

WISDOM

GLBE 2021



The Global LNG Bunkering Experience

9 – 10 March 2021

VIRTUAL



www.glbexperience.com

Opening Statement:

A key requirement for ocean carriers to adopt LNG as an engine fuel is the availability of LNG bunkering facilities. As LNG is an extremely cold and volatile, LNG bunkering requires specialised infrastructure for supply, storage, and fuel delivery to vessels. The predominant method of bunkering today with high-sulphur fuel is vessel to vessel, either by a tank barge or smaller tanker.

The type of infrastructure needed to temporarily store (if needed) and deliver LNG within a given port would depend on the size and location of the port, as well as the types of vessels expected to bunker LNG. Truck to ship bunkering is best suited for supporting smaller and mid-sized vessels, such as ferries or offshore supply vessels (OSVs) that support offshore oil platforms. Liquefaction facilities built on site can provide the greatest capacity of any LNG bunkering option, for example, to provide fuel for large vessels in transoceanic trade. However, constructing small scale liquefaction facilities to produce and deliver LNG on site requires considerable planning and significant capital investment.

Each type of LNG bunkering may be a viable means to begin services in a port. However, ports may face practical constraints as bunkering increases in scale. For example, a container port of significant size normally has a multitude of terminals, so even with an onsite liquefaction facility, it may need additional infrastructure or supply vessels for moving LNG to other port locations where a cargo ship might be berthed. There may also be port capacity and timing constraints upon the movement of LNG bunkering barges trying to refuel multiple large vessels in various locations around a crowded port.

To date, the LNG bunkering operations already in place or in development are comparatively small, but scale constraints could become a factor as LNG bunkering grows and might require additional bunkering-related port investments.

The Global 2021 LNG Bunkering Experience sets out to explore LNG bunkering on a global scale, utilising the virtual space at our disposal to enhance our attendees' experience.

Thank you very much and welcome to GLBE 2021

Sam Patmore
Conference Producer

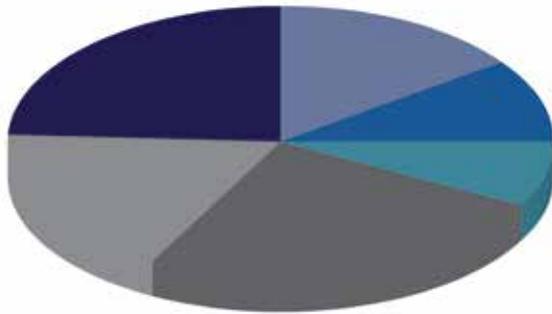
Why Attend:

The Inaugural Global LNG Bunkering Experience 2021 is the premier event for world leaders in the LNG bunkering sector. Having grown from the successes of Wisdom's LNG portfolio of events, The Global LNG Bunkering Experience already has huge international interest. As we are now a year into the IMO2020's tighter emissions regulations, we are able to use the unique timing of this event to hear how the shipping industry has evolved to meet these demands. The experience is filled with theory and practical experiences of LNG bunkering and provides the perfect opportunity for: Ports, Terminals, Fuel Providers, Ship-Owners, Ship Builders & Regulators to come together to develop and nurture relationships to better the LNG bunkering sector. As a virtual, global event, The Global LNG Bunkering Experience (or GLBExperience for short) gives people the opportunity to meet worldwide on a virtual setting, purposely designed to offer interactivity between parties, it will encourage thought provoking discussions on key topics such as:

- LNG Bunkering Safety
- The Economics of LNG Bunkering
- LNG Bunkering Safety
- The Economics of LNG Bunkering

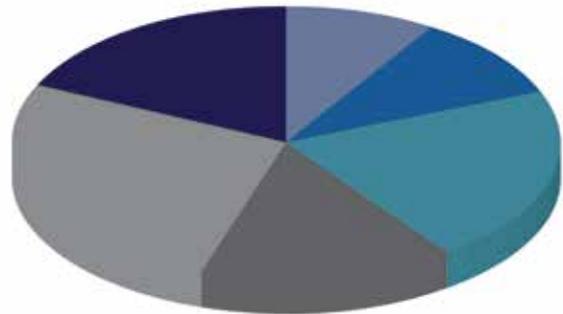


BY JOB TITLE



- Director of Infrastructure
- Head of Asset Management
- VP of Digitisation
- Director of Projects
- CEO - Maritime LNG Division
- Director of Engineering

BY INDUSTRY



- NOCs
- IOCs
- EPCs
- Terminal Operators
- Shipping
- Project suppliers

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Sponsorship Opportunities:

With the leaders of LNG Bunkering all in one place the event provides the opportunity to gain the edge over the competition by placing your brand in front of key decision makers or even being seen as a thought leader by becoming involved in the programme. Plus, as the event is virtual there is no need for expensive business trips and you can network and meet possible new clients from your own office. For further information on how your company can get involved contact, **Amardeep Balaji** on +370-5207-7970 or email: **ab@wisdom.events**

We offer a broad range of promotional activities for like minded media and associations who wish to partner with us for our LNG portfolio. For further details, contact Ana Fariña, Marketing Manager ana@wisdom.events

Agenda

LNG BUNKERING - ASIA-PACIFIC SESSION

Time Zone
SST (Singapore Standard Time)
UTC (Coordinated Universal Time)

1450 SST / 0650 GMT

Welcome Message

1500 SST (Singapore Standard Time) / 0700 GMT (Greenwich Mean Time)

KEYNOTE PRESENTATION: LNG BUNKERING INDIA

India's plan for LNG adoption as a fuel for its marine vessels is being fast tracked, with LNG bunkering services likely to emerge in the next few years. The market is expected to grow more than 4.2% within the next 5 years. As a nation that thrives on many shipping routes, it is imperative that it continues this by implementing new technologies & fuels

- Current supply and value chain of LNG as maritime fuel in India
- LNG Demand Assessment
- How LNG Bunkering increase is being forecast



Shyam Gupta, Chief Manager – Business Analytics & Insights, **Bharat Petroleum Corp**

1545 SST (Singapore Standard Time) / 0745 GMT (Greenwich Mean Time)

CHINA'S INTERNATIONAL LNG BUNKERING CENTER

In 2020, China signed a deal to build its first LNG bunkering center for use by international vessels. Situated in the city of Shenzhen, it is down to a joint effort between parties to help build this impressive hub. The project is to be built in stages and aims to attract more international LNG vessels to Chinese ports.

- Design and concept – planning for China's first international LNG Hub
- Understanding the phases of construction
- What the hub means for China's LNG Development



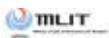
Zhang Xu Solar, Head of Marketing - LNG Bunkering, **ENN Group (TBC)**

1630 SST (Singapore Standard Time) / 0830 GMT (Greenwich Mean Time)

JAPAN'S INTERNATIONAL LNG BUNKERING CENTER

Japan currently has a number of different projects in the pipeline to meet its strategy of becoming an LNG hub. Currently, METI is aiming to cooperate with different nations in establishing itself as a refuelling station for vessels heading to North America.

- Design and concept – planning for Japan's first international LNG Hub
- How coordinating with other nations will increase the hub's effectiveness
- What the hub means for Japan's LNG Development



Rikiya Kawaguchi, Deputy Director – Port Management & Operations Division, **Ports & Harbours Bureau (Japanese Ministry of Land, Infrastructure & Tourism MLIT)**

1715 SST (Singapore Standard Time) 0915 GMT (Greenwich Mean Time)

ASIA'S GLOBAL BUNKERING HUB - SINGAPORE

Singapore has been steadily increasing its LNG bunkering ability. In 2020, the country launched its first LNG bunkering vessel. As these developments have come to fruition, it will help increase the adoption of LNG as a fuel and position Singapore as a global LNG Bunkering Hub.

- LNG bunkering and its road map for Singapore
- The current operations ongoing in Singapore including its STS work
- Future directives for Singapore to become a global LNG Bunkering hub



Saunak Rai, General Manager, **FueLNG Pte. Ltd.**

1800 SST (Singapore Standard Time) 1000 GMT (Greenwich Meant Time)

PANEL DISCUSSION: TECHNOLOGICAL ADVANCES IN LNG BUNKERING

LNG Bunkering systems are an intricate link of different components that must function together efficiently to safely fuel a vessel. As such, it is imperative that these components are up to standard, both from an efficiency standpoint and a safety one. A bunkering vessel is the equivalent of a small-scale LNG carrier. Here we will be looking at the onboard systems that Tier 2 & Tier 3 companies specialise in and the revolutions they have made.

- Solutions to LNG bunkering links
- Considerations that must be looked at for fit-for-purpose systems
- Looking to how future systems could be implemented into current vessels



Sobhith Komalavally Hariharan, Team Lead – Gas Technology Specialist, **Lloyds Register (TBC)**



Saravanan Krishna, Business Technical Development (LNG), **MannTek LNG Solutions**

Tushar K Poddar, Executive Director & Principle Consultant, **Independent Consultant**

1900 SST (Singapore Standard Time) 1100 GMT (Greenwich Mean Time)

Closing Remarks & Thanks

Agenda

LNG BUNKERING - MIDDLE EAST & AFRICA SESSION

Time Zone
GST (Gulf Standard Time)
UTC (Coordinated Universal Time)

1550 GST (Gulf Standard Time) / 1150 GMT (Greenwich Mean Time)

Welcome Message

1600 GST (Gulf Standard Time) / 1200 GMT (Greenwich Mean Time)

KEYNOTE PRESENTATION: LNG BUNKERING IN SOUTH AFRICA

Recently, South Africa has granted its first license for industry to allow for bunkering operations in its waters. Now that it has been granted, it is projected that floating storage units will be used for bunkering procedures, whilst terminal infrastructure is being built.

- How LNG Bunkering will come to South Africa
- Attracting investment to scale up LNG bunkering capabilities
- Roadmap to intensify the usage of LNG as a fuel through floating storage through to terminals



Aldworth Mbalati, CEO, DNG Energy (TBC)

1645 GST (Gulf Standard Time) / 1245 GMT (Greenwich Mean Time)

THE BUNKER INDUSTRY'S FUTURE

As we slowly march towards a zero-carbon world, it is interesting to discuss how the bunkering industry foresees its future. Technology moves at such a pace that by the time something new is implemented, something more advance has already come along.

- How the bunker industry will look in 10 years+
- Situations that drive the industry to meet targets
- Options and drivers for alternative fuels to decarbonise the shipping industry
- Future fuel mixes



Frederic Meyer, Head of Strategy, Total Marine Fuels

1815 GST (Gulf Standard Time) / 1415 GMT (Greenwich Mean Time)

THE DECARBONISATION IMPERATIVE & THE IMPORTANCE OF LNG

Energy companies should look past the current business environment to ensure sufficient liquefied natural gas (LNG) projects go forward to meet demand in the years ahead. There are many solutions that need to be implemented to do so such as creating scale in customer demand for zero-emission shipping.

- LNG has emerged as the key transition fuel as shipping strives to reduce carbon footprint.
- The last mile delivery infrastructure is developing rapidly to provide reliable and competitive fuel supply.
- A view towards 2050, what is the ultimate destination fuel for shipping?



Johan Lillieskold, Schulte Group LNG Technical Expert, Bernhard Schulte Shipmanagement

1815 GST (Gulf Standard Time) / 1415 GMT (Greenwich Mean Time)

SHELL: GLOBAL LNG BUNKERING NETWORK PLANS

- Identifying key target areas for LNG deployment
- How total will be meeting supply demands
- Future plans for increasing Shell's involvement in LNG Bunkering



Turgut Ataman, Commercial Oil & Small Scale LNG Shipping Manager, Shell

1900 GST (Gulf Standard Time) / 1500 GMT (Greenwich Mean Time)

PANEL DISCUSSION: LNG AND THE ROAD TO DECARBONISATION

Having now transitioned into the IMO2020, it's important to look ahead into the future at IMO2030 & 2050. The IMO2030 is looking to reduce CO2 emissions by 2030 and by 70% by 2050. Switching to LNG is one of the most common alternative fuels for shipping, others such as Hydrogen and Ammonia are also being considered.

- Making inroads into Bunkering – alternative energy sources
- Utilising shore power during bunkering to lower emissions
- Future fuels for alternative fuel



Tom Strang, Senior Vice President – Maritime Affairs, Carnival (TBC)



Vivek Chandra, CEO, Texas LNG (TBC)



Panos Mitrou, Global Gas Segment Manager, Lloyd's Register



Krishna Achuthanandam, Marine Business Development Team Lead, Shell Energy



Hannah McDowell, Sales & Marketing Manager, Puget LNG

2000 GST (Gulf Standard Time) / 1600 GMT (Greenwich Mean Time)

Closing Remarks & Thanks

0950 CEST (CENTRAL EUROPEAN TIME) / 0850 GMT (Greenwich Mean Time)

Welcome Message

1000 CEST (CENTRAL EUROPEAN TIME) / 0900 GMT (Greenwich Mean Time)

BUNKERING IN THE BALTICS

The Baltic nations have been quick to adopt LNG as a fuel, both on the small and large scale of it. As such, it is important that the correct supply infrastructure is in place. The Baltics is still undergoing mass develop to keep up demand for LNG. During this session, attendees will hear from terminal operators on their current and future for Baltic LNG.

- Meeting the demands of LNG vessels in the Baltic
- How Baltic industries will capitalise on the increase in LNG
- Bringing together stakeholders to meet future Baltic demands



Bogdan Oldakowski, Secretary General, **Baltic Ports Operations (TBC)**

1030 CEST (CENTRAL EUROPEAN TIME) / 0930 GMT (Greenwich Mean Time)

BALTIC BUNKERING: A TERMINAL'S VIEW

Bunkering in the Baltic states has had to adapt to meet the new sulphur fuels cap and collectively they account for a modest volume of bunkering sale and has become something of an industry leader in this field. Here, we will hear from a Terminal owner about infrastructure of the Terminal for bunkering, seaport incentives for LNG bunkering, breakthrough of LNG bunkering in Klaipeda seaport and many more.

- How European LNG is fluctuating in the market
- Global influence on the European market in exceptional circumstances
- How the Energy Delta Institute predicts LNG in Europe



Aldas Norvilas, Logistics Manager, **Klaipėdos Nafta**

1115 CEST (CENTRAL EUROPEAN TIME) / 1015 GMT (Greenwich Mean Time)

SPANISH CORE PORTS: THE KEY FOR A SUSTAINABLE MOBILITY

Demand for LNG Bunkering in Spain is set to increase tenfold over the next years. This is due to the increase in newbuild LNG fuelled vessels and also retrofitted ones. New price tariffs which have been introduced which have also facilitated demand for marine LNG.

- Enagas expansion into LNG Bunkering
- How increased demand is pushing Enagas into accelerating its LNG plans
- Future plans for Enagas into LNG



Claudio Rodriguez, Gas Assets General Manager, **Enagas**

1200 CEST (CENTRAL EUROPEAN TIME) / 1100 GMT (Greenwich Mean Time)

EUROPE'S LIQUIFIED NATURAL GAS MARKET & LONG-TERM VIEW FOR LNG SECURITY IN THE EU

LNG accounted for more than a quarter of Europe's 2019 gas imports. Although this may change due to the lower price of oils at this time, although this will impact more Asian markets than Europe due to there not being much oil-indexation left.

- How European LNG is fluctuating in the market
- Global influence on the European market in exceptional circumstances
- How the Energy Delta Institute predicts LNG in Europe



Leon Stille, General Manager, **Energy Delta Institute**

1245 CEST (CENTRAL EUROPEAN TIME) / 1145 GMT (Greenwich Mean Time)

INTRODUCING LNG INTO THE IBERIAN PENINSULA

Spain has recently seen a vast amount of development into LNG bunkering in the past year, having doubled the amount of LNG fuelled vessels. Alongside that, the number of ports delivering LNG has also increased whilst also introducing MTTS operations as the BAU Scenario.

- Meeting the demand – how Spain has initiated LNG expansion
- Current capabilities of the Peninsula
- How the bunkering operations are set to further increase



Antonio Bonet, Head of LNG Bunkering, **Naturgy (TBC)**

Bunkering in the Med – Expanding the Usage

1330 CEST (CENTRAL EUROPEAN TIME) / 1230 GMT (Greenwich Mean Time)

FUELLING THE EASTERN MEDITERRANEAN & THE POSEIDON MED 2 EXPERIENCE

Developments in Oil & Gas around the Eastern Mediterranean, as well as an expanse in LNG usage in Greece, has created an excellent environment for the development and usage of LNG Bunkering. Projects such as Poseidon Med 2 have overcome a wealth of challenges faced here and have set out the blueprint for the Eastern Mediterranean's Bunkering expansion. Here, we will discuss the work of these projects and the challenges they have overcome:

- Exploring opportunities and challenges when implementing bunkering in the Eastern Mediterranean
- Developments in the infrastructure required to conduct successful operations in the Eastern Mediterranean
- What the creation on new LNG bunkering facilities here means on a global and local level for shipping



George Polychroniou, Executive Director Strategy & Business Development / Poseidon Med 2 Project Manager / BLUEHUBS Project Manager, **DEPA Commercial S.A. DEFA**



Anna Apostolopoulou, Regional EU Projects Leader & Offshore Manager for Greece, Cyprus & Israel, **Lloyd's Register**

Dr Christos Solomonidis, Chairman of the Board (BoD), **Rogan Associates S.A. George Pratikakis**, Managing Director, **NAP Engineering**

George Pratikakis, Managing Director, **NAP Engineering**

1415 CEST (CENTRAL EUROPEAN TIME) / 1315 GMT (Greenwich Mean Time)

BLUEHUBS: A FIRST LNG BUNKERING PROJECT IN CYPRUS

Gas utility DEPA has commissioned the construction of an LNG supply tanker with a 3,000 cubic-meter capacity. This project has come together through the new BLUEHUBS program – LNG tankers to be built by the utility. The LNG tanker promises to be the first of its kind in Greece and the east Mediterranean. It will be designed to meet LNG supply needs at Piraeus port and transport LNG to other major ports around the country.

- Understanding the BlueHUBS program & its goals
- How the tanker will bolster LNG bunkering throughout the Mediterranean
- Increasing the footprint of tankers such as these through further implementation of BlueHUBS



Dr Symeon Kassianides, Executive Chairman, **DEFA**

1500 CEST (CENTRAL EUROPEAN TIME) / 1400 GMT (Greenwich Mean Time)

LNG BUNKERING WITH MEDIUM SIZE BUNKER VESSELS

LNG bunker logistics are expanding in Mediterranean Ports and it is creating opportunities for shipping companies to comply with actual regulations with an economic solution. LNG bunkers are able to adapt to further stricter IMO regulations on CO2, therefore it creates an interesting solution over the long term.

- Lessons learned from real experience on how to develop different LNG logistic supply chains in different Spanish ports.

Joaquin Mendiluce, General Manager, **Enerfree**

1545 CEST (CENTRAL EUROPEAN TIME) / 1445 GMT (Greenwich Mean Time)

PANEL DISCUSSION: ACCELERATING THE ADOPTION OF LNG AND ITS BUNKERING IN THE MEDITERRANEAN

By bringing together experts in the LNG bunkering world, this panel discussion will allow attendees to understand and give their take on how the usage of LNG should be accelerated with the help of collaboration between different organisations. The panel will allow people to ask on points such as:

- Mapping the LNG Supply chain to maximise bunkering capabilities
- Partnerships that can minimise LNG 1st time usage and increase LNG growth
- Working together to understand the environmental benefits of LNG Bunkering
- Overcoming issues that are stopping progress and what industry can do to help



Bud Darr, EVP Maritime Policy & Government Affairs, **MSC Group**



Sotirios Manolkidis, Vice President, **Greek Regulatory Authority for Energy**



Valeria Mangiarotti, Director – Sustainability & Environmental Issues, **MEDCRUISE (TBC)**



Franco Porcellacchia, VP Sustainable Innovation & Infrastructural Development, **Costa Group**



Eduardo Perez Orue, Director, **Small-LNG.com (TBC)**

Henrik Domanovszky, Chief Technical Director, **LNG.hu Engineering**

LNG Bunkering Standardisation

1645 CEST (CENTRAL EUROPEAN TIME) / 1545 GMT (Greenwich Mean Time)

DISCREPANCIES IN DELIVERIES

When a vessel delivers LNG to a terminal, the ship's own metering system is utilised, as opposed to using the meters on both ship and terminal. This can lead to fuelling discrepancies; either too much or too little being delivered, which then leads to financial implications. As such, standardised and certified metering systems should be used.

- Disparity between sent and received – measuring the cost
- Should standardisations be utilised to stop discrepancies?
- Effective solutions to minimise and control LNG transfer discrepancy



Erik Smits, Manager – Liquid Flow Metrology, **VSL Dutch Metrology Institute (TBC)**

1730 CEST (CENTRAL EUROPEAN TIME) / 1630 GMT (Greenwich Mean Time)

PANEL DISCUSSION: STANDARDISATION IN FUEL TRANSFER

Currently the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF code) does not require a standard bunkering interface, especially for different ships in different ports/countries etc. Best practice documents are utilised instead. This is especially true when it comes to fuel transfer components, there is an ISO standard for the female part yet not the male. Non-standardisation such as this can cause leakage, leading delivery discrepancies, or worse, accidents

- Disparity between sent and received – measuring the cost
- Should standardisations be utilised to stop discrepancies?
- Effective solutions to minimise and control LNG transfer discrepancy



Christophe Erhel, Head of LNG Marine Equipment & Installations, **International Organisation for Standardisation**



Erik Smits, Manager – Liquid Flow Metrology, **VSL Dutch Metrology Institute (TBC)**



Dr. Assad Kenbar, Technical Consultant, **TÜV SÜD National Engineering Laboratory**

Dr. Chris Mills, Consultant, **TÜV SÜD National Engineering Laboratory**

1830 CEST (CENTRAL EUROPEAN TIME) / 1730 UTC (COORDINATED UNIVERSAL TIME)

Closing Remarks & Thanks

Agenda

LNG BUNKERING - NORTH AMERICA

Time Zone
CDT (Central Daylight Time)
UTC (Coordinated Universal Time)



0850 CDT (Central Daylight Time) / 1350 GMT (Greenwich Mean Time)

Welcome Message

0900 CDT (Central Daylight Time) / 1400 UTC (COORDINATED UNIVERSAL TIME)

LNG FROM A FLAG STATE PROSPECTIVE

As the second largest registry, the Liberia Ship Registry has seen an increase in its LNG newbuilding orders and this is expected to rise. As a leading expert flag in the gas and offshore field, Liberia is best placed to give technical and commercial advice into LNG commercial capabilities.

- Understanding the current operational & regulatory requirements for LNG as a fuel
- How the registry is responding to the increase in LNG
- The future increase in LNG bunkering and its effect on requirements



Dallas Smith, VP of LNG and Alternative Fuels, **The Liberian Registry**

THE ECONOMICS OF LNG BUNKERING

Common concerns to the adoption of LNG as a bunkering fuel include the lack of a global network, infrastructure, scale and economics, and presence of higher costs. Companies must understand that it is important to make green investments towards cleaner fuels. Here we will be looking at LNG from an economic point of view and the investments that go hand in hand with them.

0945 CDT (Central Daylight Time) / 1445 GMT (Greenwich Mean Time)

ECONOMICS AND VIABILITY OF LNG BUNKERING

As LNG Bunkering has a diverse supply chain, it is important that the entire industry understand the economics of live bunkering. LNG offers a much better return on investment over a 10-year horizon and offers a fast payback in periods ranging from one to two years

- Understanding the value chain – from gas exploration to operational bunkering
- LNG Trading – how can effectively financing and investments be used to see future opportunities
- LNG Shipping and operations – is the investment in bunkering paying off?



Dr. Okan Duru, Director of research, **Ocean Dynamex**

1030 CDT (Central Daylight Time) / 1530 GMT (Greenwich Mean Time)

LNG BUNKERING MARKET STABILITY

Gas pricing has very limited volatility, due to a number of factors including; it's a global market, generally transported by pipeline and supply/demand. As such, the stability of LNG provides a better long-term horizon over conventional fuels for ship ownership.

- The Financial Modelling & Risk assessments of LNG Bunkering
- Quantitative investment strategies with LNG Bunkering
- Future forecasting of the LNG Bunkering market



Nasiru Zubairu, Doctoral Research Scholar- Associate Lecturer, **University of Plymouth (TBC)**



Dr. Ning Lin, Chief Energy Economist, **Bureau of Economic Geology**



Dr. Okan Duru, Director of research, **Ocean Dynamex**



Leon Stille, General Manager, **Energy Delta Institute**

LNG BUNKERING SAFETY

Almost all LNG-based safety incidents will start with a spill of LNG or an escape of cold gas. If LNG leaks quicker than it can vaporise, then it will form a pool which may spread. Due to the cryogenic nature of LNG, spillages on steel can cause damage. The vapour from boiling LNG is also flammable and under specific circumstances, that the fire can form an explosion. This section of our agenda will examine the safety aspects of LNG Bunkering.

130 CDT (Central Daylight Time) / 1630 GMT (Greenwich Mean Time)

PUTTING THEORY INTO PRACTICE – LNG BUNKERING ACCIDENT RESPONSE

Unfortunately, accidents can happen, therefore contingencies and effective planning should look at all possible eventualities so that if the worst should happen, the correct response is utilized. There has been a lot of work into the theory behind LNG accident response, and fortunately it is rarely ever needed, there have been no significant LNG accidents. Therefore, effective training must be given so that theories can work efficiently should accidents occur.

- Taking theoretical scenarios and training for them in real world scenarios
- Designing the correct equipment to tackle the accident
- Collaboration between parties to develop effective solutions



Dr. Dimitrios Dalaklis, Associate Professor (Safety & Security), **World Maritime University (TBC)**

Agenda

LNG BUNKERING - NORTH AMERICA

Time Zone
CDT (Central Daylight Time)
UTC (Coordinated Universal Time)

1215 CDT (Central Daylight Time) / 1715 GMT (Greenwich Mean Time)

LNG SAFETY & AMP; EMERGENCY RESPONSE

LNG emergency response is a difficult task and emphasise the need for a coordinated response. Effective communication is vital and is generally one of the most crucial failures during simulated scenarios. Agencies may not be directly involved with firefighting but must know how LNG reacts with components, such as cryoburns, metal stress etc

- Understanding the critical importance of emergency response training
- Communicating effectively with authorities to deal with emergencies
- How parties must train together to deal effectively in emergencies



Thomas Guldner, President, **Marine Firefighting Inc.**

DIVERSIFYING THE SUPPLY

LNG as a fuel supply can be affected in several different ways, many times by unexpected means. By bunkering LNG, this helps to alleviate any concerns should the supply of gas be affected by perhaps war, or even the current pandemic. In our supply section, we will be bringing together our audience to look at the risk and associations of LNG supply, as well as methods of eliminating insecurities when it comes to supply.

1300 CDT (Central Daylight Time) / 1800 GMT (Greenwich Mean Time)

JACKSONVILLE PORT – INVESTING AND MEETING SUPPLY DEMANDS

Jacksonville has the largest LNG bunkering operation at any US port. It currently has the ability to liquify fuel with two facilities that can do this on a small scale. There is also an export facility that is being built. The port receives all its fuel via pipelines that are liquefied on site. This helps alleviate the stress of an independent supplier.

- Utilising LNG Bunkering Barges and the advantages of doing so
- JAXPORT's infrastructure facilities and upcoming LNG bunkering plans
- Implications and assurances of JAXPORTS new export facility



Ricardo Schiappacasse, Director of Special Projects, **Jacksonville Port Authority**

1345 CDT (Central Daylight Time) / 1845 GMT (Greenwich Mean Time)

LNG BUNKERING IN ALASKA

LNG is the best fuel of choice to balance shipping energy dynamics until a stable, zero carbon fuel can be implemented because LNG allows for so much adaptability. As such, it is crucial that there is the infrastructure in place across the globe to support this as a new, alternative fuel. As such, infrastructure must be able to be built anywhere to supply major shipping routes.

- Developing LNG Bunkering infrastructure for the state of Alaska
- Strategic planning for the future of Alaskan LNG
- Incorporating the supply into the supply chain



Jonathan Cook, CEO, **Pilot LNG**

1430 CDT (Central Daylight Time) / 1930 GMT (Greenwich Mean Time)

PANEL DISCUSSION: ANTICIPATING AND REACTING TO LNG BUNKERING SUPPLY ISSUES

The geopolitical approach to LNG, the relationship between nations and their effects on supply. During this interactive discussion, we will be looking at how unexpected events affect demand and what can be done to stop this.

- Why develop custom facilities & supply chains?
- Joint reactions to supply chain issues
- Effective supply chain management



Adi Aggarwal, Director – Global Gas Solutions, **American Bureau of Shipping**

1530 (Central Daylight Time) / 2030 UTC (COORDINATED UNIVERSAL TIME)

Closing Remarks & Thanks



We offer four different participation formats that are tailored to target specific objectives: whether it is to gather information and network (Delegate), exhibit your products or services (Exhibitor) or become a sponsor and get exclusive opportunities. Consider what format will best achieve the goals of your company and choose below.



Delegate Participation

- 1 Delegate pass
- Full access to all Virtual Event platforms
- Opportunity to invite attendees to One-to-One Online Business Meetings
- Post Event materials including Video presentations
- Package price: 400 USD + VAT

[BUY TICKET](#)



Exhibition Booth

- 2 Delegate passes
- Full access to all Virtual Event platforms
- 4 Prescheduled 1-to-1 Online Business Meetings
- Post Event materials including Video presentations
- Exclusive Branding Package
- Package price: 2990 USD + VAT

[BUY TICKET](#)



Sponsorship Opportunities

- Extended number of Delegate passes
- Full access to all Virtual Event platforms
- Speaker slot
- 6 to 12 Prescheduled 1-to-1 Online Business Meetings
- Post Event materials including Video presentations
- Exclusive Sponsorship Branding Package

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For speaker opportunities please contact
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