THE DEPLOYMENT OF LNG IN CONTINENTAL TRANSPORTS A TOOL FOR GREEN INTEGRATION OF EUROPEAN PORTS-CITIES?
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A wide hierarchical distribution system has to be conceived from the major
• Huge terminal have to be adapted to store and handle lesser volumes:

CREATE A FUEL MARKET
LNG DISTRIBUTION HAS TO RELY ON A TERRITORIAL MESHED OFFER TO
• The European Union supports major projects :
• The United States had nearly 6,000 LNG trucks and 209 LNG fuel stations
• The Chinese government has firmly committed itself to sustain its
development and more than 1500 LNG stations have been opened across
• LGN acceptance lies on more demanding environmental legislation
• Transport firms are skeptical regarding the high investment in adapted
• Oil prices dropped after 2008, so that the replacement of the
• The transport sector: direct advantage from the LNG at the same time
• Natural Gas: a huge supply (worldwide 200 years gas-supply /50 years
• LNG, THE CARGO THAT BECAME A FUEL
technological “trans- and cross-fertilization”.
This research tries to explore the potential impacts of the LNG technologies for further territorial developments in energy shift and
turbocharged redistribution system, especially Norway where 30 secondary ports are by now offering LNG refueling capacities.

But ...
• Oil prices dropped after 2008, so that the replacement of the conventional
• Transport firms are skeptical regarding the high investment in adapted
• LNG acceptance lies on more demanding environmental legislation
• Push effect can be gained by public subsidies, offering a wider continental

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country.
• The United States had nearly 6,000 LNG trucks and 209 LNG fuel stations in
• The European Union supports major projects :
• The prevention of risks may lead to segregation of flows to access the
• The technical expertise in gas may also benefit to global energy
• For the gas network companies the new offer makes it possible to

CONCLUSION. WHAT CAN WE LEARN?
For part-cities, LNG can present local advantages
• In the port area itself, LNG helps reducing the emission for local
• The prevention of risks may lead to segregation of flows to access the


SOURCES

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Image 1: Breaker solutions for ships (Illustration)