The port management plans and view of LNG in the harbour, existing and future operations in the port

Witold Ratajczak   Zarząd Morskich Portów Szczecin i Świnoujście SA
LNG Terminal in Świnoujście
Berth and Unloading Platform LNG
Berth and Unloading Platform
LNG Tanks – 2 x 160 000 mcub.
LNG Tank – Interior
LNG Terminal – Polskie LNG

- expected start of operation 2015
- possibility of loading LNG onto road tankers - TTS
- possibility of using road tankers to supply LNG fuel to ships in the ports of Szczecin and Świnoujście
- Possibility of Loading Portable Tanks supplied by road and load onto the ship PTTS
- Plans to build another LNG Tank to serve the export of LNG - PTS – feasibility study to define the clear strategy
- Loading of LNG from fueling barges - STS
- No specific plans for further expansion of LNG terminal have been disclosed by the owners and operators of the terminal
Progress on shore installation
Progress on shore installation
ZMPSiŚ’s investment plans for 2014-2020

- LNG exporting berth has been foreseen
- pending decisions of PLNG and/or Gaz System and/or PGNiG
- the exporting berth can be used to load LNG fuel onto LNG small scale LNG carriers or fuelling barges barges
- barges can be used to deliver LNG fuel to ships in the ports of Szczecin and Świnoujście
- no stand-alone LNG fuelling station is planned
Option I
Berth/Loading Station alongside Breakwater
Option II
Berth/Loading
Station ashore
LNG transfer modes
LNG Loading operations
ZMPSiŚ has been involved in a number of initiatives concerning LNG applications

- LNG in Baltic Ports Project
  the Project ended in 2012 with “North European LNG Infrastructure Project – A Feasibility Study for An LNG Filling Station Infrastructure And Test of Recommendations”

- Polish Platform „Innovative Maritime Technologies”

- Participation in all the major conferences/platforms concerning LNG, particularly Small Scale LNG distribution
In 2015, within the Motorways of the Sea – Trelleborg-Świnoujście – TEN-T project, ZMPSiŚ will create procedures, standards and organisation schemes for LNG fuel delivery to ships in the ports of Szczecin and Świnoujście

- fuelling areas
- specific solutions for possible technologies (road tank, barge, container tank),
- Safety
- Ships check lists
- Port regulations

LNG Bunker Checklist
Onshore Bunker Station to Ship

LNG Bunker Checklist
Ship to Ship

LNG Bunker Checklist
Truck to Ship
Current and projected demands for LNG

- The first introduction of LNG propelled vessels on regular lines will come from Unity Line. The owner will order two LNG propelled ferries and operate them on the Świnoujście-Sweden ferry service. The first ferry is expected to enter into service in 2016 and the second one in 2017.
- The next operators/owners are expected to follow
- Requirements for at hoc LNG fuelled vessels
- Loading LNG barges via Trucks or Portable Tanks
- Loading consignment of the multi portable LNG tanks carrier
- Small Scale LNG carriers
Use of LNG fuel in the ports

- The recent trends in natural environment protection make it worthwhile to consider the introduction of new solutions in using more environment friendly propulsion systems for machinery and/or equipment used in port operations. LNG fuel appears to be the best directly available option.

- So far, the port operators in Szczecin and Świnoujście have not disclosed any plans to introduce any LNG propelled auxiliary machinery and/or equipment in the nearest future.

- ZMPSiŚ will inspire the operators to employ clean solutions to improve environment and will follow the trends and national/EU/Global legal instruments.

- ZMPSiŚ will create environment to implement any option applicable to meet SECA standards.

- ZMPSiŚ will cooperate with LNG operators to develop the export facilities for small scale LNG and tanker barges.
LNG Propulsion Tag Boats

WITH THE LAUNCH OF THE WORLD'S FIRST LNG-FUELLED TUG, SANMAR HAS EARNED ITSELF THE TITLE OF WORLD LEADER.
The Future is Clear
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Thank You for attention

ZARZĄD MORSKICH PORTÓW
SZCZECIN I ŚWINOUJŚCIE

Ul. Bytomska 7
70-603 SZCZECIN

tel: +48 91 430 82 20
fax: +48 91 462 48 42
www.port.szczecin.pl
e-mail: info@port.szczecin.pl