



# Sandra Roche-Vu Quang

CEO, Elengy.

I am CEO of Elengy, the company that operates three of the four LNG terminals in France and one of the leading LNG terminal operators in Europe. Elengy employs nearly 400 people.

## — My background

I have an engineering degree with a specialization in Naval Architecture. I spent the first part of my career working on EPC contractor projects at Technip, Sofregaz and Saipem. I started off working in offshore engineering for gas field developments and then very quickly moved into project management. I then became involved in LNG projects. Among them, the construction of a terminal in South China. Thanks to this, I developed my technical and project management skills, as well as my knowledge of the LNG markets. I then joined the Suez Group at Degrémont, the subsidiary providing water treatment plants and services. I then moved to the Exploration-Production Business Unit of

GDF-Suez. Under the Engie reorganisation in 2016, I was appointed to develop Engie's hydrogen and biogas strategies. After having been in charge of the Business Development of Engie's European Business Unit, where I was able to move into the fields of energy services and wind power generation, I took the opportunity in June 2019, to become CEO of Elengy. I was pleased to be able to return to a field that I knew long ago and which had evolved substantially. Years ago LNG terminals simply stuck to regasification. Today, they offer many new services and are contributing to the energy transition, in particular through small scale LNG.

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### — My goals

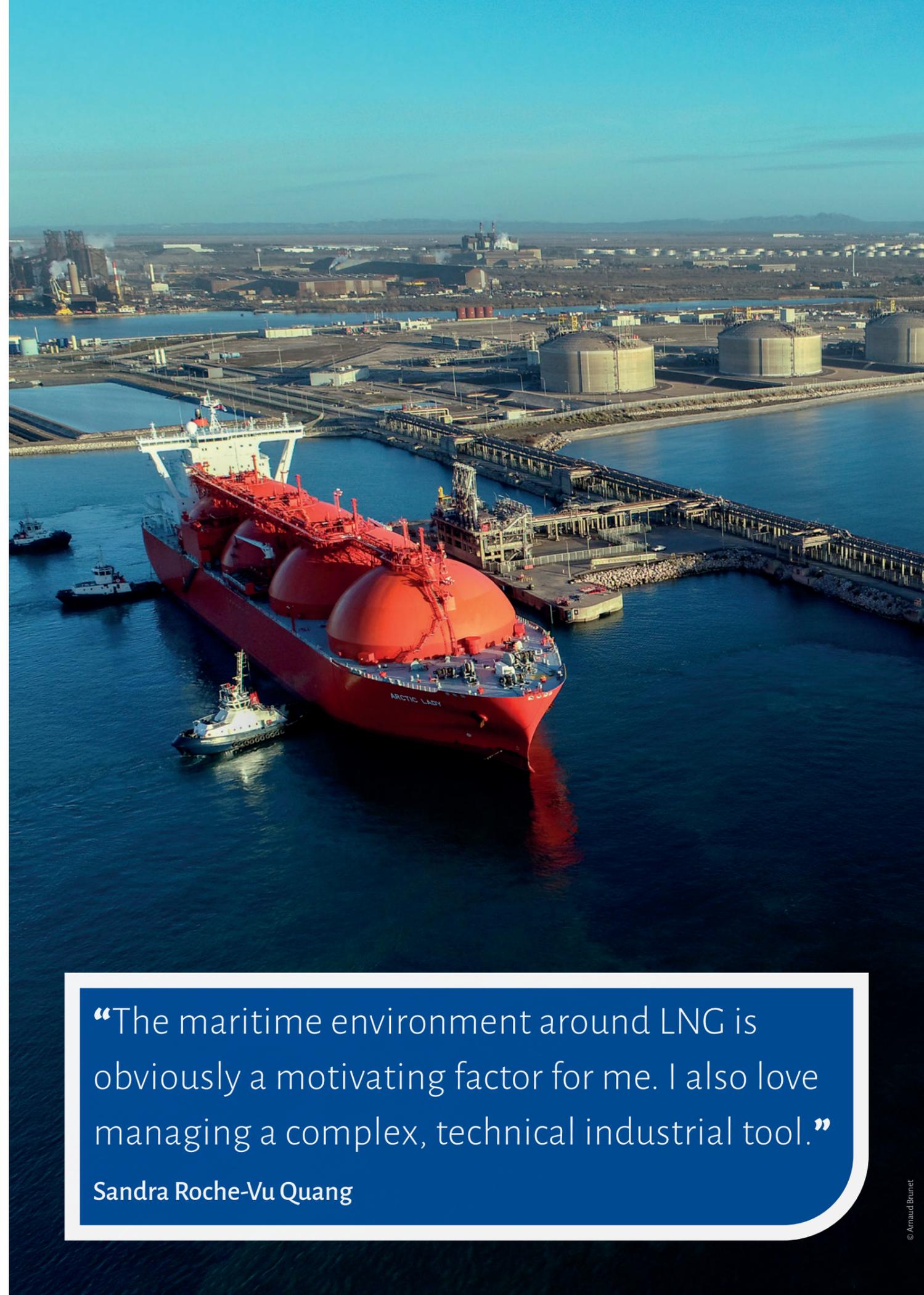
The recent development of our terminals has been impressive. Initially dedicated to the regasification of LNG, our terminals are now true hubs which allow our customers to benefit from various services: transshipping, reloading, truck loading or bunkering. This is a Revolution! To achieve this, we have had to adapt the industrial tool. We want to consolidate our existing activities and the new services being offered. We want to continue to capture a fast-growing market and

contribute to the energy transition, particularly in the area of LNG for maritime transport. Our Mediterranean terminals are ideally located to supply LNG-powered ships. Finally, we are considering developments beyond our terminals, either by consolidating our position as an LNG infrastructure operator in Europe, or by expanding our activities beyond the scope of the LNG terminals. We are also interested in issues related to bioLNG, which will allow us to make LNG greener.

### — My projects

Last summer, we invested in a system for receiving small-scale LNG carriers at our Fos-Cavaou terminal. In collaboration with the Port of Marseille and other stakeholders, we want to position ourselves to supply LNG-fueled vessels in the Mediterranean. We firmly believe in the potential of LNG to help reducing

maritime transport emissions and hope to reap the first benefits in the coming months. Finally, we have invested in two new LNG truck loading bays at the Fos-Cavaou terminal which will double the number of trucks loaded by the end of the year.



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## — What drives me at work

As an engineer, I chose the discipline of naval architecture because I am passionate about everything that has to do with the sea. The maritime environment around LNG is obviously a motivating factor for me. I also love managing a complex, technical industrial tool. On another note, you are constantly facing new challenges and supporting changes while maintaining historic activities. Our companies are also made up of passionate people with infectious enthusiasm. Lastly, it is very interesting to think

about how we can contribute to the energy transition through our businesses. Fossil fuels cannot be switched to all-electric wind and solar power with a snap of the fingers. If we had a magic wand we would have used it already, and I am convinced that LNG has a role in the energy transition to replace dirtier fuels. Our LNG terminals have a low carbon footprint though we work on reducing it further, for instance by reducing flaring or the use of chlorine.

## — What I like most

Interacting with the teams is what I like most. Our people are passionate and expert and our company has a very strong history and corporate culture. We were pioneers of LNG. I think it is also specific to the LNG business, that requires very

specific skill sets and are a source of great pride because of their complexity. We also have a strong local presence and close relationships with local players and the terminals' immediate environment.

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## — One last word

Even if, among technical sectors, Environment and Energy are more attractive to women, there are not enough female engineers. Some girls may hesitate because they think that it is an overly technical, complicated field, you have to be good at maths, etc. However, there are all kinds of professions in this field, and women are more than capable of having successful technical careers. Today, it can be difficult to interest young people in working at industrial groups. But right now the world of energy is undergoing a real revo-

lution. We must constantly reinvent ourselves. This revolution will have a powerful influence on the world of tomorrow, which is what makes it so interesting. We need creative people, young people who will help to build the world of tomorrow, a challenge which not every sector has to offer. Furthermore, our work is complex and involves cutting-edge expertise. You just have to look at the number of visits to our terminals we organise each year: it's basically industrial tourism!



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**Inspiring Women in LNG** is a GIIGNL initiative to promote gender diversity in the LNG industry and its decision-making circles.

**More inspiring stories on:**  
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INTERNATIONAL GROUP  
OF LIQUEFIED NATURAL GAS IMPORTERS

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