

ASPO ENERGY

TRADING IN FUEL 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.



ASPO ENERGY

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

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.



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



CONTACT US

1 Spartis Street, 4th Floor, 2025,

Larnaca, Cyprus

+357-24360111

+357-24360255

info@aspoenergy.com
sales@aspoenergy.com

www.aspoenergy.com





Thank You