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World Ports Climate Initiative (WPCI) Launches A Website Focused On Liquefied Natural Gas (LNG) As Shipping Fuel And Introduces An Industry Bunker Checklists For LNG Operations In Ports

TOKYO, JULY 1, 2014 – The [International Association of Ports and Harbors' World Ports Climate Initiative \(WPCI\)](http://www.iaphworldports.org) has launched a new website -- www.lnqbunkering.org -- focused on LNG as a maritime industry fuel. The website is an initiative of WPCI's LNG Fuelled Vessels Working Group.

The new LNG Bunkering website provides a detailed overview of the use of LNG as ship fuel, and it lays out the technical requirements for ships, bunkering infrastructure and vessels under development, as well as the business case for using LNG in the maritime environment.

“Representatives from some of the world’s largest and most progressive ports developed this site for the benefit of all interested industry parties, including port authorities, fuel suppliers and shipping companies,” said IAPH President Grant Gilfillan, Chief Executive Officer/Director, Port Authority of New South Wales, Australia. “The site is intended to be a resource and a conversation-starter among ports and stakeholders because we believe that LNG is the ship’s fuel of the future and ports must prepare to offer safe storage and bunkering of LNG for shipping lines.”

Focusing on the use of LNG as a marine fuel, the “LNG Fuelled Vessels Working Group” has developed guidelines for safe LNG bunkering operations providing ports around the world with useful background information to pursue this technology. In addition, the working group has aimed to create LNG awareness in ports by developing this website. The Working Group has kept in close contact with industry stakeholders currently using and/or handling LNG, as well as government agencies.

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LNG is a clean and cost competitive fuel allowing the maritime industry to meet the upcoming International Maritime Organisation (IMO) regulations. LNG as a shipping fuel can help significantly reduce the environmental impacts of maritime transport, most likely without increasing costs. With this fuel, Nitrogen oxide and Sulphur oxide and particulate emissions can be reduced by 85-100% in comparison with heavy fuel oil. Use of LNG fuel results in 20% lower GHG emissions.

The Group has developed harmonized LNG bunker checklists for known LNG bunkering scenarios: ship-to-ship, shore-to-ship and truck-to-ship. These checklists reflect the extra requirements of ports with regard to LNG bunkering operations in or near their port environment. By using bunkering checklists, a high level of quality and responsibility of the LNG bunker operators can be ensured. Implemented harmonized bunker checklists will be of great benefit to the vessels bunkering LNG in different ports, as this will reduce the potential for confusion caused by having to comply with different rules and regulations in different ports.

Interested ports and industry stakeholders should contact Ms. Tessa Major at tessa.major@portofantwerp.com , or Mr. Fer van der Laar at fer@wpci.nl.

About IAPH

Founded in 1955, the International Association of Ports and Harbors (IAPH) is a nonprofit global alliance of roughly 200 ports and 150 maritime companies and institutes representing about 90 countries. The IAPH is dedicated to fostering cooperation among ports and harbors and promoting the vital role they play in creating a peaceful, more prosperous world. Based in Tokyo and recognized as the only voice speaking for ports around the globe, the IAPH has Consultative NGO Status from the United Nations and is active in developing international trade and maritime policy. IAPH member ports handle about 80 percent of world container traffic and more than 60 percent of all international maritime trade.

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