LNG Bunkering North American Summit 2025

Confirmed Speakers:

Peter Keller, Chairman, **SEA LNG**
Louis Sola, Chairman, **Federal Maritime Commission**
Dain Detillier, Executive VP – LNG Operations, **Harvey Gulf International Marine**
Gerben Dijkstra, Head of Business Development, **Anthony Veder**
Matt Jackson, Vice President Crowley Advanced Energy**, Crowley**
Rick Schiappacasse, Director Cargo Sales & Special Projects, **Jacksonville Port Authority**
Daniel Gage, President**, The Transport Project**
John Nadeau, RADM (ret) and President and CEO**, Nadeau Maritime**
Andrey Chernov, Adjunct Professor, **State University of New York Maritime College**
Thomas MacLean, Policy Program Director**, Port of San Diego**

	SITE TOUR AND WORKSHOP DAY – TUESDAY 18TH November 2025	
08:30	**WELCOME REGISTRATION**	
09:30	**PORT SITE TOUR**	
13:00	**LUNCH AND NETWORKING**	
	POLICY	**LNG AND FUTURE FUELS**
14:30	**TRAINING AND SAFETY OF ALTERNATIVE FUELS**	**COST COMPARISON OF ALTERNATIVE FUELS UNDER IMO COMPLIANCE**
16:00	**NETWORKING DRINKS HOSTED BY PIVOTAL LNG**	

	CONFERENCE DAY ONE – WEDNESDAY 19TH NOVEMBER, 2025
08:00	**REGISTRATION AND WELCOME NETWORKING**
08:45	**CHAIR'S OPENING REMARKS**
08:45	**OPENING KEYNOTE PRESENTATION: UNDERSTANDING THE GROWTH OF LNG AND ALTERNATIVE FUEL USAGE IN NORTH AMERICAN SHIPPING** With the growing challenge of an uncertain future for maritime fuel and energy usage, one thing is clear – that there is increasing demand and opportunity for LNG use in shipping, but also growing concern with surrounding regulatory landscapes to support this fuel pathway. Join this session to hear the regulatory and infrastructure perspective of how future fuels will be supported in North America. Join this session to learn: - Analysis on the continued importance of LNG use for future operating ships - What are the current regulatory frameworks that are impacting the ease of new LNG shipbuilding/ bunker vessels etc.

	- What key safety concerns are still arising when it comes to LNG bunkering operations, and how can these be overcome? - How is the regulatory landscape evolving in the US to support alternatives outside of LNG? *Invitation Extended to:* ***US Coast Guard***
09:15	**PRESENTATION: GLOBAL REGULATION SHIFTS – HOW WILL THE IMO's MEPC OUTCOME AFFECT THE US LNG INDUSTRY?** As the maritime industry is adapting globally to adopt lower carbon fuels, including LNG, in preparation for the IMO30 and IMO50 targets, there is now an even clearer sense of urgency following IMO's MEPC meetings in 2025, but the question still stands on how the future of LNG usage in shipping will be affected by these new global standards, and how might this impact the US market. Join this session to understand the following: - What is the Net-Zero Framework that has been agreed by the IMO? - With the implementation of the NZF, how has the compliance cost of LNG changed? - What is the impact of the conversations at the IMO meeting in October? - How do shipowners need to alter their fuel strategy in comparison to prep for IMO30 and 50 targets?
09:45	**PRESENTATION: TAKE A LOOK AT THE ORDER BOOKS – AND WHAT DOES THIS MEAN FOR THE INDUSTRY?** 2024 saw another significant rise in alternative fuel newbuilding, with a 30% year-on-year increase compared to 2023, according to the DNV alternative fuels insight. This shows the growing importance of development in infrastructure to support this increase in demand for alternatives across the value chain. Join this session to take a closer look at the order books in the North American market, and how these patterns affect the anticipated supply and infrastructure developments, as well as how shipbuilding capabilities are impacted.
10:15	**Coffee Break Announcement by Matrix Service Company**
10:20	**MORNING COFFEE BREAK – Sponsored by Matrix Service Company**
11:00	**PRESENTATION - MANNTEK**
11:25	**PRESENTATION - TRELLEBORG**
11:50	**PANEL: PIVOTAL LNG**
12:20	**PANEL: PAUSE ON PRODUCTION OF BLUE AND GREEN FUELS?** With global ship operators looking to diversify their fleets, and exploring new avenues for reducing their carbon emissions, the viability of fuels like Methanol and Ammonia come into play, and the pathway through blue and green production. However, given the current uncertainty, there development of these facilities is not an investors priority currently. Join this panel to understand: - What is the current update on plant development, and how can they progress? - How is investor decision making changing, and what would need to change in order for investments to be made again in these facilities? - What is the impact on the shipowners that are looking to diversify their fleets?
12:50	**Fincantieri Lunch Announcement**
12:55	**NETWORKING LUNCH – Hosted by Fincantieri Bay Shipbuilding**
14:00	**PRESENTATION: SHIPBUILDING CAPABILITY IN THE NORTH AMERICAN MARKET** The SHIPS for America Mandate has been the current topic of conversation within the US market, especially when it comes to concerns about the capability required to reach the targets outlined. With virtually no current capacity to build large-scale LNG-fueled vessels in US shipbuilding, the market needs to expand to ensure the benefit to the US is felt. Join this panel to hear our panelists discuss: - How are current shipyards preparing for increasing shipbuilding orders in the US - What is the positive opportunity that this mandate can offer to the industry, and for the development of LNG use? - From the operator's perspective, are newbuilding plans in line with fuel regulatory compliance, aligned with the capabilities of US shipyards - What support would be needed from the government or industry to allow the shipyard capacity to grow and support the growing LNG demand domestically?

14:30	**PRESENTATION: MASS BALANCE VS BOOK AND CLAIM – SUPPORTING LNG SCALABILITY** With the increasing focus on the LNG pathway through to LBM, suppliers and operators are looking to reduce their emissions to be complaint – but which chain of custody model will be the one to ensure compliance? Join this session to learn about two key approaches gaining traction: mass balance and book and claim, and answer the following questions: - How do mass balance and book and claim differ, and what does this mean for LBM production? - How do suppliers and operators work together to ensure the approaches align between them - What do global and regional regulators accept as a fit model - Which model has the best opportunity to support the scalability of LBM?
15:10	**AFTERNOON COFFEE BREAK**
15:45	**PRESENTATION: LBM CERTIFICATION IN THE US – STANDARD ACROSS WATERS** When looking at the North American market, there is clear increasing opportunity for LNG and BioLNG production and exports, but how does the certification stack up against European certification compliance? With global LBM supply increasingly coming from the US, how can it ensure that the fuel produced is compliant for global shipping operators, and will there be any global fuel standard outlined by the IMO? Join this session to hear how certification is currently set up, and how the introduction of a global standard will affect not only supply, but the export demand.
16:20	**PANEL: US POLICY – SHIFTING ENERGY AND TRADE AGENDA - NOW WHAT?** From nuclear to RNG, there are many fuel choice developments that are being made in the US, which in turn affects how maritime can adopt them not only in North America, but also globally. But how are incentives being treated in the maritime market, and can we learn anything from other industries like on-road. Join the session to understand: - Is there opportunity to make renewable fuels more attractive with tradable credits? - How are RNG productions providing an option for the maritime industry - What regulatory or policy changes would be needed for maritime fuels to qualify in the same way? **Daniel Gage,** President**, The Transport Project**
17:00	**CHAIRPERSON'S CLOSING REMARKS AND END OF DAY ONE**
17:30-19:00	**EVENING RECEPTION AND NETWORKING**

	CONFERENCE DAY TWO – THURSDAY 20TH NOVEMBER, 2025
07:45	**REGISTRATION AND WELCOME NETWORKING**
08:15	**CHAIR'S OPENING REMARKS**
08:20	**LEADERSHIP PANEL: US OPERATORS - FUEL STRATEGY, FLEET RENEWAL, AND NAVIGATING REGULATORY UNCERTAINTY** With the new administration comes new priorities and our panel of leaders at the major shipping operators in the US are coming together to make sense of how fuel and energy strategy and priorities have changed in the past year. It is crucial currently for those across the value chain to understand how our operators are prioritizing different energy supplies and how they anticipate their future fleets to look, as we have a chicken-and-egg situation of developing relevant infrastructure and supply to support these decisions. Join this session to hear our panelists answer the following questions: - How have the new administration's planned policies affected your future fuel strategy - What are some of the LNG availability challenges you are facing, and anticipate will grow in the future - How are you collaborating across the supply chain to strengthen LNG pathways - Do you have concerns with the future pathway through bio and e-LNG? - How can we collaborate as shipping lines to support alternative fuels development

	Moderator: ***Peter Keller****, Chairman,* ***SEALNG*** ***Matt Jackson****, Vice President Crowley Advanced Energy,* ***Crowley***
09:00	**CRUISE PANEL: LNG OPERATIONAL COMPLEXITY AND LAGGING BEHIND** Cruise operators were early movers in the LNG-fueled vessel space, yet LNG cruise operations are still more complex to manage. Many cruise lines have a small portion of their fleet LNG propelled, but have LNG operations as the majority of their focus, due to difficult port scheduling, limited compatible infrastructure, setting the safety standard and supplier timing constraints – all challenges that pose more of a challenge in cruise, due to the high passenger numbers, and limited flexibility in timings. This panel will bring together cruise lines to discuss what it will take to make LNG adoption more efficient. Our panelists will answer the following questions: - What are the most persistent operational challenges that need the most attention to overcome? - How are cruise lines and other stakeholders across the value chain working together to tackle the wider operational challenges with LNG adoption in the cruise sector? - What is the impact of being a first mover in key cruise ports, and how can regulators, ports and suppliers better support LNG bunkering readiness? - How do commercial terms with suppliers need to evolve to reflect the realities of cruise schedules, limited bunkering windows, and tighter operational lead times? - Are LNG infrastructure investments in North and Central America meeting the specific requirements of cruise, or are container and cargo needs dominating?
09:45	**PANEL: SCALING THE SMALL SCALE – PORTS DEVELOPING ALTERNATIVE FUEL BUNKERING INFRASTRUCTURE** While LNG export infrastructure continues to expand across the Gulf Coast, small-scale bunkering infrastructure to serve individual vessels remains limited in North America. With European regulations driving global shippers to consider investing in alternative fuels, and IMO MEPC meetings driving this urgency further on a global scale, shipowners are looking to North America to understand where they might secure their future supply on their routes. With most ports in the Americas are still focused on large-volume exports rather than scalable bunkering services with LNG, this poses a challenge. Join this session to learn: - Which ports are actively building small-scale infrastructure for LNG, and other alternative fuels, and what had been driving this investment into the infrastructure? - What lessons can be learnt from early movers like Jacksonville, Port Canaveral, and the Panama Canal in enabling small-scale LNG bunkering? - What are the financial, safety, and compliance hurdles ports are facing in developing small-scale bunkering infrastructure?
10:15	**PANEL: FINCANTIERI**
10:50	**MORNING COFFEE BREAK**
11:20	**PRESENTATION: LEGAL CLARITY AROUND LNG VS. AMMONIA - GROWING CONCERN IN INSURANCE AND REGULATORY CIRCLES** While we discuss the operational and commercial viability of alternative fuels in maritime, the legal frameworks are becoming just as important for shipowners to consider. While LNG benefits from clear coverage under the IGF Code and existing P&I insurance structures, ammonia remains in a legal grey zone with no dedicated conventions for liability or compensation when used as a marine fuel. With stricter fuel regulations looming and new fuels entering the market, this session breaks down where the legal gaps lie and what they mean for shipowners, insurers, and regulators. - What are the current legal frameworks covering LNG use, and why is this seen as a key enabler for adoption? - Where does ammonia fall short in terms of international regulation, liability, and insurability? - How do existing conventions like the Bunker Convention and HNS Convention apply, and where do they fail? - What risks does the absence of legal coverage for ammonia create, and could we be heading toward a regulatory crisis point? ***Andrey Chernov,*** *Adjunct Professor,* ***State University of New York Maritime College***
11:50	**PANEL: SHIP OPERATOR PERSPECTIVE - FUEL AGNOSTIC OR FUEL COMMITTED IN THE US MARKET VS EUROPE?** Global operators are facing almost contradictory regulatory pressures across regions. While US-based operations are not following suit with European regulation, the EU still applies to vessels on transatlantic

	routes and so is driving long-term investment in newbuilds and alternative fuels. This session brings together international shipowners to explore whether North America's regulatory difference, impacts fuel transition decisions, and how they are balancing global compliance with available infrastructure. - How do global operators assess the fuel transition when operating across the US and EU markets? - What drives investment in new fuels or dual-fuel capability when infrastructure varies between regions? - Does the lack of clarity on US regulatory timelines delay or divert alternative fuel uptake? - How do companies weigh the long-term need to comply with FuelEU Maritime vs the availability in the US?
12:20	**PANEL: LNG SUPPLY AVAILABILITY ACROSS THE INDUSTRIES** As LNG adoption grows across multiple sectors, including road transport, aerospace, and heavy industry, the maritime sector faces increasing competition for limited supply. With players in the space industry for example, using LNG for propulsion and industrial fleets leaning into natural gas, how will the maritime supply chain remain competitive? This session unpacks the cross-sector dynamics that could shape pricing, access, and future investment for LNG for ships. - What are the current and projected demand levels for LNG across competing industries in North America? - How does the space industries involvement in LNG change market dynamics and infrastructure investment? - Will trucking, rail, and industrial use disrupt existing bunkering networks or support new ones? - What can maritime learn from these industries success in securing long-term LNG supply?
12:40	**NETWORKING LUNCH**
13:40	**PANEL: COLLABORATION AND TECHNOLOGY TO MITIGATE METHANE SLIP** As the IMO signals potential methane slip regulation under future revisions of its GHG reduction strategy, addressing this issue is becoming unavoidable. With increased focus on lifecycle emissions, methane slip may become a costly if regulations dictates fines. This panel explores where current technology stands, what innovations are emerging, and how the sector can collaborate to reduce methane emissions across engines, bunkering, and supply infrastructure. - What methane slip mitigation technologies are being trialed and where have results been most promising? - Who is responsible for methane slip in the LNG value chain - engine makers, suppliers, or operators? - How likely is the IMO to introduce specific limits, and when? - What initiative are helpgin industry collaboration for development of technical solutions?
14:20	**PANEL: LNG BUNKER VESSEL BUILDS – NEW DEVELOPMENTS OR ROADBLOCKS?** Despite early enthusiasm for LNG bunker barges in the US Gulf, progress has slowed. Planned projects have seen delays or have gone quiet entirely. This session investigates what is holding back development - is it regulation, financing, permitting, or project complexity? With the SHIPS for America mandate aiming to expand domestic shipbuilding, what's needed to actually get more bunker vessels on the water? - What's causing the slowdown in LNG bunker barge projects across the US? - Are approvals, safety standards, or commercial uncertainty delaying investments? - How is the SHIPS for America mandate expected to change the game, and is it enough? - How does this affect LNG availability and trust in supply among shipowners?
14:50	**PRESENTATION: WHAT ROLE WILL NUCLEAR PLAY IN SHIP ENERGY SOURCES** Nuclear propulsion has re-entered the conversation as an ultra-low-emission option, particularly for long-range vessels. While the technology is not new, adoption for commercial vessels brings new challenges in regulation, public perception, and infrastructure. This session explores current developments in maritime nuclear projects and whether this could become a credible pathway for decarbonisation. - What types of nuclear technologies are being proposed for commercial shipping? - What are the regulatory and insurance challenges involved in nuclear vessel deployment? - Where do we stand globally in terms of nuclear R&D for shipping? - Could nuclear be an answer for large vessels that face fuel density constraints with alternatives like ammonia and hydrogen?
15:20	**PRESENTATION: THE GREAT LAKES – WILL WE ADOPT LNG AND WHAT ARE THE BARRIERS?** The Great Lakes region presents a unique case for LNG adoption. With a contained operating environment and growing interest in decarbonisation, LNG could be a practical option, but infrastructure, policy, and local

	opposition present roadblocks. This session outlines the current status of LNG in the region, the factors delaying adoption, and whether the Great Lakes could become a new growth area for alternative fuels. - What is the current LNG infrastructure footprint in the Great Lakes region? - Are there regulatory or environmental barriers unique to this inland waterway? - What is the appetite from regional ship operators for LNG or other alternative fuels? - Could future policy shifts unlock new momentum for LNG projects here?
15:50	**CHAIRPERSON'S CLOSING REMARKS – THOUGHTS ON 2024 AND OBJECTIVES FOR 2025**
15:55	**END OF CONFERENCE**