

Viewpoint *Letters from our readers*

Whilst I understand some companies state they consider the security of their employees and facilities to be a top priority, my experience having visited blending plants, refineries, chemical facilities, etc across Europe, shows something different. Physical security measures are deployed across our sector and yet preparedness, protection and defence from cyber security threats remains a low priority for asset owners and operators.

2017 saw cyber attacks costing one asset owner several millions of dollars. Another attack caused the shutdown of a major European transportation hub. With the discovery in December 2017 of the TRITON attack framework that has the capability of causing physical damage to plants and facilities, the threat to operators is increasing.

As a company that is dedicated to protecting European asset operators from cyber security threats, KEMSEC believes that we all form part of the critical European infrastructure and we all share the responsibility for keeping our continent moving. To get a better understanding, KEMSEC will be presenting at the 30th ELGI AGM in London, UK between 21-24 April 2018, so do please come along.

Simon Mason,
Managing Director, KEMSEC

I read with interest the article by Mr. Castanien (Lube, Dec 2017), highlighting the importance of the lubrication of modern engines and the lowering of motor oil viscosity, resulting in lower CO₂ emissions by recent passenger cars which in turn provided better economic value for the consumer. A recent article in the Wall Street Journal (Nov 18th 2017) "Big oil and auto makers throw a lifeline to the combustion engine"

focused on something similar, basically how industries are teaming up together to make better lubricants to help the traditional engine compete with newer electric vehicles and comply with new environmental regulations. The WSJ article discussed the possibility of introducing as early as this

summer, a 0W- 16 grade motor oil in the US instead of the current 5 W- 30 or 0 W- 20 being used in newer vehicles. They went on to say that this was a precursor to an even lighter oil , 0 W- 8 which is already in use in Japan and could be introduced in the US by 2020.

However it is important to keep in mind that these changes to lower viscosity oil do not come without their own headaches. Recent articles published by Society of Automobile Engineers (SAE) International focus on much research being done on improving sliding wear at high temperatures and engine oil consumption, while examining engine reliability, specifically when engine oil viscosity is being reduced. In light of all these rapid changes as Mr. Castanien points out in his December article, it is imperative to work ardently on the improvements of Base

Oil Interchange (BOI) guidelines so that users have more blender flexibility in terms of performance of these lubricants.

Dr. Raj Shah,
Koehler Instrument Company, New York

Firstly, Happy New Year to the team and readers of Lube Magazine. 2017 was a good year for re-refining, with steps being made in both the United States and Europe to encourage the re-refining of used lubricating oil. As the U.K's only re-refinery however, we would note that as a country we have fallen behind in this regard. Perhaps Brexit will provide the catalyst to rethinking some of these issues! It will also take a willingness to change the minds of the end consumer by all in the industry, nudging them towards the more

sustainable options available. We look forward to working with all our partners to ensure that this is the case.

James Whelan,
Whelan Refining Ltd.

Welcome to the first edition of Lube magazine for 2018. This year it is Lube's 30th anniversary and the team has made some updates to celebrate, including a new website which will hopefully be launched around the time you receive this issue. Please log on and have a look – www.lube-media.com.



2017 was a noteworthy year globally, with some surprising political proceedings in all continents, challenging weather conditions around the world and Bitcoin's popularity surging beyond all expectations. The lubrication market on the other hand remained fairly stable despite concerns over industrial digitalisation and automotive electrification.

Talking of cars, the removal of the ban on women drivers in Saudi Arabia is likely to open up a new market with around 10 million women over the age of 20 living there. I am sure you will enjoy the irony with me that the other hot topic is the autonomous vehicle!

Nicky Thomas, Editor