Measures for the reduction of fuel consumption and CO_2 emissions in inland navigation

Template for the catalog-like presentation of the potential measures

(according to the PLATINA Innovation Database)

		LNG (Liquefied Natural Gas) as fuel for inland navigation
1.	Keywords	Fuel for propulsion and auxiliary engines
2.	Short description	Liquefied natural gas (LNG) as substitute for diesel oil (or a combination of both, to be used in dual fuel engines)
3.	Objective & target	Fuel consumption reduction, emission reduction of CO_2, particulate matter (PM), NO_x and SO_2
4.	Key success factors	Has not been applied yet in inland navigation, but is successful in other sectors, especially in Norway
5.	Innovative aspects	New application of mostly existing techniques
6.	Benefits for users	15-25% fuel savings, depending on sailing pattern and power system configuration
7.	Geographic area	Applicable on all inland waters
8.	Status	Anticipated for end of 2011 are 4 ships sailing with LNG as marine fuel (CCNR recommendations are pending)
9.	Difficulties met	Lack of bunker facilities (are in development stage)
10.	Year(s)	2011 and following years
11.	Users, stakeholders	Ship owners, Shipping Inspectorate, Lloyd's Register, Bureau Veritas
12.	Contact person	Holland Shipbuilding Association / Bert de Vries
13.	Costs & financing	No details available (private initiatives)
14.	Website / links	
15.	Available data, publications	http://www.scheepsemissies.nl/themas_scheepsemissies.php?thema=reductie&onderwerp=56
16.	Added value: possibility for application elsewhere	
17.	Further information	
18.	Filled in by	Holland Shipbuilding Association / Bert de Vries
19.	Date	17 July 2011