

Second edition  
2021-12

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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*



Reference number  
ISO 20519:2021(E)

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Published in Switzerland

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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](http://www.iso.org/directives)).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see [www.iso.org/patents](http://www.iso.org/patents)).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see [www.iso.org/iso/foreword.html](http://www.iso.org/iso/foreword.html).

This document was prepared by Technical Committee ISO/TC 8, *Ships and marine technology*, in collaboration with the European Committee for Standardization (CEN) Technical Committee CEN/TC 282, *Installation and Equipment for LNG*, in accordance with the Agreement on technical cooperation between ISO and CEN (Vienna Agreement).

This second edition cancels and replaces the first edition (ISO 20519:2017), which has been technically revised.

The main changes are as follows:

- in [5.5.5](#), dry connect and disconnect couplings, if used, are required to meet the applicable requirements of ISO 21593, however, it is permitted to use, under specified conditions, couplings manufactured before the publication of ISO 21593;
- in [6.2.2 a](#)), if flowmeters are used to measure LNG being bunkered, the LNG provider to inform the party receiving the LNG if the flowmeter conforms to ISO 21903.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at [www.iso.org/members.html](http://www.iso.org/members.html).

## Introduction

This document has been produced to meet an industry need identified by the International Maritime Organization (IMO). It 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 since the early 2000s, 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 service. Therefore, there is a need to standardize LNG bunkering operations internationally to a reasonable degree so that vessel operators have the tools to select vessel fuel providers that meet set safety and fuel quality standards for LNG bunkering operations to be conducted safely.

This document can be applied in many situations and under various regulatory regimes. Existing regulations can cover the topics addressed in this document.