



# CORE LNGas hive

Sustainable energy  
powering Europe

[www.corelngashive.eu](http://www.corelngashive.eu)

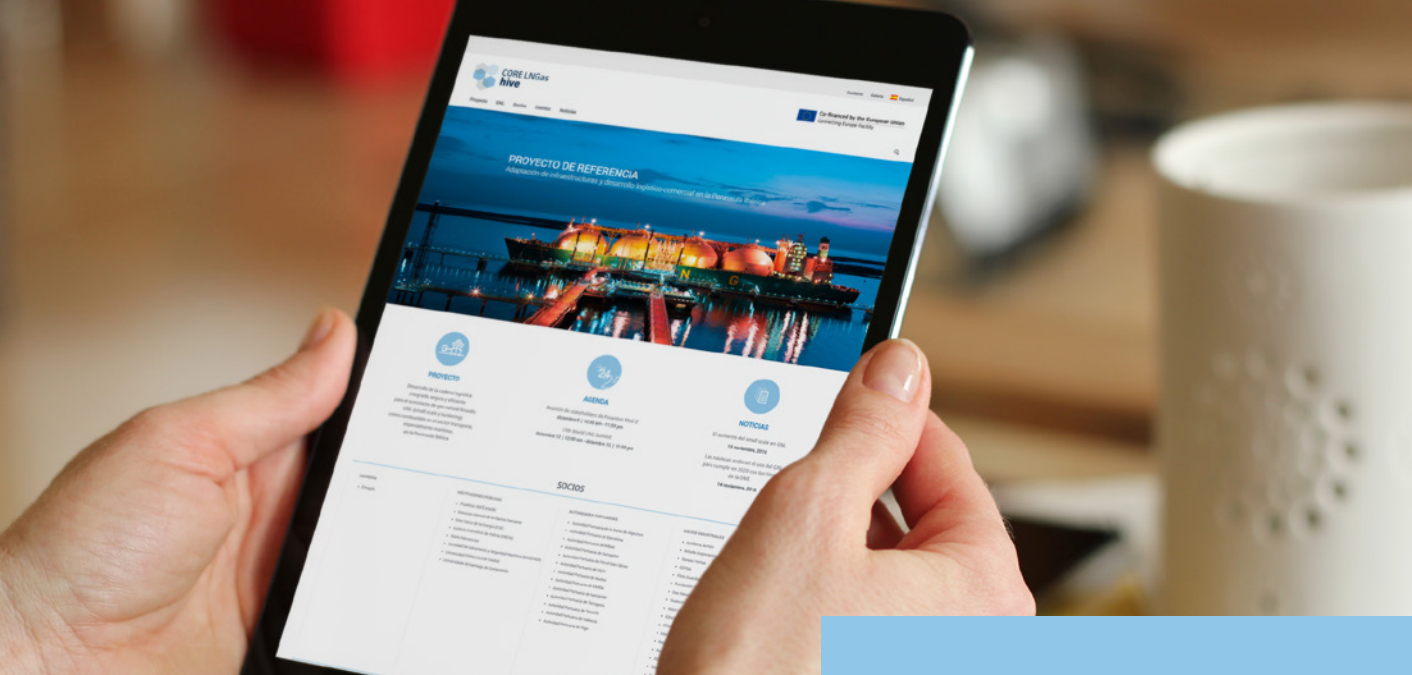


COORDINATOR



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Newsletter  
N° 1  
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CORE LNGas hive project has achieved the milestones and deliverables stated in the Grant Agreement of the project by years 2015 and 2016.

The Coordinating Project Office of Enagás, with the collaboration of Puertos del Estado and all the beneficiaries, following the detailed plan of the Consortium Agreement signed by all of them, has conducted the first year of execution achieving the main items established in the project schedule.

The management aspects of the project were settled in the Consortium Agreement, where the Implementation and Quality Assurance Plan defines the roles, the responsibilities, the processes and the methodologies to be followed, in order to guarantee the optimal

## CORE LNGas hive project complete the first year of execution

management of the project, as well as ensuring a proper coordination among the activities and subactivities, and the coherence of the entire project.

In this way, four Working Groups, three Steering Committees and a General Assembly have been

developed during this year, achieving a high level of coordination between all the subactivities (studies and pilots). This aspect will be even fostered with new meetings that will strengthen the innovative point of view of the project and the quality of the results expected by the European Commission.

Regarding the communication affairs, different tasks have been implemented, according to the Communication and Dissemination Plan and with the support of all the beneficiaries. In this way, a public website was set up (<http://www.corelngashive.eu/>), leaflets and roll ups have been produced, press releases and publications issued and social media have been put in place and starting to be active (please follow us @core\_lngashive). Continuing with that Plan, this is the first of many releases of the newsletter of the project that will inform publicly about the developments of the Action.

Furthermore, on May 19th the project was presented at the headquarters of the EU Institutions in Madrid, Spain, being the official launching of the project. The Director General for Energy of the European Commission, Dominique Rostori, the Spanish Secretary of State for Energy, Alberto Nadal, the President of Puertos del Estado, José Llorca, and the President of Enagás, Antonio Llardén participated in the event and gave their support to a challenging and motivating project that will position the Iberian Peninsula as the main LNG bunker supply in the south of Europe.

# International Maritime Organization (IMO) implements low sulphur fuel requirement from 2020

IMO has set 1 January 2020 as the implementation date for a reduction in the maximum sulphur content of the fuel used, setting the cap of 0.5% m/m.

International Maritime Organization (IMO) has set 1 January 2020 as the implementation date for a reduction in the maximum sulphur content of the fuel used by ships, setting the cap of 0.5% m/m

(mass/mass). This decision was taken during the 70th session of Marine Environment Protection Committee (MEPC), which was held at IMO's headquarters located in London on last October's week. This new cap means a significant reduction in regard to the actual global cap defined in 3.5% m/m (in effect since 1 January 2012). IMO ensures that this fact proves its commitment to improve the environment performance in maritime

transport. Further work to ensure effective implementation of the 2020 global sulphur cap will continue in the Sub-Committee on Pollution Prevention and Response (PPR).

This date was accorded in 2008, but it was subject to an overhaul in 2018, in order to assess whether sufficient compliant fuel oil would be available to meet the 2020 deadline, when it could be delayed till 2025. The analysis has been finished this year and the review concluded that sufficient fuel would be available to meet sulphur cap.

LNG is sulphur free, this condition makes it a main solution to comply with the new requirement and its use as fuel is expected to increase significantly. Currently LNG is a very well-known fuel for LNG carrier operators since it has been used for many years. New LNG export capacity is expected to come online from 2018 and the worldwide LNG carrier fleet is also expected to grow in the upcoming years. Both facts, the increase in production and transport capacity, will positively contribute to ensure LNG availability for this new use as a marine fuel.

In addition, MEPC's meeting agrees to implement a new NECA in Baltic Sea and North Sea, in order to control NOx emissions. Tier III limitation will be applied in 2021.




IMO



**For more info IMO press release**





# Presentation of National Policy Framework

The proposal for the National Policy Framework has been finished under CORE LNGas hive project

The sub-activity ET0 “Study on National Policy Framework” has fulfilled its aim at drafting the National Policy Framework (NPF) in the section of LNG bunker infrastructure, as provided in the Directive 2014/94/UE on the deployment of alternative fuels infrastructure. This sub-activity, led by Puertos del Estado, belongs to Activity 2 (Studies).

The obtained results have been integrated as a part of the “National Policy Framework of Alternative Energies for Transport”, which is the complete document that Spain as a Member State must produce in order to comply with Directive 2014/94.

This study has been developed with the collaboration of the so-called “Policy Advisory Group”, formed by relevant stakeholders in the field of LNG bunker. As an external body,

this Group is an important component of the management structure of the project, since it allowed producing an as consensual as possible proposal of the NPF.

The NPF is currently in its final process of approval from the government, which has been formed some days ago. Every member state shall notify its NPF to the European Commission by 18 November 2016.



# Conclusions of the LNG demand and supply chain analysis for the Mediterranean, Atlantic, Gibraltar Strait & Peripheral Island Corridor

As planned in ET1,2&3 sub-activities, an LNG demand study and supply chain analysis by corridor is being carried out with the support of DNV-GL consultant. In a first phase, the results of these studies aim to know the demand in the main corridors and peripheral islands per ports and in

a second phase to develop a safe and efficient, integrated logistics and supply chain for LNG as fuel for maritime transport of the Iberian Peninsula, and it will prepare the roll-out plan for future commercial deployment along the Mediterranean and Atlantic corridors in the Iberian Peninsula.

A preliminary result of the project, last July, provided the first data and levels of demand by corridors for the Spanish National Policy Frameworks for alternative fuels.

This project is practically concluded, and consists of 4 documents; the Bottom-up report with results of field studies through more than 88 interviews and surveys with the main stakeholders, a Top-down model based on the data of the AIS tool, together with the internal models of the DNV consultancy. Furthermore, an adjustment or consolidation of results between these two previous outcomes has been made to improve the methodology and finally a preliminary analysis of the infrastructure necessary to meet the demand.

The results of the project have been presented to the project partners in two working meetings where comments have been received for the improvement of the documents obtained. The second working meeting took place in November 2016. The results of this project are expected to be satisfactory for all CORE LNGas hive partners.

The methodology developed here will serve as a basis for the realization of the different scenarios of demand taking into account the improvements that will be received within the observatory for implementation of the Directive throughout the entire project.



News from  
CORE LNGas hive partners

## Fundación Valenciaport bets on LNG as marine fuel within CORE LNGas hive Project



The main role of the Fundación Valenciaport is to support Valencia's port community in areas such as research, innovation, training and cooperation. One of the most innovative concepts that is being introduced within operating ports is the use of alternative fuels in both ground and sea operations and, among all the current available alternatives, natural gas will play a key role. This role is clearly defined in the European directive for the implementation of alternative fuels (Directive 2014/94 / EU), where it is emphasised the potential of liquefied natural gas (LNG) as an adequate fuel

to comply with the emission limits for ships in control areas (ECA and SECA). It also establishes the requirement for LNG supply in the core network terminals by 2025 for seaports and in 2030 for riverports. Considering both aspects, the role of innovation booster of the Fundación Valenciaport and also the promising future of natural gas, our participation in initiatives in which the use of this fuel is analysed or encouraged, occurs naturally.

The Fundación Valenciaport participates in CORE LNGas hive initiative, focused on the

Iberian Peninsula, with a broad approach and strategic character, perfectly aligned with both the aim of service at national and local level of the Fundación Valenciaport, as well as the firm conviction of the important future of LNG in the maritime industry in the coming years. Specifically the projects which the Fundación Valencia port coordinates within CORE are: the adaptation for LNG bunkering/small scale services in Sagunto, a tugboat powered by LNG in Valencia and LNG/CNG mixed station for vehicles and small boats in Valencia.



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## TARGET 1<sup>ST</sup>

Push forward the process of decarbonization in the Iberian Peninsula

## TARGET 2<sup>ND</sup>

Contribute to the reduction of pollutant emissions in shipping

## TARGET 3<sup>RD</sup>

Position the maritime industry and natural gas as maritime fuel

## TARGET 4<sup>TH</sup>

Increase the European visibility within the Iberian Peninsula LNG sector

€16.65Mn

financial support from the European Commission

€33.3Mn

project budget

42

partner entities from Spain and Portugal: 8 state-owned institutions, 13 port authorities; 21 industrial companies



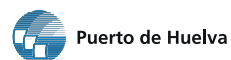


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