TRANS OCEAN GAS MOVES AHEAD WITH CNG PLANS

A Newfoundland and Labrador natural gas technology company, Trans Ocean Gas, is on the verge of introducing an exciting method of shipping natural gas from wellhead to market. Trans Ocean Gas plans to commercialize its compressed natural gas (CNG) fibre reinforced plastic (FRP) technology in 12 to 18 months.

A conceptual design of the Trans Ocean Gas pressure vessels

"We are in active discussions with parties interested in using our technology in projects both at home and abroad. These projects will start the commercialisation and the growth of our company," states company president Steve Campbell.

Trans Ocean Gas intends to provide the most cost-effective and reliable CNG containment systems to move natural gas. Fibre reinforced pressure vessels, central to its CNG technology, have been safely and successfully employed in aerospace for more than 20 years. They have also been used without incident in public transit for more than a decade. Trans Ocean Gas intends to use this proven technology to transport natural gas by ship.

At present, the only way to transport natural gas is by pipeline or by liquefied natural gas (LNG) tanker, both of which can be enormously expensive for smaller, isolated natural gas fields characterised as economically stranded. Less expensive than traditional natural gas transportation methods, CNG systems are an economic alternative to develop stranded gas reserves and to create new markets where pipelines and LNG deliveries are not practical.

"Shipping natural gas by sea has become a very viable commercial industry," explains Campbell. "Rising prices for natural gas, coupled with a strong world demand, has prompted a boom in the development of LNG projects."

There are presently in excess of 60 LNG tankers on order at various shipyards throughout the world in addition to the 170 tankers now delivering natural gas to the marketplace.

"However, environmental, safety, and security concerns have made it difficult to locate regassification facilities close to major markets in the United States," Campbell adds.

The use of Trans Ocean Gas FRP pressure vessels for CNG projects will eliminate the use of regassification plants. "Eliminating this step removes significant

environmental, safety, and security obstacles to shipping natural gas to many major American cities," he states.

The proprietary features of Trans Ocean Gas FRP technology provide significant competitive advantages such as low-weight, corrosion resistance, low-temperature resistance, safety and reliability, but most importantly, relatively low cost.

The capital outlay to commercialize a natural gas field using the Trans Ocean Gas CNG-FRP system will be between roughly 20-30 per cent of the capital outlay required to bring an LNG project on-stream. The advantages offered by the less-expensive Trans Ocean Gas CNG-FRP system are significant.

The need for hydrocarbons in established markets like the United States, and in emerging markets like India and China, and the environmental imperative to curb the pollution caused by burning coal and oil, cleaner burning natural gas is the obvious hydrocarbon substitute for fuelling the world's major economies.

Steve Campbell

Trans Ocean Gas recently sanctioned a $1.5 million verification and certification project. The project involves the destructive testing of FRP pressure vessels to prove their safety and reliability in marine CNG applications.