

This abstract will be presented during LNG2023 conference on 10-13 July in Vancouver, Canada among many other innovative projects, ideas and outlooks. LNG2023 will provide a unique platform for the global LNG industry and key stakeholders to discuss, debate, and showcase the latest industry developments and opportunities.



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FUTURE SHIP

Poten will present and critique two visions for LNG shipping. One, driven by technology, has led to a proliferation of sleek designs and a reassessment of hull forms, propulsion systems, cargo systems and other functional aspects affecting operation and use of the vessel. Such efforts (, e.g., sails) sometimes have a 'back-to-the-future' feel. We will assess the mooted innovations for practicality, risk, and vessel competitiveness.

Our second vision centers on vessel use, taking into account the vast differences in distances to market—with US cargoes to Northeast Asia, for example, traveling some 7,600 nautical miles, vs. 3,400 nm for Australian cargoes to the same destination. We will assess potential savings through cargo swapping and route optimization, and alternatives to decrease the large percentage of time spent on ballast runs and laytime. We will analyze the factors that have so far inhibited such savings—apparently proverbial \$100 dollar bills lying on the sidewalk—from being captured.

We will propose a prioritized industry agenda to deliver a ship of the future that makes eminent sense from both an environmental and a profit standpoint.

To view the full conference agenda, visit <https://www.lng2023.org/lng-programme-overview>