



Capital Link Decarbonization in Shipping Forum

"Moving from Discussion to Delivery"

Digital Conference

Wednesday & Thursday, April 14 & 15, 2021

Is LNG An Intermediate Or A Long-term Option? What About LPG?



Spyridon Zolotas

Marine Southern Europe & Africa Area, Senior Director
RINA

The introduction was focused on the benefits of using LNG and other clean fuels to reduce emissions, projects involving vessels with LNG as fuel, and the key factors that led them to choose it.

Speakers outlined their plans and strategy as regards LNG as well as other fuels, such as LPG and bio LNG. The panel also addressed other topics of high interest to maritime stakeholders, including the role of technological innovation in facing the technical issues, the current regulatory framework and the crew training on LNG-powered ships.

Peter Liew, Global Director, Business Development & Joint Venture Management of AET highlighted that AET, as a leading owner and operator of sustainable maritime transportation assets and specialized services, has been an early adopter of LNG dual-fuel solutions, recognising the environmental benefits that this cleaner fuelling solution could deliver across various vessel segments

AET's investments in LNG dual-fuel underscores its commitment to reduce the carbon footprint of shipping using the best fuel solution immediately available in the market while reinforcing that the environmental agenda and commercial viability can co-exist in sustainable shipping today.

The CMA CGM Group is actively implementing measures to accelerate the industry's energy transition and is significantly investing in research and development to design the clean vessels of the future. To this end, the Group, has put forward solutions that are immediately available and that contribute to achieving its objective of being carbon-neutral by 2050.

LNG is the most advanced solution when it comes to preserving air quality. With LNG, the Group has made a ground-breaking choice that goes beyond current and future environmental regulations.

The Group has reached another milestone in its efforts to be carbon-neutral by 2050, by supporting the production of 12,000 tonnes of guarantee-of-origin (GO) biomethane, equivalent to 250,000 kms at sea.



Lois Zabrocky

CEO
International
Seaways

LNG as a fuel on a VLCC reduces consumption by nearly 40% compared to a 10-year old VLCC. Even more critically, the total Green House Gas (GHG) emissions when burning LNG is up to 20% less than a conventional VLCC of a similar age. This includes lowering CO₂, sulphur oxides (SOX) and nitrogen oxides (NOX). These ships will meet all existing regulations and, more importantly, as future regulation and market-based measures are expected to focus on conventional fuels, we believe LNG is the practical bridging fuel to the future.



Tahir Faruqui

Manager of Downstream LNG
Shell

Is LNG an intermediate option?

- Today LNG is the only marine fuel that can deliver emissions reduction that is up to 21% lower than conventional marine fuel.

Is LNG a long term option?

- LNG bunkering is already commercially available in main ports

- LNG is poised to become a mainstream marine fuel that offers an affordable solution in perpetuity until a NZE fuel is available at scale commercially.



Mathias Jansson

Director, Fuel Gas Supply Systems
Wärtsilä

Mathias explained how the new platform engines are designed to run on gas from the start which gives new opportunities to reduce the methane slip and further reduction is targeted. He also points out that even if we get the methane slip down LNG is still fossil, but the elegance with LNG is that you can mix in any ratio of bio and renewable LNG already today.



Farid Trad

Vice President Bunkering & Energy Transition
CMA CGM