another. During the heating process, light and heavy hydrocarbons are separated – the light ones can be refined to make petrol and other fuels, while the heavier ones are suitable for bitumen and base oils.



Crude Oils



Type Of Base Oil



PARAFFINIC – Paraffinic Base Oils

Group I: SN 70, SN 100, SN 150, SN 200, SN 250, SN 500, SN 600, SN 650, BS 150

Group II: 60 N, 100 N, 150 N, 220 N, 500 N, 600 N

Group III: 4 CSt, 6 CSt, 8 CSt

NAPHTHENIC – Naphthenic Base Oils

40 Pale, 60 Pale, 100 Pale, 600 Pale, 1200 Pale, 2000 Pale, 2800 Pale

LUBRICANTS – Specialty Lubricants

- Transformer Oil
- ASTM D3487 Type II Inhibited
- Refrigeration Oil
- Rubber Process Oil
- Agricultural Oils

Light Crude Oil

Light Crude oil is liquid petroleum that has low density and that flows freely at room temperature. It has low viscosity, low specific gravity and high API gravity due to the presence of a high proportion of light hydrocarbon fractions. It generally has a low wax content as well. On the other hand, heavy crude oil or extra heavy crude oil is any type of crude oil which does not flow easily. It is referred to as “heavy” because its density or specific gravity is higher than that of light crude oil. Heavy crude oil has been defined as any liquid petroleum with an API gravity less than 20°. Extra heavy oil is defined with API gravity below 10.0 °API (API gravity, is a measure of how heavy or light a petroleum liquid is compared to water. If its API gravity is greater than 10, it is lighter and floats on water; if less than 10, it is heavier and sinks).



Light Cycle Oil

Light Cycle Oil (LCO) is a diesel boiling range product from Fluid Catalytic Cracking Units (FCCUs). However, LCO is a poor diesel fuel blending component without further processing. Oil refining is an industrial process which involves separation, conversion and finishing. FCC centered refinery uses Fluid Catalytic Cracking Unit (FCCU) has the major conversion unit. FCCU is responsible for the production of petrol, LPG and Light Cycle Oil (LCO).



GAS PRODUCTS LIST



LPG (Liquefied Petroleum Gas)

LPG (Liquefied Petroleum Gas) is predominantly propane and butanes, either segregated or in various ratios and mixtures of each product. LPG is a by-product of crude oil production (Associated Gas) and a by-product of natural gas production (Non Associated Gas). It is also a by-product of the refinery process, transported mainly in pressurised vessels.



LNG (Liquefied Natural Gas)

Liquefied Natural Gas (LNG) is natural gas, cooled to minus 161°C until it becomes a liquid. It is stored under atmospheric pressure and reduced in volume by the ratio of 1:600. As a liquid, natural gas is easier and less costly to transport, particularly where access to pipelines is not available. Once degasified at its destination, it serves the same purposes as natural gas, such as a consumer fuel for heating, cooking or electricity generation.

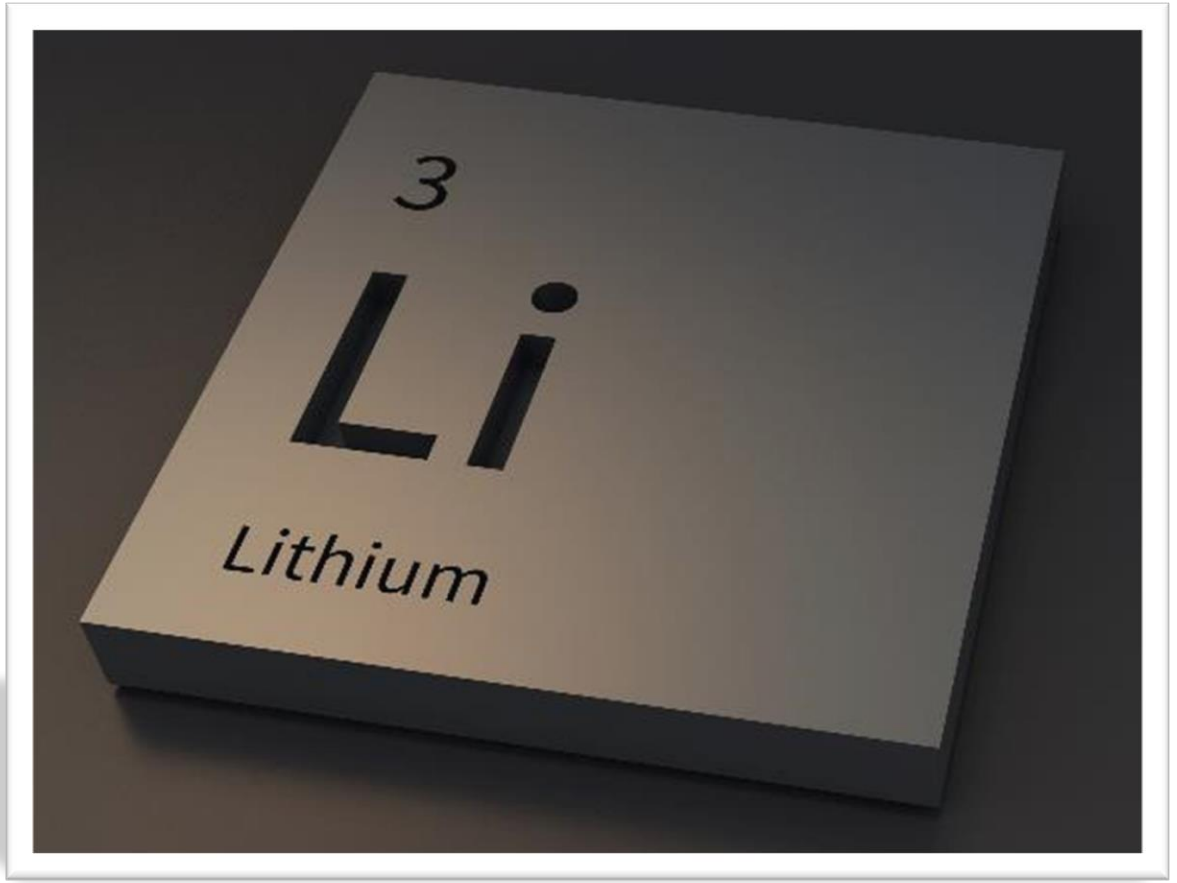


LITHIUM PRODUCT



LITHIUM

It is an undisputed fact that climate change and the danger posed by carbon emissions to the environment is the most pressing problem faced by our planet. People and governments have understood that there is little time left to address and reverse this phenomenon. That is why we have seen more legislation restricting carbon emissions, and huge sums spent on research and development by leading companies in the fields of transportation, energy generation, energy conservation and storage, and energy infrastructures to support the shift from ‘dirty’ energy to ‘green’ energy. This trend will undoubtedly intensify.



BITUMEN PRODUCTS



Bitumen

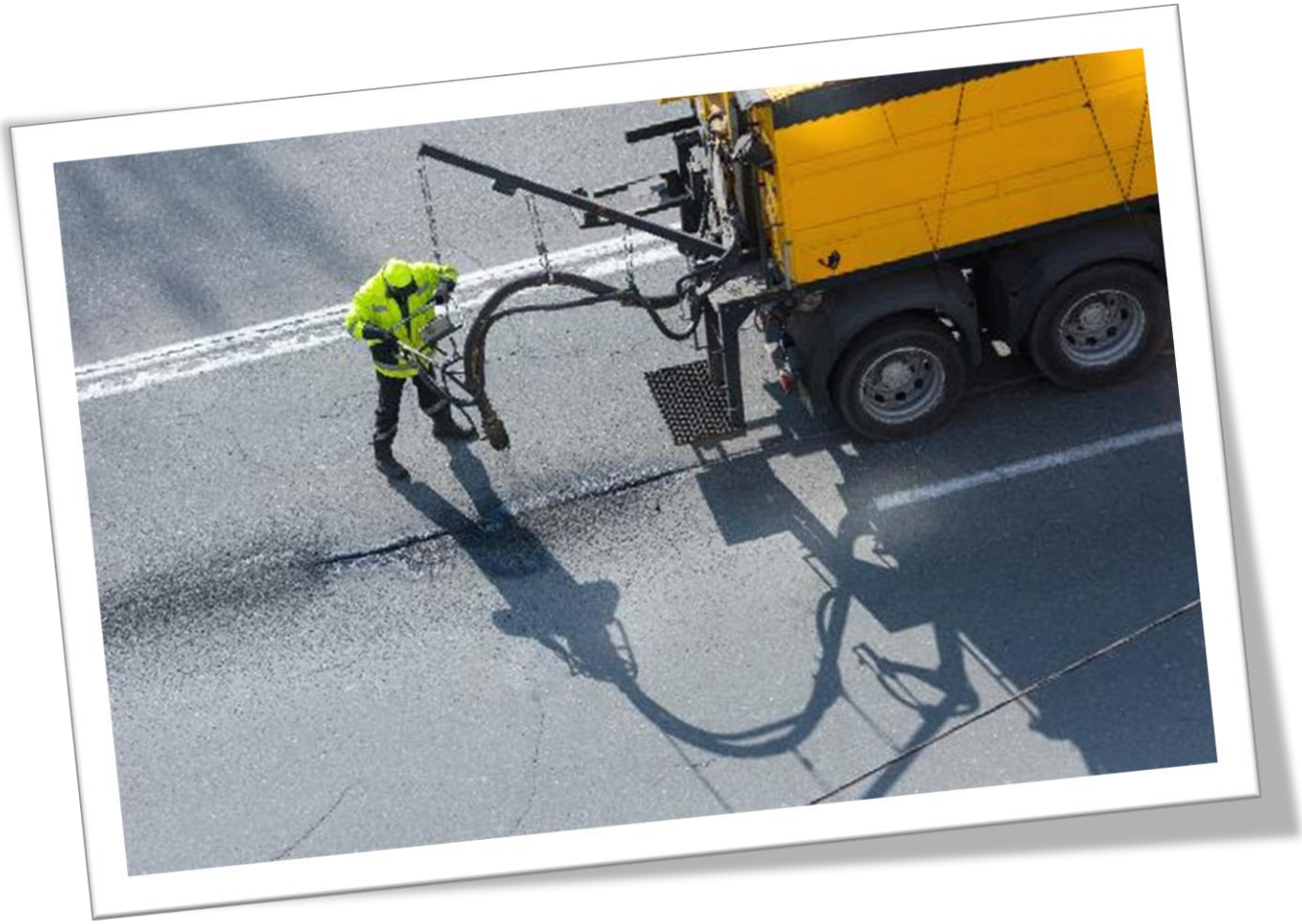
Bitumen is a thermoplastic material and its stiffness is dependent on temperature. The temperature-vs-stiffness relationship of bitumen is dependent on the source of crude oil and the method of refining.

The Bureau of Indian Standards (BIS) introduced paving grade bitumen specifications (IS: 73-1950) for the first time in the year 1950 and classified it on penetration. The specifications were revised in the years 1962 and 1992. To improve the quality of Bitumen, BIS revised IS-73-1992 specifications based on Viscosity (Viscosity at 60oC) in July 2006. As per these specifications, there are four grades VG-10, VG-20, VG-30 & VG-40. A few qualification tests like specific gravity, water content, ductility, loss on heating & Farass breaking point were removed from IS: 73-1992 specifications as these tests do not have any relationship either with the quality or performance of the product.



Bitumen 70 Grade

Blown Bitumen 75/25 or Oxidized Bitumen or Blown Asphalt is produced by blowing hot air into the penetration bitumen. This action makes the bitumen more rubbery than its original formula and it becomes harder bitumen. This bitumen recovery the weight loss under heating. Due to low thermal sensitivity, the softening point is much higher than regular bitumen and the penetration index (PI) is higher than road construction bitumen (8>PI>2) due to the letter has a gel-like structure because of asphalt accumulation. Blown Bitumen 75-25 is Semi Solid grade of pure petroleum bitumen. Special physical properties of its grade can be used in different applications in the construction business.



Bitumen 150

Oxidized Bitumen 150/5 is produced by either Continuous or Staggered Blowing Process. Heated Penetration Grade Bitumen under controlled environment is blown with air which controls the Oil Content in the Bitumen while it oxidized. The different grades for suited applications produced are designated by two numbers to indicate the mid-points of their softening point and penetration ranges.



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Thank You