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The first ISO-container ever loaded with liquefied natural gas at the LNG terminal in winouj cie

The cryogenic liquid container (ISO-container) was loaded with LNG on Thursday, September 20. The LNG terminal provides the service of loading road tankers with LNG. So far, over 3000 road tankers have been loaded at the facility and the popularity of this service is constantly growing. It has been the first ISO container loading operation in the history of the winouj cie plant:

- We aim at developing the LNG market in Poland and the region. Expanding the portfolio of services provided by Polskie LNG is an inherent element of market expansion. We have just launched an additional service consisting in loading LNG into cryogenic tanks which may be compared to mobile storage for liquefied gas. Such a storage facility allows the recipients to use natural gas anywhere and anytime without additional infrastructure required. We hope to see the rapid development of this type of services provided by Polskie LNG in the near future, said Paweł Jakubowski, President of the Management Board of Polskie LNG.

The 40-foot long TVS-40-PB-10 model of ISO-container is provided with side and rear connection fittings. The tank was loaded with 16.2 tons of LNG using a flexible connection for side fuelling provided at the modernized tanker slot C.

Cryogenic tank containers are commonly used for the transport of atmospheric gases and LNG in intermodal transport i.e. by sea, road and rail. They may be also used as stationary storage tanks where the construction of LNG satellite stations is not considered profitable for various reasons. ISO-containers provide a safe method of storing technical gases, and they are constructed according to TPED 2010/35/EC directive and the requirements of EN 13530 standard.

The team of Polskie LNG - the operator and owner of the LNG terminal in winouj cie - is working on the program of infrastructure expansion which will allow the company to offer new services in the future, including the possibility of loading liquefied gas onto ISO-containers for rail transport. The new services to be provided by the LNG Terminal include handling vessels of different sizes, LNG bunkering on ships, as well as reloading LNG from larger vessels to smaller ones and from onshore tanks onto vessels. Other elements of the planned expansion programme involve the construction of the third LNG process storage tank and the increase of regasification capacity of the terminal from 5 billion Nm³ to 7.5 billion Nm³.



[<- Back to: Aktualno ci](#)