



THE SMALL SCALE LNG USE  
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# THE ROLE OF LOGISTIC FOR LNG BUNKERAGE DEVELOPMENT

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 **ASSOCOSTIERI**  
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 **CONCOMMERIO**  
IMPRESE PER L'ITALIA



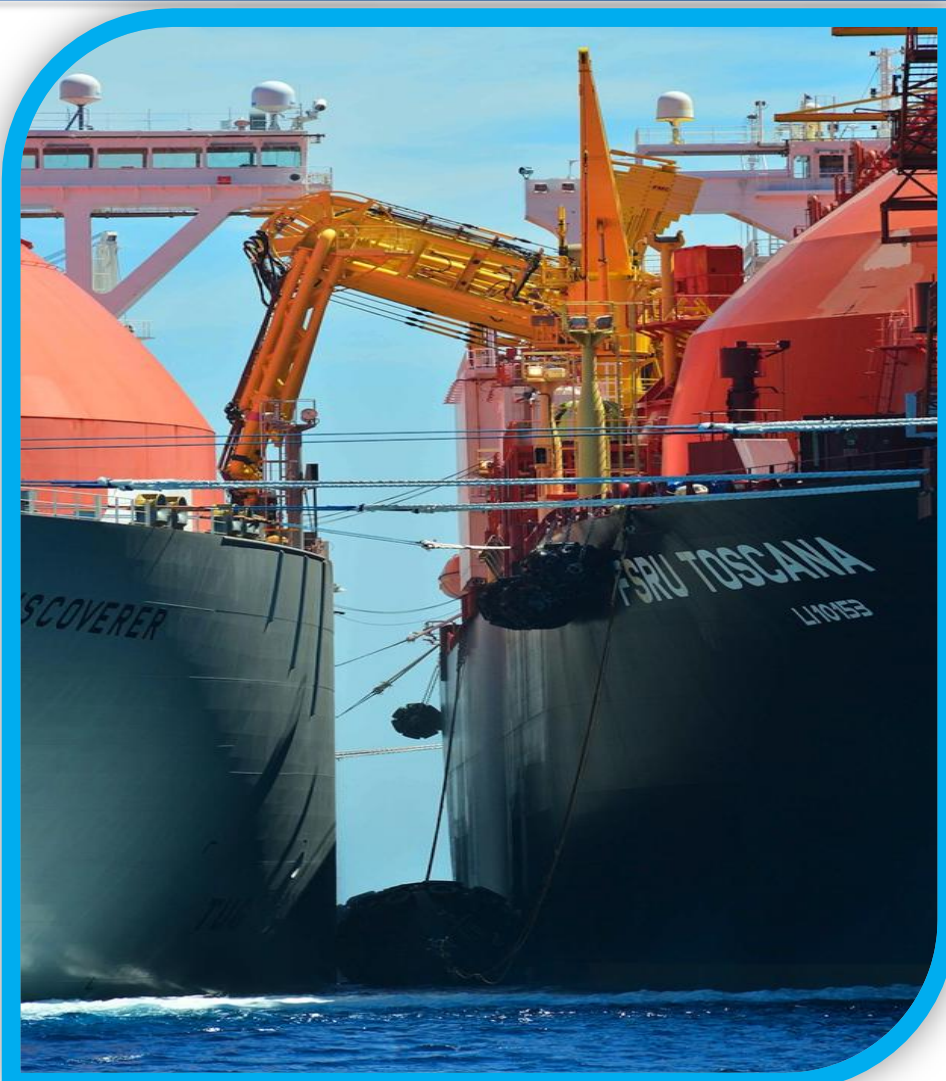
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# THE ROLE OF LOGISTIC FOR LNG BUNKERAGE DEVELOPMENT



ASSOCOSTIERI was established in Rome in 1983 as the reference association for companies that take place in the energy logistics sector.

It represents the owners of coastal, customs and taxes storages of mineral oils, chemical products and LPG, small-scale storages and LNG regasification terminals, producers and companies active in the biodiesel/biomethane sector and companies active in marine bunkering.

It carries out a continuous and proactive job of accrediting its members with reference stakeholders.

It protects the needs of associated companies in national, EU and international institutional, political and technical offices competent in the field of energy logistics and biofuels.

Adheres to the following associations and committees:

- Confcommercio - Imprese per l'Italia
- Conftrasporto
- Confmare
- European Biodiesel Board
- Biofuel Platform
- CUNA
- CTI

## National fuel consumption for maritime transport (ktonnes)\* Years 2017-2018

Fuel	January - December 2017	January - December 2018
Marine Diesel	470	468
Fuel Oil	2621	2721
Lubricants	33	32
Total	3124	3221

\*Source: Ministry of Economic Development - DGSAIE - DIV. VI

## IMO RESOLUTIONS AND ADOPTION IN ITALY

In **2008**, the IMO adopted a resolution amending **Annex VI of the MARPOL** convention, which introduced limits on sulfur content of 0.1% in the SECA areas from 1st of January 2015 and, in anticipation and with intermediate control planned by 2018, a sulfur content of 0.5% in maritime areas outside the SECA areas from 1st of January 2020.

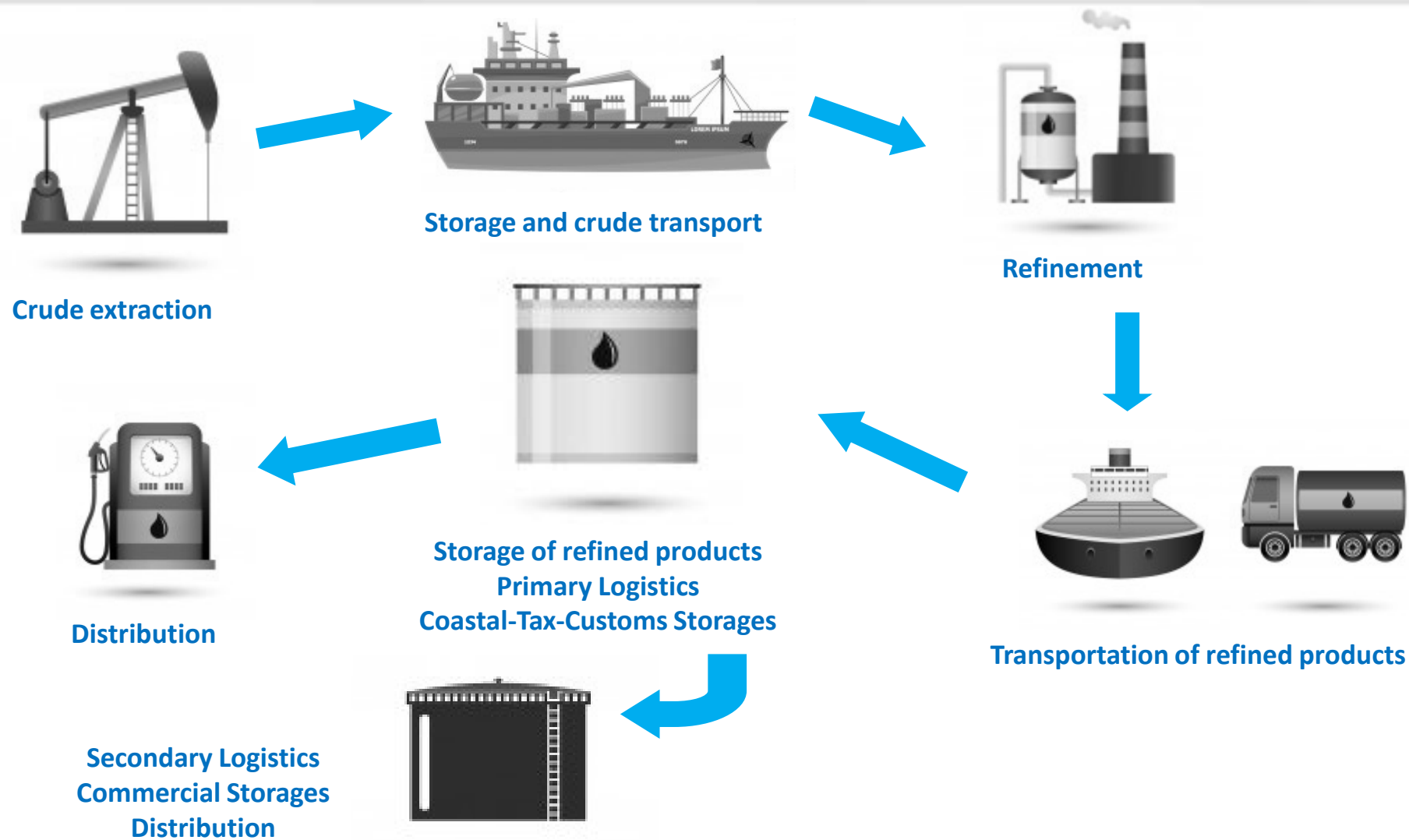
This resolution was implemented by **Directive 2012/33 / EU** of the European Parliament and of the Council in the 21th of November 2012, which amends the Council Directive 1999/32 / EC relating to the sulfur content of marine fuels. In Italy, the transposition of the directive took place with **Legislative Decree no. 112/2014**, which in art. 1 modifies the art. 295 of Legislative Decree no. 152/2006 introducing the mentioned limits.

In **2016**, during the 70th session of the MEPC, the IMO, with resolution MEPC.280 (70) announced the decision to **make effective the date of 1 January 2020**.

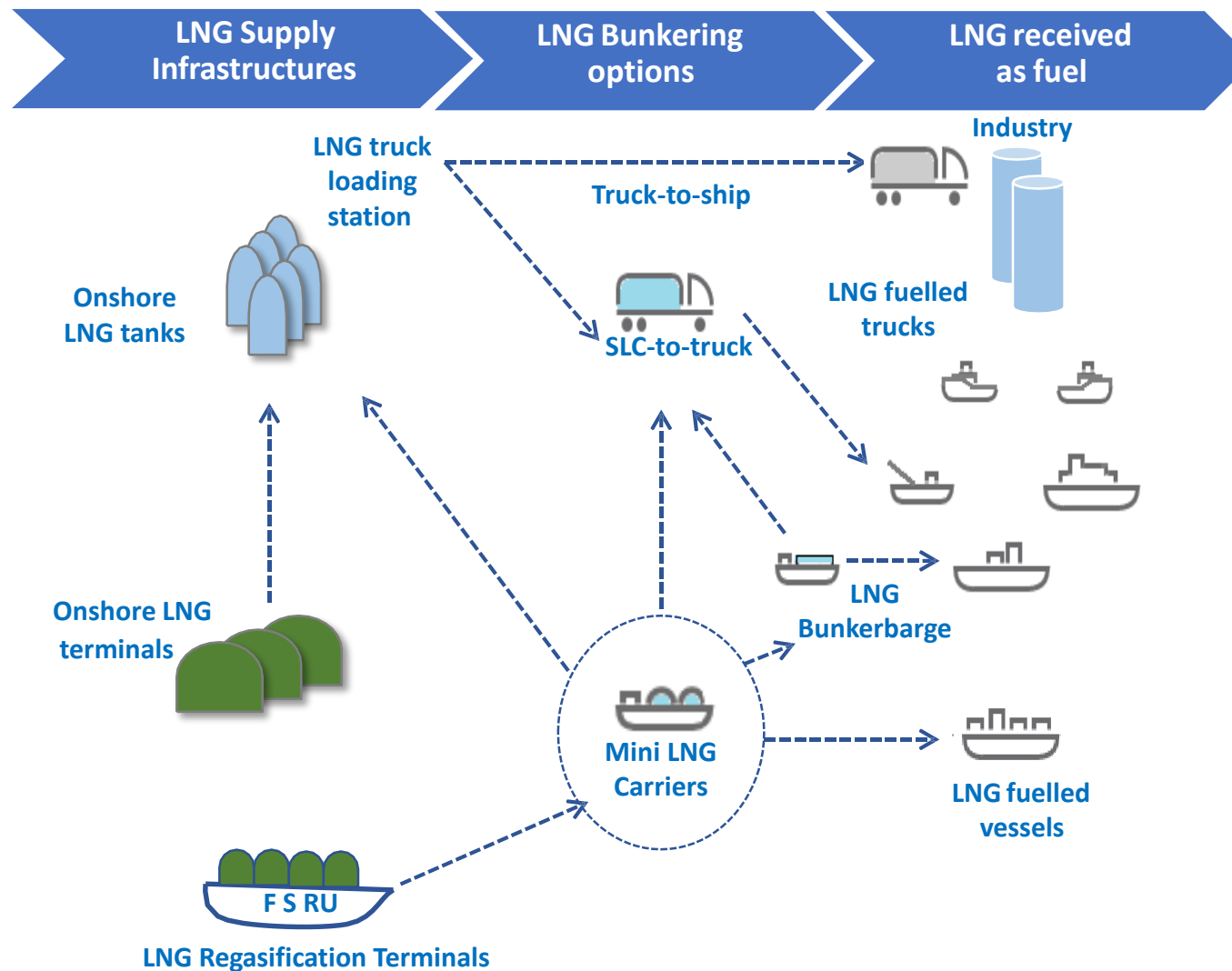
- The national energy market, in particular the oil market, is mainly supplied through imports of raw materials and finished products, using coastal logistics, consisting of storage facilities that receive the product by sea for launch it to the domestic market through its own ground facilities, connected to the secondary distribution network
- The national energy logistics is represented by the primary logistics consisting of refineries, regasification terminals, coastal storages and connected storages with rail yards, while the internal commercial storages and the fuel distribution network represent the secondary distribution
- The energy logistics services include the set of infrastructures necessary for the reception, storage and subsequent transfer to the energy products distribution phase
- Oil logistics is therefore the necessary link between the refining phase of crude oil and semi-finished products and that of distribution of finished products



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## INFRASTRUCTURAL NODE FOR THE DEVELOPMENT OF THE FINAL USES SUPPLY CHAIN

The infrastructural gap in the first ring of the LNG downstream is the main critical issue for the development of the supply chain

- Italian terminals do not allow the loading of tankers that deliver the LNG to the final users  
→ realization of operational coastal storages between 2019 and 2020
- Construction of the first Italian facility for loading SSLNG tankers and/or bunkership at the OLT terminal - Offshore LNG Toscana
- The entry into operation of SSLNG bunkership and LNG tankers should take place at the same time and could also be based in other Mediterranean ports



## Operative regasification terminals in Italy

Port Authority	Regasification Terminal	Society	Location	Regasification capacity (m <sup>3</sup> )	State of procedure
AdSP del Mar Ligure Orientale	Panigaglia	GNL Italia S.p.A. (Gruppo Snam)	Panigaglia, La Spezia	4 bn	Bunkerships - Feasibility study concluded in 2017
AdSP del Mar Tirreno Settentrionale	FSRU Toscana	OLT Offshore LNG Toscana	Livorno	3,75 bn	Bunkerships - Feasibility study concluded in 2015. Detailed design completed in 2018. Start of the authorizative procedure in 2019
AdSP del Mar Adriatico Settentrionale	Adriatic LNG	Terminale GNL Adriatico	Porto Levante (Rovigo)	8 bn	Bunkerships - Feasibility study concluded in 2015

Source: ASSOCOSTIERI processing on REF-E data

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Port Authority	Society	Location	State of procedure	Storage capacity (m <sup>3</sup> )
AdSP del Mar Di Sardegna	Higas	Oristano	Under construction	9.000
AdSP del Mar Di Sardegna	Edison	Oristano	Authorized	10.000
AdSP del Mare Adriatico Centro-Settentrionale	Depositi Italiani GNL	Ravenna	Under construction	20.000
AdSP del Mare Adriatico Settentrionale	Venice LNG	Porto Marghera	Authorization procedure in progress	32.000
AdSP del Mar Di Sardegna	IVI Petrolifera	Oristano	Authorization procedure in progress	9.000
AdSP del Mar Di Sardegna	Consorzio Industriale provincia Sassari	Porto Torres	Authorization procedure in progress	10.000
AdSP del Mar Tirreno Settentrionale	Livorno LNG Terminal	Livorno	Authorization procedure in progress	9.000

Mini regasification terminal /coastal storage				
Port Authority	Society	Location	State of procedure	Storage capacity (m <sup>3</sup> )
AdSP del Mar Di Sardegna	ISGAS ENERGIT Multiutilities S.p.A.	Cagliari	Authorization procedure in progress	22.000

Source: ASSOCOSTIERI processing on REF-E data



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