remains very inexpensive for industrial users. But for all these categories, the energy sector currently is quite blurry. In this environment, large scale investment decisions are being put on hold for at least 5 years by shipping companies, marine terminal operators, port authorities or other financial interests, particularly in the United States, when it comes to LNG as a marine fuel. Furthermore, at the current time there is no interest in using LNG as a marine fuel within the Lower Mississippi River region. Primarily this lack of interest is due to the overall energy sector being in turmoil, caused by the decreasing cost of oil. Projections for the future range widely with some experts predicting costs to decrease to $20.00 per barrel within this decade while others speculate that the price of oil will reach $90.00 by 2020 (see Murray, 2015; Conti, 2014). As a result, the future for the energy sector currently is quite blurry. In this environment, large scale investment decisions are being put on hold for at least 5 years by shipping companies, marine terminal operators, port authorities or other financial interests, particularly in the United States, when it comes to LNG as a marine fuel.

But UNOTI has summarized other LNG facilities under development or soon to be operational in Louisiana. This project provides a detailed assessment of the impact of LNG as an inexpensive feedstock for industries involved in the production of chemicals, fertilizers or related products. But for all these categories, the economics of LNG and the energy sector in particular, is key. Crude oil costs continue downward while LNG remains very inexpensive for industrial users.

Web Links: www.transportation.uno.edu

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