LNG SHIPPING REVIEW 2016

Media Kit

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INTRODUCTION

New orders for LNG carriers continue to be announced on a regular basis, most of which are on the back of long term gas projects, mainly concerning Asian imports and Australian exports and of course - Yamal.

Recycling of older units is also expected to gather pace in the future, as some vessels have reached almost 40 years of age and are steam powered.

The US is still striving to become a net exporter of LNG on the back of the shale gas revolution and, as the opening of the new Panama Canal lock system is scheduled for April, 2016, there will be opportunities for new gas trade export routes between the US Gulf/Gulf of Mexico and Asia.

While the arguments for and against nuclear power rages on, those nations who rely on imports to satisfy their increasing energy needs, will continue to turn to natural gas, due to environmental reasons.

Among the countries that could increase their imports significantly are China, Japan and South Korea.

As has been mentioned many times, the drive for alternative fuels on the back of sulphur emissions curbs has led to an ‘LNG as a fuel’ lobby, which continues to gain momentum.

This will lead to more newbuildings being fitted with dual fuel engines and some vessels being retrofitted with gas engines in areas where bunkers can be easily accessed, which will grow in the near future on the back of increasing demand.
The 2016 issue of LNG Shipping Review will contain our usual look at the industry’s leading players – owners, managers and operators.

This is an ever changing listing, as more players enter the market and vessels are delivered, change hands, or are deleted by way of recycling.

We will also include a profile of a leading player in the market highlighting the company’s LNG involvement, how it got to the position it finds itself in today and its future plans.

Planned repair and maintenance is key to operating these vessels for up to 40 years, as is the construction methodology, their containment and propulsion systems, etc.

Shell’s giant ‘Prelude’ FPSO project is probably coming on stream next year and could be followed by several more large floating gas plants, although costs will come into the equation.

LNG bunker stations are coming closer, which will be mainly served by large LNGCs at hub ports, such as Rotterdam, Singapore and Zeebrugge. Norway is still in the lead as far as LNG as a fuel is concerned, having established an LNG delivery chain along its vast west coast.

We will take another look at the markets with the help of industry sources.

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**EDITORIAL CONTENTS**

- Market Commentary
- LNG as Fuel
- Coastal/Bunker LNGCs
- Arctic Update
- Company Profile
- Owner/Operator Listings

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The subscriber base of LNG Journal and LNG Shipping Review is made up of CEO’s to senior engineers in the industry.

Senior Engineers involved with new projects in shipping and construction and import and production plants.

Marine managers working in Safety, Training, Simulation, ship to shore, and FLNG also read the LNG Shipping Review.

The LNG Shipping Review is read by all the major Charterers, Ship Operators and owners supplying the LNG Industry.

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**2016 GEOGRAPHICAL REACH:**

**READERSHIP**

Total estimated global readership 24,000

Print subscribers approx. 2,000

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Digital subscribers approx. 10,000
REFERENCES AVAILABLE ON REQUEST.

SOME 57 LNG CARRIERS ARE PICKING UP ORDERS. THE GSH COMPANY, FOR EXAMPLE, HAVE NOW ORDERED ALL FOUR VESSELS THEY PLAN TO BUILD DURING THE NEXT SIX YEARS. THE WORLD'S LARGEST FREIGHTER OF ITS KIND, THE CONRAD, WHICH IS TO BE BUILT AT THE SEMPRAWANG YARD IN SINGAPORE, WILL START OPERATIONS AT THE END OF THIS YEAR.

THE LPG SECTOR IS EXPERIENCING SIMILAR GROWTH. ALTHOUGH THE DEAL IS NOT EXPECTED TO LEAVE MORE QUESTIONS THAN ANSWERS, PAGES 37-38, THE PROSPECT OF AMERICANS CHALK GAS AS AN ALTERNATIVE ENERGY SOURCE FOR SHIP OWNERS TO TAKE ADVANTAGE IN A MARKET WHERE THERE IS EXCESSIVE COMPETITION, IS CLEARLY A NEGATIVE IMPACT ON CHARTER RATES, BRS SAID.

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