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LNG bunkering growth carries on – but shipowners mull greener alternatives  
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### **Gas Strategies Group**

10 Saint Bride Street  
London UK  
EC4A 4AD

ISSN: 0964-8496

T: +44(0) 20 7332 9900  
W: [www.gasstrategies.com](http://www.gasstrategies.com)  
Twitter @GasStrategies

### **Editorials**

+44(0) 20 7332 9957  
[editor@gasstrategies.com](mailto:editor@gasstrategies.com)

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[1]

Ahead of the COP26 climate summit in Glasgow, UN Secretary-General Antonio Guterres said that the shipping and aviation sectors have failed to cut their greenhouse gas (GHG) emissions and that their current commitments are more aligned with global warming going “way above” 3 degrees Celsius, as opposed to the limit of 1.5 degrees Celsius agreed at COP21 in Paris in 2015. Shipping currently accounts for 2-3% of global GHG emissions, similar to that of aviation, but emissions from the maritime sector are growing.

The vast majority of fuels used by ships are oil-based, though shipowners now have to comply with a global 0.5% sulphur content cap in place since 1 January 2020. But LNG is finally established as a niche market that continues to grow, despite experiencing a slowdown due to the Covid-19 pandemic, with around 30 bunkering vessels now in operation in key regions. The outlook for the sector remains broadly optimistic, despite LNG being perceived as a transitional fuel and potential competition from greener options, such as ammonia and methanol.

**Consulting**

+44 (0) 20 7332 9900  
[consult@gasstrategies.com](mailto:consult@gasstrategies.com)

**Alphatania Training**

+44 (0) 20 7332 9910  
[training@gasstrategies.com](mailto:training@gasstrategies.com)

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+44 (0) 20 7332 9976  
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