



Keppel FELS has signed a framework agreement with Norwegian technology provider LNT Marine for use of its LNT A-BOX gas containment system (source: Keppel)

Firms develop IMO types A and C tanks for LNG and ammonia transport

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Keppel inks framework agreement for type A tank system; Bureau Veritas (BV) awards approval in principle (AiP) for use of austenitic steel in Type C cargo/fuel tanks



Singapore-based offshore shipbuilding group Keppel FELS has signed a framework agreement with Norwegian technology provider LNT Marine which will give Keppel access to LNT Marine's LNT A-BOX gas containment system.

The agreement is a precursor for projects Keppel is currently working on where the IMO type A tank system developed by LNT Marine can be retrofitted or integrated into newbuild vessels, according to Keppel.

The two companies signed a memorandum of understanding earlier this year to work together to develop floating storage and fuel tank solutions designed to hold LNG or ammonia either as cargo or as fuel using LNT's proprietary LNT A-BOX containment system.

Keppel said that, with the system, its Keppel Offshore and Marine shipyard will be able to offer more comprehensive solutions in the design, construction or conversion of a variety of LNG and ammonia vessels.

The fuel tank solutions under development are suitable both for retrofitting and for newbuilds. To complement the fuel tank development, the companies are also working on bunkering barges as well as floating storage units to support the bunkering services.

The LNT A-BOX containment system was commercialised in 2019, after 10 years of research and development, according to LNT. The first LNG carrier with the system, 45,000-m³ *Saga Dawn*, loaded its first cargo in April 2020.

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