Associated with
LNG Conference 2013:
LNG in Europe and Baltic – market and investment opportunities
Accompanying event during the Transport Week 2013

STAKEHOLDERS PLATFORM:
When will LNG fuelled ships start to operate in the Baltic?
Shipowner perspective
6th March 2013, Gdansk, Poland
Polish Baltic Philharmonic

Co-financed by the European Union
Trans-European Transport Network (TEN-T)
5th March 2013
LNG Conference 2013:
LNG in Europe and Baltic – market and investment opportunities

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Stakeholders Platform:
When will LNG fuelled ships start to operate in the Baltic?

9:30 Introduction:
TEN-T Executive LNG MOS Programme— LNG as a priority
Nadia Chellafa, Project Manager, TEN-T EA

9:45
LNG in Baltic Sea Ports
Per-Olof Jansson, LNG Project Leader, Chairman of the Steering Group, Port of Helsingborg

10.00
Shipping in 2020— LNG fuelled ships— outcomes from the report
Claus Winter Graugaard, Deputy Head of Maritime Services, DNV (tbc)

DEBATE

Views from shipowners and shipowners associations
Finnish Shopowners’ Association—Olof Widen, Managing Director (tbc) - ‘15
Swedish Shipowners’ Association—Carl Carlsson, Environmental Manager (tbc) - ‘15
Danish Shipowners’ Association—Maria Bruun Skipper, Senior Adviser (tbc) - ‘15
Polish Shipowners’ Association—Adolf Wysocki, Secretary General (tbc) - ‘15
German Shipowners’ Association—Wolfgang Hintzsche, Marine Director - ‘15

European perspective on LNG fueled chips
European Community Shipowners’ Associations—Alfons Guinier, Secretary General (tbc) - ‘15

Shipping lines perspective on LNG:
Viking Line—Mikael Sandqvist, Superintendent Engine LNG (tbc) - ‘15
DFDS Seaways—Mikael Mortensen, Route Director (tbc) - ‘15
Unity Line—Piotr Waszczenko, Vice-President (tbc) - ‘15
Polferries representative (tbc) - ‘15

12:30—13:30 LUNCH

13:30 LNG in Balic Sea Ports—internal project meeting
ABOUT THE PROJECT

Baltic Ports Organization has initiated ‘LNG in Baltic Sea Ports’ project as a response to the IMO’s decision to establish new sulphur content limits in marine fuels sailing in Emission Control Areas (covering the Baltic, the North Sea and the English Channel) from the 1st of January, 2015. Liquefied natural gas is perceived as one of key solutions to meet the new requirements.

The main aim of ‘LNG in Baltic Sea Ports’, co-financed by the EU TEN-T Multi-Annual Programme, is to foster a harmonised approach towards LNG bunker filling infrastructure in the Baltic Sea area. Seven ports are involved in the project – Aarhus, Copenhagen-Malmö, Helsingborg, Helsinki, Stockholm, Tallinn and Turku. Each of the project partners is planning the development of port infrastructure to offer LNG bunker stations to ship-owners in the future. The works in the ports focus on pre-investment studies such as environmental impact assessments, feasibility analyses for LNG terminals or bunkering vessels, project designs, regional market studies, safety manuals, etc.

The results of the studies will allow to start the physical investments in infrastructure for LNG tanking. Moreover, project works include a so-called ‘stakeholder platform’ which will facilitate a discussion among various actors, such as port authorities, shipowners, gas infrastructure providers, energy traders and bunkering companies. The platform will also welcome representatives from the North Sea who will share their knowledge and views on LNG.

The project’s idea is meant to deliver both credible know-how on LNG as a marine fuel and an answer to the IMO’s sulphur directive. This will also contribute to the realization of TEN-T Priority Area 21 (Motorways of the Sea) in compliance with the EU Strategy for the Baltic Sea Region – a model area for clean shipping.

The initiative’s efforts will be centred in the ‘LNG Guidebook’ containing best practices, recommendations and standards on how to develop effective gas infrastructure in ports. The project will end on December 31st, 2014, just one day before ECA becomes the daily bread in the region for us all.

Project Partners