

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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## THE ROAD TO SHIP TO SHIP LNG BUNKERING IN CANADA

Shipping is in transition to a cleaner future. One of the key steps being taken is the development of LNG-fueled ships and the required infrastructure.

Most of the current small scale LNG carriers are tailor made for ship to ship LNG bunkering operations to meet a growing demand for LNG fuel. As of June 2022 there are almost 40 units worldwide capable of bunkering operations and almost 20 more on order.

Bureau Veritas (BV) is providing technical support to help meet the demand for these new projects.

Starting about fifteen years ago with the classification of modern small-scale LNG carriers, Bureau Veritas has leveraged this experience in the frame of LNG bunkering vessel concepts and has found itself in the position of class leader.

As new bunkering markets are progressively opened there are pioneering companies such as Seaspan who propose new concept designs to be deployed in regions with existing or potential LNG bunker demand. Seaspan continues to contribute to the decarbonization pathway of the maritime industry.

Besides some generalities of the LNG bunkering vessel designs and how to assess the projects, Seaspan and BV will describe in the paper the approval in principle of a VARD Marine Inc design of the 7,600 m<sup>3</sup> ships currently under construction at CIMC SOE, China, and some further insights of this interesting project for the Pacific coast of Canada including market trends, potential demand and GHG impact of making LNG bunkering available on Western N.America.

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