

GUIDE FOR

LNG FUEL READY VESSELS JANUARY 2017

Guide to Color Coding Used in Online Version of the Guide

The following summarizes the colors corresponding to Rule Changes, Corrigenda items and editorial changes in the Guide files which are available for download.

Rule Changes:

Changes effective 1 January 2017

Corrigenda:

CORRIGENDA/EDITORIALS – 1 September 2017

Editorials:

Editorial Changes

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Updates

September 2017 consolidation includes:

- January 2017 version plus Corrigenda/Editorials

Foreword (2017)

Due to increasingly stricter environmental regulations controlling air pollution from ships, together with the potential for favorable price conditions, the use of LNG as a fuel, instead of conventional residual or distillate marine fuels, is expected to become more widely adopted in the future. In anticipation of this trend, the marine industry is looking for ways to provide flexibility and capability in vessel designs to enable a future conversion to an alternative fuel, such as LNG.

This will provide the flexibility to limit the initial investment while maintaining the option to select LNG, or another low flashpoint fuel, as a fuel in the future. This arrangement may be called “LNG Fuel Ready”. The scope of such modifications can significantly differ from ship to ship and needs to be agreed between the shipowner and the shipbuilder.

It is important to note that the international regulations **to be followed** for gas fueled ships, other than those covered by the IGC Code, are those included in the IMO *International Code of Safety for Ships Using Gases or Other Low Flashpoint Fuels* (IGF Code), which **entered into force on January 2017**.

Users of this Guide should be aware that due to changing regulations, and depending on specific geographical uses, compliance with this Guide may not necessarily reflect all requirements in all regions at the time of construction or future conversion.

The actual ABS requirements to be applied to gas fueled ships are detailed in [Part 5C, Chapter 13 of the ABS Rules for Building and Classing Steel Vessels \(Steel Vessel Rules\)](#). The purpose of this Guide is to indicate the extent to which a vessel has been prepared or “ready” for compliance with the [Steel Vessel Rules](#). It is to be noted that compliance with the applicable edition of the [Steel Vessel Rules](#) in force at the time the “LNG fuel ready” service is provided does not guarantee compliance with the edition of the [Steel Vessel Rules](#) as may be applicable at the time the future conversion to a gas fueled ship is actually undertaken.

Furthermore, compliance with the *Gas Fueled Ships Guide* requirements does not necessarily indicate compliance with the statutory requirements that may be in place at the time of vessel conversion. Where the requirements of the *Gas Fueled Ships Guide* are proposed to be used to comply with the IMO IGF Code, such application is subject to approval by the flag Administration prior to issuance of the Safety Certificates on behalf of the flag Administration by ABS.

The applicable edition of the *ABS Rules for Building and Classing Steel Vessels* is to be used in association with this Guide.

Despite the foreseen trend of using LNG as a fuel, the decision of building a new ship or converting an existing one to LNG fueled is not simple, due to the current limited bunkering infrastructure, the uncertainty of LNG price advantage worldwide, and the many technical challenges that need to be faced during the design of all the associated systems, especially in the absence of finalized International Codes and Standards. However, considering the promise of the advantages that may be gained from use of LNG as marine fuel at the time of the issuance of this Guide, the shipbuyers concerned with such difficulties may decide to place ship orders with conventional oil fuel burning arrangement with additional provision for using LNG as a fuel with the intention to complete installation in the future. This arrangement may be called “LNG Fuel Ready”. In order to facilitate future modifications, the shipbuyers and shipbuilders must make a significant effort to figure out what features should be incorporated on a vessel and incorporate these in the shipbuilding contract.

ABS recognizes the need for defining the “LNG Fuel Ready” scheme in the marine industry, which identifies all technical issues that must be considered and thereby assist owners, designers, and builders in taking this route.

This Guide has been developed considering that the following elements may be desired by owners opting for features of LNG readiness in the Classification of their vessels.

- i) The first is an independent and public recognition that a vessel has been designed intentionally with feasible LNG fuel conversion in mind and that it has physical features that make it suitable for such conversion.
- ii) The second addresses the need for owners to specify instructions to the builder in terms of Class guidance and requirements.
- iii) The third provides confirmation to the owner and the shipbuilder that any vessel features agreed between the two parties have been approved by the Classification society based on their Rules that would be applied if the vessel had been built as a gas fueled ship to the concept proposed.

This Guide becomes effective on the first day of the month of publication.

Users are advised to check periodically on the ABS website www.eagle.org to verify that this version of this Guide is the most current.

We welcome your feedback. Comments or suggestions can be sent electronically by email to rsd@eagle.org.