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COURSE BROCHURE

Liquefied Natural Gas Import Terminal Selection Training Course

25 – 29 October 2027
Geneva

Liquefied Natural Gas Import Terminal Selection Training Course

Ref: 2794_107039 **Date:** 25 – 29 October 2027 **Location:** Geneva **Fees:** 7500 GBP

Liquefied Natural Gas Import Terminal Selection is a 1-week training course for project developers, terminal planners and gas utility strategy staff, who leave with a terminal concept recommendation paper comparing onshore, floating and small-scale options. Buyers now import cargoes to fuel new power plants, and an early concept error locks in decades of cost. This course from Jupiter Prime Training treats concept selection as the decision it is.

Why Liquefied Natural Gas Import Terminal Selection Matters Now

Three forces shape import terminal decisions today. Power utilities need gas quickly to replace liquid fuels, which pushes many buyers towards chartered floating units. Lenders and boards want proof that a site, berth and vaporiser choice will still fit demand in twenty years. Coastal communities scrutinise cold water discharge, dredging and safety zones. An organisation that chooses well secures supply at a tariff its customers can bear; one that chooses badly faces stranded tanks, idle berths or a costly second terminal. The course rests on structured option screening, class-based cost estimating and recognised marine and process safety practice.

Who Gains Most from Liquefied Natural Gas Import Terminal Selection

- Developers who carry the import project to a funding decision
- Planners who size storage, berths and vaporisers against forecast sendout
- Strategy staff at gas and power utilities who set supply security targets
- Engineers who screen coastal sites and marine access
- Commercial analysts who compare charter, tolling and ownership structures

A project steering group from one utility or developer gains most when its technical, commercial and planning members attend together and test the same options.

Liquefied Natural Gas Import Terminal Selection Capabilities

Participants turn demand forecasts, site data and cost estimates into a defensible concept choice.

- Calculate peak sendout and storage needs from demand scenarios — capacity sizing
- Weigh onshore tanks against floating units and small-scale supply — concept shortlist
- Assess marine access, berth downtime and safety zones — site selection
- Compare charter, tolling and ownership cash flows — funding structure
- Test schedule critical paths and long-lead items — first gas commitment
- Communicate a scored concept recommendation — board and lender approval

Key Liquefied Natural Gas Import Terminal Selection Terms

- Sendout — the rate at which regasified gas leaves the terminal into the grid.
- Floating storage and regasification unit — a vessel that stores cargo and turns it back into gas while moored at a jetty.
- Full-containment tank — an onshore storage tank with an inner and outer wall, each able to hold the liquid.
- Berth occupancy — the share of time a jetty is busy with carriers, limiting how many cargoes it can receive.
- Tolling model — a structure where the terminal owner charges users a fee for capacity without owning the gas.
- Boil-off gas — vapour produced as stored cargo warms, recovered as fuel or reliquefied.

Liquefied Natural Gas Import Terminal Selection Day by Day

Day 1: Demand, Sendout and the Case for Import

- Gas Demand Forecast Scenarios — Required Annual Throughput and Peak Sendout
- Seasonal Swing and Peaking Profiles — Storage Volume and Vaporiser Count
- Downstream Grid and Power Plant Offtake — Pipeline Tie-In Pressure
- Cargo Size and Delivery Frequency Assumptions — Berth Occupancy Limits
- Concept Screening Criteria Matrix — Which Options Reach the Shortlist

Day 2: Comparing Onshore, Floating and Small-Scale Concepts

- Full-Containment Onshore Tank Layouts — Long-Life Base Load Supply
- Floating Storage and Regasification Unit Charters — Speed to First Gas
- Near-Shore Jetty and Floating Storage Hybrids — Protected Water Options
- Small-Scale Truck and Barge Distribution — Remote Island and Industrial Users
- Open Rack, Submerged Combustion and Intermediate Fluid Vaporisers — Seawater and Fuel Use

Day 3: Site, Marine Access and Berth Screening

- Metocean and Wave Climate Data — Berth Downtime and Mooring Design
- Channel Depth, Turning Basin and Dredging Studies — Carrier Size Accepted
- Safety Exclusion Zones and Vapour Dispersion — Land Use and Neighbours
- Geotechnical and Seismic Site Data — Tank Foundation and Jetty Piling
- Environmental Baseline and Cold Water Discharge — Permit Path and Timing

Day 4: Cost, Schedule and Commercial Structure

- Capital and Operating Cost Class Estimates — Comparable Option Costing
- Charter Hire Versus Ownership Cash Flows — Balance Sheet Exposure
- Tolling, Merchant and Integrated Terminal Models — Who Carries Volume Risk
- Regasification Tariff and Capacity Reservation — Recovering Terminal Investment
- Schedule Critical Paths and Long-Lead Items — Realistic First Gas Date

Day 5: Practising the Terminal Concept Recommendation

- Weighted Option Scoring Model — Applying Demand and Concept Screening
- Site and Berth Risk Register — Applying Marine and Safety Findings
- Commercial Structure Comparison — Applying Cost and Tariff Results
- Phased Expansion Pathway — Floating Start to Onshore Base Load
- Terminal Concept Recommendation Paper — Board Decision on Preferred Option

Applying Liquefied Natural Gas Import Terminal Selection After the Course

- Lead a concept screening session that scores current terminal options with the weighted criteria matrix built on the course.
- Run a site and berth risk review with marine and safety engineers to confirm which locations stay on the shortlist.

Liquefied Natural Gas Import Terminal Selection Questions FAQ

What is Liquefied Natural Gas Import Terminal Selection and why does it matter now?

It is the structured choice between onshore, floating and small-scale import concepts. It matters now because buyers need gas quickly, and a poor early choice fixes cost for decades.

Which roles gain most from Liquefied Natural Gas Import Terminal Selection?

Project developers, terminal planners, utility strategy staff, site engineers and commercial analysts gain most.

How does Liquefied Natural Gas Import Terminal Selection differ from a terminal operations course?

It focuses on the decision before a terminal exists. An operations course covers running an existing jetty safely; this one compares concepts, sites and costs to choose what to build.

What do you bring back from Liquefied Natural Gas Import Terminal Selection?

You bring back a terminal concept recommendation paper with a weighted option score, a site and berth risk register, a commercial comparison and a phased expansion pathway.

Liquefied Natural Gas Import Terminal Selection: The Way Forward

The terminal concept recommendation paper first informs which concept goes into front-end engineering design. Developers, utility boards and lenders use it to agree scope, site and funding route. After the first cargoes arrive, the sendout assumptions and berth occupancy deserve another look, since real demand often shifts the case for a second phase or an onshore expansion.