

NEWS

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CLNG Expresses Concerns over the Energizing American Shipbuilding Act

(Washington, D.C.) - In response to the recent introduction of the Energizing American Shipbuilding Act in the House and Senate, Center for Liquefied Natural Gas (CLNG) Executive Director Charlie Riedl issued the following statement:

“This legislation would amend the Natural Gas Act to require future DOE approvals of LNG exports include a condition requiring U.S. built, flagged ships transport a percentage the gas. The problem is that of the ships capable of transporting LNG, none are built or flagged in the U.S. and no shipyards in the U.S. currently are capable of fulfilling an order.

“Placing unnecessary requirements on the U.S. LNG industry would hurt the industry’s ability to meet growing demand, such as the recently announced Chinese intention to import more LNG, and put limitations on our ability to capture global market share.

“Certainty in the approval process is essential to future investments in the industry and the communities they serve, such as the \$4 billion invested at the Cove Point export facility, Maryland’s largest construction project to date.”

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The Center for Liquefied Natural Gas (CLNG) advocates for public policies that advance the use of liquefied natural gas (LNG) in the United States, and its export internationally. A committee of the Natural Gas Supply Association (NGSA), CLNG represents the full value chain, including LNG producers, shippers, terminal operators and developers, providing it with unique insight into the ways in which the vast potential of this abundant and versatile fuel can be fully realized. For more information, please visit www.lngfacts.org and www.lnginitiative.org.