LPG AS MARINE BUNKER FUEL
CHARTER OF BENEFITS

THE MARINE ALTERNATIVE FUEL
LPG has Numerous Advantages and a Great Untapped Potential in the Marine Sector
LPG as Marine Fuel is Available Today
LPG is easier & less expensive to store than LNG
This solves the LNG logistics problem, LPG is already accessible in ports across the globe and new terminals can be built faster at lower cost.

The solution to achieve global 0.5% sulphur cap
MEETS IMO emission limits
- Uses existing supply chains
- Easier and lower costs to install than LNG
- Low maintenance cost for gas engines
- No scrubber uncertainties

LPG emits less
- CO2 emissions
- NOx = -20%
- SOx = -97%
- GHG = -24%
- Particulate matter = -90%
In countries where LPG is used for other applications

The spatial distribution of LPG storage facilities favours LPG over LNG

Reliable supply
Global LPG production grew 5.75%, exceeding 300 MN t/year first time ever
LPG can rely on an extensive existing global infrastructure - including more LPG terminals built in the US to cover increased demand for competitively priced LPG

Easy & quick bunkering
The large network of import and export terminals around the world can become LPG bunkering points
Existing LPG floating vessels can be used as supply points

Sustainable supply chain
The large network of import and export terminals around the world can become LPG bunkering points
≈1,000 globally available existing LPG floating vessels can be used as supply points

Safety management & maintenance
Are simpler for LPG than for LNG

The perfect solutions for VLGCs & other vessels
- Shorter payback period
- Lower investment costs
- No cryogenic technology required making LPG systems less expensive than LNG to install

“The availability” of LPG marine engines
Technology currently available with two and four-stroke engines - gas turbines can also be used

LPG is more cost effective & less sensitive to fuel price scenarios
It is much cleaner than HFO & ULSFO and other fuels that it replaces

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