

## Newsletter IEA Bioenergy Task 37: 07/2019

LBG/LNG fuelled ships

### Swedish shipping company takes on liquefied biogas

Skangas, a subsidiary of Gasum, has supplied liquefied biogas (LBG) to Furetank, a major Swedish shipping company. The LBG was delivered to Furetank's tanker ship, Fure Vinga, from Gasum's biogas facility in Lidköping. The fuelling was carried out at the port of Gothenburg with the fuel transferred directly from tanker truck to ship. Fure Vinga is one of two vessels in Furetank's fleet powered by liquefied gas. The shipping company is currently building five more vessels which can be fuelled by LBG if and when the fuel is available. The vessels will operate in the seas of Northern Europe and have access to Skangas' LNG supply network in the region.

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### CNG and LNG for vehicles and ships

This In-house analysis by Transport & Environment compiles the latest evidence on the environmental impacts of using gas as a transport fuel. The report is based on the most up to date literature, test results and data. It builds on a previous report by AEA-Ricardo but analyses in more detail issues such as the role of renewable methane (biomethane and power-to-methane) or the impact of tax policy

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### Cruise firm to invest €742m into biogas fueled ships

Norway-based cruise operator Hurtigruten announced that it will be the 'first' cruise company to power its ships with liquefied biogas (LBG) from 2021. Fish parts cast aside by the food industry and mixed with organic waste would be used to generate biogas. The company plans to implement LBG into six of its 17 ships between 2019 and 2021 together with large battery packs filled by renewable energy, reducing Sulphur oxide and nitrogen oxide emissions. Hurtigruten is expected to invest over \$850 million (€742 million) in building the world's greenest cruise liners in the aim of becoming completely emission-free. "Sustainability will be a key driver for the new era of shipping and the travel industry. Hurtigruten's unmatched investments in green technology and innovation sets a new standard for the whole industry to follow

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### Sweden plots course to zero-emissions shipping

The Swedish Shipowners' Association is currently preparing a road map with the government initiative Fossil Free Sweden to totally decarbonize domestic shipping by 2045, five years ahead of the International Maritime Organization's deadline. With a goal of becoming climate-neutral by 2045, Sweden aims to cut greenhouse gas emissions from domestic transport 70% by 2030, despite freight being expected to increase by around half over the same period. The road map for domestic shipping has not been published in its entirety, but the two organizations behind it outlined the seven area in which the industry will have to act.

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### **LNG fueled ships in 2018**

DNV GL published an update of the current status of LNG fueled ships. Actually 121 vessels are in operation and some 132 in order. Half of them operate in Norway, 20% in the EU. Hence, it is primarily the EU regulations which forced the change to alternative fuels. Looking at the orders, there will be a considerable change due to the sulfur cap in the fuel at 0.5% (today 3.5%) introduced by the International Maritime Organisation (IMO). The dominant applications are car and passenger ferries.

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### **LNG as a marine fuel in the EU**

In 2018 UMAS, a British research company analyzing shipping, published a report on market, bunkering infrastructure investments and risks in the context of GHG reductions for LNG in shipping. They looked at three scenarios in detail "high gas", "limited gas" and "transition". They concluded that there is no significant CO<sub>2</sub>eq. reduction achieved through the use of LNG as marine fuel relative to the reduction required to achieve the IMO's 2050 objectives of at least 50% GHG reduction by 2050 on 2008 levels. This is consistent with many other studies. Reducing total annual emissions from shipping especially in-line with the Paris temperature goals, is only possible with a switch to increased use of non-fossil fuel sources (hydrogen, ammonia, battery electrification, biomethane) from 2030 and with rapid growth thereafter, as explored in two of the decarbonisation scenarios "Limited Gas" and "Transition".

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### **ABS fuels advisory offers guidance on adoption of gas, low flashpoint fuels**

Classification service provider the American Bureau of Shipping (ABS) has published its 'Advisory on Gas and Other Low Flashpoint Fuels', to offer guidance on current technologies, regulatory requirements and operational considerations for adopting gas and low flashpoint fuels. The majority of the deep-sea shipping fleet will be using conventional and emerging lower sulfur residual and distillate fuels to meet the 1 January 2020 IMO global fuel sulfur limit of 0.5%. The Advisory focuses on gas and other low flashpoint fuels that can provide solutions to the fuel sulfur regulations in the short and mid-term. It is designed to help ship owners and operators understand the available technologies and technical considerations to make the right decisions for their fleet as they navigate this challenging environment.

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