

# Media Release

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## COLLABORATION KEY TO LNG-FUELLED FUTURE

Woodside is delighted to announce that it is participating in a joint study with shipping and mining companies to assess the commercial feasibility of LNG-fuelled iron ore bulk carriers, with the initial study focusing on the Capesize class.

This Joint Industry Project will be led by classification body DNV GL and brings together Woodside, Rio Tinto and BHP Billiton, along with SDARI (Shanghai Merchant Design and Research Institute) and Mitsui O.S.K. Lines.

Woodside CEO Peter Coleman said new regulations from the International Maritime Organisation, restricting the sulphur content of marine fuels from 2020, would make LNG an attractive alternative.

“As Australia’s leading producer of LNG, Woodside is pleased to be working with the mining and shipping industries to explore the potential for LNG fuel use by bulk carriers on the ‘Green Corridor’ trade routes between Australia and China.

“Woodside has recently taken delivery of the first LNG-fuelled marine support vessel in the southern hemisphere, the Siem Thiima. Following the successful introduction of this vessel into our operations, Woodside will assess the viability of further adoption of LNG-fuelling of our vessels. We commend DNV GL for leading this project.

“We think the trade routes from northern Western Australia are the perfect place to drive the transition to LNG as a marine fuel, with exporting industries in close proximity to world-class LNG supplies,” he said.

LNG has carbon emissions up to 25 per cent lower than diesel and 30 per cent lower than heavy fuel oil and emits almost no sulphur or particulates.

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