

LNG is here to stay !

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10-4-2013

EBU Seminar, Brussels April 2013

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LNG as fuel

- First vessel 'Argonon'
- Second vessel 'Greenstream'
- Based on derogations
- Time-consuming process
- CCNR started with set up of new regulations
- RVIR changes 1-1-2015

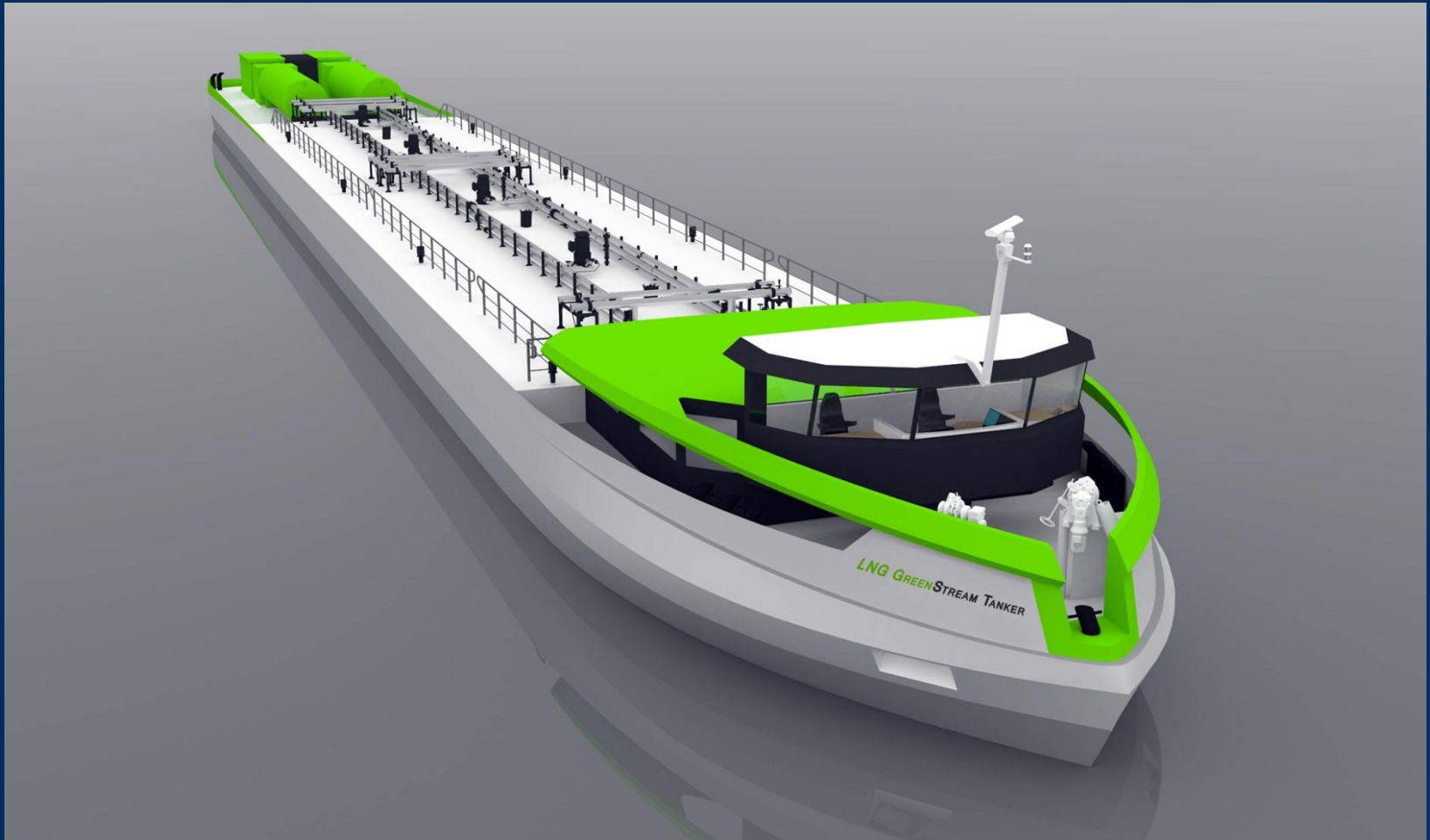


LNG as cargo

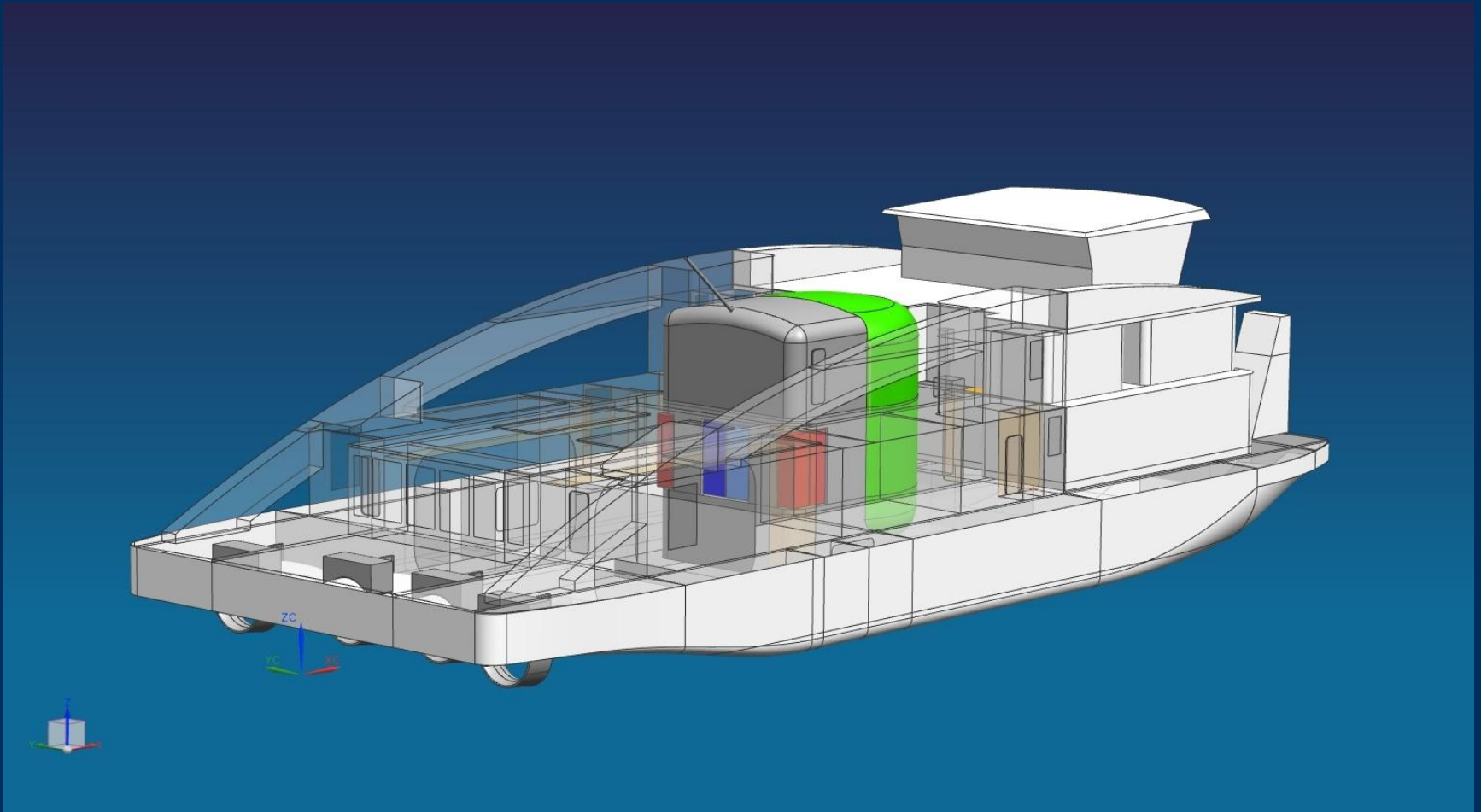
- Discussion started in ADN Safety Committee August 2012
- Ad-hoc working group established in 2012-2013
- Formal discussion in August
- Finalized in January 2014
- Change of ADN 1-1-2015



Present projects : I-Tankers no. 2, 3 and 4



Present projects : Dual-fuel pushboat



Present projects : Conversion of Ms 'Eiger'



Present projects : Type G-Tanker (LNG and oil bunkering)



Present projects : Type G-Tanker (LNG transport)



Present projects in engineering stage with Lloyd's Register

- LNG-electric dry cargo vessel
 - 135 x 11.45 x 5.1 m, 4000 tons
- 2 x dual fuel Type C tankers
 - 110 x 11.45 x 5.2 m, 3200 tons
- 2 x LNG-electric car/passenger ferry
 - 600 passengers + 70 cars
- Dual fuel car/passenger ferry
 - 1750 passengers + 340 cars

Challenges

- Emission reduction is necessary
- LNG as fuel is
 - proven technology
- Lloyd's Register sees LNG as next fuel also on IWW
- Reluctance caused by :
 - Return on investment
 - Supply chain
 - Uncertainty of legislation



Statement

Authorities should be easier on accepting new technology (by having faith in classification societies)