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LNG bunkering – Interview: Simon Bennett, deputy secretary general, International Chamber of Shipping

LNG bunkering is growing thanks to investments that aim to make more LNG available to ships worldwide in the lead-up to 2020, when the International Maritime Organisation (IMO) will effectively ban ships from burning heavy fuel oil (HFO) by lowering a cap on sulphur content allowed in maritime fuel.

However, at a meeting earlier this month, the IMO laid out new longer-term goals for greenhouse gas reduction for 2050 and beyond that, among other things, envision a radically different fleet on the water, many of which will run on neither LNG or oil, in the coming decades.

In this interview, LNG Business Review speaks to Simon Bennett, deputy secretary general at the International Chamber of Shipping – the London-based global trade association whose members operate over 80% of all merchant vessels by tonnage worldwide – about how LNG might compete against oil products and “zero CO₂” in the bunker market between now and the end of the century.



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