The liquefied natural gas (LNG) industry continues to grow worldwide, and there are many LNG terminals planned for the US in response to growing natural gas demands. This tutorial covers the LNG supply chain with emphasis on pumping services at each step along the chain including liquefaction, shipping, and receiving. This paper presents an overview of LNG processes and the service parameters that make pumps in the LNG industry unique.

**ABSTRACT**

The liquefied natural gas (LNG) industry continues to grow worldwide, and there are many LNG terminals planned for the US in response to growing natural gas demands. This tutorial covers the LNG supply chain with emphasis on pumping services at each step along the chain including liquefaction, shipping, and receiving. This paper presents an overview of LNG processes and the service parameters that make pumps in the LNG industry unique.

**THE LNG CHAIN**

Figure 1 shows the elements of the LNG chain. The chain starts with gas production, usually from offshore wells though some plants receive gas from onshore sources. The gas produced can be from a gas field (nonassociated gas) or may be produced along with oil (associated gas). The distinction between associated and nonassociated gas is important because associated gas must have liquified petroleum gas (LPG) components (i.e., propane and butane) extracted to meet heating value specifications of the LNG product.

The produced gas enters the LNG liquefaction facility and goes through several steps of treating before being liquefied. The LNG leaving the liquefaction plant must be stored until a ship arrives to transport the product. Although it would be possible, in theory at least, to run down the product directly into the ship and greatly reduce or eliminate storage. Storage tanks are less expensive than ships and economics favor storage at the facility.

For a facility making 8 MMTPA a 140,000 m³ LNG ship will arrive every three days. A single ship holds enough energy to meet the natural gas needs of 33,000 Americans for one year, and at a gas price of $3.00/MMBtu the cargo is worth about $10 MM. The ships are powered by steam engines and typically travel at 19 knots; thus, a round trip voyage of 5000 miles takes between nine and 10 days of travel plus at least a day of turnaround at each end for a total duration of 12 days. The time it takes to load a ship once the loading pumps are started is about 12 to 14 hours.
The LNG ships unload at the receiving terminal using their cargo pumps. The receiving terminal stores the LNG, which is vaporized and sent out into a pipeline, or in some cases directly to an electric power plant (commonly done in Japan).

THE LNG LIQUEFACTION FACILITY

The liquefaction facility is the greatest contributor to the LNG price at the receiving end, with the possible exception of shipping depending on distance to market. LNG plants produce LNG and condensate (natural gasoline) products, and in some cases LPG (propane and butane).

Liquefaction Process

A block flow diagram of the liquefaction process is shown in Figure 2. The first step in the process is removal of acid gases such as carbon dioxide (CO₂) and hydrogen sulfide (H₂S). CO₂ would freeze at cryogenic process temperatures and H₂S must be removed to meet the LNG product specifications. Typical specifications for acid gas removal are 50 ppm for CO₂, 4 ppm for H₂S, and total sulfur content less than 25 ppm. An amine solvent process is most common for acid gas removal. The process has an absorber tower where “lean” solvent contacts the natural gas and absorbs acid gas components, thus becoming “rich” solvent. The rich solvent leaves the bottom of the absorber and regenerates with a drop in pressure and heating in the stripper tower. The regenerated solvent is now “lean” again and cooled and pumped up to the absorber pressure.

Figure 2. Liquefaction Process Block Flow Diagram.

Figure 3 shows a simplified process flow diagram for acid gas removal. The amine solvent pumps are often the largest pumps in the plant, especially when the natural gas contains a high amount of CO₂ (10 to 15 mol% CO₂ is considered high though some natural gas reserves have even more). The solvent can be monoethanolamine (MEA), diethanolamine (DEA), methyl-diethanolamine (MDEA), Sulfinol, diglycolamine (DGA), or others, but the current trend is toward activated MDEA-based solvents.

The gas leaving the acid gas removal unit is saturated with water from the amine solvent, and a dehydration unit removes the water. The dehydration unit consists of multiple mol sieve beds and regeneration equipment. Typically two mol sieve beds run in adsorption mode while a third bed regenerates. Hot, dry natural gas flowing through the bed accomplishes the regeneration. After regeneration, cool natural gas cools the bed, and then the bed cycles into adsorption mode while one of the other beds cycles to regeneration.

The treated and dry gas now enters the liquefaction unit that chills and liquefies the gas in a refrigeration process. Figure 4 is a drawing of a process that makes about 85 percent of the world’s LNG production. A multiple stage propane refrigeration system first chills the gas through a series of heat exchangers down to about −30°C. The natural gas drops out liquids at this temperature, and the scrub column removes these heavy liquids (especially benzene and other aromatics) that would otherwise freeze in the main cryogenic heat exchanger.

Figure 3. Acid Gas Removal Process Flow Diagram.

The natural gas leaves the scrub column overhead drum and enters the main cryogenic heat exchanger (MCHE) where it is cooled down to about −160°C at which temperature the natural gas is a liquid at atmospheric pressure. The stream exits the MCHE and becomes the LNG product after running down to storage. The refrigerant for the MCHE is a mixture of mostly methane and ethane, which can be made up from the natural gas feed.

Several variations exist for the liquefaction process including nitrogen removal options on the back end of the plant (LNG typically has a maximum nitrogen specification of 1 percent), and processes are licensed by many companies. Such processes include cascade, dual mixed refrigerant (MR), single MR, and propane precooled among others. The differences in licensed processes are small with respect to thermodynamics and cost. The real key in selecting a liquefaction process is equipment selection and meeting the plant capacity goals.

The major equipment selections include MCHE type and compressor and driver. One process technology company uses a spiral wound type heat exchanger shown in Figure 5. Other licensed processes use plate fin heat exchangers shown in Figure 6. The plate fin exchangers tend to cost less than spiral wound but are more susceptible to leaks caused by thermal stress, and maintenance can be difficult if the plate fins are installed in a “cold box” insulation system where the exchangers are placed in a sheet metal box filled with perlite. Access to the exchangers is difficult because the insulation is similar to a white dust. The spiral wound exchanger can be maintained by access to the tube sheets by manhole or hand hole. The plant owner makes the choice of exchanger type based on these tradeoffs in addition to their own operating experiences.

Figure 4. Liquefaction Process Flow Diagram. (Courtesy of APCI)
The reflux pumps for the scrub column operate at about –30 to
–50°C, and in the fractionation unit the de-ethanizer reflux pumps
also operate at about –30°C. The flow rates of these pumps depend
to a large extent on the natural gas composition. For a 5
MMTPA train handling associated gas the scrub column reflux
flow can be in the 350 to 400 m³/hr range, though a plant process-
ing nonassociated gas usually has a smaller scrub column reflux
pump. The scrub column reflux pump size depends to a great
extent on the aromatics present, but in some cases where the
natural gas contains little ethane and propane, recovering refrigera-
tant components can be the main factor that determines reflux pump
size. These pumps are normally single-stage.

The LNG product pump has a special design for cryogenic
service. The pump is a submerged motor, “pot mounted” pump for
these applications. Figure 7 shows an illustration of the pump that
is mounted inside a container. The container, flooded with LNG
during operation, also contains the motor. The suction of the pump
is at the bottom of the container, and the LNG discharge flows
through the motor thus providing cooling for the motor. There are
no cryogenic rotating seals with this arrangement; the only seal
needed is for the electrical connection box, and the box is always
pursed with nitrogen to prevent natural gas leakage through the
conduit. This type of pump has the following advantages over con-
ventional sealed pumps:

- The pump is completely submerged in the pumped fluid, resulting in
  reduced noise.
- Does not contain rotating shaft seals that are difficult to design
  and maintain for the cryogenic temperatures. No leakage of
  flammable gas into the atmosphere. (The pump does have static
  seals in the electrical conduits to seal around the main power
  supply and instrumentation wiring.)
- Uses a single shaft design with both the pump impellers and
  motor on the same shaft, eliminating the need for a coupling and
  removing alignment issues.
- Motor and pump bearings are product lubricated, eliminating the
  need for an external lube oil system.
- Explosion proof motor is not required.

The operational and design challenges for a submerged motor
LNG pump include the following:

- The suction pot of the pump must be liquid filled prior to starting
  the pump. Cool down of the pump is a delicate activity that must be
done slowly to prevent excessive thermal stresses and damage
within the pump. Various methods are used to try to ensure that the
pump is properly cooled down and liquid filled prior to startup.

Pump Services

The major pump services in the liquefaction unit are:

- Amine circulation (acid gas removal process).
- Reflux for scrub column and fractionation towers (liquefaction
  process).
- LNG product pumps.
- Seawater pumps (if seawater cooled).
- Hot oil pumps.

The amine pumping service is often split into two parts: a low
head pump working at high temperature followed by a high head
pump operating at near-ambient temperature. Using the low head
booster pump at the high temperature avoids problems with cavita-
tion within the pump that would be present if the high head pumping
were done at high temperature. The booster pump is typically a
single-stage double suction pump with low net positive suction head
(NPSH) requirements. By using a pump with low NPSH require-
ments for the booster pump, the residual dissolved CO₂ remains in
solution. When CO₂ is allowed to come out of solution, a phenome-
non similar to cavitation occurs that is potentially very damaging to
the pumps. To avoid the potential for cavitation damage, calculated
NPSH available numbers are typically reduced by three to four times
to provide sufficient actual margin. The amine circulation rate
depends on the amount of acid gas, but a train making 5 MMTPA of
LNG with a natural gas feed containing 15 percent CO₂ can have a
circulation rate over 2000 m³/hr handled with 3 × 50 percent pumps.
The high-head circulation pumps are typically multistage, between-
bearing, horizontal designs driven by electric motors.
These include monitoring the temperature on a vent/bleed connection to the pump, use of temperature sensors within the pump suction container, and a level gauge on the suction pot.

- In a cryogenic application, condition monitoring is difficult since the vibration monitors need to be placed inside the cryogenic suction pot mounted on the pump. Some other options that have been used are external vibration instruments on the cover plate of the suction pot and operating without vibration instrumentation. These pumps have historically been very reliable, therefore for many users, operation without condition monitoring instrumentation has been an acceptable solution.

The seawater pumps are very large in a base load LNG plant and the pumps are mounted vertically in a seawater intake basin. The flow rates of these pumps are commonly in the 15,000 to 18,000 m³/hr range. Large, vertical, open pit, multistage pumps are commonly used. In some plants the seawater removes heat from a fresh water loop, instead of the more common once-through cooling where the seawater goes directly through heat exchangers and then discharges back to the sea. The fresh water loop circulation rate is similar to the seawater rate, but the liquefaction unit exchangers exchange heat with fresh water. The advantage of using the extra cooling loop is higher reliability and lower cost materials in the liquefaction unit. The disadvantages are extra cost and equipment for the fresh water loop and a higher heat sink temperature for the process (which makes the process slightly less efficient). Fresh water circulation pumps are normally horizontal, double suction designs.

The liquefaction process, in spite of being cryogenic, still requires some heating services. Examples are the amine stripper reboiler and fractionation reboilers. However, most gas turbine driven LNG plants do not have heat recovery steam generation (HRSG), and in such cases hot oil is a common heat transfer medium. The hot oil is circulated between the heat source and process services with hot oil pumps. In some cases steam is used as a heating medium, and in such cases condensate pumps and boiler feed water pumps replace the hot oil pump services. This substitution commonly takes place when there are enough sulfur compounds in the gas to make sulfur recovery in a Claus unit necessary; the Claus unit generates low pressure steam that is available for process heating services. Another option that has been successfully used is to incorporate a waste heat recovery unit in the exhaust of the gas turbine and utilize a heated water circuit for heating. The heated water system is maintained under pressure to prevent boiling, and a centrifugal pump is used for circulation. Hot oil and hot water circulation pumps can vary widely in design, but horizontal double suction designs are commonly used.

For a summary of the liquefaction pump services refer to Table 1.

**Cryogenic Liquid Expanders**

One other service in liquefaction related to pumps is the cryogenic liquid expander as an alternative to a Joule Thompson (JT) valve. The liquid expander (or hydraulic turbine) is like a pump running in reverse; the fluid enters at high pressure and exits at lower pressure, and shaft power is generated instead of being consumed. The drop in pressure is controlled with a back-pressure valve to prevent the discharge from flashing into two phases.

Two different technologies have been used for the cryogenic liquid expander application. The first is a submerged motor LNG pump operating as a liquid turbine. For this design, the expander/generator speed is controlled by using a Variable Speed Drive System (VSDS). This design has the advantages of the mechanical portions of the LNG cryogenic pumps, i.e., no seals and couplings.

The second approach is to use a liquid expander similar to a vertical turbine pump. This technology requires the use of a shaft seal (either dry gas or oil film) and an external generator. The performance of the turbine is controlled using a set of wicket gates (inlet guide vanes) to control the pressure drop across the expander.

The speed of the expander is fixed with the synchronous generator connected to the electrical grid.

The two examples of cryogenic liquid expanders are shown in Figures 8 and 9, and an actual installation is shown in Figure 10.

**LNG STORAGE**

The LNG product pump delivers liquid LNG to the LNG storage tanks. There are three common types of LNG storage tanks, known as “single containment,” “double containment,” and “full containment.” In all cases there is secondary containment in the event of a spill, and the differences between the types are mostly in the method of secondary containment. Figure 11 shows drawings of the three types of storage. The single containment storage has a 9 percent nickel self-supporting inner tank and a carbon steel outer wall. There is perforl insulation between the two tanks. In the event of an inner tank leak, the outer wall may fail because carbon steel is not suitable to cryogenic temperatures. In this case secondary containment is provided by a dike surrounding the tank.

The double containment tank has a post-tensioned concrete outer wall capable of holding cryogenic materials, and no dike is needed because the outer wall provides the secondary containment. However the cold vapors contacting the roof may cause the roof to fail, thus the containment is not “full containment” because vapors may be released in the event of an inner tank leak.

The full containment tank is similar to double containment except that the roof is made of materials that can handle cryogenic temperatures; if the inner tank leaks, all liquids and vapors are still contained within the outer wall and roof.

The main advantage of the single containment tank is the low cost relative to the other storage types. The main disadvantage is that the impoundment basin requires more land, and providing enough distance between the dike and the plant fence to protect the public from heat and vapor dispersion requires even more land.

### Table 1. LNG Liquefaction Plant Pump Services Based on 5 MMTPA Train (Typical Only).

<table>
<thead>
<tr>
<th>Item</th>
<th>Capacity (m³/hr)</th>
<th>Head (meters)</th>
<th>Fluid</th>
<th>Pump Specifications</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lean Amine Booster Pump</td>
<td>1500-1800</td>
<td>95-120</td>
<td>Amine</td>
<td>Double suction</td>
<td>Dissolved CO₂ results in these pumps being susceptible to cavitation if not properly designed.</td>
</tr>
<tr>
<td>Lean Amine Charge Pump</td>
<td>500-1800</td>
<td>600-750</td>
<td>Amine</td>
<td>Multi-stage – Vertical type</td>
<td>Dissolved CO₂ results in these pumps being susceptible to cavitation if not properly designed.</td>
</tr>
<tr>
<td>Scrub Column Reflux Pump</td>
<td>150-400</td>
<td>90-100</td>
<td>Hydrocarbon</td>
<td>Cryogenic: submerged motor type</td>
<td>Capacity depends on the amount of aromatics contained in natural gas</td>
</tr>
<tr>
<td>LNG Product Pump</td>
<td>1100 - 2000</td>
<td>150 - 240</td>
<td>Hydrocarbon (LNG)</td>
<td>Cryogenic: submerged motor type (no seal or coupling)</td>
<td>-160 °C operating temperature</td>
</tr>
<tr>
<td>LNG Loading Pumps</td>
<td>1500 – 2000</td>
<td>160 - 240</td>
<td>Hydrocarbon (LNG)</td>
<td>Cryogenic: submerged motor type (no seal or coupling)</td>
<td>-160 °C operating temperature</td>
</tr>
<tr>
<td>LNG Cargo Pumps</td>
<td>1350 – 2000</td>
<td>150 - 240</td>
<td>Hydrocarbon (LNG)</td>
<td>Cryogenic: submerged motor type (no seal or coupling)</td>
<td>-160 °C operating temperature</td>
</tr>
<tr>
<td>Seawater Pump</td>
<td>15,000 - 20,000</td>
<td>50-60</td>
<td>Seawater</td>
<td>Vertical pump, AL-DIR or duplex stainless steel shaft length</td>
<td>Tilt-pad lubricated sleeve design.</td>
</tr>
<tr>
<td>Hot Oil Pump</td>
<td>1500-2000</td>
<td>120-140</td>
<td>Hot Oil</td>
<td>Same as heated water pump.</td>
<td>Temperature/Dissolved CO₂.</td>
</tr>
<tr>
<td>Heated Water Pump</td>
<td>750 - 1250</td>
<td>220 - 250</td>
<td>Heated Water</td>
<td>Double suction</td>
<td>Temperature/Dissolved CO₂.</td>
</tr>
</tbody>
</table>
The LNG loading in-tank pumps are similar to the LNG product pumps in that they are submerged in the LNG, but instead of a separate container the pumps are inside pump columns that extend to the storage tank roof, as shown in Figure 12. The key design feature of this pumping system is that it is possible to pull the pump for maintenance while continuing to operate the storage tank. There is a foot valve at the bottom of the column that prevents LNG from entering the column when the pump is pulled. The operators purge the column with nitrogen, and then remove the pump from the top of the column.

In-Tank Pump Process Objectives

The LNG loading pump capacities are usually based on filling a ship in 12 hours. The liquefaction plant typically has multiple storage tanks, and two to four pumps per tank. It is common to have a total of eight pumps running during loading, each with a capacity in the 1100 to 2000 m³/hr range and 150 to 240 meters of head. In many plants there is also a smaller pump in each tank in addition to the loading pumps. The purpose of this smaller pump is to recirculate LNG in the loading lines and stabilize the
temperature when no ship is present. The loading lines are large diameter (24 to 36 inches) and must be kept cold between ship loadings because cooling them down is a long procedure.

In-Tank Pump Mechanical Design Features

The pumps used for the in-tank application are similar to the LNG product pumps except they are mounted in a column connected to the top of the tank instead of in a vessel. The pumps use submerged motors that are cooled by passing the LNG product flow past the windings of the motor. Special care must be taken when the pumps are removed from the tank because the winding insulation is very hydroscopic and will absorb moisture. Nitrogen purging of the pumps is required when they are not in use. The condition of the pumps is monitored by using accelerometers mounted on the pump housing close to the bearings. The pump bearings are typically a stainless steel material and lubricated by the LNG product. Reliability of the foot valve is as critical as the reliability of the pump. The foot valve is required when the pump is removed to allow the tank to remain in service. The foot valve to open and allows LNG to enter the pump and column pipe.

LNG SHIPPING

LNG terminal layout and site selection are typically based on the following ship parameters:

- 130,000 to 135,000 m³ capacity, having an overall length of up to 310 m, width of 46 m, and fully loaded draft of 11.6 m. The net delivery unloading rate into the receiving terminal is approximately 10,000 m³/hr. There are smaller ships (down to less than 60,000 m³), but the industry trend is toward larger ship sizes with designs on the drawing board for up to 250,000 m³.
- 15 meters minimum water depth

The LNG ships have two different types of pumps. These are the large cargo pumps for transferring LNG, and the small spray pumps that provide LNG for the spray ring that helps keep the entire storage container in a cool state. The storage on the ship is usually one of two types, either self-supporting aluminum spheres or stainless steel membrane compartments supported by the ship hull. There are either four or five spheres or compartments, and each contains two cargo pumps and one spray pump. The cargo pumps usually have a capacity of 1200 to 1400 m³/hr and the spray pumps have a capacity of 40 to 50 m³/hr.

LNG RECEIVING TERMINALS

The LNG receiving terminal (sometimes called a “regas” facility) receives liquefied natural gas from LNG ships, stores the LNG in storage tanks, vaporizes the LNG, and then delivers the natural gas into a distribution pipeline. The receiving terminal is designed to deliver a specified gas rate into a distribution pipeline and to maintain a reserve capacity of LNG. The amount of reserve capacity depends on expected shipping delays, seasonal variations of supply and consumption, and strategic reserve requirements (strategic reserves are needed when the terminal may be called upon to replace another large source of gas from either a pipeline or another receiving terminal on short notice). A simplified process flow diagram is shown in Figure 13.

![Figure 12. Column Mounted LNG Products Pump.](Image)

![Figure 13. Simplified LNG Receiving Terminal Process Flow Diagram.](Image)

The LNG terminal consists of the following:

- **LNG unloading system, including jetty and berth**—LNG is transferred to the onshore LNG tanks by the ship pumps. The unloading facility is often designed to accommodate a wide range of tanker sizes from 75,000 m³ to 135,000 m³. It takes approximately 12 to 14 hours to unload one 135,000 m³ ship. From the ship, the LNG flows through the unloading arms and the unloading lines into the storage tanks. The loading lines can be two parallel pipes, each 24 or 26 inch diameter or a single 30 inch or larger pipe.
- **LNG storage tanks**—Two or more above ground tanks are stored in parallel operating vaporizers with spares. Open rack vaporizers (ORV) are common worldwide (although they are not used much
in the US terminals to date) and use seawater to heat and vaporize the LNG. The submerged combustion vaporizer (SCV) uses sendout gas as fuel for the combustion that provides vaporizing heat. Because of the seawater system cost, the ORVs tend to have a higher installed capital cost while the SCVs have a higher operating cost because of the fuel charge. At many facilities, the best economics are achieved by using ORVs for normal sendout and SCVs as spares.

Other site factors also impact the decision of whether to use ORVs or SCVs. If the seawater temperature is below 42°F, ORVs are usually not practical because of seawater freezing. At some sites, it is not practical to separate the seawater discharge from the seawater inlet, and SCVs must be installed to avoid recirculation problems. The submerged combustion vaporizers also have environmental issues because of nitrous oxide (NOx) emissions and the water combustion product that requires treating before discharge.

- **Open rack vaporizers**—Seawater in an open falling film type arrangement vaporizes LNG passing through the tubes (Figure 14). The water falls over aluminum panels and collects in a trough before discharging back to the sea. The seawater first passes through a series of screens to remove debris before entering the intake basin. Raked bar screens provided in the inlet of the intake basin remove floating debris and provide protection for the vertical seawater and firewater pumps in the basin. The pumps are located in individual bays within the intake basin. At the inlet of each seawater pump bay, a traveling band screen may be provided for further removal of suspended solids to prevent blockage or damage to the open rack vaporizers. The larger, single ORV units installed are for a gas sendout rate of approximately 200 to 250 MMSCFD.

- **Submerged combustion vaporizers**—These vaporizers burn the natural gas taken from the sendout gas stream and pass the hot combustion gases into a water bath that contains the heating tubes for LNG (Figure 15). The largest single SCV units installed are for a gas sendout rate of approximately 150 MMSCFD.