GLBE 2021

The Global LNG Bunkering Experience

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What are you currently responsible for within the LNG Bunkering Sector?

In LNG bunkering, I provide insights on changing refinery product slate, LNG contracts and procurement, regulations and fuel switching in bunkering fuels.

What organisations/industry do you work with most frequently?

Presently working with BPCL and keep getting involved with many companies in LNG and refining space.

Which area of LNG Bunkering do you specialise in?

Mainly bunkering fuel demand and supply.

What plans in terms of projects do you have over the next year/2 years?

he production of these Marine Fuels i.e. VLSFO (very low sulphur fuel oil) and HF HSD (MGO / Gas Oil) are done at BPCL's Mumbai & Kochi Refineries and at present BPCL is doing Bunkering from the Ports of Mumbai, Kochi & Kakinada. The specifications meets ISO: 8217: 2017 RMG and DMA for VLSFO and HF HSD respectively. BPCL initiatives to bring the bunkering of LNG to Indian shores have once again created history at Kochi. A new vessel MV KVITBJORN which had called on the Kochi Port on her maiden voyage to Europe for taking bunker fuel has been successfully fuelled by BPCL using the LNG loading facilities of Petronet LNG Limited at Puthuvype, Kochi. The vessel owned by the NOR LINES based at Norway has taken approx. 130 MT of LNG. Being the first LNG bunkering activity in the country, this was a challenging task which could be accomplished with the support and guidance of agencies such as DG Shipping, Mercantile Marine Department, Kochi Port Trust, Customs, PLL and above all by quick decisions and timely assistance from Gas SBU HQ. The procedure could be replicated, effectively adding to the capacity utilization of the terminal. While some Ports in European countries are seeking to promote the use of LNG as a marine fuel and is pressing ahead with preparations to receive LNG fuelled ships, the infrastructure to provide LNG as bunker fuel is still in the nascent stages of development in the terminal facilities in Asia.

What are the trends and opportunities for you and / or the sector currently?

The decarbonization drive in shipping industry through internationally accredited regulations is likely to catapult the demand for cleaner fuels in shipping industry in addition to proliferation of scrubber technology to some extent in the short run. Prices of LSFO and HSFO may be negatively impacted concurrently in near future which clearly points towards a shift in refining product slate. On the other hand, our experience in LNG bunkering needs to meet the demand so as to scale up the bunkering infrastructure.

Why is now a good time for The Global LNG Bunkering Experience and what do you expect to gain from your participation?

From 1 January 2020, the limit for sulphur in fuel oil used on board ships operating outside designated emission control areas is reduced to 0.50% m/m (mass by mass). This will significantly reduce the amount of sulphur oxides emanating from ships and should have major health and environmental benefits for the world, particularly for populations living close to ports and coasts. LNG as fuel in bunkering provides a long terms solution to meet the regulatory requirements in ECA and non-ECA zones which provides a host of opportunities to explore LNG business opportunities, rationalize and realign the refining requirements.