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Vessels And
Bunkering Issues.pdf

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just one of the solutions
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framework for LNG
bunkering. This study
helps owners and
operators of gas-fueled
vessels, LNG bunkering

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vessels, and waterfront
bunkering facilities by
providing information and
recommendations to
address North American
(US and Canada) federal
regulations, state,
provincial and port
requirements, international

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• Page i ... and Port Issues
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Development ...93 7.4.2.
Ports and Infrastructure ...

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Vessels in North America
• Page iii ...

1.1 Introduction . LNG
bunkering is developing
worldwide in line with the
increase of use of natural

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Vessels And
gas as a fuel compliant
with environmental
legislation. This guideline
provides recommendations
for the responsibilities ,
procedures and equipment
required for LNG
bunkering operations and
sets harmonised minimum

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Vessels And
baseline
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When ports handle a sufficient number of LNG fueled vessels, permanent, peak shaving type LNG storage can be set up in the port. In the case of aRO/RO, one could also

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consider LNG tanker
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trucks staying on board, in
the cargo area, and not
installing fuel tanks in the
vessel. The logistics of
LNG ...

involved in bunkering •
Crew of the gas/LNG

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fuelled (receiving) vessel •
Personnel involved in the
supply of the LNG •

Personnel involved in the
delivery of the LNG such
as road tanker drivers or
the crew of a LNG bunker
vessel. • Port staff, both
managerial and dockside,

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Vessels And
for example stevedores,
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tug crews and crane
operators; who are

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ships for the Arctic
(LNG) has been carried as
cargo aboard vessels.

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However, it is a novelty in international shipping to use LNG as fuel for the relative ... issue and has prepared a report on the feasibility of LNG as the primary fuel for marine

6 barg, the bunker vessel

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may be operating at near atmospheric pressure A connected vapour space will potentially result in: Excessive boiling of the LNG in the LNG fueled vessel Overpressure in the bunkering vessel LNG fueled vessel may need to

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maintain pressure in its
fuel tanks to ...

required for safe handling
in LNG bunkering
operations, including ship-
to-ship (STS) and truck-to-
ship (TTS) operations
within the operating area

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Vessels And
of the Port of Helsinki. A
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typical arrangement of an
LNG bunker vessel and an
LNG fuelled vessel
equipped with type C
tanks is illustrated in
Figure 2 below.

- The geographical

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footprint of LNG bunker
vessels has drastically

increased • STS transfer
operations with different
types of vessels and
systems are gaining
significant operational
experience •

Standardization needs to

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be driven and future
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bunker vessels ...

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undergraduates studying
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well as those interest in
economic and urban
geography, transport
planning and engineering.
Maritime Supply Chains
Moving beyond most ...

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worldwide in line with the
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relative ... issue and has

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feasibility of LNG as the
primary fuel for marine

The introduction of LNG
fuelled ships has been
started with ferries, car
carriers and cruise ships in
the ECA where the

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environmental regulations
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have been tightened in
advance. It is conceivable
that the introduction of
LNG fuelled ships will
further expand if the
global sulfur cap is
tightened in the future.
Figure 4. LNG fuelled

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- The geographical footprint of LNG bunker vessels has drastically increased
- STS transfer operations with different types of vessels and systems are gaining

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significant operational
experience •

Standardization needs to
be driven and future
bunker vessels ...

ABS LNG Bunkering
Study Objective To create
a first of its kind guide to

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Vessels And
assist potential
owner/operators of: Gas-
fueled vessels, LNG
bunker vessels, and LNG
bunkering facilities in the
development of LNG
bunkering projects in
North America by
describing: Regulatory

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requirements Current and
planned LNG supply
infrastructure

Other areas such as bunker
station location and bunker
vessel compatibility are to
be considered.

DIFFERENCES IN

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**DESIGN BETWEEN
GAS AND FUEL OIL**

SYSTEM LNG fueled vessels are to be thought from the bunker tank point of view. This concept is new to most owners although more familiar within the LNG/LPG

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Vessels And
cargo community. The
design thought process

the ‘last mile’ of LNG
bunkering infrastructure
was developed, while the
substantial increase in the
number of LNG-fuelled
vessels operating in that

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region demonstrated that demand for LNG as a shipping fuel has indeed increased to a level that provides commercial opportunities for bunker fuel suppliers.

2 Introduction . The LNG

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marine transportation
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industry has an enviable
safety record and, in the
49 years since the first
commercial cargo was
transported from Algeria
to the UK, 7,200 million
m³ of LNG has been
safely delivered on

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approaching 75,000 loaded
voyages.

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