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振顺控股旗下工地将逐步 采用经改良乳化柴油

振顺控股 (CSC Holdings) 与新加坡乳化柴油有限公司 (Singapore Emulsion Fuel) 进行合作, 在旗下的工地中以改良后的乳化柴油代替柴油。

双方前天在滨海湾金沙会展中心举行的Bex Asia 2010亚洲建筑博览会上, 签署谅解备忘录。

根据协议, 新加坡乳化柴油将为振顺控股供应本身研发的5000公升乳化柴油 (Super Green E-Diesel), 以发动后者旗下的地基工程车队, 包括起重机、液压钻车、旋挖钻机等, 供应量将逐步提升, 预计将未来几年满足后者三成的能源需求。

这种改良后的乳化柴油, 由六成普通柴油、两成水及两成特制添加剂制造而成。它的好处在于环保, 其二氧化碳排放量比普通柴油少10%、一氧化氮和氮氧化物的排放量低了超过一半、硫磺含量少了30%, 其他如黑烟排放量、废气的温度也有所减少。

不过, 它的价格比普通柴油的价格相比, 则高出了约5%。

振顺控股总裁薛献凡受访时表示, 集团是在一年前被灌输乳化柴油的概



念, 同意在部分机器车队进行试用, 对后来的结果感到满意, 因此决定扩大应用范围。

薛献凡说: “若单从成本的角度, 价格当然是一项考量。除了能为环保尽一分力, 我们也看看长远来看, 是否可获得一些无形效益, 比如更低的维修成本——毕竟若使用的能源较干净, 残留在机器上的碳物质就比较少。”

他透露, 振顺控股每年使用约500万到600万公升的柴油, 若以每公升1元的市价计算, 相等于500万至600万元的能源成本, 占了集团达3亿元年营业额的约2%。

若转换到改良后的乳化柴油, 估计将把集团能源成本提高约5%。

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新加坡乳化柴油总裁黄文扬指出, 乳化柴油的科技在本区域已有7至8年的商业化历史, 但基于业者的认知缺乏、以及能源价格多受各国政府大幅发放津贴支持的缘故, 而没有获业界青睐。

展望未来, 随着全球进一步收紧碳排量的指标, 业绩将势必提高对于环保能源的需求。

黄文扬指出, 本地的建筑与工程业所使用的机器清一色由柴油发动, 因此成为公司着眼进军的首要业务, 接着是交通业者以及港口和海事业者。

MEDIA MONITOR

Translated:

CSC's projects sites will gradually implement E-diesel

CSC Holdings is working with Singapore Emulsion Fuel Pte Ltd ("SgEF") to use E-Diesel developed by SgEF at all its work sites in lieu of fossil diesel.

The two companies have signed a Memorandum of Understanding in conjunction with yesterday's opening of Build Eco Xpo (BEX Asia) 2010 at the Sands Expo and Convention Centre.

Following the signing, SgEF will supply up to 5,000 litres of Super Green E-Diesel daily to CSC's project sites to power foundation engineering equipment including hydraulic boring rigs, cranes, excavators and other supporting tools. The monthly supply will then be increased gradually, over the next few years, and may meet as much as 30 percent of CSC's fuel requirements.

The above-mentioned E-diesel consists of 60% normal fossil diesel, 20% water and 20% customized additive. It is environmentally friendly as its carbon dioxide emissions is 10% less as compared to fossil diesel, more than 50% less in nitrogen oxide output and 30% less in sulphur content. Other aspects, such as smoke and exhaust gas temperature will also be reduced.

However, its price is 5% higher than common fossil diesel.

Mr See Yen Tarn, CEO of CSC Holdings Limited, said during the interview that the Group started to test E-diesel with parts of its project team since a year ago, and decided to expand usage as it was satisfied with the test result.

He added, every year, CSC consumes about 5 to 6 million litres of diesel. Based on the market price of about S\$1 per litre, the cost will amount to about S\$5 to S\$6 million, which is 2% of the Group's annual revenue of approximately S\$300million.

By using E-diesel instead of fossil diesel, the Group's cost is expected to increase by 5%.

Mr See said: "Higher price is of course a concern when we are trying to control our cost. However, looking at the longer term, in addition to being able to contribute back to the environment, we are expecting savings on maintenance cost, such as machine cleaning, and more."

Mr Jeremy Ng, CEO of SgEF, said that E-diesel technology has been existing in the region for about 7 to 8 years, however, there is a lack of interest due to lack of product knowledge and government-subsidised energy prices.

Look ahead, along with the tightened global carbon emission standard, the demand for green energy will definitely increase.

He added that the machines, used in the local construction and engineering industry, are all powered by fossil diesel. Hence, they are the primary target group for SgEF. Second priority industries include marine and transportation.