

# Small Scale LNG in Europe

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**Tomasz Stępień**  
CEO, GAZ-SYSTEM S.A.

**GIE/GasNaturally**





- ❖ Contribution of LNG towards the objectives of the Paris Agreement goals.
- ❖ Environmental benefits - reduction of CO<sub>2</sub>, NO<sub>x</sub> and PM particles (LNG no generates SO<sub>x</sub> emissions).
- ❖ **Small scale LNG allows the replacement** of high-emission fossil fuels in transportation, heating and cooling, industry, power generation (decentralized) and other off-grid destinations/consumers.
- ❖ The most commercially attractive option when comparing with low sulphur heavy fuel oil or marine gas oil.

# LNG – infrastructure developments

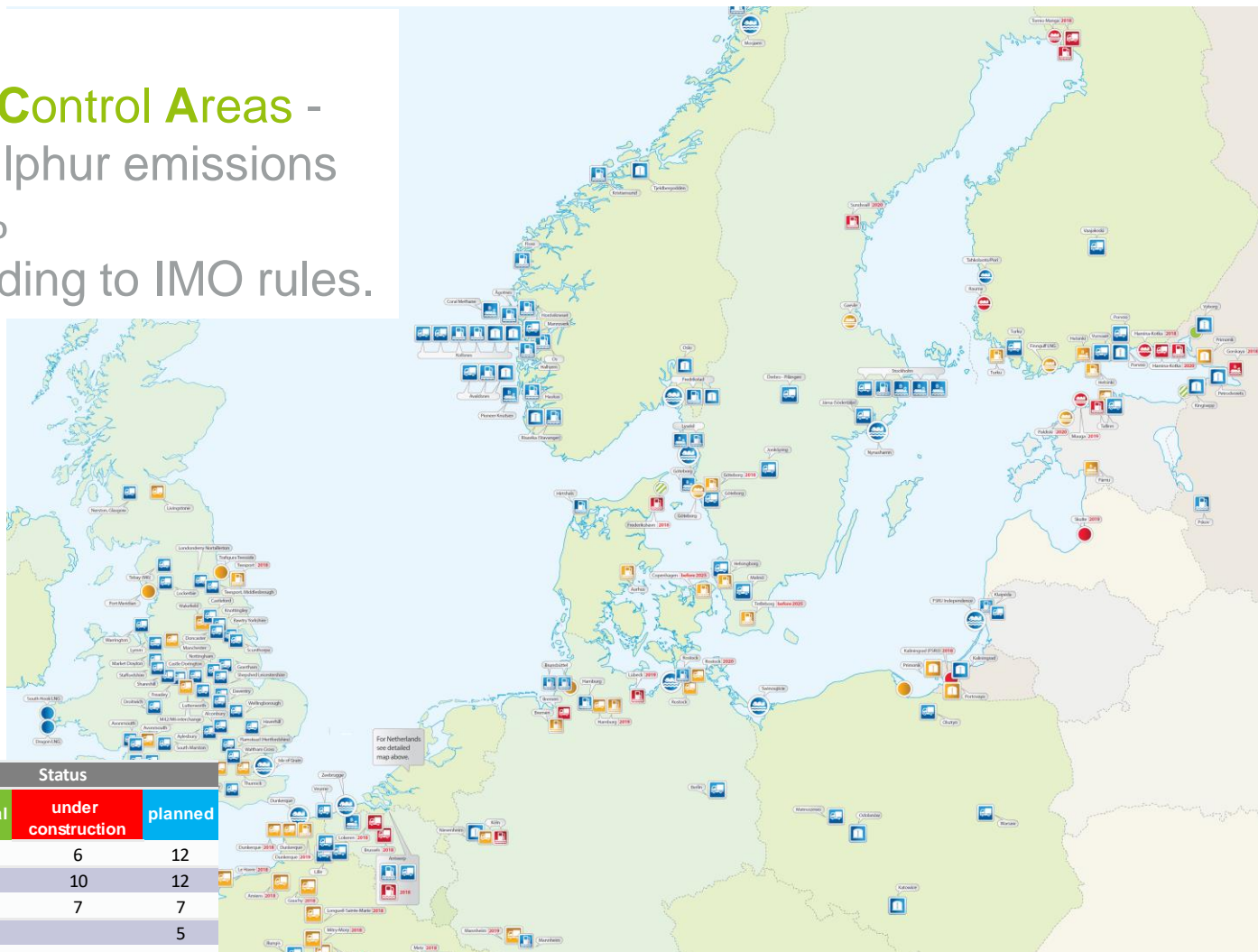


- Small-scale LNG as a reliable and effective solution for off-grid energy supply.
- Small scale LNG as the fuel of **choice** for **clean road and maritime transportation**.
- Bunkership volumes are increasing. Marine use of LNG is becoming increasingly popular.**
- Significant increase of volumes in LNG truck loading** (Poland as a good example - 3000 track operations in 2017).
- LNG is seen as an **interesting solution for vehicles** for long distances such as trucks and buses.



# LNG – infrastructure developments

Impact of  
**Sulphur Emission Control Areas** -  
decrease of the sulphur emissions  
with the limit of 1%  
in the diesel according to IMO rules.



Installations per type	Status		
	operational	under construction	planned
Reloading large scale LNG	19	6	12
Reloading small scale LNG	15	10	12
Truck loading	25	7	7
Rail loading			5
Bunkering facilities for vessels	39	12	12
Bunker ships	11	1	6
Refuelling stations for trucks	167	8	63

# Case Study: Poland



## Terminal LNG in Świnoujście

- 🌊 **LNG – to – Rail.** Intermodal LNG transport into ISO containers/gas wagons.
- 🌊 **Second jetty & small scale services.** Loading and unloading small and medium scale LNG tankers; LNG loading to bunkering vessels.

## Other infrastructure – LNG Satellite Regasification Plants:

- 🌊 LNG Peak Shaving Facilities.
- 🌊 Off-grid consumers.
- 🌊 Fuelling stations for vehicles.

# Positive elements of the current policy

- The EMSA guidance on LNG bunkering prepared in close cooperation with EC, Member States and the industry (European Sustainable Shipping Forum).
- Commission's efforts to provide EU standards at national levels (e.g. using EMSA Guidance LNG Bunkering)
- The Commission's initiative for the alternative fuels for sustainable mobility in Europe (DAFI).
- EU financial instruments (i.e. CEF, TEN-T, EIB lending).

# Barriers and missing actions

- ✦ The proper and timely implementation of DAFI as a key element of LNG further development.
- ✦ The extension of the “Sulphur Emission Control Areas” (SECA) zone across the EU coastline.
- ✦ The financial support to encourage the transition of LNG as a transportation fuel.
- ✦ Small Scale LNG infrastructure projects to be recognised as sustainable (ongoing debate on the new financial instruments).
- ✦ Support for the regional initiatives.



**Thank You  
for your attention**

