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Ships and marine technology — Specification for bunkering of liquefied natural gas fuelled vessels

Navires et technologie maritime — Spécification pour le soutage des navires fonctionnant au gaz naturel liquéfié



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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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The committee responsible for this document is ISO/TC 8, *Ships and marine technology*.

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Introduction

This document has been produced to meet an industry need identified by the International Maritime Organization (IMO). This document has been designed to support the IMO International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code).

Due to numerous economic and environmental factors, the use of liquefied natural gas (LNG) as a vessel's fuel has increased. While LNG fuelled ships and vessels have been in service for over 10 years, most of these vessels have operated within small defined areas using LNG bunkering operations designed for that particular vessel service. The increase in LNG fuelled vessels corresponds with an increase in the number of the regions that these vessels will service. Therefore, there is a need to standardize LNG bunkering operations internationally to a reasonable degree so that vessel operators will have the tools to select vessel fuel providers that meet set safety and fuel quality standards and LNG bunkering operations will be conducted safely. This document can be used for both vessels involved in international and domestic service regardless of size.

This document does not replace existing laws or regulations. It is flexible so that it can be applied in many situations and under various regulatory regimes as long as the requirements of this document are met. If, however, local regulations preclude its use and do not provide the safety specified in this document, compliance with this document should not be claimed.