



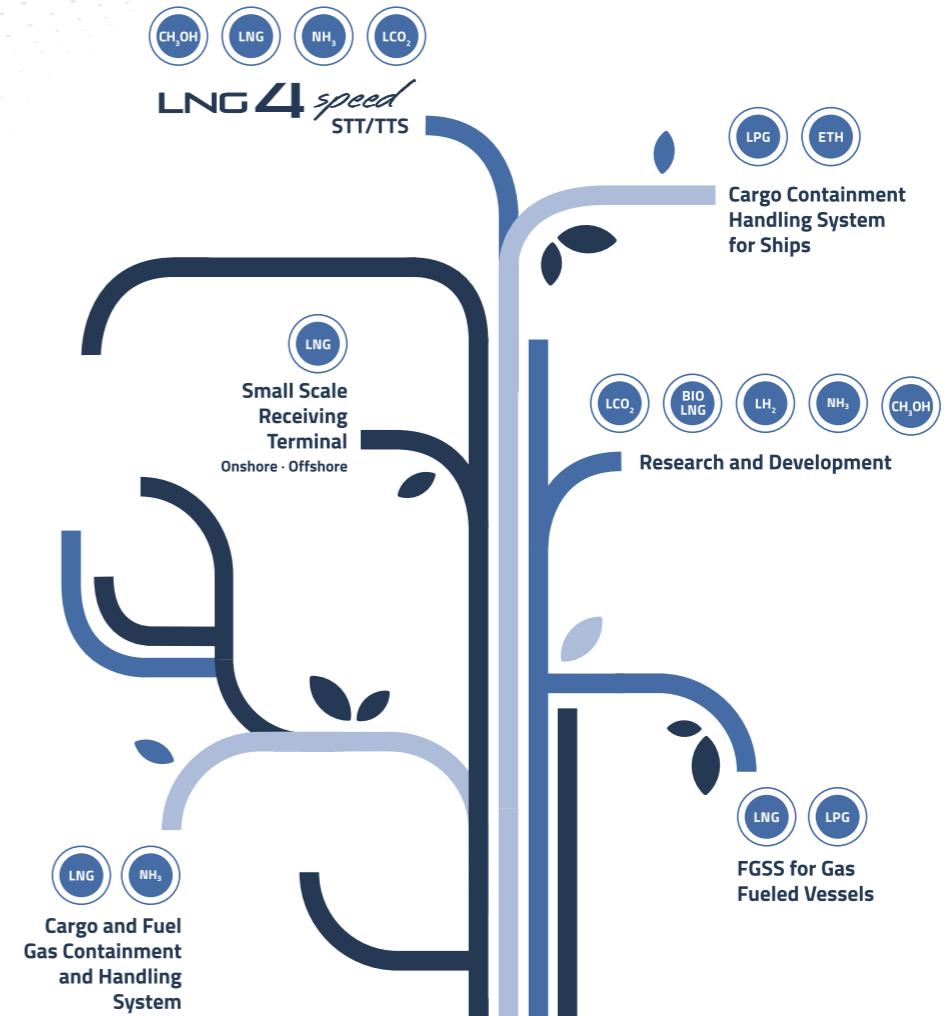
We listen ■ We design ■ We build

OUR PRODUCTS



We listen ■ We design ■ We build

Through our years of multidisciplinary experience in complementary fields we entered the Small-Scale LNG space in 2013. Since then we have developed a multitude of skills and a know-how not only for design and construction but above all for supporting our customers from the idea stage to the investment decision phase and all the way through to delivery of their projects.





SSLNG Receiving Terminals

Onshore Terminal

Gas and Heat is strongly committed to serve the fast-growing market of replacing traditional oil-based fuels with LNG. **Small Scale LNG** receiving and distribution terminals is a sector in which the company has a strong focus. With the development of the first Small-Scale LNG terminal in the Mediterranean, Gas and Heat has built a wealth of experience while innovating new cost efficient solutions that are both customer-centric and industry-leading in quality. This places Gas and Heat in a strong position to support its clients throughout the entire LNG value chain.



From the investment basic idea to the F.I.D.

- Identification of the socioeconomic conditions to underpin a profit-making business
- Concept design and technology selection relevant to the entire LNG value chain, from the supply source up to local off takers
- Site selection
- Business model
- Developing the social awareness of the asset to the local Authorities and people Hazid, Hazop, Fmeca
- Permitting to build and operate

From the F.I.D. to the operation

- Financing and subsidies
- EPC contractor
- Achievement of the final permit to operate the Terminal
- Operator training
- After sale technical assistance
- Assistance with off-taker identification and contract negotiations

A Type C tanks, IMO TYPE 2G, DUAL FUEL, Tot. Cargo capacity -7,500 m³

B First Small Scale LNG Terminal of Mediterranean Sea (Sardinia) - Capacity 9000 m³



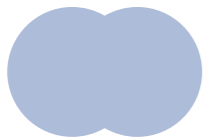
Cargo tanks

- Since 1979 Gas and Heat has built and delivered more than 50 Cargo Handling Systems
- Gas and Heat carry out the basic and detailed design of the cargo system and procurement of the relevant machinery, equipment, components, instrumentation
- The automation is designed in house and relevant panel is built and tested before shipment on the basis of the **Functional Design Specification** issued by the company's engineers

Type C Design available:



Cylindrical



Bi-lobe

“ Tank wit enhanced quality means **augmented safety** for the operator. ”





FGSS Gas Fuel Supply System

Gas and Heat designs and constructs **Gas Fuel Supply Systems for all types of LNG fueled vessels.** Each vessel is unique, and supplying these solutions does not simply mean downsizing the technologies used in large scale LNG. On the contrary, smart and engineered innovations are needed to generate the most cost-competitive and sustainable solutions, increasing efficiency and eliminating unnecessary costs and complexities.

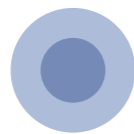
Type C Design available:



Cylindrical



Bi-lobe



Cylindrical



“ **Plug and play** approach make the installation on board much easier and less time consuming. ”

The scope of supply involves the design, construction, delivery and testing of:

- LNG evaporating, heating and boil-off handling systems
- Bunker stations
- Heating Media Skids
- Instrumentation
- Monitor, alarm and control
- Full insulated fuel tanks
- TCS, containing the gas handling related equipment, connected to the fuel tank before shipment
- LNG/NG double wall pipe, including installation and testing on board



LNG4speed TTS

Is a Docking Station Skid (DSS) designed to speed up the **Truck to Ship** bunkering operation, able to connect 4 trucks at a time (both liquid and vapor phases) by flexible hoses equipped with quick closing devices enabling quick and safe connection and disconnection.

“ **Design, construction and ownership** accountability is of great importance in this emerging market. ”



Performances

- 

Decreasing of bunkering time
- 

Proper devices to easy/safe truck connection/disconnection (from 1 to 4) with NO bunkering interruption
- 

Minimization of skid weight/dimension
- 

Connection/disconnection of trucks (from 1 to 4) with NO bunkering interruption
- 

Optimization of ship BOG and truck pressure management that significantly reduce the overall bunkering time
- 

Powered either by ship or shore electrical connection
- 

Zero emissions policy: release to the atmosphere is avoided as methane is considered a greenhouse gas



Operative profile of STT

LNG4speed Ship to Truck (STT) is expressly designed to supply LNG from ship to trucks/isocontainers. The skid can be installed/transported:



On ship deck, locked on board by proper twist lock system. It ensures to make the skid portable and ready to be used in whichever port ship calls.

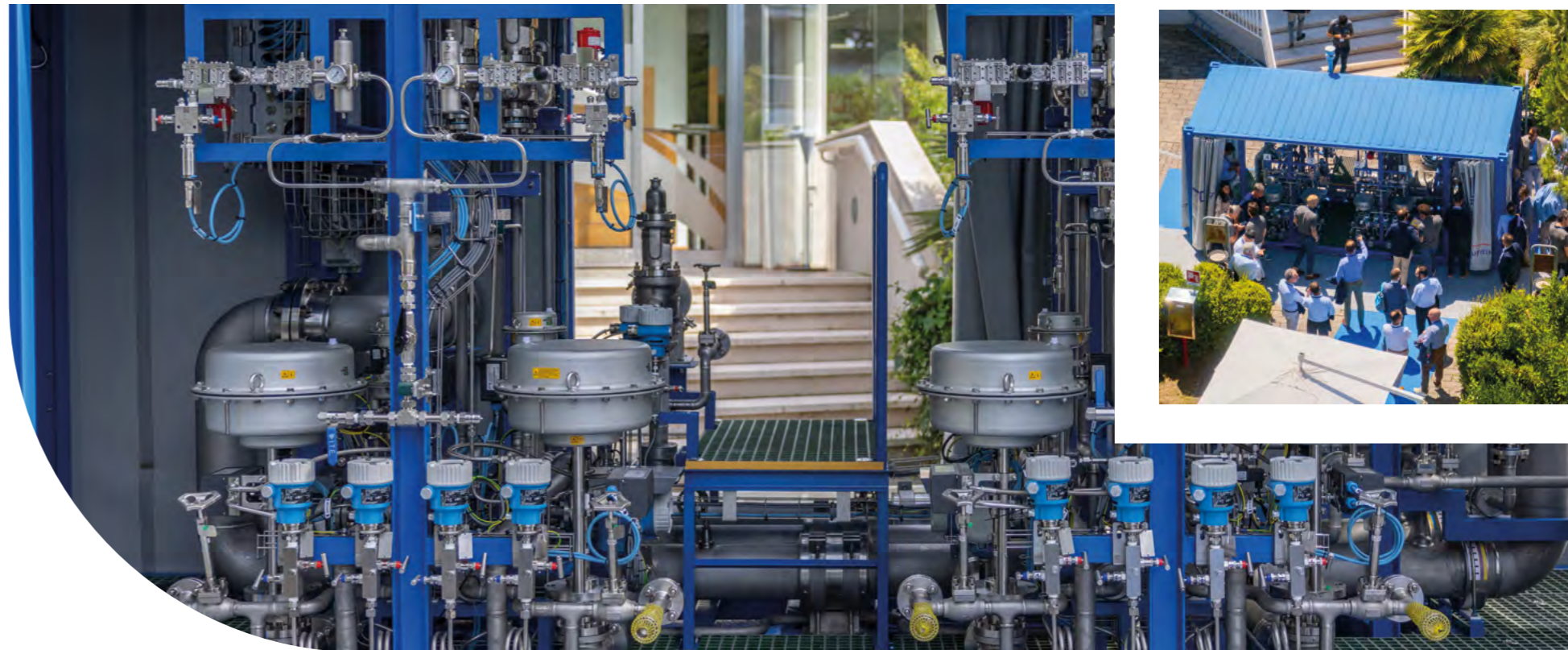


On truck trailer, locked down by proper twist lock system. It ensures to make the skid portable and ready to be used in whichever port location the skid is required.



On shore, if the truck loading area is permanent.

“ Come and discover
the speed you need. ”



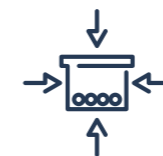
Performances



Allowing breakbulk distribution from ship to trucks



Zero emissions policy: release to the atmosphere is avoided as methane is considered a greenhouse gas



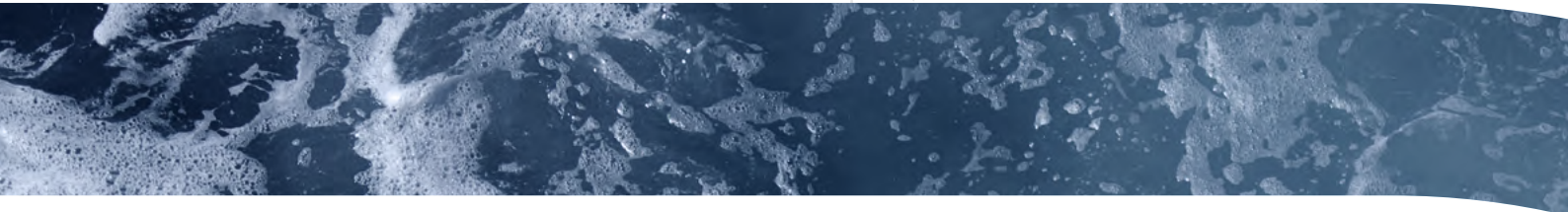
Minimization of skid weight/dimensions



Proper devices to easy/safe ship and/or truck connection/disconnection



Read more about
our products



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