



## **QATAR ENERGY UPS NEWBUILD ANTE TO 122 SHIPS WORTH NEARLY \$30BN**

Is producing giant done on newbuilding or will South Korean yards break into Q-Max construction? Middle East LNG producer QatarEnergy has inked contracts with shipbuilders and owners to bring the total number of LNG newbuildings it has agreed to take on long-term charter under both phases of its huge ship programme to a colossal 122 vessels worth close to \$30bn. QatarEnergy signed up to 60 vessels in Phase 1, which concluded in 2022, and has to date inked deals on a further 62 ships under its ongoing Phase 2 programme in what must rank as the largest multi-vessel shipbuilding project undertaken. It is not clear if the LNG-producing giant is entirely finished booking the LNG vessels it needs for its liquefaction expansion and fleet renewal efforts. Some parties close to the business have indicated that talks remain in play at one, and possibly a second, shipbuilder in South Korea for Q-Max-plus capacity vessels. Announcing a slew of signings over the past few days, QatarEnergy finally concluded deals on a much talked up 18 supersize vessels worth \$6bn in total that will form the next generation of Q-Max capacity vessels for the Qatari giant. The 271,000-cbm vessels — which the company is calling its Qatar-China-Max or QC-Max LNG ships — will be built by Hudong-Zhonghua Shipbuilding (Group). They are priced in the region of \$333m each and will push delivery dates for these vessels at the Shanghai-based yard into 2031, meaning the latest

will deliver seven years from now. QatarEnergy said it has inked long-term charterparty agreements with three Chinese shipowners for nine of these 18 vessels. China Merchants Energy Shipping will build four, Shandong Marine Energy three and China LNG Shipping (Holdings) the remaining two.

QatarEnergy's LNG newbuilding project — Phase 1			QatarEnergy's LNG newbuilding project — Phase 2		
Shipyard	Shipowners	No. of vessels	Shipyard	Shipowners	No. of vessels
Hanwha Ocean	• K3 — H Line Shipping, Pan Ocean and SK Shipping	11	Hanwha Ocean	• Nakilat	8
	• TMS Cardiff Gas	2		• K Line with Hyundai Glovis	4
HD Hyundai Heavy	• Knutsen	10	HD Hyundai Heavy	• Nakilat	17
	• MISC, NYK, K Line and China LNG Shipping (Holdings)	7	Samsung Heavy	• Shandong Marine Energy	6
Samsung Heavy	• JP Morgan	12	• China Merchants Energy Shipping	6	
	• K3 — H Line Shipping, Pan Ocean and SK Shipping	6	• MISC	3	
Hudong-Zhonghua	• MDL-Cosco	7	Hudong-Zhonghua	• Nakilat	9
	• NYK	5		• China Merchants Energy Shipping	4
<b>Total:</b>		<b>60</b>		• Shandong Marine Energy	3
				• China LNG Shipping (Holdings)	2
			<b>Total:</b>		<b>62</b>

Qatar's minister of state for energy affairs, Saad Sherida Al-Kaabi, who is also president and chief executive of QatarEnergy, signed deals with the heads of all three companies — CMES president Wang Yongxin, Shandong Marine chairman Li Maozhong and China LNG general manager Cong Jian — in Beijing on Monday. Al-Kaabi said: "These nine vessels are part of QatarEnergy's historic programme to support our expanded LNG production capacity from the North Field, which will reach 142 million tons per annum by 2030, and which will also help meet our long-term fleet replacement requirements." Qatari shipowner Nakilat is expected to take on the other nine QC-Max vessels at Hudong-Zhonghua. These, along with the 25 LNG newbuildings at two South Korean shipyards under Phase 2 of the programme and two vessels contracted in January for its own account, will tip Nakilat's LNG fleet over the 100 mark to 105 vessels. Change of tack The two phases of QatarEnergy's LNG shipbuilding programme differ quite markedly. Under Phase 1, a mix of 12 different shipowners were assigned to the vessels including several independents, a large investor and key names from Japan and South Korea. Nakilat was not selected, there was only one Chinese name in the line-up and all the vessels were ships of 174,000 cbm. Under Phase 2, Nakilat looks set to walk away with at least 34 ships — over half the orders placed to date in the second phase of ship procurement. Chinese owners are also the other big participants, which observers said should come as no surprise since QatarEnergy has signed several long-term LNG sales deals with China, which usually insists on having a stake in the ship construction and shipping for these volumes. QatarEnergy underwent a series of price renegotiations with its four chosen shipbuilders — one Chinese and three South Korean — since it first concluded its LNG berth reservation deals for just over 150 LNG slots in April and June 2020.















### **Gate's small-scale jetty handled 57 vessels in Q1**

The Rotterdam port is home to Gasunie's and Vopak's Gate LNG import terminal. The LNG terminal currently has two large LNG jetties and one dedicated small-scale jetty. Gate's small-scale jetty, which launched operations in 2016, handled record 151 vessels, loading close to 900,000 cbm of LNG last year. During the first quarter of this year, 106 vessels called at Gate for unloading and loading. "Our dedicated small-scale jetty saw a high level of activity in the first quarter: 57 vessels picked up LNG for further distribution," Gate's commercial manager, Stefaan Adriaens, told LNG Prime on Tuesday. Due to strong demand, Gate is also planning to build a second dedicated small-scale jetty. Last month, Gate issued a non-binding call for expression of interest in small-scale LNG ship loading services at the planned fourth jetty. The new jetty would be located across the existing small-scale jetty. "This bodes well for our dedicated small jetty 4 project, which saw an encouraging level of interest by reputable companies," Adriaens said. "We are discussing with our shareholders on next steps," he added.

Source : [www.lngprime.com](http://www.lngprime.com)

### **ORIGIN REPORTS LOWER APLNG REVENUE**

The Australia Pacific LNG project logged lower revenue during the quarter ending March 31 compared to the same quarter last year, according to shareholder Origin Energy. Origin, whose shareholders in December rejected a takeover offer from a consortium consisting of Canada's Brookfield Asset Management and a unit of US-based energy investor EIG, said in its quarterly report that APLNG revenue reached about A\$2.55 billion (\$1.66 billion) in the January-March period. Compared to the March quarter of 2023, APLNG revenue decreased 8 percent, while it rose 7 percent compared to the prior quarter. Origin said that APLNG revenue rose compared to previous quarter due to higher LNG sales volumes and higher realized average LNG prices. During the period from July 2023 to March 2024, APLNG revenue dropped 16 percent to A\$7.27 billion primarily driven by lower realized export oil linked prices, partially offset by higher LNG volumes, Origin said. The company's share of APLNG revenue for the January-March quarter was A\$633 million, compared with A\$591 million in the prior quarter and A\$710 million in the March quarter last year. The company owns a 22.5 percent in the project and is the upstream operator, while China's Sinopec owns a 25 percent share in APLNG. US energy giant ConocoPhillips has a 47.5 percent share in the APLNG project and operates the 9 mtpa LNG export facility on Curtis Island near Gladstone. APLNG recently shipped its 1000th LNG cargo since it started operations in 2016, and it also appointed Dan Clark as its chief executive officer.

### **34 LNG cargoes**

Origin said that APLNG sold 34 LNG cargoes during January-March, up from 33 cargoes in the same quarter in 2023 and a rise compared to 32 cargoes in the prior quarter. During the period from July 2023 to March 2024, APLNG sold 97 cargoes, two more cargoes compared to the same period before. APLNG's March quarter realized average LNG price was \$12.17/MMBtu, compared to 14.50/MMBtu in the same quarter last year and 11.88/MMBtu in the prior quarter, while average domestic price

was A\$6.90/GJ. Production of 176.2 PJ rose 5 percent when compared to the previous quarter and it rose 7 percent compared to the same quarter last year. Origin said production rose compared to December quarter due to unplanned commercial turndown after an LNG vessel lost power at the Curtis Island facility in late November. Origin CEO **Frank Calabria** said that APLNG “is performing well operationally, continues to be a major supplier to the domestic market, and recently marked the milestone of its one thousandth LNG cargo.” source : [www.lngprime.com](http://www.lngprime.com)

## **CMA CGM’S LNG-POWERED CONTAINERSHIP NAMED IN SOUTH KOREA**

South Korea’s Samsung Heavy Industries has hosted a naming ceremony at its yard in Geoje for CMA CGM’s LNG-powered containership, CMA CGM Ambition. “Despite the downpour, we celebrated the naming ceremony of our CMA CGM Ambition in Gohyeon, South Korea,” the French shipping giant said in a social media post on Tuesday. The 268 meters long and 43 meters wide vessel is the latest addition to a series of 7,300 TEUs LNG-powered vessels, it said. The vessel follows the CMA CGM Innovation, CMA CGM Legacy, and CMA CGM Endurance. Vessel Value data shows that Samsung Heavy won this order back in September 2021 and the order includes six LNG dual-fuel containerships. CMA CGM is one of the world’s largest backers of LNG as fuel for vessels. It recently took delivery of LNG-powered CMA CGM Paraty from China’s Hudong-Zhonghua and LNG-powered CMA CGM Cape Cod from Jiangnan. These new containerships join the CMA CGM fleet of around 623 vessels, including more than 30 already powered by LNG. The company previously said it had invested more than \$17 billion in a fleet of nearly 120 LNG- and methanol-powered ships to be delivered by 2027. source : [www.lngprime.com](http://www.lngprime.com)

## **HUDONG-ZHONGHUA: COSCO’S LNG CARRIER WRAPS UP TRIALS IN RECORD TIME**

Cosco Shipping Energy Transportation’s liquefied natural gas carrier, Huashan, has completed both its sea and gas trials in four and a half days, setting a record for the shortest trials of a large LNG carrier, according to Chinese shipbuilder Hudong-Zhonghua. The 174,000-cbm LNG carrier returned to the yard on April 24 after completing the “two-in-one” trial, Hudong-Zhonghua said in a statement. Previously, CSSC Shipping’s, LNG Geneva, broke the record by completing trials in five and a half days. CSSC’s Hudong-Zhonghua held a keel-laying ceremony for this 295 meters long LNG carrier with a hull number H1835A in May last year, and launched the vessel in October the same year. This is the fifth LNG carrier the shipbuilder built for compatriot Cosco Shipping Energy Transportation and PetroChina. It delivered the first and the second LNG carrier under the PCI project, Shaolin and Wu Dang, in 2022, the third carrier, Kun Lun, in March last year, and the fourth carrier, Emei, in December last year. Hudong-Zhonghua also recently launched the sixth carrier under the PCI project, and is building the seventh and eighth vessel as part of the third stage of the Cosco Shipping-PetroChina project. United Liquefied Gas Shipping,



