

Mediterranean small-scale LNG takes step forward with Ravenna

Utility companies Edison and Enagás have joined with local firms to market fuel for trucks and ships
LNG News Editor

Italian utility Edison and Enagás, the Spanish natural gas grid operator and LNG terminal network owner, have delivered the first cargo to their small-scale LNG import terminal joint venture at the port of Ravenna on the northeast coast of Italy.

Edison and Enagás are cooperating in developing small-scale LNG use in the Mediterranean region of both Italy and Spain.

Scale Gas

An Enagás subsidiary called Scale Gas is the Spanish terminal owner's shareholder in the new Italian small-scale terminal.

The "Ravenna Knutsen" small-scale carrier delivered the shipment from the Enagás large-scale import terminal in Barcelona.

The carrier docked at the quay in front of the coastal depot of the Ravenna port on September 9 to starting the unloading operation.

The terminal has a storage capacity of 20,000 cubic metres of LNG and potential annual handling of over one million cubic metres of LNG.

It will supply at least 12,000 trucks and up to 48 ferries per annum.

With this, Edison said it launched the first integrated small-scale LNG logistics chain in Italy. The transaction also confirms Edison's commitment to decarbonization.

"With the first discharge of liquefied natural gas in the depot, the test and verification activities



The 'Ravenna Knutsen' brought in a cargo from Barcelona

of the Ravenna plant began, the first coastal LNG depot in mainland Italy serving the sustainable mobility of heavy and maritime transport, which will come into operation on next October," said Edison.

A third shareholder in the Spanish-Italian venture is Petrolifera Italo Rumena (PIR), an independent Italian terminal operator with 10 facilities in the Mediterranean handling and storing chemicals, petrochemicals, oil, biofuels and other products.

A holding company called Depositi Italiani GNL was created by Edison and PIR for the development and management of the small Ravenna LNG terminal, which is not connected to the national gas grid.

Under the accord between Enagás and Edison, 19 percent of the Ravenna facility shares were transferred to the Enagás subsidiary Scale Gas and this left PIR holding 51 percent and Edison with 30 percent.

The LNG carrier "Ravenna Knutsen" is the dedicated small-scale vessel dedicated to the new small Italian terminal.

The first cargo enabled the controlled filling operations of the

tanks. "With these activities, the test period of the delivery began as part of the commissioning," said Edison.

Norwegian shipowner Knutsen take delivery of the 30,000 cubic metres capacity vessel in February 2021 from South Korea's Hyundai Mipo shipyard.

The newbuild is one of the world's first small and medium-scale LNG carriers to feature C-type bi-lobe cargo tanks. It features three 10,100 cubic metres capacity tanks with low alloy 9 percent Ni steel.

The 180-metres long vessel has WinGD dual-fuel propulsion as well as a boil-off gas re-liquefaction system.

"With the Ravenna plant, Edison has helped launch in Italy the first integrated small-scale LNG logistics chain with a plan for the development of sustainable mobility both by land and by sea," said Italian power company.

Supported

"The development of small scale LNG is supported by a positive institutional strategic context both globally and nationally," stated Edison.

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US Venture Global's Calcasieu Pass LNG plant in Louisiana takes shape for likely 2022 start-up

LNG News Editor

Venture Global's Calcasieu Pass LNG export project has filed its monthly construction report to regulators showing substantial progress as the facility aims to be the next large US LNG export plant to start commercial operations by around the fourth quarter of 2022.

The Calcasieu Pass plant is taking shape in Cameron Parish, Louisiana, south of the city of Lake Charles, according to the latest report and photographs filed with the Federal Energy Regulatory Commission.

Status report

The monthly status report showed that many parts of the project have already been completed.

Once the Calcasieu Pass plant starts up it becomes the seventh US facility as the US heads for the position of the World's No. 1 exporter, moving ahead of Australia and Qatar, with both producing just under 80 million tonnes per annum.

The Calcasieu Pass plant will have nameplate output of 10 MTPA



Thermal oxidizers are among growing equipment array

and its completion is expected to be ahead of schedule because of the use of modular building methods for the liquefaction Trains.

With full production from Calcasieu Pass, the US would move to total nameplate capacity at the seven plants of 81.5 MTPA.

This would rise to 86 MTPA once the sixth Train at Cheniere Energy's Sabine Pass plant in Louisiana also comes on stream in 2022.

The Calcasieu Pass Trains are being constructed in Italy and delivered for installation and set up at the Louisiana site.

More than half of the 18 mid-scale processing Trains to be used at the facility have now been installed.

"Key work during the month included ongoing materials delivery, site civil work, foundation work, piping and electrical system installation, equipment work, building erection, module delivery, LNG tank construction and commissioning," said Venture Global.

The company told the FERC that the completed works included the paving of all roadways in Power Island area, the installation of all

piping tie-ins to the north and south steam turbine units and hydrotesting of the high pressure, intermediate pressure and low pressure boiler tubes and steam drums for heat recovery steam generator (HRSG) unit No. 5.

The engineering and work crews also performed final shaft alignment for combustion turbine and generator units No. 2 and No.3.

Several liquefaction modules and mixed refrigerant (MR) compressor skids were also fixed in place.

In the jetty area, LNG trenches were excavated and minor foundations have been installed.

The Calcasieu Pass plant has Omaha, Nebraska-based company Kiewit Corp. as the main engineering, procurement and construction contractor.

Venture Global said in its report to FERC that the Calcasieu Pass project did not issue any non-conformances during the most recent reporting period.

"Contractor non-conformances are logged and discussed with FERC staff at virtual inspections," it noted.

Sempra Energy Mexican unit IEnova clears way for creation of North American project platform

Sempra Energy has completed its final move in making Mexican subsidiary Infraestructura Energética Nova (IEnova) a private company by buying up all its publicly-held shares and clearing the way for the creation of the new Sempra North American LNG and gas platform.

IEnova said in a statement that the public cash tender offer launched by Sempra to acquire all of the outstanding ordinary shares had been completed.

"IEnova has filed an application with the Mexican Banking and Securities Commission for the cancellation of the registration of all the shares representing its capital

stock from the Mexican Securities Registry, which will result in the de-listing of such shares from the Mexican Stock Exchange, the Bolsa Mexicana de Valores (BMV)," explained IEnova.

IEnova parent Sempra is continuing with process of creating its new energy platform called, Sempra Infrastructure Partners.

The IEnova subsidiary is part of this move by Sempra to bring non-utility infrastructure into one company.

This involved first taking IEnova private as a sole Sempra Infrastructure asset.

The San Diego-based company

aims to combine the strengths of Sempra LNG and its Cameron export plant at Hackberry in Louisiana and IEnova's related assets.

The IEnova subsidiary has become one of the Mexico's largest energy companies, owning the Costa Azul LNG export project and being a leading developer and operator of Mexican renewable power projects and natural gas pipelines.

Sempra also agreed in April 2021 to sell a non-controlling 20 percent interest in Sempra Infrastructure Partners to US investment fund Kohlberg Kravis Roberts, now known as just KKR, for \$3.37 billion in cash.

That transaction valued Sempra Infrastructure Partners at round \$25.2Bln, including expected asset-related debt of \$8.37Bln.

The buying up of IEnova shares was an integral part of creating Sempra Infrastructure Partners, meaning it now owns the Mexican natural gas infrastructure portfolio, consisting of distribution companies and certain cross-border and in-country pipelines.

These include pipelines carrying US natural gas exported to Mexico and which will supply feed gas for the Costa Azul LNG export plant when completed.

Shipbrokers report on market plans for winter

Shipbrokers in the London market reported a move to more charter activity in September as August had seen the LNG market feel very subdued on a prompt basis with notably fewer spot fixtures than in the previous month.

"The pace of earlier mid-year activity had dropped off, exacerbated by the holiday season as summer slowly draws to an end," said the monthly LNG charter market report from brokers Simpson, Spence and Young of London.

"Then gains on commodity pricing forced charterers to begin to closely examine their winter positions," said the report.

"With a slow trickle of LNG cargoes to be worked in September and early October, few wished to forward fix their tonnage too early and miss capturing the potential winter upside in the fourth quarter," explained the SSY report.

The London brokerage noted that the Atlantic Basin throughout early and mid-August saw very limited free-on-board (FOB) volume, with the Far East the more active Basin supported by a variety of cargo tenders, while relet availability was plentiful against these.

"Prices, despite a minor wobble due to TTF sell-off in August mid-month, continued to rise with support lent by production issues in all basins, tight pipeline flows and rising carbon prices with the arbitrage widening further as August ended," explained the report.

"Shipping length for short and snappy employment saw unspectacular interest, with few charterers unwilling to explore longer tonne mile cargoes discharging in the Far East unless exorbitant rates could be secured," stated the SSY report.

Indian importer Petronet plans third terminal and this time on East Coast

LNG News Editor

Petronet, the largest Indian importer with two terminals on the West Coast at Dahej and Kochi, is now planning a third import facility on the East Coast where only one currently operates.

Chairman Tarun Kapoor said in the Petronet annual report just published that the company was studying a project to deploy a floating storage and regasification unit (FSRU) at the port of Gopalpur in the East Coast state of Odisha, and possibly an onshore terminal as well at a later date.

Demand curve

"The LNG terminal will help meet the increasing gas demand of the eastern and central part of the country," said Kapoor.

"Petronet has completed the pre-project studies and is in process of preparing the Detailed Feasibility Report (DFR) for a 4 million tonnes per annum floating storage and regasification (FSRU) terminal followed by a pre-feasibility report for a 5 million tonnes



The chosen port of Gopalpur in East Coast state of Odisha

land-based terminal in the future," explained the Petronet Chairman.

Petronet had previously planned to set up a terminal at Gangavaram in the East Coast state of Andhra Pradesh, though did not proceed because of a lack of perceived demand in 2017.

The Gopalpur port terminal in the state of Odisha could put Petronet in competition with another East Coast terminal planned for Dhamra port in Odisha by Gas Authority of India and the Adani

Group. The Dhamra terminal is aimed at serving city-gas and power projects as well as industrial customers.

Petronet now sees that there is growing demand for LNG on the East Coast.

India's seventh import facility, the sixth on the West Coast, is now on line at Jaigarh Port, south of Mumbai in Maharashtra state in the form of an FSRU chartered from Höegh LNG by the Indian Hiranandani Group's H-Energy subsidiary for a period of 10 years.

Japanese LNG imports rise but surpassed by thermal coal surge

Japanese liquefied natural gas imports increased for a fourth straight month while prices jumped almost 90 percent year-on-year, though imports of thermal coal surpassed LNG, surging 34.5 percent last month to meet higher power demands.

The August 2021 LNG shipments amounted to 6.29MT, or around 90 cargoes, which was 7.8 percent higher than the 5.8MT received in August 2020, according to the preliminary trade figures from Japan's Ministry of Finance.

The July deliveries had amounted to 6.18MT, up 2.5 percent from the 6.03MT received in July 2020.

Japan's shipments in August cost 363.01 billion yen (\$3.31Bn), a rise

of 89.3 percent on the 191.76Bn (\$1.75Bn) spent in August 2020, though for fewer cargoes.

LNG competes mainly with thermal coal for power generation in Japan and the shipments of coal increased by 34.5 percent year-on-year in August to 10.6MT.

Japan's thermal coal imports in July 2021 were also high at 9.81MT, up 10.90 percent on the same month in 2020.

Nuclear power generation in Japan is still much reduced with only five plants with nine reactors having gained the agreement of local authorities to resume operations.

LNG cargo deliveries to Japan during August 2021 from nations such as Malaysia and Indonesia,

Papua New Guinea and Brunei rose by 18.5 percent to 1.46MT compared with August 2020.

Middle East shipments from countries like Qatar and Oman were 25.2 percent up year-on-year at 1.25MT.

However, shipments from Russia last month fell 75.7 percent to 144,000 tonnes because of maintenance work at the Sakhalin Island plant in the Russian Far East.

US cargo deliveries to Japan almost doubled year-on-year to 541,000 tonnes, though were less than the previous month's total of 611,000 tonnes. The balance of imports in August 2021 came from Australia, African nations and the spot market.



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NEWS BRIEFS

MOL signs Russia charters

Mitsui OSK Lines, the Japanese shipping company, has signed time charter contracts for four newbuild LNG carriers with a subsidiary of Russian LNG plant owner and developer Novatek. MOL said its vessels with 174,000 cubic metres capacity would be constructed in South Korea by Daewoo Shipbuilding and Marine Engineering and are scheduled for delivery in 2024. "The newbuilding LNG carriers are equipped with the cutting-edge MAN Energy Solutions engines, which offer major improvements in fuel efficiency," said MOL.

Sonatrach ethics code

Sonatrach, the state-owned Algerian supplier of pipeline natural gas to Europe and LNG cargoes from its Arzew and Skikda export plants, has issued a new code of ethics to achieve more transparency. "The Group's ethics are reflected first and foremost in our commitment to conduct our activities with integrity, transparency, fairness and excellence to enable our company to accomplish its mission in the service of the development and prosperity of the country," stated Chief Executive Toufik Hakkar.

Spot charter price drop

Shipping spot charter rates for LNG carriers dropped in the past week by \$3,500 per day to between \$63,500 per day and \$59,500 per day in the West of Suez market for vessels of 155,000-165,000 cubic metres capacity. East of Suez spot charter rates fell by the same amount to be quoted at between \$60,500 per day and \$56,500 per day, according to London brokers. One-year charter rates for the most modern vessels were unchanged at about \$93,000 per day.

LNG import candidate Lebanon to start off with pipeline gas supply agreement backed by World Bank

LNG News Editor

Egyptian commitment to exporting surplus natural gas from the domestic market as LNG from the plants at Damietta and Idku, east of Alexandria, may be affected in the future by deliveries to former gas markets in Lebanon and Syria via Jordan.

"Egypt's gas will be delivered to Lebanon through Jordan and Syria within three months," said Egyptian Oil Minister Tarek El Molla.

Pipeline

The gas will be transported through the Arab Gas Pipeline (AGP), a 1,200-kilometre-long trans-regional gas export pipeline built to carry natural gas from Egypt to Jordan, Syria, and Lebanon.

The Lebanese government is in crisis over power resources and other issues, though it is still regarded as a future candidate for LNG imports to provide independent energy security.

Another regional natural gas pipeline, the East Mediterranean Gas (EMG) pipeline, supplies Egypt with Israeli gas from its East Med fields, Tamar and Leviathan.

The EMG pipeline runs from Ashkelon in Israel to El Arish in Egypt.

El Molla said the Egyptian side was waiting for some procedures to be completed, including for Lebanon to submit a funding request to the World Bank.

Energy ministers from the four Arab countries agreed during a meeting in Jordan last week to work out details of a plan to resume Egyptian gas pipeline deliveries and Jordanian power to Lebanon.

The gas from Egypt will help feed the Deir Ammar power plant in Lebanon, which has a capacity of 450 megawatts, and help end



Egypt to help Lebanon end black-outs amid fuel shortages

power cuts being suffered by the crisis-hit Lebanese.

El-Molla explained that the neighbouring states will need the time to assess the infrastructure connecting them to Lebanon which is requesting 60 million cubic feet a day of natural gas.

Syrian Oil Minister Bassam Tohme said at the meeting that pipeline to Lebanon has to be repaired before it can be used again.

"Each state will send technical teams to inspect the pipeline over the next few weeks," said Tohme, whose country was almost taken over several years ago by Islamic State terrorists.

The AGP has been operational since 2004 and previously transported Egyptian gas to Lebanon via Jordan and Syria, but rising domestic demand in 2016 reduced Egypt's exports and a continuing series of attacks on the pipeline to Jordan and during Syria's war with Islamic State terrorists closed it altogether.

Syrian Minister Tohme added that his country would be taking a certain amount of Egypt's gas as part of the agreement to facilitate the flow of gas from Egypt to Lebanon through Syria.

He added that this would help with the electricity generating process in Syria, which is suffering

from the lack of electricity as a result of the sanctions and the US forces still being present near key gas and oil fields in eastern Syria.

Network relaunch

The AGP has four sections. The first section extends from El Arish in Egypt to the port of Aqaba in Jordan. Its total length is 265km, including a 15km long offshore segment running under the Gulf of Aqaba.

The second section runs 390km from Aqaba to El Rehab, which is situated 30km from the Jordanian-Syrian borders.

The third section is 30km in length extending from Jordan (El Rehab) to Syria (Jabber).

The fourth section constitutes part of the gas network in Syria. It runs from Jabber (Syrian side of Jordanian-Syrian borders) to the Syrian-Turkish borders, ending in Lebanon.

This section has four sub-segments. Segment one runs from Jabber to Homs in Syria, while the second segment connects the cities of Homs and Aleppo in Syria.

The third segment extends from Aleppo to the Syrian-Turkish borders.

The fourth sub-segment connects Homs in Syria with Tripoli in Lebanon.

US LNG data shows Asian and South American hot spots as destinations and Nicaragua debuts

LNG News Editor

The US Department of Energy has just published its latest liquefied natural gas monthly export data showing rising prices for the six plants and with China and Brazil being the top destinations, while the number of receiving nations increased to 40 as the Central American state of Nicaragua joined the list.

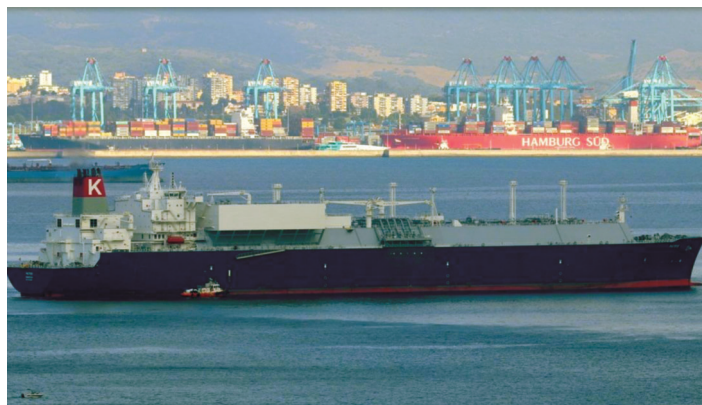
The DoE data showed 97 US cargoes were delivered in July 2021 versus 91 in the previous month and 31 shipments in July 2020.

Average prices

The year-to-date average price at the export points of the six US plants came to \$6.96 per MMBtu versus \$6.32 per MMBtu in the previous month, according to the DoE September 2021 LNG report.

The Sabine Pass plant remained the volume leader in July 2021 with five Trains on stream and supplying 29 cargoes, followed by Freeport with 21, Corpus Christi 21, Cameron LNG 17, Cove Point seven and Elba Island two.

Shipments from the Cameron plant at Hackberry in Louisiana cost the most for July 2021 at an average \$7.28 per MMBtu versus \$6.92 in June 2021 and for the year-to-date the Cameron shipments fetched an average of \$6.75 per



Carrier 'Patris' discharged US volumes in South America

MMBtu from the point of export.

The average prices for each of the five other plants (from the export point) from highest to lowest in July 2021 were: Freeport LNG (Texas) \$7.23 per MMBtu (\$6.38, June); Cove Point (Maryland) \$7.20 per MMBtu (\$6.76, June); Corpus Christi (Texas) \$7.04 per MMBtu (\$6.30, June); Elba Island in Georgia \$6.57 per MMBtu (\$5.876 June); and Sabine Pass (Louisiana) \$6.54 (\$5.98, June).

Notable cargoes shipped from the facilities on the Gulf Coast, included 11 mostly split cargoes sent to South America from the Freeport plant on Quintana Island, seven to Argentina and four to Brazil.

The delivering vessels included the 173,000 cubic metres capacity "Bahrain Spirit", acting as a conventional carrier instead of a Mid-

dle East floating storage unit for imports.

Another split cargo was lifted from the Texas plant and delivered to Brazil then Argentina by the 173,400 cubic metres capacity carrier, the "Patris".

The Cameron plant was a key supplier to West Asia, delivering three shipments to India and one to Pakistan.

The cargo for Pakistan was carried by the 163,285 cubic metres capacity vessel "Meridian Spirit" and two of the shipments for India were lifted by the 159,800 cubic metres capacity carrier "Kita LNG" and the 154,948 cubic metres capacity "Solaris".

The total number of US cargoes delivered worldwide since February 2016 now amounts to 2,529 shipments, or 8,201.9 billion cubic feet of natural gas.

The top five countries of destination, representing 56.3 percent of total US LNG exports in July 2021, were China (42.2 Bcf - 12 cargoes), Brazil (39.6 Bcf - 12 cargoes), South Korea (39.3 Bcf - 10 cargoes), Argentina (25.1 bcf - nine cargoes) and Japan (24.9 Bcf - seven cargoes).

The list of the Top 10 countries of destination overall since 2016 through July 2021 showed three Asian nations, South Korea, Japan and China filling to top three spots.

The Top 10 recipients of US LNG by numbers of cargoes at the end of July 2021 were: 1) South Korea 358 cargoes. 2) Japan 261. 3) China 195; 4) Mexico 161. 5) Spain 151. 6) UK 129. 7) India 128. 8) Brazil 142. 9. Chile 110 and 10) France 98.

US LNG had been received in vessels by 40 different countries through July 2021, with Nicaragua now being added to the ISO containers list with a very small volume of 848 mcf delivered from Fort Lauderdale in Florida.

The US also sends regular ISO containers by cargo ship to the Caribbean nations of Barbados, the Bahamas and Haiti.

In July 2021, a total of 24 containers were delivered versus 22 in the previous month. The recipients were Bahamas 16, Barbados five, Haiti two and Nicaragua one.

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UK firm signs LNG accord in Morocco

Sound Energy, the UK company with natural gas assets in Morocco and an LNG production proposal, has reported progress on several fronts, including sales, finance and engineering.

The company is planning to develop a micro-LNG plant for the Tendrara 5-Horst gas well in its Tendrara production concession in eastern Morocco, near the Algerian border.

The micro-LNG plant is part of a full field development plan centred around the construction of a 120-kilometre pipeline going north to link with the Maghreb-Europe pipeline.

Graham Lyon, Executive Chairman, said that there had been positive developments for the Tendrara concession, including on a commercial gas sales contracts and Phase 1 engineering of the micro-LNG plant.

A company called Afrikaia Gaz SA has signed a conditional LNG sales agreement.

"The agreement covers a 10-year, take-or-pay LNG sale and purchase at Tendrara," said Lyon. Sound Energy is also negotiating an \$18 million loan from Afrikaia Gaz.

The company added that there has also been activity covering the pipeline development discussions.

"A huge amount of work has been completed so far this year and much remains to be concluded during the remainder of 2021," said Chairman Lyon.

The LNG sales agreement with Afrikaia Gaz commits the buyer to purchase not less than 100,000 cubic metres per annum produced and liquified from the Phase 1 development concession joint venture. ■

AGL Energy signs pipeline gas deals for south Australia supplies

LNG News Editor

AGL Energy, the leading Australian gas and power supplier forced to cease any further development of the proposed Crib Point LNG import project in the southern state of Victoria, has signed pipeline natural gas supply agreements with Cooper Energy.

AGL's LNG project was dropped in May 2021 after the state of Victoria Planning Minister and an inquiry found that the project would have "unacceptable environmental" effects.

LNG rejected

The LNG regasification terminal would have been sited at Westernport Bay, south of Melbourne, and had previously been described by the company as one of the vital tools in the cleaner energy transition.

Cooper Energy and AGL have agreed to enter into a new Gas Sales Agreement (GSA) for all developed and uncontracted volumes from the Casino, Henry and Netherby fields in the Otway Basin, and amendments to the existing Sole GSA.



Cooper Energy's Sole gas field in the Gippsland Basin

The companies added that these new arrangements would take effect from January 2022.

Cooper Energy is an exploration and production company which generates revenue from gas supply to southeast Australia and low-cost Cooper Basin oil production.

The company is a player in the south-east Australian energy sector holding a portfolio of gas supply contracts and a growing portfolio of gas-focused acreage and assets, including reserves and resources in the Otway and Gippsland basins.

These include the Sole gas field in the Gippsland Basin which re-

cently became the first new off-shore gas development in south-east Australia to commence production in several years, the Casino Henry operations in the Otway Basin and undeveloped resources such as the Manta and Annie wells.

The new Otway Basin gas sales agreement with AGL is for supply of all developed and uncontracted volumes from the existing Casino, Henry and Netherby wells.

The term is the earlier of cessation of production from the existing wells or first production from the Otway Phase 3 Development. ■

Santos and Oil Search agree a final accord on all-share merger

Australian LNG plant operator Santos and Australian-listed energy company Oil Search have jointly announced the completion of the takeover of Oil Search by Santos in a deal worth A\$8.40 billion (US\$6.25 billion) to create a key Asia-Pacific LNG and energy player.

The all-share transaction brings together LNG assets in the Timor Sea, the Australian state of Queensland and in Papua New Guinea.

Under the deal Oil Search shareholders will own around 38.5 percent of the merged entity and Santos shareholders will own 61.5 percent.

"The merger creates a regional champion of size and scale, with a pro-forma market capitalisation of approximately A\$21 billion and a Top 20 company on the Australian Securities Exchange," said the statement.

"Santos expects the merger to unlock pre-tax synergies of US\$90-US\$115 million per annum (excluding integration and other one-off costs) which is expected to benefit both sets of shareholders," they said.

The Oil Search board has unanimously approved the transaction and recommended that a shareholder vote does the same "in the

absence of a superior proposal" or bid.

Both companies noted that the transaction was still subject to some regulatory approvals and a court approval in the Oceania nation of PNG.

The merged group would become the largest stakeholder in the PNG LNG plant at Caution Bay, located northwest of the capital Port Moresby and operated by ExxonMobil.

The combined Santos and Oil Search 42.5 percent stake in the PNG LNG plant overtakes the 33.2 percent stake owned by ExxonMobil. ■



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South American small-scale LNG progresses as Grupo HAM starts up filling station in Chile

LNG News Editor

Grupo HAM of Spain, the European Union liquefied natural gas filling station network owner, has completed a project to bring the South American nation of Chile its first LNG fuel station after previously opening a facility in Peru.

HAM and local partner company Empresas Lipigas designed, constructed and commissioned the Chilean LNG facility.

Strategic isolation

This station is located at the fuelling base of trucking company Transportes San Gabriel, in Linares, 300 kilometres south of the Chilean capital Santiago.

The latest station in the Maule region of Chile is sited close to the Pan-American Highway, part of the main artery of road transportation in the country.

"This project has been possible thanks to Lipigas, Transportes San Gabriel and the multinational AB InBev, a company that will incorporate 35 LNG-fuelled trucks into its fleet," said HAM.



Chilean LNG fuel facility is close to Pan-American Highway

The first full LNG trucking fleet in Chile will refuel at the new service station, contributing to a reduction of more than 800 tons per year of carbon-dioxide emissions and an 80 percent reduction in polluting Particulate Matter (PM), which affects human health.

"Liquefied natural gas is a real option for reducing CO2 in long-distance heavy transport, thus contributing to sustainable development, with the design of efficient energy solutions that help to face the challenge of reducing emissions to the environment," said Esteban Rodríguez, senior Lipigas executive and business manager. Lipigas is a company with a presence in Chile, Colombia and Peru and is developing its own clean energy portfolio of customers.

Grupo Ham's own subsidiary, HAM Chile S.p.A, has been working for several years in South America, with its own personnel and facilities located in the Santiago metropolitan region.

HAM previously partnered with Peruvian firm Limagas to build the first LNG and compressed natural gas station in Peru, an LNG exporting nation.

The station is on one of the main avenues of the city of Cuzco, located in the Peruvian Andes.

The HAM group said in July 2021 it had opened its 100th LNG filling station and now operates around 25 percent of existing facilities in Europe for LNG-powered trucks and other vehicles.

HAM's latest European LNG filling station was opened in Saint Quentin Fallavier in southeast France, reaffirming its leading role in the vehicular natural gas sector in the European Union.

The company's network of LNG and CNG facilities is expanding in a growing number of countries with more than 30 in Spain and the others spread around the EU in France, Belgium, Italy and the Netherlands.

HAM has also started developing networks in the newer entrants to the EU such as the Czech Republic, Finland, Poland and Slovakia, as well as non-EU countries like the UK and Switzerland.

HAM as a trucking company as well and was a pioneer in Spain in 2000 when it acquired its first US-built, natural gas-powered trucks.

LNG fuel companies successfully test an LNG delivery by rail in Germany to plant in Bavaria

Three European liquefied natural gas fuel companies have combined to successfully test an LNG delivery by railcar to a German power plant in Bavaria owned by the utility Uniper.

Liqvis GmbH, the LNG subsidiary of Uniper, said that VTG AG successfully completed initial tests involving the transportation by rail of LNG in its specially developed tank wagons.

In addition to VTG, another company involved in the tests was Chart Ferox, which provided technical support for filling the tanks at the facilities of Brunsbüttel Ports GmbH.

Brunsbüttel is where the first LNG import terminal in Germany

is under development. The LNG tanks were then transported by rail to a Uniper power plant located about 800 kilometres away and involving a north-south journey to the city of Ingolstadt in Bavaria.

"Liqvis is using the project to investigate the option of using rail as a safe, cost-effective and ecologically sound way to transport LNG distribution centres," said Liqvis.

"The ability to move larger volumes in a single batch by rail reduces transport emissions while taking heavy traffic off the roads," explained Liqvis.

"Carrying hazardous substances by rail is also generally regarded

as very safe," the company added.

Liqvis noted that project partner VTG has been carrying LNG for many years.

"Now, as the first and to date only company - in the rail freight sector, it has collaborated with Chart Ferox to develop an innovative tank wagon that can bypass shipping routes, road haulage and the pipeline network to transport LNG across Europe," explained Liqvis.

New rail wagons

The brand-new wagons have thermally insulated tank to keep the gas at a constant temperature during filling and transportation.

"VTG already has the expertise

and the logistical concepts that are needed to move LNG around Europe's rail networks quickly, reliably and in a way that is kind to the environment," said Heinz Jürgen Hiller, VTG's Business Development LNG Europe.

"As a kind of 'pipeline to go', our LNG tank wagons can permanently supply liquefied natural gas to whole industries with a voracious appetite for energy. We are really pleased about this partnership, which plugs a gap in rail freight," stated Hiller.

Brunsbüttel Ports, whose facility stands at the mouth of the Elbe River, was chosen as the venue for loading.