**Fjord1 (Ferry)**
MF ‘Glutra’ is the world’s first gas ferry to operate on LNG. The vessel is DNV GL class and marked the first development of rules for gas-fuelled vessels. The company started operating ‘Glutra’ in Møre og Romsdal County in 2000. The ferry route serving the coastal trunk road in Rogaland and Hordaland Counties has since 2007 been served by five such ferries from Fjord1. The magazine “Skipsrevyen” awarded the prize “Ship of the Year 2000” to Glutra’s owner and operator Møre og Romsdals Fylkesbåtar and to the Langstein Yard of Tomrefjord, Norway for their newbuilding of M/F Glutra.

**Eidesvik Shipping AS (PSV/OSV)**
Designed by Wärtsilä ship Design, classed by DNV GL and built by Kleven Verft AS in Norway, the ‘Viking Energy’ is the world’s first LNG-powered supply vessel. The vessel was delivered in April 2003, and is chartered to Statoil for delivering supplies to oil and gas platforms in the North Sea. The vessel has dual-fuel engines installed and can operate both on LNG and liquid fuel.

**Simon Møkster Shipping AS (PSV/OSV)**
“Stril Pioner” together with ‘Viking Energy’ are the first gas-fuelled supply (PSV) vessels in North Sea operation and has been operating for Statoil since delivery, July 2003. The vessel has dual-fuel engines installed and can operate both on LNG and liquid fuel.

**Crowley (ConRo vessels)**
Crowley Maritime has ordered two LNG Fuelled ConRo vessels with DNV GL class at US Shipyard. These vessels are Jones Act and are intended for the USA - Puerto Rico trade.

**United Arab Shipping Company (Container vessels)**
United Arab Shipping Company (UASC) has ordered 17 LNG Ready container vessels. Eleven vessels of 14,000 TEU and six of 18,000 TEU. The first LNG Ready vessel is already scheduled for delivery in November 2014. DNV GL has worked closely with UASC and the yards in order to make the first ultra large LNG Ready container vessels reality.

**Buquebus (High Speed Craft)**
‘Francisco’, classed in DNV GL, entered service with Buquebus in South America in 2013. The vessel operates between Buenos Aires and Montevideo at 50 knots fully loaded (1,000 passengers and 150 cars). It is the first vessel to have been built under the HSC (High Speed Craft) Code with power by gas turbines using natural gas as the primary fuel.
Matson (Container vessels)
Matson has signed a contract with a US shipyard for the construction of 2 vessels 3,600 TEU each equipped with dual-fuel engines. These vessels are Jones Act and are intended for trade between the US West Coast and Hawaii.

Fjord Line (Cruise ferry)
MS Stavangerfjord (2013) and MS Bergenfjord (2014), both classed to DNV GL, are cruise ferries with a capacity of 1,500 people and 600 cars. Both vessels operate between Norway and Denmark and perform LNG bunkering operations in both ends.

Tarbit Shipping AB (Tanker)
The 25,000 dwt product tanker Bit Viking was the first vessel ever to undergo a conversion from Heavy Fuel Oil (HFO) to Liquefied Natural Gas (LNG) operation. The vessel is DNV GL classed, has Wärtsilä engines two 500 m³ LNG fuel tanks and is most environmentally friendly product tanker in the world.

AGA (LNG bunker vessel)
Seagas, the first LNG bunker vessel in operation, is classed by DNV GL and supplies LNG to M/S Viking Grace, while she is berthing at Stockholm. Fiskerstrand Verft AS converted the former car ferry M/F ‘Fjalir’ (build in 1974) into an LNG bunkering vessel. The conversion was completed in March 2013 and the vessel was named LNG/C ‘Seagas’.

SeaRoad (RoRo vessels)
SeaRoad’s order for a new LNG-powered RoRo ferry under DNV GL class marks the first-ever order placed from Australia. This vessel will be used on the Melbourne – Devonport (Tasmania) route and is the world’s first RoRo ferry designed to carry reefer containers and hazardous cargo side-by-side. The LNG bunkering process for this vessel will include mobile tanks which will be loaded upon arrival in port, and then secured in place aboard the ship as part of the fixed fuel supply system for the main engines. Delivery is expected in Q3 2016.