

GEA workshop sets course for Australian LNG bunkering standards

With a ship berthing every 17 minutes and over 2,500 tonnes of goods and product either being imported or exported every minute from an Australian port, our nation truly rides on the ship's back. The maritime industry is vital to Australia and will need to meet tighter International Maritime Organisation environmental regulations including reductions in sulphur emissions in 2020 and plans to adopt a greenhouse gas reduction (GHG) strategy which calls for a 50% cut to shipping GHG emissions by 2050.

LNG offers a solution to meeting the new IMO regulations with lower emissions, better economy and improved public health. With significant domestic LNG production available and commercial LNG bunkering now taking place in Fremantle and Pilbara Ports, Australia is well placed to use LNG as a maritime fuel to comply with these regulations. "Australia needs to facilitate LNG bunkering" was the message from GEA CEO Mr John Griffiths when GEA hosted a workshop in Perth on 17 September attended by representatives of GEA members BOC, EVOL LNG, APA Group and NGV Group.

GEA Technical Manager, Darryl Ramm, introduced representatives from Ports Australia, Pilbara Ports, Fremantle Ports, Maritime Industry Australia, Solstad Farstad, Shipping Australia, Liquegas Consulting, the LNG Marine Fuel Institute and Woodside to a project proposal for Standards Australia to adopt the International Standards Organisation (ISO) ISO 20519: Ships and marine technology -- Specification for bunkering of liquefied natural gas fuelled vessels with modifications recognising operational interfaces to existing Australian Standards including AS/NZS 60079.10.1-Explosive atmospheres - Classification of Areas - Explosive gas atmospheres, and AS2809: Road tank vehicles for dangerous goods.

"Adopting a recognised international standard and recognising the interfaces with existing Australian LNG operational standards is important to allow industry to step up and provide infrastructure effectively and efficiently to bunker Australian and international shipping in Australian ports" said Mr Griffiths.

GEA's next port of call will be reviewing the project proposal in light of workshop feedback and discussing the proposal with the Australian Maritime Safety Authority (AMSA).

<http://gasenergyaustralia.asn.au/>

Media contact: John Griffiths 02 6176 3100

