



**GLBE  
2021**



**The Global LNG Bunkering Experience  
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**What are you currently responsible for within the LNG Bunkering Sector?**

My involvement within Lloyd's Register on LNG bunkering involves a broad range of work. It involves providing technical advisory, classification services to LNG bunkering ships and LNG fuelled ships, including the various components and systems associated with the process, development of the necessary standards – in the form of rules and regulations to ensure proper design and safety of these vessels, involvement with the safety assessment of the LNG bunkering process through risk assessment studies etc.

**What organisations/industry do you work with most frequently?**

We work with shipbuilding yards, ship owners, design houses/consultancy companies developing the designs, equipment and component makers and also the flag states registering these ships.

**Which area of LNG Bunkering do you specialise in?**

My specialisation is with the LNG storage systems, cryogenic pumping and transfer systems and associated safety systems onboard the vessels.

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

We are constantly involved in LNG bunkering projects on various phases with different clients.

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

We foresee that there will be an increase in uptake of LNG as fuel and hence more ports preparing to provide LNG bunkering services. More LNG fuelled ships will be built, LNG bunkering ships would also be built to cater to the demand from these vessels. In addition, there will be a transition from LNG to other low carbon fuels which can also benefit from the LNG bunkering infrastructure that is being developed.

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

The decarbonisation targets set by IMO is beginning to drive an energy transition in the marine industry. With the technology readily available for LNG, it is being adopted as a cleaner alternative to traditional fuels by ship owners and charterers. The industry is looking forward to more insights into these developments and solutions to the technical challenges associated with its application – including those during the bunkering operation. Providing a platform to discuss these is the right thing to do at this stage.