LPG as Marine Bunker Fuel

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.

Easy & quick bunkering

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.

The solution to achieve global 0.5% sulphur cap

Meet IMO emission limits

- Uses existing supply chains
- Easier and lower costs to install than LNG
- Low maintenance cost for gas engines
- No scrubber uncertainties

Reduces SOx emissions by 97%

A lower emissions profile compared to HFO & ULSFO.

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.

Reliable supply

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.

“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.

LPG emits less

Particulate matter

NOx = -20%  SOx = -97%  GHG = -24%  -90%

In countries where LPG is used for other applications.