

LNG Unlimited

LNG JOURNAL PUBLICATION

9 June 2020

LNG-powered ships given key new guidelines for safe visits to dry-dock

The Society for Marine Gas as a Fuel (SGMF) aims to ensure safest maintenance procedures
LNG Journal editor

The Society for Marine Gas as a Fuel (SGMF) has published new guidance on work practices for maintenance, repair and dry-dock operations for ships that use gas/LNG as fuel to help ensure the safe maintenance of gas-fuelled ships.

"In the future, an increasing number of ships will switch to using gas as a marine fuel, catalysed by increased international regulatory focus on reducing environmental impact and emissions by the International Maritime Organization," said the SGMF.

Preparation

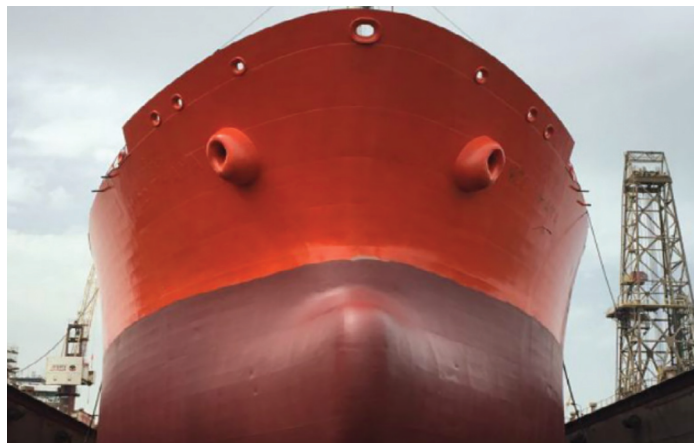
However, the SGMF stated that shipping companies who use gas as a marine fuel will need to be prepared for when their gas-fuelled ships undergo routine maintenance in dry dock.

"While cargo is normally removed from a vessel as part of the drydocking process, sometimes fuel is not," the statement said.

It noted that there were 185 gas-fuelled ships in active service and with another 212 on order.

The "Gas as a Marine Fuel: Work Practices for Maintenance, Repair and Dry-Dock Operations" guidelines were developed using the experience and technical knowledge of SGMF's extensive member network.

The SGMF said its release of the guidance publication was timely since it was important that prior to any docking both ship owner, operator or manager and shipyard fully understand the



Dry-dock advice is given for fleet of gas-fuelled ships

safety requirements of the gas fuel management.

"For ships using gas fuel, such as LNG, a rigorous approach must be undertaken to maintain safety," said the SGMF.

"As such, this new guidance details techniques and precautions that can be applied to minimise the hazards of LNG/gaseous fuels - in many cases, allowing the use of traditional maintenance techniques," it added.

"Where this is not possible, the guidance discusses alternative methods," said the SGMF.

The guidance also offers a risk assessment approach and covers all aspects of LNG fuel management while preparing for the docking and during the docking process.

"Furthermore, it provides the required details and direction for ship owners to select prequalified shipyards," said the SGMF.

The shipping body said that local, national and international regulatory authorities can also all draw upon, or refer to, the philosophy methodology and content of the new guidance when it comes to the maintenance of gas fuelled ships.

Shipyards can also use the guid-

ance to prepare and be LNG ready.

"Although this guidance will give the majority of detail required, SGMF advises that ship owners, operators and managers fully understand the implications of having LNG onboard and appoint an LNG specialist within the fleet and the yard," it stated.

The Principal Safety Advisor to SGMF, David Haynes, acted as the lead individual in compiling the publication.

"I am really proud to see that yet another unique and much needed publication has been compiled by SGMF, drawn together by our expert members under the guidance of David Haynes," said Mark Bell, General Manager of SGMF.

"As more and more ships start to use gas fuels, the industry is now equipped with the reference document to ensure the safe maintenance and drydocking of gas-fuelled ships," he stated.

For SGMF members, this publication is available in the Member Portal (Library/Publications) to download and hard copies are available in July. Non-members of SGMF may purchase this publication via www.sgmf.info/shop.

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Commodities trading firm Gunvor saw overall revenues halved as it sold 16 million tonnes of LNG

LNG Journal editor

Gunvor Group, the global commodities and energy trader, has released its annual results showing it delivered 16 million tonnes of liquefied natural gas, though overall revenues dropped by more than half because of lower prices.

The firm trades in energy from its main offices in cities such as Geneva in Switzerland, Singapore, the Chinese city of Shanghai and Houston in Texas.

Oil assets

Gunvor, which also owns assets such as oil refineries in Rotterdam in the Netherlands and Antwerp in Belgium, reported revenues for 2019 of US\$75 billion, a decrease of 54 percent, or US\$87Bln, from 2018 when it had income of US\$162Bln.

The group's annual net profits after taxes came to \$381M.

"Gunvor's performance in 2019 was broad-based across all geographies and trading desks, and as a result the company realized strong



Gunvor operates refineries alongside LNG other trading

trading gross profit," it said.

Total trading volumes increased to 198 million MT from 184 million MT in 2018, mainly due to an increase in the trading of natural gas and LNG.

Gunvor said performance were particularly good at the US trading operations on Houston and Stamford, Connecticut.

"A solid contribution came from the European oil refining network and oil trading activity," it added.

Gunvor said that "transitional" commodities like natural gas, LNG, liquefied petroleum gas and

biofuels comprised 45 percent of total trading activity, an increase from 28 percent in 2018.

It also stated that the corporate overhaul it undertook in 2017 and 2018 to improve risk management and corporate governance enabled the company to effectively take advantage of favourable market conditions throughout the year.

"Gunvor subsequently entered 2020 with a strong balance sheet and liquidity position to meet the unexpected events, and posted a profit for the first quarter," it explained.

Gunvor said it seamlessly tran-

sitioned to work-from-home at all offices across the globe, and trading activities remained unaffected by the Covid-19 pandemic.

"The company has continued to hire and undertake all normal core business operations. Trading performance remains strong across all geographies and desks, including shipping (with more than 100 vessels owned or under long-term charter)," it said.

However, Gunvor noted that the European refining sector was expected to remain challenging for the foreseeable future.

Regardless of the current market environment, Gunvor said it continued to view the long-term challenge for companies in the physical energy commodities trading sector to be effectively positioning themselves within the "energy transition".

Gunvor acquired two biofuel plants and committed to no longer physically trade coal and activities ceased in 2018.

Baltic LNG partners Gazprom and RusGazDobycha are also seeking Russian financing for huge gas field

Gazprom and RusGazDobycha, a special purposes company securing gas supplies for Russia's chemicals industry and which is a partner in the Ust-Luga LNG production plant proposed for west of St Petersburg on the Baltic Coast, have reached a final investment decision on the massive Semakovskoye gas field in Western Siberia.

The Semakovskoye field is located in the waters of Taz Bay and partly on land in the Taz Peninsula in the Yamal-Nenets Autonomous Area and has recoverable gas reserves of over 320 billion cubic metres.

Although the Semakovskoye gas field has sufficient resources for 10 million tonnes per annum of LNG over 20 years, Gazprom and its partner said they would focus on pipeline natural gas production

and sales. Gazprom and RusGazDobycha are also proceeding with the Ust-Luga LNG project and like the Semakovskoye gas field are seeking financing from Russian banks and institutions.

"The configuration of the development project is fully defined, including the priorities for the construction and commissioning of production and transmission facilities, the procedure for recording and purchasing extracted gas, and the ongoing efforts for attracting project financing from Russian credit organizations," said Gazprom.

As part of the first stage of pre-development for the Semakovskoye field a third company called RusGazAlyans, a 50-50 joint venture owned by Gazprom and RusGazDobycha, has commenced drilling.

"Construction is underway for the first horizontal development well with a vertical deviation of more than 2,000 metres," said Gazprom.

"The well is designed to have a measured depth of about 2,700 metres, with a vertical depth of 830 metres," it added.

"It is planned to complete the construction of the first six development wells by no later than the first quarter of 2021," stated Gazprom.

The Russian company said that highways are being built as well as production facilities near Taz Bay and logistical resources are being brought into the remote area.

"Commercial production at the Semakovskoye field is slated to start in 2022," said Gazprom.

"By that time, 19 wells will be

built there. The extracted gas will be fed into Gazprom's gas transmission system," it added.

Gazprom noted that in September 2016, Gazprom and RusGazDobycha signed a Master Agreement on the implementation of a joint project for the development of the Semakovskoye field, as well as two other gas fields, Parusovoye and Severo-Parusovoye.

"The FID on the development of the Parusovoye and Severo-Parusovoye fields will be made later," said Gazprom.

The Baltic LNG concept of Gazprom and RusGazDobycha proposes the design, construction and operation of a production plant on the coast about 110 kilometres from St Petersburg.

Japan's South Africa bank onboard for LNG in Mozambique

Rand Merchant Bank, the South African investment banking arm of the largest financial services group in Africa, FirstRand Ltd, has joined the lending consortium for the Mozambique LNG export project.

RMB said the funding agreement it is part of is for the on-shore project led by French energy major Total French and would amount to around 267 billion South African rand (\$15.3Bln).

The bank said the financing agreement would be signed before the end of June 2020.

"The loan is defying challenges in the financial markets and a severe pull back in investment in the oil and gas sector in Sub-Saharan Africa because of coronavirus," said RMB.

"It will be a remarkable achievement in the circumstances. The backdrop could not have been worse for Total and partners to raise huge volumes of long tenor funding - the economic fallout of COVID-19 has put enormous pressure on bank funding and capital and has triggered an oil price crash," said Jonathan Ross, Head of Oil and Gas Coverage at RMB.

Ross noted that many projects were now delayed and capital expenditure had been deferred as companies scrutinise costs in these challenging times.

"It is particularly encouraging to see rare progress for such a large and important project in what is a primary revenue-generating industry in Africa," stated Ross.

The Total project in Mozambique is also underwritten by the Export-Import Bank of the United States.

First Singapore bunker vessel is launched at Nantong yard

LNG Journal editor

The first Singapore LNG bunkering vessel owned by Shell Eastern Petroleum and Keppel Offshore and Marine Ltd has been launched at the Keppel Nantong Shipyard in China.

The joint venture between Shell and Keppel, FueLNG, initially ordered the ship to provide LNG bunkering to a wide variety of vessels through truck-to-ship or ship-to-ship bunkering in the Port of Singapore.

Moved

FueLNG said that the newbuild of 7,500 cubic metres capacity was moved from land to water at the Chinese yard and is expected to be completed in the fourth quarter of 2020.

The vessel, which is able to run on both LNG and marine diesel oil, is currently being built to the proprietary design developed by Keppel O&M's technology arm, Keppel Marine and Deepwater Technology.

"Key features of the vessel include high manoeuvrability which enables bunkering without tug



LNG fuelling ship at the Keppel group's Chinese shipyard

assistance, compatibility with a wide range of vessels, as well as propulsion and power management systems that optimise fuel consumption," they said.

The ship has a filling rate range of up to 1,000 cubic metres of LNG per hour and is able to supply LNG to various types of vessels at heights ranging from 3 metres to 23 metres above water level.

The Shell-led venture said the bunkering vessel would enable FueLNG to be the first in Singapore to provide regular ship-to-ship LNG bunkering services within the port.

It supports initiatives implemented by the Maritime and Port

Authority of Singapore (MPA) to increase the adoption of LNG as a marine fuel and facilitating the growth of Singapore as a global LNG bunkering hub.

"There is a growing number of LNG-fuelled vessels in the world and FueLNG is well-positioned to seize LNG bunkering opportunities in Singapore," said Saunak Rai, General Manager of FueLNG.

"We have safely completed more than 200 truck-to-ship bunkering operations with no incidents, a testament to our high standards and operational expertise," added Rai.

Burckhardt Compression sees solid sales and area expansions

Swiss company Burckhardt Compression, whose LNG offerings include the Laby brand of compressors and boil-off gas solutions, has set a solid sales target for the year as it expanded in Japan and the US and was proceeding with building a factory in China.

Burckhardt, based in Winterthur in central Switzerland, said it was aiming for full year sales of more than 650 million Swiss francs (\$676M), even amid the current global uncertainties.

"From today's perspective, the company expects stable profit margins for the 2020 financial year," said Burckhardt.

"The longer-term effects of

the global coronavirus situation on Burckhardt's business cannot be estimated at this time," said the company.

That's as consolidated net income rose by 23.8 percent compared with the previous year to 39.9M Swiss francs, or 6.3 percent of sales.

US subsidiary Arkos Field Services, fully acquired in November 2019, is included in this figure as a fully consolidated subsidiary.

"Incoming orders did not match the record-high figure from the previous fiscal year," said the company.

Gross profit of 149.8M topped the prior-year figure of 135.7M

francs by 10.4 percent.

The net financial position at the end of the fiscal year amounted to a loss of 91.7M francs compared with a loss of 49.4M francs in the previous year, reflecting increase in net working capital, the acquisition of the remaining 60 percent interest in Arkos Field Services and the fixed investment at the new factory in Shenyang in the northeast Chinese province of Liaoning.

"Construction of the new factory in Shenyang in China is well on track despite an interruption of six weeks because of the coronavirus outbreak," said Burckhardt.



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NEWS NUDGES

Gazprom gas for Greeks

Russian pipeline natural gas company Gazprom has signed a long-term contract to supply the Greek group, Mytilineos S.A. Gazprom last year delivered 588 million cubic metres of gas to Mytilineos, Greece's largest private gas importer. "This long-term contract will enhance the competitiveness of Mytilineos in the region's gas market and will make a substantial contribution to maximizing the efficiency of our industrial and power assets," said Evangelos Mytilineos, Chairman and Chief Executive of Mytilineos.

China LNG index up

China's import price index for liquefied natural gas rose in the week to June 3, according to data from the Shanghai Petroleum and Natural Gas Exchange (SHPGX). The LNG index is for delivered cargoes, not including tax. The most recent quote for Cost, Insurance and Freight (CIF) delivered cargoes was given as 2,586 yuan (\$363) per tonne, or \$7.06 per million British thermal units, compared with the previous week's price of 2,184 yuan (\$307) per tonne, or \$5.96 per MMBtu.

Spot charter rates steady

Shipping charter rates for LNG carriers in the spot market were flat over the past week. Rates were quoted at an average of between \$33,000 per day and \$31,000 per day West of Suez and at rates of between \$31,000 per day and \$29,000 per day East of Suez for vessels of between 155,000-165,000 cubic metres capacity, according to various brokers. One-year time charters were steady for the most modern vessels and were seen at rates of around \$43,000 per day.

LNG equipment maker Chart Industries reports positive activities and orders stream in Europe and Asia sales areas

LNG Journal editor

Chart Industries, the US LNG equipment maker, has reported mid-second quarter business activities, including new contracts and expenditure and cash flow details at its four divisions.

Chart said that net cash provided by operating activities for continuing operations amounted to \$15.5 million and corresponding free cash flow included capital expenditures of \$12.6M, driven by strong earnings, cash collections and supplier terms extensions.

Agreement

The Atlanta-based company, listed on the Nasdaq global exchange, also completed a five-year long-term agreement with a major industrial gas customer for field services and repairs.

Chart said it signed an agreement with Risco Energy Solutions to provide LNG equipment to support the rapidly growing gas-to-power infrastructure in the Asian nation of Indonesia.

"April earnings per share and adjusted earnings per share after adding back severance costs were very strong, as our non-energy related businesses have continued to perform," stated Jill Evanko, Chart's President and Chief Executive.

"While the pandemic has altered 2020 for everyone, we are focused on shaping our business to deliver good results in 2020 and position Chart to take advantage of the strong fundamentals of the clean energy transition," she added.

It also booked orders with 67 new customers in April and May and executed \$11.9M of additional cost reductions on May 29, 2020, bringing year-to-date total annualized cost reductions to \$60.7M.

"While the current economic situation continues to be challenging for our oil-related product lines, we continue to see demand



Company supplies industrial gas customers and LNG facilities

for our equipment and solutions related to the transition to clean energy infrastructure and our specialty markets," said Chart.

"With over \$60M of cost reductions taken year-to-date, we continue to expect margin expansion throughout 2020 and strong free cash flow for the year, with debt paydown a priority," it added.

Company free cash flow in April 2020 amounted to \$12.6M.

"In the past two months, we have achieved payment term extensions with 311 suppliers with an average payment term extension of 38 days (new payment terms for those suppliers average 89 days)" stated Chart.

The company second quarter orders through May 29 totaled about \$135M, with orders in-house that will be booked in the first days of June totaling an additional \$14M.

"In April and May, we received orders from 67 new customers, including 20 in China, where quarter-to-date orders and sales have exceeded our original 2020 plan," stated the company.

"We continue to see consistent and strong quoting and order levels for fueling stations, repair and service, small-scale LNG infrastructure and specialty markets, including the receipt of a \$2.3M order for a European country's Armed Forces," Chart revealed.

"We also expect to receive a small-scale terminal order in North America in June 2020," it added.

In the E&C Cryogenics division,

demand for quick turn refurbishment, repair and service-related product and services has increased over the past eight weeks, with orders of \$7.2M associated with this type of work.

"Venture Global's Calcasieu Pass big LNG project continues on schedule, and in May, we booked an additional \$1M order related to the project," said the company.

Chart said that areas that softened in the first two months of the second quarter 2020 included HLNG vehicle tanks, beverage tanks, and air-cooled heat exchangers.

"Air cooled heat exchanger orders quarter-to-date total \$12.1M while the fans business continues to book and ship consistent with first quarter levels," said the company.

Chart noted that the support of governments for the transition to clean energy fuels has heightened, with India extending excise duties on diesel, and Germany expected to extend the toll exemption for LNG heavy duty trucks on German highways in early June which will continue to incentivize companies to build infrastructure, including LNG fueling stations and additional over-the-road LNG trucks.

The company has also previously announced a letter of intent from Shell for 7 fueling stations in Germany and in May 2020, received the first purchase order for 2 of the 7 stations plus a surprise four station order that has not yet been booked from another customer.

British Columbia bunkering proposal at Tilbury Island on Fraser River advances on the regulatory front

LNG Journal editor

The Impact Assessment Agency of Canada is moving forward in the regulatory process for plans to establish a liquefied natural gas bunkering hub for shipping on the Canadian Pacific Coast.

The IAAC has accepted an initial project description for the proposed Tilbury Phase Two LNG expansion, located on Tilbury Island near Delta in British Columbia, including the supply of maritime fuel for the bunkering hub.

Expansion

The expansion is also being proposed to increase the production and storage of LNG to improve security of supply to the utility company FortisBC and its approximately 1.1 million natural gas customers in the Pacific Coast province.

FortisBC, the provincial power company, has a joint venture with US company WesPac Midstream to develop a full-service LNG bunkering jetty on Tilbury Island.

The International Maritime Organization's cap on sulfur in fuel comes into effect in 2020 and the BC government said it would help the shipping industry to turn to LNG to meet those stricter rules.



FortisBC increases potential of liquefaction plant near Vancouver in joint venture with WesPac Midstream

The project, near Vancouver, includes putting a temporary floating bunkering terminal in place to meet what is expected to be new demand for LNG from shipping because of the IMO restrictions.

WesPac plans to build the temporary bunkering berth until a permanent one is constructed by 2022.

Tilbury LNG's additionally capacity and storage also offers opportunities to upgrade existing infrastructure to current design standards and technologies and to align with the provincial Government of BC's CleanBC Plan.

The overall LNG proposal comprises an expansion of up to 162,000 cubic metres of LNG stor-

age and up to 11,000 tonnes per day of LNG production.

The project will receive natural gas at the site through established pipeline systems.

It will connect to FortisBC's existing LNG facilities comprising vapourization and gas send-out facilities to support security of natural gas supply to gas utility customers and the proposed WesPac Tilbury Marine Jetty project for bunkering and exports.

Two or more LNG production Trains are being considered and phased in over several years with ultimate completion anticipated prior to 2028.

Detailed engineering and construction for the project is expected to begin in 2021.

The whole project is located within Delta, on a long-standing brownfield site owned by FortisBC.

The existing FortisBC LNG facility includes the original production and storage facility in operation since 1971 and a Phase 1 production and storage expansion has been in operation since 2018, including power supply, gas supply, and both natural gas and LNG distribution facilities.

"The unique circumstances arising from Covid-19 have presented challenges to the usual approaches of undertaking meaningful public engagement and Indigenous consultation," said the agency.

The IAAC said it continued to assess the situation with key participants, adjust consultation and engagement activities, and provide flexibility as needed.

The project is subject to both the federal Impact Assessment Act and British Columbia's Environmental Assessment Act.

As described in the Impact Assessment Cooperation Agreement Between Canada and British Columbia, the Agency and the EAO are working in cooperation for the initial phase of the project's review.

"Public comments have been invited and only need to be submitted once to either the Agency or the EAO to be considered in both the provincial and federal impact assessments," it said.

The comment period is taking place until midnight Pacific Time on July 16, 2020.

"Once completed, the joint Summary of Issues and Engagement will be provided to the proponent, FortisBC Holdings Inc., to inform the next steps in the process," the IAAC added.

Comments received by the IAAC and the EAO will be published online and virtual open houses will take place during the public comment period.

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Cyprus gets eight bids to oversee LNG project

The Cyprus Natural Gas Infrastructure Co. (ETYFA) said eight bids had been received for the engineering supervision contract for the Chinese-led liquefied natural gas import project being pursued on the Mediterranean Island for power needs.

The Cypriot Government signed a project deal in December 2019 with a consortium led by China Petroleum Pipeline Engineering and Hudong-Zhonghua Shipbuilding and the Government also entered into a €290 million (\$322M) contract with ETYFA to develop the terminal.

The China-led consortium also includes Greek company Metron and the Norwegian firm, Wilhelmsen Ship Management.

The Natural Gas Public Company of Cyprus (DEFA) is also involved in the development process for the LNG terminal to be located at Vasilikos Bay, near Limassol.

The tender application process closed last week and ETYFA said it would immediately begin assessing the eight bids to supervise the project.

According to an ETYFA statement, the eight bidders or consortia are: UK classification society Lloyd's Register and France's Sofregaz, Rogan Associates (a joint venture); Hill International N.V. and French class society Bureau Veritas Solutions Marine & Offshore; Italy's Rina Consulting S.p.A.; engineering firm Technip E&C Ltd (Tecl); European class society DNV GL; engineers Amec Foster Wheeler Iberia SLU.

Another consortium is the MITAS Generators, Kelberry (MKJV and MT Milan Tractor S.P.A.; and Abamba Ltd (Epcm Consultants SA) with Global Maritime Consultancy & iX Engineers.

LNG supplier Calor's small-scale needs grow for off-grid business

LNG Journal editor

Calor, the UK's leading retail supplier of liquefied natural gas and liquefied petroleum gas (LPG) with 350,000 commercial customers located off the main gas grid, is building up its loading volumes from National Grid Plc's import terminal on the Isle of Grain in Kent.

Calor has just announced the loading of its 1,200th LNG truck, which equates to more than 24,000 tonnes of LNG, supplied across the length and breadth of the UK.

Distribution

"The truck-loading facility on the Isle of Grain, which is located 43 miles east of London, opened in 2015, and Calor was the first LNG supplier to load and deliver to its extensive UK LNG customer base, which ranges from large off-grid industrial applications (including food & beverage and pharmaceutical) to vehicle refuelling, to name a few," said Calor.

Grain LNG also offers reloads, trans-shipments and other services such as reloading road tankers and ISO containers.



Company building up volumes from Grain LNG in Kent.

The National Grid subsidiary additionally has plans for a marine breakbulk facility.

Mark Gilks, Calor LNG National Account Manager, said his company was committed to delivering fuel to its customers, especially throughout the current crisis as the UK uses cleaner and greener fuel sources.

"By using LNG instead of more polluting fuels such as oil and diesel derivatives, we have helped UK businesses cut their CO2 emissions by up to 25 percent over the past five years, based on the loadings from the Isle of Grain alone," said Gilks.

"LNG-powered trucks have comparable performance to diesel vehicles in terms of power, accel-

eration and cruising speed, but can cut CO2 by between 10 percent and 20 percent, depending on duty cycle and vehicle type," he added.

"LNG also takes up 600 times less space than conventional natural gas making it easy to transport and store compactly in its liquid form," stated Gilks.

The Calor executive said that the company was grateful to its operational team who have kept on going, particularly over the last few months.

"We're incredibly proud of what we have achieved and keen to see where the next five years will take us, as we do our bit to promote the use of cleaner energy sources nationwide," explained Gilks.

InfraStrata advances plans for UK terminal and Irish gas storage

InfraStrata plc, a UK company focused on strategic infrastructure projects, has signed an agreement to acquire Meridian Holdings, developer of a proposed LNG import project using a floating storage and regasification unit deployed near Barrow-in-Furness port in northwest England.

InfraStrata is listed on the Alternative Investment Market of the London Stock Exchange and already owns a shipyard in Belfast and natural gas storage in North Ireland.

The company has signed a term sheet with an affiliate of a Canadian equity fund, West Face Long Term Opportunities, conditional on a final investment decision being

taken for the FSRU project. "I am very pleased that we have now signed this term sheet, leading to the formal Sale and Purchase Agreement over the course of the next couple of months," said John Wood, Chief Executive of InfraStrata.

"This is the culmination of many months of hard work by the InfraStrata team," he added.

If the Barrow-in-Furness plan comes to fruition it would be a fourth import point for UK LNG after National Grid plc's Isle of Grain terminal in Kent and the South Hook and Dragon LNG facilities at the Welsh port of Milford Haven.

"The continued traction that we

have been receiving from global players within the LNG markets since the day we announced the exclusivity agreement last year, validates our belief that this FSRU project is strategic and crucial to the UK's future natural gas supplies," he explained.

"As we move towards a more decarbonised economy, natural gas will be the transitional fuel of choice, with LNG playing the all-important role of balancing natural gas and power markets by acting as baseload feedstock for power generation, on the one hand, and providing peak shaving capabilities on the other," said Wood.

France's Channel Coast terminal at Dunkirk is now able to offer 3,000 LNG truck-loading slots

LNG Journal editor

The liquefied natural gas import terminal at Dunkirk on the French Channel Coast has opened its truck-loading bay as small-scale LNG and fuel usage increases in Europe.

"Ship owners and haulage companies as well as remote industry increasingly choose LNG as alternative low emission fuel. Their supply can now be sourced from the Dunkirk LNG terminal," said the French Dunkerque LNG operating company.

High capacity

Following its commercial entry into service, the newly commissioned truck-loading bay at the Dunkirk terminal offers a loading capacity of 3,000 slots per year.

The Dunkirk import facility is owned and operated by Dunkerque LNG, a company 61 percent held by a consortium including Belgian



The terminal now has a full range of services on offer

gas infrastructure group Fluxys, as well as funds such as AXA Investment Managers on behalf of its clients and France's Crédit Agricole Assurances.

A further 39 percent is owned by a consortium of South Korean investors led by IPM Group in cooperation with Samsung Asset Management.

Juan Vazquez, Chief Executive of Dunkerque LNG, said he was delighted with the start-up of

services for the trucking industry.

"This project has successfully come to fruition through our collaboration with the Port of Dunkirk, one of our main partners in the development of this new service," explained Vazquez.

"With a capacity of almost 2,000 loading slots available between now and the end of the year, our first bay is ready to welcome customers," stated the CEO.

The company said the service

was straightforward and trucking customers can book loading slots online 24/7.

"After online training, drivers can fully autonomously load LNG in just one hour and 30 minutes thanks to a flow rate of 50 cubic metres per hour," said Dunkerque LNG.

"The increasing demand for cleaner energy in maritime and road transport as well as in the industrial sector has brought LNG to the forefront as an attractive alternative due to its low emission profile," added the company.

The terminal is located alongside Dunkirk's Western Harbour and began importing cargoes in 2016.

The jetty is large enough to enable the unloading and reloading of the largest LNG carriers up to 266,000 cubic metres capacity and it has three tanks, each with 200,000 cubic metres of storage.

Floating LNG terminal pioneer Excelerate boosts executive roster for ship management

Excelerate Energy of the US, the owner of a fleet of 10 LNG floating storage and regasification units and the pioneer of over a dozen import projects worldwide, has boosted its corporate leadership for shipping.

The Houston-based company has named Calvin Bancroft as the Chief Operating Officer.

"Calvin has exemplified success in his career, and we know that he will bring his strengths to the Excelerate management bench," said Steven Kobos, President and Managing Director of Excelerate.

"It is an exciting time for our company, as well as the industry, and this addition to our team is a strategic investment in our future, as we position ourselves for continued growth following our ETM ship management announcement," added Kobos, whose company has helped establish LNG terminals in

the Americas, Europe and Asia.

Bancroft has a proven track record in the industry and his experience includes maritime security, chartering, supply chain management and operational logistics.

"He has been recognized by the industry and received four public commendations from the Department of Homeland Security," said an Excelerate statement.

Most recently, he led the reinvention of US energy company Phillips66's organizational culture, creating an environment of trust and collaboration, while improving the company's recruitment and retention, global competitiveness and profitability.

"I am honored to join a team of hardworking and accomplished professionals," said Bancroft.

"While we continue to adapt to a dynamic market environment, we are uniquely positioned in the

industry and I look forward to helping the company achieve success in future endeavors," added the new COO.

Excelerate said that in his new role, Bancroft would leverage his vast maritime experience to oversee the company's ETM ship management services, which officially launched in February 2020.

"This will include ensuring the largest FSRU fleet continues to deliver creative and timely solutions to clients across the globe," said the company.

"The Excelerate fleet will all be transitioned to ETM ship management by the end of 2020," it added.

Prior to his tenure at Phillips 66, Bancroft was Commercial Logistics Manager for the Americas at Shell Chemical, directing the contracting and operational logistic strategies for eight chemical business units, while improving chemical cost

trade lane logistics and efficiency.

He also worked as Vice President of Fleet Operations and Facility Security Officer with Ocean Shipholdings, Inc., managing a commercial fleet of about 20 vessels.

He holds a B.S. in Nautical Science from Maine Maritime Academy and an M.B.A. in International Business and Marketing Management from the University of St. Thomas in Houston. He also served in the US Naval Reserve.

Excelerate received all its compliance certification in February 2020 for its new ship management services division.

Excelerate's FSRU "Experience" is the first of its vessels under ETM ship management.

The vessel has left the Navantia dry docks at Ferrol in northwest Spain where it underwent scheduled maintenance and upgrades.