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SOUTH KOREA'S KMARIN FLOATS 15-YEAR-OLD LNG CARRIER FOR SALE BUT ASSET SELLER'S EXPECTATIONS AND BUYERS' PRICING SEEM SOME WAY APART

South Korean shipowner and manager Kmarin Group has put one of its LNG carriers up for sale at a strong price. Brokers and other shipowning sources said the company is offering the 154,996-cbm, dual-fuel diesel-electric (DFDE) Kmarin Diamond (ex-British Diamond, built 2008) for sale. They said the membrane-type vessel — the only LNG carrier listed as being under Kmarin's control — is being touted around the market for offers in the region of $120m to $130m. Some said the LNG carrier had been on and off the market before this. Potential buyers said this is a very strong price for a ship of this age, capacity and type. TradeWinds has made multiple attempts to contact Kmarin — also known as Kukje Maritime Investment Corp — about the vessel. South Korean sources indicated that Kmarin may be keen to offload the single LNG carrier to concentrate on its tanker business. Clarksons Shipping Intelligence Network lists the owner-manager as controlling four VLCCs, nine aframax tankers, three bulk carriers and two container ships. The Kmarin Diamond is on bareboat charter to energy major vessel operator BP Shipping. The ship is one of four groundbreaking LNG carriers ordered by BP in 2004 as they were among the first DFDE vessels to be contracted as charterers looked to improve the efficiencies of their ships. The so-called Gem-

class newbuildings, which were built at Hyundai Samho Heavy Industries, were priced at $179m each. From 2018, the ships were sold off and bareboated back to BP until dates in 2023 and 2024. Greek owner Thenamaris now owns the other three Gem-class sisterships. In the interim, LNG carrier designs have moved on with the workhorses of the trades now being two-stroke gas-injection ships of about 174,000 cbm to 180,000 cbm. Secondhand sales of LNG carriers have somewhat fallen away in the second half of 2023 after a busy period during 2022 and making a brisk start in 2022 when around $500m of sales were concluded in 18 months. Brokers cite the high price of newbuildings, which are currently hovering in the region of $260m per ship, and yards' full berth positions, which mean buyers are unable to get berths until delivery dates in 2027 at the earliest and more likely in 2028. They said that partly as a consequence of this, asset prices have risen and sellers have fallen away or are at least taking stock until sales price expectations normalise. In conjunction with this, conversion costs for LNG carriers, which may have been targeted for switches into floating storage and regasification units or storage vessels, have also risen, which has introduced more wariness among buyers assessing secondhand vessel candidates for projects. source : www.tradewindsnews.com

ENERGOS DUBS SCARCE FSRUS AS THE 'RABBIT IN THE MAGICIAN'S HAT'

Shipowners in Athens talk regas vessels, steamships and next-generation LNG carriers, LNG importers are asking for quick delivery floating storage and regasification units in a market devoid of vessels and where conversions cannot be turned around quickly. Energos Infrastructure commercial director Martin Baber told delegates at the World LNG Summit & Awards in Athens that every FSRU is taken up but the majority of customers are asking for units delivering in 2025. "It is the rabbit in the magician's hat," Baber said. "We just cannot pull them out of the market and the market can't do bridging vessels fast enough." Baber said there is a resurgence of interest in FSRUs as countries move to transition out of coal use LNG before moving into more sustainable energy mixes. He added: "I see a very positive market going forward." GasLog chief executive Paolo Enoizi, whose first LNG carrier-to-FSRU conversion is currently on its way to Greece, said the company is following a couple of new floating regas projects including the Venice LNG project in Australia. But Enoizi said the cost of conversions has risen from around $100m to between the range of $130m to $140m. Baber said secondhand asset prices are at record highs with potential candidate vessels, which a few years ago would have been marketed at around $80m now remarketed for $120m to $130m. Add in the conversion cost and the finance and the result is a vessel that is higher priced than an LNG carrier newbuilding.

He detailed that Energos — which is majority owned by asset management company Apollo and controls 11 FSRUs — has also talked to customers about 220,000-cbm newbuildings.

Constriction

But there is a supply chain issue with shipyards. Baber said theoretically there are only five yards that can build FSRUs. But one has not produced a unit, another has only built a couple, a third is averse to building them and the remaining two are

wary of putting too many resources into regas units. “We really see it as constriction from both ends,” he said. Shipowners on the panel, moderated by Howe Robinson Partners UK senior LNG broker Debbie Turner, were bullish on LNG shipping demand. Enoizi said GasLog sees fleet growth continuing to point to the new volumes of liquefaction expected to be sanctioned.

Steaming

Capital Product Partners chief commercial officer Spyros Leoussis, who detailed that Capital Gas has 11 LNG carriers trading and 10 on order, said fleet replacement will be one of the key drivers going forward. But GTT chairman and chief executive Philippe Berterottiere said there is such demand for LNG — citing the 50 mtpa of new liquefaction expected to be sanctioned in the coming year — that the time for replacing the older steam turbine ships has not yet come. He said this will likely be in the next decade. Capital has been what Leoussis described as “an opportunistic” but not a strategic buyer of steamships.

He said: “The ships are needed so there is place for them” — but longer term, the phase-out should move a bit faster than we are seeing today. Panos Mitrou, global gas segment director at Lloyd’s Register, said that while efficient LNG carriers are being built, “substantial interventions” will be needed to meet the requirements of incoming regulations. He listed green propulsion systems, onboard carbon capture systems and larger vessels as among those to be considered. Mitrou said the steamships could play a role in downstream infrastructure and channelling these incoming LNG volumes to new markets. “They have quite a future ahead,” he said. “But by the end of this decade, these ships will be facing severe challenges on compliance.”

source : www.tradewindsnews.com

MODERN LNG CARRIERS MERIT RATES OF OVER $100,000 A DAY, SAYS MARINAKIS

The leaders of Cap-ital Mari-time & Trading Corp and Angelicoussis Group dis-cuss the chal-lenges andoppor-tun-ities in LNG ship-ping at annual meet. New LNG carriers warrant charter rates of over $100,000 per day but are currently being penalised in the market due to the current high cost of their construction, Capital Maritime & Trading Corp founder and chairman Evangelos Marinakis said. Marinakis was speaking at the World LNG Summit & Awards in a rare two-person shipowner panel session alongside another prominent Greek owner, Angelicoussis Group president and chief executive Maria Angelicoussis.

He said the LNG ships building now are penalised in the market. Marinakis said the rate difference between a tri-fuel diesel-electric LNG carrier and its modern two-stroke cousin is about $40,000 per day, with the gulf to the steam turbine vessels at around $80,000 daily. “I think the minimum rate in order to have guidance should exceed $100,000 per day,” he said, highlighting that the delivered cost of an LNG newbuilding is closer to $280m. “I think it is fully justified to have these sorts of rates to make sense. We don’t see rates going down,” he added. In a session moderated by Lloyd’s Register chief commercial officer Andrew McKeran, Angelicoussis and Marinakis spoke on a wide range of issues from vessel requirements to alternative fuels, Chinese shipbuilding, incoming regulations and geopolitics. Angelicoussis said the Angelicoussis Group is positive on LNG in the short, medium and long term. Among the demand drivers, she cited the 180m tonnes of newly sanctioned LNG

supply due onstream in the next five years; ongoing European demand for natural gas, where major buyers have signed 27-year LNG contracts; and the world's largest buyer of LNG, China, which has aspirations to increase its imports to 100m tonnes over the next six to seven years. On the supply side, she rubbished the thinking that the market is over-supplied with LNG carriers. "We believe the market will be in balance if not short of LNG carriers," she said, mentioning the phase-out of LNG steam turbine vessels as a factor that could tighten it further. Marinakis described Capital's decision to zone in on LNG as "very simple" in that it produces around 25% less carbon emissions. But he added that shipping is not subsidised and the industry is not seeing charterers paying extra for the freight to make the company's investment worthwhile. He said Capital is going ahead with newbuildings without having a charter for them. But prices for LNG carriers have risen from $180m in 2018 to $260m today, and there is now a different environment for interest rates.

China's growing role

Angelicoussis said that while shipping moves in cycles, this time the Angelicoussis Group does not see shipyard prices reducing drastically, largely because of the constraint on capacity at the big three South Korean yards due to labour shortages. She said Chinese shipyards are yet to be tested. The CEO revealed she and others from the company had toured Chinese yards in October and said yards were dedicating time, money and resources to getting up to speed. "I think in the medium to long term China is the future of shipbuilding," she said. On fuelling, Angelicoussis declared the company "fuel agnostic" and said choices would depend on the size and trade of the vessel. "Today, we believe dual-fuel LNG is by far the best solution for our fleet," she said, and if bio-LNG and synthetic-LNG are added in the future, it is possible to get to net zero. "We don't look at these as transition ships; we look at them as net zero ships," she said, urging the Greek shipping community that this is a good point to embrace the energy transition. Marinakis said Capital is investing a substantial amount of money in dual-fuel vessels. He said the infrastructure is there for LNG fuelling, and the company can find the bunkering it needs "most of the time". For methanol and ammonia, he said: "We don't know the cost." "LNG is a commodity, it is cleaner and for the next 10 to 15 years, at least, we will go with it," he said. But both shipowners are positive on ammonia as a fuel. Marinakis said it is a cleaner fuel, and the production and consumption of it will come. Angelicoussis said: "We also believe in ammonia", both as a zero carbon fuel and as an energy carrier, adding that it has much potential for the size and trades of ships the company has. But she said the shipping industry needs to move very cautiously and carefully to minimise the hazards of bringing in a toxic substance. source : www.tradewindsnews.com

QATARENERGY TAKES OVER ALL MARKETING ACTIVITIES FROM QATARENERGY LNG

LNG giant QatarEnergy has completed the previously announced integration of all marketing and related activities formerly managed by its unit QatarEnergy LNG, previously known as Qatargas. In February this year, QatarEnergy said it take over all the marketing and related activities managed by its LNG producing unit. After that, Qatargas also changed its name to QatarEnergy LNG in September this year. Established in 1984, Qatargas currently operates 14 LNG production trains with a capacity of about 77 Mtpa in Ras Laffan. However, state-owned QatarEnergy is significantly increasing LNG production from the North Field. This first phase of the expansion project will increase Qatar's LNG production capacity from 77 to 110 Mtpa, while the second phase will further boost capacity to total 126 Mtpa. QatarEnergy, previously known as Qatar Petroleum, also changed its name in October 2021. The state-owned firm said in a statement on Sunday that the integration of all QatarEnergy LNG's marketing activities is a "major move towards consolidating QatarEnergy's position as a global energy leader and an important milestone to enhance the effectiveness of LNG marketing and sales from Qatar." With this integration, QatarEnergy will offer an even more diversified and integrated portfolio of products and services, ensuring a "seamless and enhanced customer experience." It will also be the sole point of contact for Qatar's existing and prospective energy customers globally, it said. source : www.lngprime.com

AWILCO INKS REFINANCING DEAL FOR LNG CARRIER DUO

Norway-based shipping firm Awilco LNG has signed a term sheet with an Asian leasing firm to refinance the company's two 2013-built 156,000-cbm TFDE LNG carriers, WilForce and WilPride. Awilco LNG said in a statement on Monday that the deal has been agreed and signed with a "major leasing company based in Asia". Subject to final credit and board approval, documentation, and customary closing conditions the company will utilize its purchase options under the existing financing facility to repurchase the vessels from CCB Financial Leasing, it said. "The new financing is at par value of the outstanding debt and structured as a sale/leaseback similar to the current financing of the vessels at improved terms, reducing the company's cost of finance," it said. Awilco LNG expects the transaction to close in the first half of 2024. VesselsValue data suggest that the current market value of WilForce is about $156 million and WilPride about $158 million. Awilco LNG recently reported a net profit of $3.3 million for the third quarter of this year compared to a net loss in the same period last year. The firm also reported an all-time high first nine-months result of $23.4 million. In November last year, Awilco LNG secured a new charter deal with a firm duration of about 18 months for WilForce. This contract started at the end of January 2023. In June, the firm revealed a charter deal with a "leading European LNG importer" for a firm period of three years and WilPride serves this contract. This contract started in December last year. source : www.lngprime.com

DYNAGAS TAKES DELIVERY OF NEW LNG CARRIER

Greek LNG shipping firm Dynagas has taken delivery of the 200,000-cbm LNG carrier, Clean Destiny, in South Korea. The firm led by George Procopiou revealed this in a short social media post on Friday. According to its AIS data provided by VesselsValue, the ME-GA LNG carrier has left HD Hyundai Heavy's yard in Ulsan, South Korea last week. Clean Destiny will serve a 10-year charter with US LNG exporting giant Cheniere, the data shows. Back in June 2021, Dynagas ordered four 200,000-cbm LNG carriers each worth about $199 million and this LNG carrier is second in that batch. Dynagas took delivery of Clean Resolution from Hyundai Heavy, the first vessel in this batch, in September, and this vessel also serves Cheniere, the data shows. After this order in 2021, Dynagas ordered three more LNG carriers of the same size at Hyundai Heavy in 2022, as well as three vessels in January this year and two vessels in May this year. The ships feature GTT's Mark III Flex+ membrane containment system and are 299.8 meters long and 48.9 meters wide. Dyangas is expected to take delivery of all of these vessels by the end of 2027. source : www.lngprime.com

DNV SAYS FOUR LNG-POWERED VESSELS ORDERED IN NOVEMBER

Classification society DNV has added four LNG-powered ships and four methanol-fueled vessels to its Alternative Fuels Insight platform in November. DNV said on Monday that all eight orders were withing the RoRo and car carrier segment. The firm reported six LNG-powered ships and 14 methanol-fueled orders in October. So far this year, DNV's platform has logged 268 new orders for alternative fuel vessels, including 112 LNG-powered and 152 methanol-powered ships. June and July saw the most activity related to LNG with 47 new orders combined, whereas July propelled methanol-powered vessels across the 200 ships mark with 48 new orders. "While November's performance may not have matched the volume of previous months, the overall enthusiasm and promising trajectory remain for both LNG and methanol. The same goes for ammonia," Martin Wold, principal consultant in DNV's maritime advisory business, said. "In general, the pipeline for both announced and unannounced projects remains strong, indicating that the pace will pick up again. However, it's worth noting that the momentum we see in the tanker and bulk segments continues to experience a more gradual acceleration," he said.

460 LNG-powered ships in operation

DNV's platform shows that there are now 460 LNG-powered ships in operation, while owners placed orders for 528 LNG-fueled vessels. LNG-powered crude oil tankers lead the way with 73 in operation, followed by 66 containerships, 50 oil/chemical tankers, and 43 car and passenger ferries. As per vessels on order, LNG-powered containerships account for a big part of the orders with 198 units. Shipping firms also ordered 139 car carriers, 48 oil and chemical tankers, 36 crude oil tankers, and 32 bulk carriers. These statistics do not include smaller inland vessels or dual-fuel LNG carriers.

51 LNG bunkering vessels and 202 LPG-powered ships

Besides LNG-powered vessels, there are 51 LNG bunkering vessels in operation and 15 on order, the platform shows. In addition to 988 confirmed LNG-powered ships, the fleet powered by alternative fuels also includes 234 methanol-fueled vessels, 202 LPG-powered ships, and 30 hydrogen-fueled vessels, according to the platform. source : www.lngprime.com

INDIA'S GAIL SEEKS $1.81 BILLION FROM SEFE IN LNG SUPPLY DISPUTE

India's largest gas utility GAIL has launched an arbitration process in the hope of securing up to $1.81 billion in compensation from SEFE Marketing & Trading Singapore, previously known as Gazprom Marketing and Trading Singapore, over undelivered LNG volumes. GAIL said in a stock exchange filling that it filed the claim in the London Court of International Arbitration on November 30. The company is seeking "up to $1.817 billion and alternative reliefs including non-monetary reliefs." GAIL said the dispute is related to "non-supply of LNG cargoes to GAIL under long-term LNG contract." It did not provide any additional information. In 2012, the Indian firm and Gazprom's unit signed the sales and purchase deal for 2.5 mtpa of LNG. The contract started in 2018 and ends in 2041, according to GIIGNL data. However, the German government took over Securing Energy for Europe (SEFE), previously Gazprom Germania, in November last year saying the move is necessary to protect its energy security due to Russia's ongoing war in Ukraine. Prior to that, the management of SEFE applied to the German government for stabilization measures. This request was necessary as Russian sanctions against SEFE were leading to the suspension of gas deliveries, SEFE said. "Due to the sharp rise in gas prices over the course of the year, the company had to bear high costs for sourcing additional volumes to meet its existing supply obligations," it said. GAIL previously said that SEFE stopped supplying LNG to GAIL in May 2022 and that the deliveries resumed in May this year with about four LNG cargoes per month. This means that SEFE did not supply up to 48 LNG cargoes to GAIL during the period. source : www.lngprime.com

DSIC LAYS KEEL FOR FIRST CMES LNG CARRIER

China's Dalian Shipbuilding Industry (DSIC) has laid the keel for the first of eight 175,000-cbm LNG carriers it is building for compatriot China Merchants Energy Shipping (CMES), a unit of China Merchants Group. The shipbuilder held the keel-laying ceremony on December 1 for the LNG carrier with a working name G175K-1.

DSIC started building this vessel in June.

Besides this LNG carrier, DSIC held a steel-cutting ceremony on the same day for the second LNG tanker in this batch with a working name G175K-2. In March last year, CMES placed an order for two dual-fuel LNG carriers for $380 million, DSIC's first order for large LNG carriers, and these vessels are part of that order. They will serve charter deals with Sinochem. After after, CMES exercised an option for two more LNG carriers worth $400 million, and added two more vessels in December

2022 with a price tag of about $470 million. The Chinese firm placed the most recent order for two LNG carriers worth some $470 million on May 26. According to DSIC, the LNG carriers will be 295 meters long and 46.4 meters wide, with a design draft of 11.5 meters and a speed of 19.5 knots. The vessels feature the latest LNG dual-fuel low-speed main engine with integrated ICER system, a reliquefaction unit, and GTT's Mark III Flex membrane containment system, it said. CMES will take delivery of all of these LNG carriers during 2025-2027. source : www.lngprime.com

PERU LNG TERMINAL SENT FOUR CARGOES IN NOVEMBER

Peru LNG's liquefaction plant at Pampa Melchorita has shipped four liquefied natural gas cargoes in November, the same number of shipments as in the previous month. According to data by state-owned Perupetro, during October the LNG plant sent three shipments to the UK and one to Spain. The shipments loaded onboard the LNG carriers Kool Baltic, SM Albatross, Maran Gas Amphipolis, and Maran Gas Olympias equal about 272,021 tonnes, the data shows. These four LNG cargoes loaded at the Peru LNG plant in October compare to four cargoes in November last year, while Peru LNG shipped four cargoes (252,309 tonnes) in October this year. Peru LNG shipped 49 LNG cargoes during January-November, compared to 46 shipments during the same period last year, the Perupetro data shows. The 4.45 mtpa LNG plant has sent about 746 LNG cargoes since 2010, according to the data. However, some of the same shipments in the list are included two or three times. US-based Hunt Oil holds a 50 percent operating stake in the Pampa Melchorita LNG plant, while SK and Marubeni have 20 percent and 10 percent, respectively. LNG giant Shell also holds a 20 percent stake and takes all the volumes produced at the facility. source : www.lngprime.com

GREECE'S ELPEDISON TESTING MARKET INTEREST FOR THESSALONIKI FSRU

Elpedison, a power firm owned by Greece's Hellenic Petroleum and Italy's Edison, is inviting companies willing to secure capacities at its planned Thessaloniki FSRU project to submit their bids. The firm announced on Monday it has launched the non-binding phase of the market test for the FSRU project, where all interested parties are invited to express their interest in contracting capacities and services at the planned LNG terminal. The project will include two permanently moored vessels, one floating storage and regasification unit (FSRU) and one floating storage unit (FSU), located in Thermaikos Gulf, according to Elpedison. "Thessaloniki

FSRU, a new flexible and secure natural gas entry point to the country, due to its strategic location, will contribute to the security of gas supply in Northern Greece as well as to the entire South-East European region and will enhance congestions' management in the national natural gas transmission system," it said. Elpedison said the deadline for submission of expressions of interest is January 12, 2024. Last year, Elpedison submitted an application to Greece's Regulatory Authority for Energy (RAE) for an independent natural gas system (INGS) license. According to Elpedison, the FSRU and the FSU, will have a combined LNG storage capacity ranging between 250,000 cbm and 280,000 cbm. During ship-to-ship operations, LNG will be loaded by vessels into the FSU, while the regasification system is designed for a nominal sendout capacity of 500 mmscf/day, or about 150 GWh/day. The pipeline includes a 4.4 km offshore route, connecting the regasification system to the beach valv, and a 7 km onshore route, connecting the beach valve to the entry point into the NNGTS and serving Elpedison's power generation facilities in Thessaloniki area.

Greek FSRUs

Greece will soon get its first FSRU and also the second LNG import facility, adding to DESFA's import terminal located on the island of Revithoussa. The 153,600-cbm, Alexandroupolis, which will serve Gastrade's FSRU-based LNG import terminal in Alexandroupolis, has left Singapore and is on its way to Greece where it is expected to arrive on December 17. In addition to this unit, Gastrade is also planning to install a second FSRU offshore Alexandroupolis. Besides these two FSRUs, Dioriga Gas, a unit of Motor Oil, is looking to develop another FSRU-based import project in Greece's Gulf of Corinth, while Greece's Mediterranean Gas, the developer of an FSRU-based import project which includes ExxonMobil, has also previously received approval for its planned development in the port of Volos. Should all these projects materialize, Greece would have at least five FSRUs in operation in the future. source : www.lngprime.com

SNAM WRAPS UP PURCHASE OF BW LNG'S FSRU

Italian energy firm Snam has completed the previously announced purchase of BW LNG's 2015-built FSRU BW Singapore for about $400 million. In July, Snam and BW LNG signed the purchase deal for the FSRU with a maximum storage capacity of about 170,000 cubic meters of LNG and a nominal continuous regasification capacity of about 5 billion cubic meters per year. Snam announced in a statement on Monday it has finalized the acquisition of 100 percent of the share capital of FSRU I Limited, which owns BW Singapore. The FSRU will be located off the coast of Ravenna, around 8 kilometers away from the Punta Marina area. Snam said the unit is expected to start operations in 2025, after concluding the related permitting and regulatory process and finalizing the necessary works for mooring and connecting it to the transportation network, which have already started. In the coming months, Snam will also start activities for contracting the LNG regasification capacity that will gradually become available with the FSRU operations start, it said. "By finalising the BW Singapore acquisition, Snam takes another important step towards ensuring energy security and diversification of Italy's energy supplies, in a challenging and

constantly evolving global context," Snam CEO **Stefano Venier** said. He said that together with the 170,000-cbm Golar Tundra, which started its operations in Piombino in July 2023, the two FSRUs will increase the country's total regasification capacity from the current 25 percent to around 40 percent of the overall natural gas demand. BW LNG CEO **Yngvil Åsheim** said that the company will support Snam with all ship management and modification works necessary for allowing the FSRU to start operations in Italian waters. The FSRU worked in Egypt under a charter with Egas which expired in November. According to its AIS data, it left Egypt on November 26 and is currently on its way to the UAE. source : www.lngprime.com

SEASPAN, HYUNDAI GLOVIS ORDER LNG-POWERED PCTCS IN CHINA

Seaspan and Hyundai Glovis joined forces to order six large LNG dual-fuel pure car and truck carriers from China's Shanghai Waigaoqiao Shipbuilding (SWS). The deal for the PCTCs with a capacity of 10,800 ceu also includes an option for four additional vessels, according to Seaspan's parent Atlas. Besides LNG dual-fuel propulsion, the PCTCs will be ammonia and methanol-ready, it said. "The vessels will be under long-term time charter upon delivery and, as the largest PCTCs under development to date, will bring unparalleled quality, scale, and flexibility to Glovis," the statement said. With this PCTC order, Canada-based Seaspan enters a new segment and adds to its existing 70-vessel newbuild program which includes 25 dual-fuel LNG containerships. Seaspan did not provide the price tag of the deal. CSSC's SWS said in a separate statement that the vessels will have 14 car decks and that the yard now has in total 16 PCTCs on order. South Korea's Hyundai Glovis recently revealed plans to order 12 LNG dual-fuel car carriers worth about $1.84 billion. The South Korean operator of a large PCTC fleet and the shipping unit of Hyundai Motor Group said its board approved the investment on October 26. The firm said at the time that it expects to take delivery of the final vessel in September 2027. Hyundai Glovis had 116 vessels in its fleet as of the end of the last year, including over 80 PCTCs, its website shows. Last year, Hyundai Glovis also entered the LNG transportation business after signing a 10-year charter deal for one newbuild LNG carrier with Australia's Woodside. source : www.lngprime.com

NOVATEK FORMS MURMANSK LNG UNIT

Russian LNG producer Novatek has formed a new unit to develop its planned Murmansk liquefied natural gas export project. According to a document posted on the website of Russia's register of legal entities, the name of the new firm is Murmansk LNG Limited Liability Company. The new firm was registered on December 1 in Murmansk, with a capital of 100 million rubles. Novatek-Tarkosaleneftegaz owns 99 percent of the shares in the firm while Novatek Moscow Region holds 1 percent. Dmitry Anishchenko, who also heads Novatek-Ust-Luga, is the general director of the new firm. In September, Novatek signed a deal with compatriot firm Rosseti to secure power for the Murmansk LNG development. Reports previously said that the

Murmansk LNG project would have three trains and a total capacity of about 20.4 mtpa. In June, Novatek obtained a Russian patent for its proprietary technology called "Arctic Mix" for large-scale natural gas liquefaction using mixed refrigerants. According to Novatek, the firm developed this LNG process technology to implement the company's large-scale projects on gravity-based structures with a production capacity of 6+ mtpa per LNG train. Novatek currently exports LNG via its 17.4 mtpa Yamal LNG plant and the mid-scale facility with a capacity of 660,000 tons in Vysotsk. The firm is also building the 19.8 mtpa Arctic LNG 2 plant and in August completed the installation of the first of three trains which will serve the project.

Novatek is planning to start commercial operations from this unit in the first quarter of 2024. source : www.lngprime.com

HIMALAYA'S LNG-FUELED BULKERS EARNED ABOUT $33,200 PER DAY IN NOVEMBER

LNG-powered bulker owner Himalaya Shipping achieved average time charter equivalent earnings of about $33,200 per day in November. Tor Olav Trøim's Himalaya said in a commercial update that its five vessels trading on index-linked time charter earned about $33,800 per day, gross, including average daily scrubber and LNG benefits of about $1,300 per day. The company's only vessel trading on a fixed time charter earned $30,000 per day, gross, it said. According to Himalaya, the Baltic 5TC Capesize Index averaged $24,003 during November 2023, down from $25,557 during October. In October, Himalaya achieved average time charter equivalent earnings of about $35,400 per day.

Fixed rate charters

Himalaya has agreed to convert its index-linked charters to fixed rate time charters for varying periods from December 1, 2023 to March 31, 2024.vIn December 2023, five vessels will earn an average of $33,417 per day, gross, while in January 2024, five vessels will earn an average of $25,465 per day.In February 2024, three vessels will earn an average of $23,508 per day, while in March 2024, three vessels will earn an average of $23,508 per day, gross.In addition, two vessels will earn a fixed scrubber premium of $2,500 per day from December 1, 2023 to March 31, 2024, Himalaya said.The remaining three vessels will continue to earn scrubber premium according to the terms of the existing time charter agreements, it said.

12 vessels

Himalaya announced in October another charter deal for one of its LNG-powered bulk carriers, securing employment for its entire fleet of 12 Newcastlemax vessels. Earlier this year, Himalaya took delivery of the first vessel, Mount Norefjell, followed by the delivery of the second vessel, Mount Ita, the third vessel, Mount Etna, the fourth vessel, Mount Blanc, and the fifth vessel, Mount Matterhorn. The latest and the sixth LNG-powered bulker, Mount Neblina, joined Himalaya's fleet in August.

NTS also recently launched LNG dual-fuel bulk carriers Mount Bandeira and Mount Hua and Himalaya expects to take delivery of both of these vessels in January. According to its website, Himalaya expects to take delivery of Mount Elbrus in February

next year, followed by the delivery of Mount Denali in June. In addition, Himalaya expects Mount Aconcagua and Mount Emai to join the company's fleet in July next year. source : www.lngprime.com

AUSTRALIA'S SANTOS SHIPS FINAL BAYU-UNDAN LNG CARGO

The last liquefied natural gas cargo produced from the Bayu-Undan gas field has sailed from the Santos-operated Darwin LNG plant in Australia's Northern Territory. Santos said in a social media post that the final LNG shipment from Bayu-Undan left the 3.7 mtpa Darwin LNG plant at Wickham Point on November 11. According to Santos, the 2004-built 135,423-cbm, Seapeak Madrid, loaded the final cargo. The LNG carrier was on Wednesday located offshore Japan, its AIS data provided by VesselsValue shows. Santos has been a partner in the Bayu-Undan/Darwin LNG integrated project for over 20 years, including as operator since 2020. Other partners are SK E&S, Inpex, Eni, Jera, and Tokyo Gas. Production at the Bayu-Undan facility, located in Timor-Leste (East Timor) offshore waters started in April 2004 and the gas reached the Darwin LNG plant via 502 km pipeline. The LNG plant launched operations in 2006 and the facility is now being readied for the next 20 years, in preparation for the start of Barossa gas production in 2025, according to Santos. In March 2021, Santos took an FID on its $3.6 billion Barossa project to secure feed gas for the Darwin LNG plant. The Barossa development compromises a floating production, storage and offloading (FPSO) vessel, subsea production wells, supporting subsea infrastructure, and a gas export pipeline tied into the existing Bayu-Undan to Darwin LNG pipeline. Santos targets first gas production in the first half of 2025. source : www.lngprime.com

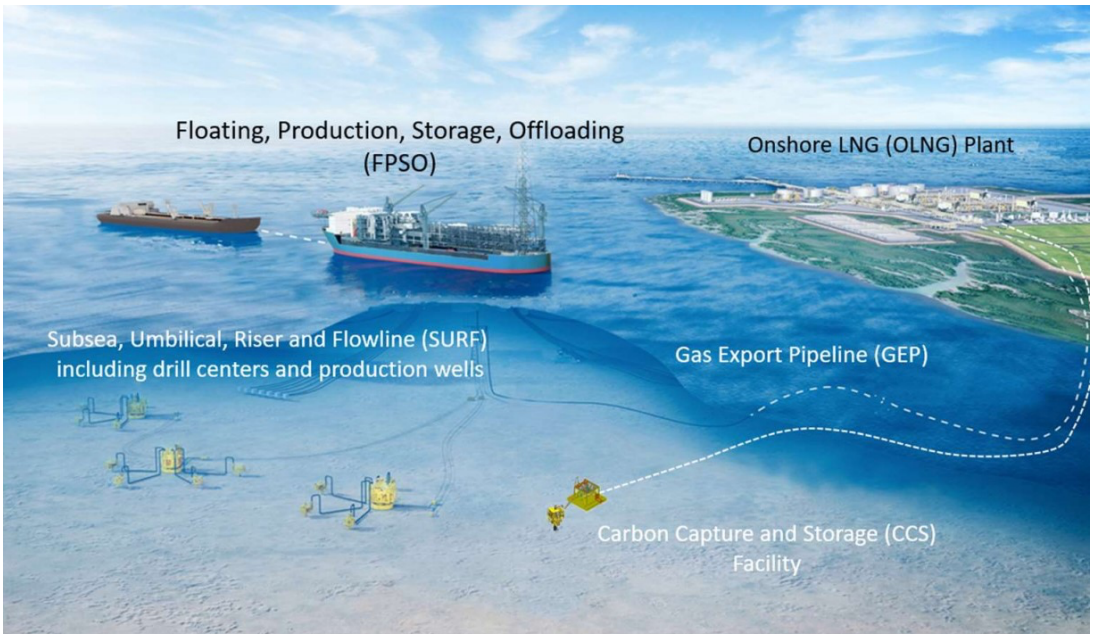
FIRST GEN SEEKS LNG CARGO FOR BATANGAS FSRU

Power producer First Gen is seeking one spot LNG cargo for its FSRU-based import terminal in Batangas, Philippines. The firm controlled by the Lopez family said in a statement it seeks to procure a single cargo of LNG via its unit First Gen Singapore on a DES basis, to be utilized by FGEN's existing gas-fired power plants in its complex in Batangas. According to First Gen, the selected bidder will deiver the 154,500 cbm LNG cargo to the 162,000-cbm FSRU BW Batangas from January 22 to February 2, 2023. First Gen expects to award the tender on December 20. This is the third LNG cargo for the FSRU-based facility. LNG giant Shell suppled the first LNG cargo for commissioning purposes to the LNG terminal in August. Shell delivered the LNG cargo from Australia onboard the 2021-built 174,000-cbm, LNGShips Manhattan. First Gen recently selected energy trader Trafigura to supply the second LNG cargo. As per the FSRU, First Gen awarded in 2021 the five-year FSRU contract to BW LNG, as it looks to replace declining volumes from the Malampaya gas field. BW Batangas arrived in the Philippines in June to start serving First Gen's LNG import terminal developed by its unit FGEN LNG. Prior to arriving in Batangas, the FSRU underwent modifications at the MMHE Shipyard in Johor, Malaysia. This is the second LNG import facility in the Philippines

as Singapore's LNG firm AG&P kicked off commissioning activities in April at the country's first import terminal following the arrival of the 137,500-cbm FSU Ish at the terminal's jetty in Batangas Bay. source : www.lngprime.com

INPEX GETS APPROVAL FOR ABADI LNG PROJECT IN INDONESIA

Japan's Inpex said it has received written approval for the revised plan of development for the Abadi LNG project in Indonesia. Earlier this year, Inpex Masela on behalf of the joint venture with LNG giant Shell submitted the revised plan to the Indonesian government, adding a carbon capture and storage (CCS) component. "This marks the official approval of the authorities for the revised POD," Inpex said in a statement. In October, Shell completeed the sale of its 35 percent stake in Indonesia's Masela PSC, which includes the planned Abadi LNG project, to Pertamina Hulu Energi and Petronas Masela. Indonesia's Pertamina now owns a 20 percent stake and Malaysia's Petronas has a 15 percent stake in the PSC. Inpex holds 65 percent operating interest in Masela PSC and is the operator of the Abadi LNG project. The Japanese company said in the statement that the project is the first in which CCS-related costs are eligible for recovery based on the PSC scheme that governs crude oil and natural gas upstream operations in Indonesia. Inpex said the approval of the revised POD paves the way for the firm and its partners to "fully mobilize the project as a clean project in support of the energy transition."



Resuming activities

The Inpex-operated project has seen many changes over the years and initially, the development of the Masela offshore block involved a floating LNG plant, while it now includes a 9.5 mtpa onshore LNG plant with an estimated cost of about $20 billion. Going forward, Inpex and its partners will pursue the revision of the PSC to incorporate CCS into the contractual scope of work and resume project operations including on-site activities and prepare for FEED work, the firm said. "Thereafter, the JV will implement the project with the aim of reaching a final investment decision (FID) and production startup at an early stage after completing the necessary preparations including marketing and financing activities," Inpex said. Inpex previously said it

aims to reach FID in the "latter half of the 2020s and commence production in the early 2030s." The project would become Inpex's second self-operated, large-scale natural gas development project following the Ichthys LNG project in Australia. source : www.lngprime.com

MEXICO PACIFIC PENS 20-YEAR LNG SUPPLY DEAL WITH WOODSIDE

Mexico Pacific, the developer of the planned $14 billion Saguaro Energia LNG export project, has signed a long-term deal to supply liquefied natural gas to Australian LNG player Woodside. Under the 20-year SPA, Woodside will offtake 1.3 million tonnes per year of LNG on a FOB basis from Mexico Pacific's anchor LNG export facility, Saguaro Energia, located in Puerto Libertad, Sonora, according to a statement by Mexico Pacific. The deal for about 18 LNG cargoes per year includes volumes from the third train of Mexico Pacific's Saguaro Energia LNG project with pricing linked to US gas indices. Mexico Pacific said the SPA remains subject to the firm taking a final investment decision (FID) on the proposed third train which is expected in the first half of 2024. Commercial operations are targeted to start in 2029. The Saguaro Energia LNG project leverages "low cost" Permian Basin natural gas in the US and a Pacific Basin facing liquefaction site to deliver "more cost efficient" LNG for supply into the world's largest LNG market, Asia without risk of the Panama Canal, the firm said. **Sarah Bairstow**, president of Mexico Pacific, welcomed Woodside, one of the most established global LNG market participants, as a foundation customer of train 3, "further validating the value of west coast Mexican LNG." "As we deliver on our strategy, we aim to complement Woodside's produced LNG supply with third parties' volumes, giving us greater scale and portfolio flexibility to serve our customers, while optimising our LNG trading activities," Woodside CEO **Meg O'Neill** said. O'Neill said this agreement with Mexico Pacific delivers a new source of LNG into the company's trading portfolio, expands its geographic diversification in the Pacific Basin and builds on the company's presence in Mexico.

Contracts

Mexico Pacific recently awarded the engineering, procurement, and construction contract for the pipeline which will deliver natural gas to the proposed facility. The 500-mile (850km) pipeline will be utilized as the primary natural gas supply path for the transportation of up to 2.8 Bcf/d natural gas from the US border to the first phase of Mexico Pacific's 15 mtpa Saguaro Energia LNG export facility. As per other LNG supply contracts, Mexico Pacific signed in August a long-term deal to supply liquefied natural gas to US energy giant ConocoPhillips. Under the 20-year SPA, ConocoPhillips will offtake 2.2 million tonnes per year of LNG on a FOB basis from Mexico Pacific's anchor LNG export facility and the deal includes train 1, 2, and 3. Prior to this deal, China's Zhejiang Energy agreed to buy 1 mtpa of LNG for 20 years from the proposed project. In March, Shell and Mexico Pacific signed another SPA for 1.1 million tonnes per year from the third train of Mexico Pacific's anchor LNG export facility.

This is the third SPA for the two firms as they announced a 20-year deal in July last year for 2.6 million tonnes per year of LNG from the first two trains. Besides Shell, Mexico Pacific signed two long-term LNG SPAs with a unit of US energy giant ExxonMobil. Under these SPAs, ExxonMobil LNG Asia Pacific will purchase a combined 2 million tonnes per year of LNG on a free-on-board basis from the first two trains of Mexico Pacific's anchor LNG export facility. Moreover, the firm controlled by Quantum Energy Partners also signed a contract last year with China's Guangzhou Development Group for 2 mtpa of LNG. source : www.lngprime.com

TRINIDAD SEALS ATLANTIC LNG RESTRUCTURING DEAL WITH SHELL AND BP

Trinidad and Tobago has finally signed a restructuring deal with the shareholders of LNG producer Atlantic LNG, Shell, BP, and the National Gas Company (NGC). The Point Fortin facility features four trains with a total capacity of about 15 million tonnes per annum of LNG but the facility has been experiencing supply issues due to dwindling domestic gas reserves. Atlantic LNG's first train has been idled since 2020 due to reduced gas supplies. Shell and BP have the biggest stakes in Atlantic LNG trains, followed by NGC and Chinese Investment Corporation (CIC). The government and partners in the facility have been in talks for about five years to find solutions to ensure the future supply to the facility and to simplify the shareholding structure. According to statements by BP and NGC, Trinidad and Tobago Prime Minister, Keith Rowley, and Minister of Energy and Energy Industries, Stuart Young, met with representatives from BP, Shell, and NGC in London on December 5 to formally mark the completion of all contractual agreements for the restructuring of Atlantic LNG. Shell also confirmed that negotiations concluded, and definitive agreements were signed between Atlantic LNG shareholders and the government of Trinidad and Tobago. The shareholders and the government have agreed to a new ownership structure and to a new commercial framework for Atlantic LNG. BP said that NGC will increase its equity share in Atlantic LNG, consistent with the commitment by the government to maximize value to the country from the sale of hydrocarbon resources. The new structure will also facilitate a "market-reflective pricing mechanism that provides fair value from the sale of LNG for both the country and the shareholders." For investors, the deal will provide the certainty required for sanctioning the next wave of upstream gas projects, it said.

Shareholding structure

The companies did not provide the new shareholding structure. LNG Prime understands that, from October 2024 until May 1, 2027, the restructured entity's shareholders are Shell with a 47.15 percent share, BP with a 47.15 percent, and NGC with a 5.7 percent share. CIC, which had about 10 percent in the first train, will no longer hold shares in the LNG producer. From May 2, 2027, Shell will hold a 45 percent stake in Atlantic LNG, BP will have a 45 percent stake as well, while NGC will have a 10 percent share in the LNG producer. source : www.lngprime.com

NEXTDECADE HANDS OUT SYSTEMS CONTRACT FOR RIO GRANDE PHASE 1 WORK

ABB has been awarded an order by Bechtel Energy Inc. to deliver integrated automation, electrical and digital solutions for Phase 1 of the Rio Grande LNG facility (RGLNG Phase 1) in Brownsville, Texas in the United States. Bechtel Energy is undertaking construction of Phase 1 of the project under an engineering, procurement, and construction contract. Phase 1 includes three liquefaction trains and supporting infrastructure and when fully operational is expected to produce 17.6 mtpa of LNG. This order with ABB was booked in Q3 2023 and marks the Swedish multinational's first fully integrated scope on a major LNG facility. ABB's products and services include automation control systems, digital electrification components and industrial drives to help optimise assets for Rio Grande LNG Phase 1. "Innovation and collaboration are helping address the energy trilemma of providing affordable, accessible and sustainable energy for all," said ABB Energy Industries President Brandon Spencer "ABB technology will automate, electrify and digitalise the Rio Grande project, which will further boost global LNG exports and play a vital role in achieving global energy security." NextDecade Corporation secured a US$356M senior loan to finance a portion of Phase 1. As of July, about 16.2 mtpa of LNG from Phase 1 of the project had been sold and LNG carrier owner Dynagas has locked in time charters for its 155,000-m^3 Arctic Aurora and 150,000-m^3 Clean Energy to the Rio Grande LNG project. The export facility is targeting commercial start-up in 2027. source : www.rivieramm.com

WHAT FORTHCOMING EU REGULATIONS MEAN FOR LNG SHIPPING

By embracing EU regulations, the LNG shipping industry can reduce its carbon footprint, but shipowners and managers will need to pay careful attention to avoid falling foul of EU regulatory timelines. Bureau Veritas environmental project manager Marcos Raul Salido Portugal painted a comprehensive picture of EU regulations for LNG vessels in a talk at the LNG Shipping & Terminals Conference 2023 in London in November. The Bureau Veritas' expert began with a look at the International Maritime Organisation's (IMO) carbon intensity indicator (CII) vessel emissions monitoring and reporting that came into come into force in 2023, before moving the discussion to the impact of two looming sets of European Union (EU) regulation: inclusion of shipping within the EU's Emission Trading System (ETS) and FuelEU Maritime. The ETS regulation, as Mr Portugal explained, is taking effect in January 2024, mandating that shipping companies must purchase and surrender emission unit allowances (EUAs) for each tonne of CO2 they emit with initial surrendered EUAs being collected from 2025. The regulation covers 100% of emissions within Europe and 50% of emissions from voyages starting or ending in Europe. To ensure compliance from 2024 onwards, the EU's Monitoring, Reporting, Verification (MRV) system will be used to calculate ETS allowances and introduce new scopes of regulatory coverage, including the reporting of other greenhouse gas emissions such as methane and nitrous oxide. Non-compliance with the regulation will result in a penalty of 100 Euros (US$108.35) per unsurrendered emission

allowance, doubling the current CO2 allowance price. Persistent non-compliance may even lead to vessels being detained or banned from EU ports. Turning to FuelEU Maritime, Mr Portugal noted that the regulations, set to enter into force in January 2025, focus on reducing the carbon intensity of fuels used onboard ships steadily over time while encouraging the adoption of more sustainable energy sources. source : www.rivieramm.com

SUMMIT GETS FINAL APPROVAL FOR THIRD LNG IMPORT TERMINAL IN BANGLADESH

The Bangladesh government has granted final approval to the Summit Group for the construction of its second LNG and the country's third import terminal in Moheshkhali, Cox's Bazar, state news agency Bangladesh Sangbad Sangstha reported on December 6. As per the approval, Summit Oil & Shipping Co., a subsidiary of the Summit Group, will sign an agreement to build the terminal with a regasification capacity of 600mn ft3/day. The country has two floating LNG terminals, each with a capacity of 500mn ft3/day, located in Maheshkhali. One of these terminals is operated by Summit, while the other is operated by Excelerate. Amidst the backdrop of declining global gas prices, Bangladesh has undertaken efforts to secure fresh long-term agreements. It recently signed a long-term LNG deal with QatarEnergy Trading, the LNG trading arm of QatarEnergy. In June, Bangladesh signed a deal with Oman. Bangladesh already has existing LNG import deals with Oman Trading International and Qatargas. Last month, US-based Excelerate signed a 15-year LNG supply agreement with Petrobangla. source : www.naturalgasworld.com

NAMIBIA SHOULD NOT LET LNG PLAY SECOND FIDDLE TO OIL

In its updated report *Net Zero Emissions by 2050: A Roadmap for the Global Energy Sector*, the International Energy Agency (IEA) predicted that oil, gas and coal demand could peak this decade even without the enactment of additional climate policies. In the original report, published in May 2021, the agency said that no new fossil fuel developments should take place, apart from those already planned, if net zero emissions were to be achieved by 2050. Forecasts and policy recommendations such as these will no doubt create pause for thought for countries sitting on newly-discovered oil reserves such as Namibia. However, the reality is that it will likely spur rather than retard development. If the window for benefiting from oil and gas production is closing, then from the perspective of Windhoek, it makes sense to make the most of the opportunity while it is still open. Particularly so, when Namibia is a developing nation, has little to no responsibility for historic greenhouse gas emissions and when the promises of financial transfers from those countries which do bear responsibility are proving slow to become a reality. However, there are other factors to take into account. The IEA's net zero pathway by 2050 though laudable is hugely ambitious and unlikely to be achieved. Even if some of the richer economies do come close to or achieve net zero

by 2050, there is much less chance of global success. As a result, oil and gas demand in 2050 is likely to be higher than the net zero pathways suggest. Second, even in falling oil and gas demand scenarios, new production is needed to address natural decline. A difficult-to-manage risk in the energy transition is that investment falls in what are perceived as sunset industries (fossil fuels) before new technologies (renewables) are sufficiently well developed to replace them. As a result, there is a good chance that offshore oil development in Namibia will follow a path similar to that of Guyana, although, as the discoveries push at the edges of deep and ultra deep water drilling, greater technical complexity may mean slower development.

Fiscal terms

Development depends, as ever, on agreeing mutually-beneficial fiscal terms. Namibia would not be the first country to overreach, resulting in delays. Tanzanian LNG is a prime example. Under John Magufuli, Tanzania's LNG ambitions were stalled for years as no agreement on development could be reached between the development companies and the government, despite major gas finds being made between 2011 and 2016. With a new government in place following the death of Magufuli in 2021, it still took until May this year for a deal to be agreed with developers Equinor, Shell and ExxonMobil. And, even now, a final investment decision is not expected until 2025, suggesting completion of the planned onshore LNG plant will not be complete until after 2030.

Consider LNG from the outset

However, Namibia is looking at oil not LNG and to ignore the latter would be a mistake. Gas is expected under almost all energy transition scenarios to see a longer period of growth, a later peak in demand and a less rapid decline. Gas, as a cleaner and chemically much simpler fuel than oil, also has better decarbonisation options, through for example the control of methane leakage, more efficient usage and Carbon Capture and Storage (CCS). This is already recognised in the strategies of the oil majors which have made the discoveries in Namibia and have the capacity to develop them. Shifting to a production mix in which gas plays a greater role is a key means of achieving their corporate emissions reductions goals. And, given the limited onshore markets for gas in southern Africa, either on or offshore LNG production should be a first rather than secondary consideration. Coupled with CCS, carbon dioxide could be stored offshore or used for enhanced oil recovery. As a result, LNG production should be at the forefront of development concepts from the initial design phase.

Gas plans often come as an afterthought

Brazil's deepwater oil developments are a good, or rather bad, example of gas taking second place to oil. Huge quantities of gas are reinjected into the country's prolific offshore oil fields, while Brazil suffers a gas deficit on land, which has to be made up with imports from Bolivia and as LNG. When rainfall is low, Brazil has to scramble for LNG. Imports of LNG jumped more than threefold to 10.1 bn m3 in 2021 from 2020 as hydro power, which dominates the country's electricity mix, delivered significantly below average output. Development of gas pipelines to bring reinjected offshore gas to shore has been slow, owing to the focus on increasing oil output. Guyana is another example. The development of its oil resources has been

exceptionally quick and it is a model which Namibia will likely seek to emulate, but Guyana could have been more proactive in terms of early gas monetisation from the outset. As oil production rises in Guyana to an expected 750,000 b/d by 2025, gas output will also rise to nearly 1bn ft3/d of associated gas. Some of this will be flared, but the majority will be reinjected, helping to maintain reservoir pressure, but also over time increasing the ratio of gas to oil produced. The gas could be piped back to Guyana for use in electricity generation, which would have emissions benefits as it would mostly displace fuel oil use, but this would only absorb a small proportion of the produced gas. The other option is LNG, either from an onshore processing plant or from offshore floating liquefaction vessels. LNG could be exported to a variety of markets, including Asia where coal use is most prolific and in need of displacement with cleaner fuels. US oil company Apache has proposed an FLNG vessel as part of its development of an offshore oil discovery in neighbouring Suriname, which could take place in cooperation with Guyana. Even though gas would be reinjected into the fields in the short term, the company is thinking ahead about the potential of the associated gas. Guyana is only now belatedly realising the potential of its associated gas production. In May, the country's vice president Bharrat Jagdeo said that he believed the gas should be monetised. He said he was expecting a plan this year from US major ExxonMobil, the primary developer of the country's offshore oil. The plans are likely to address a variety of downstream gas options, but with the global market thirst for LNG strong, LNG exports are an obvious option. Namibia should take note now. If it is successful in becoming a significant oil producer, the oil production will also most certainly be accompanied by significant volumes of gas for which there is no immediate domestic market. From the outset, Windhoek should encourage developers to have integrated plans for gas use that go above and beyond reinjection. It will take some years to become an oil producer, does Namibia really want to wait another decade beyond that to monetise its gas? source : www.naturalgasworld.com

THIRD LNG CANADA ELECTRIC TUG DELIVERED

HaiSea Marine's third and final electric tugboat which will serve the Shell-led LNG Canada project is on its way to Canada.

Turkey's Sanmar Shipyards said in a statement on December 1 it has delivered HaiSea Brave to the joint venture majority owned by the Haisla Nation and partner Seaspan ULC. The first two ships in this batch of three tugs, HaiSea Wamis and are already in Vancouver. Sanmar built these three tugs as part of a deal for five tugs with HaiSea Marine, which also includes the LNG powered tugs Haisea Kermode and Haisea Warrior, Canada's first LNG tugboats. The shipbuilder said that the new tug will work in Vancouver alongside its sister ships before all three - along with the two LNG-fueled tugs - are transferred to LNG Canada's new export facility in Kitimat, British Columbia. Like its sister vessels, HaiSea Brave is based on the ElectRA 2800SX design from Vancouver-headquartered naval architects, Robert Allan.

With about 70 tonnes bollard pull, a top speed of 12 knots, and 6,000 kWh of battery capacity, it will perform all ship-berthing and unberthing missions on battery power alone, Sanmar said. Taking advantage of the hydroelectric power available in Kitimat, it will be able to recharge from dedicated shore charging facilities at its berth between jobs, the shipbuilder said.

LNG Canada

Construction of the tug berth facility started in early 2023 and is scheduled to be fully completed in early 2024, LNG Canada previously said. LNG Canada said the new tug berth is essential to operation of the escort tugs and harbor tugs that will provide ship-assist and escort towing services to LNG carriers calling at LNG Canada's export facility. The first phase of the giant LNG Canada project includes building two liquefaction trains with a capacity of 14 mtpa in Kitimat. The construction of the plant was about 85 percent complete in July and during the same month it completed LNG tank hydro testing at the project site in Kitimat. Shell and its partners in the project expect to deliver the first cargo by the middle of this decade, and they are also evaluating the second phase of the project. Other partners include Malaysia's Petronas, PetroChina, Japan's Mitsubishi Corporation, and South Korea's Kogas. source : www.lngprime.com

GLADSTONE LNG EXPORTS DROP IN NOVEMBER

Liquefied natural gas (LNG) exports from the Gladstone port in Australia's Queensland decreased in November compared to the same month last year, according to the monthly data by Gladstone Ports Corporation. Curtis Island is home to the Santos-operated GLNG plant, the ConocoPhillips-led APLNG terminal, and Shell's QCLNG facility. These are the only LNG export facilities on Australia's east coast. Last month, about 1,829 million tonnes of LNG or 28 cargoes left the three Gladstone terminals on Curtis Island.This compares to about 1,938 million tonnes of LNG or 30 cargoes in November 2022, the data shows. November LNG exports dropped some 5.6 percent year-on-year and about 13.5 percent compared to the previous month when LNG exports reached some 2,115 million tonnes of LNG or 32 cargoes. Moreover, most of October LNG exports (1,158 million tonnes) landed in China, marking a slight drop compared to 1,164 million tonnes last year. Volumes to South Korea dropped to 229,577 tonnes from 285,364 tonnes last year, while volumes to Japan decreased to 60,264 tonnes last month from 123,883 tonnes last year. GPC also reported that 246,968 tonnes of LNG were sent to Malaysia, and 134,732 tonnes were sent to Singapore. Volumes to Singapore dropped from 180,737 tonnes in November last year, while Malaysian volumes increased from 183,899 tonnes last year. Last week, deliveries from the ConocoPhillips-operated APLNG plant on Curtis Island were impacted as a loaded LNG tanker docked at the terminal's jetty had lost power and was unable to leave. ConocoPhillips Australia said that the 174,100-cbm Cesi Qingdao was moved from the terminal early Friday morning. source : www.lngprime.com

CHINA BOOSTS GAS IMPORTS IN NOVEMBER

China's natural gas imports, including pipeline gas and LNG, rose in November compared to the same month last year, according to customs data. Natural gas imports during the last month reached about 10.95 million tonnes, rising 6.2 percent compared to 10.31 million tonnes in November 2022, the data from the General Administration of Customs shows. Imports increased some 2.16 million tonnes compared to as demand in China increased due to winter heating season. Moreover, the country's gas imports rose by 8.5 percent year-on-year to 107.39 million tonnes in January-November. China paid about $56.9 billion for gas imports in this period, a drop of 8.9 percent compared to the last year. There is currently no official data for LNG imports in November. China's LNG imports rose in October, and the country imported 5.17 million tonnes in October, an increase of 29.5 percent year-on-year. The country imported 56.25 million tonnes of LNG during January-October, up by 11.5 percent compared to the same period last year. However, Chinese LNG imports fell last year due to due to very high spot LNG prices and Covid lockdowns, which affected economic activity. LNG imports dropped compared to the January-October period in 2021 when China imported 64.50 million tonnes of LNG. China has overtaken Japan as the world's largest LNG importer this year. During the January-October period, Japan imported some 54.3 million tonnes, down by about 1.9 million tonnes compared to China's 56.2 million tonnes. source : www.lngprime.com

NIGERIA'S NNPC TEAMS UP WITH CHINA'S WISON ON FLOATING LNG PROJECT

State-run Nigerian National Petroleum Corp is joining forces with China's Wison to develop a floating LNG production project in Nigeria. According to a statement by NNPC, the company signed a memorandum of understanding with Wison (Nantong) Heavy Industry, a unit of Wison Offshore and Marine, for the development of a floating LNG project in Nigeria, targeting the international LNG market. NNPC said that the memorandum was signed by the company's executive VP, gas, power & new energy, Olalekan Ogunleye, and Kai Xu, managing director of Wison. "Both parties agreed to work together to chart a roadmap for the project development that will lead to an investment decision," NNPC said. Besides this move, NNPC Prime, an arm of NNPC Trading, signed a supply, installation and commissioning agreement with SDP Services, an independent oil and gas company, for a 421 tonnes per day LNG project targeting the domestic LNG market. The small-scale LNG project, which will be located at Ajaokuta in Kogi State, Central Nigeria, will "ensure the efficient supply of LNG to the autogas/compressed natural gas (CNG) and industrial/commercial customers nationwide." NNPC expects this project to be operational by December 2024. "We see both projects as having enormous impact all over the country because they are central to the commercialisation of Nigeria's abundant gas resources and ensuring that our country earns the much-needed foreign revenue from its abundant gas assets," Ogunleye said.

NNPC's FLNG plans

NNPC did not provide further information regarding the FLNG project with Wison. Earlier this year, NNPC joined forces with Golar LNG to install a floating LNG production unit in Nigeria. The two firms signed a heads of terms for joint development of gas fields using floating LNG producers. The relevant fields could fully utilize FLNG Hilli following the end of its current contract in mid-2026, or utilize a MKII FLNG, Golar previously said. Besides Golar, NNPC signed a heads of terms with compatriot UTM Offshore under which the company will take a stake in UTM's planned 1.5 mtpa floating LNG producer and supply feed gas to the unit. As per Wison, the company won a contract from Italy's Eni in December last year to build a 380 meters long FLNG and officially started work on the project on January 17, 2023. The unit will be able to store over 180,000 cubic meters of LNG. In August Wison completed the final assembly of what it says is the world's largest self-supporting prismatic shape IMO type B LNG tank. Wison also recently signed a deal with US energy services firm Baker Hughes to collaborate on floating LNG and onshore LNG applications, while the company is also working on a floating LNG production project in West Papua, Indonesia. source : www.lngprime.com

QATARENERGY, EXXONMOBIL EXPECT FIRST LNG FROM GOLDEN PASS PLANT IN H1 2025

Energy giants QatarEnergy and ExxonMobil are expecting to start LNG production at their Golden Pass LNG export terminal on the US Gulf Coast near Sabine Pass, Texas, in the first half of 2025. State-owned QatarEnergy owns a 70 percent stake in the Golden Pass project with a capacity of more than 18 mtpa and will offtake 70 percent of the capacity, while US energy firm ExxonMobil has a 30 percent share. A joint venture of Chiyoda, McDermott, and Zachry is building the tree Golden Pass trains worth about $10 billion next to the existing LNG import terminal. The US FERC said in an inspection report in April this year that the anticipated in-service timing for the first Golden Pass train was the first quarter of 2024, the third quarter of 2024 for the second train, and the first quarter of 2025 for the third train. However, the regulator revealed in an inspection report in June that the anticipated in-service timing for the first train was the second half of 2024, with the second and the third train following after. ExxonMobil's senior VP and CFO, **Kathryn Mikellss**, said on Wednesday during a webcast discussing the company's corporate plan that "train 1 mechanical completion is expected at the end of 2024 with first LNG in first half of 2025." Moreover, Mikellss said this project is a "capital-efficient conversion of an import terminal" and offers "supply source optionality for our customers and provides global logistics optimization and competitive costs for us and our partner, QatarEnergy."

ExxonMobil's LNG expansion

Mikellss said that ExxonMobil expects to grow its LNG supply to about 27 million tonnes per year by 2027. Last year, ExxonMobil also joined QatarEnergy's massive LNG expansion project, North Field East, which will boost Qatar's LNG export

capacity by 32 mtpa. ExxonMobil will have a 6.25 percent stake in the project which is expected to start up in 2026. Besides this move, ExxonMobil is working with its partners to develop the Papua LNG project in Papua New Guinea. Mikellss said that the partners progressed front-end engineering and development work this year. Also, she said that the project is targeting 6 mtpa of gross LNG liquefaction capacity, with FID expected in the first half of 2024. "Finally, in Mozambique, we continue to work with our partners and the government to optimize the onshore LNG plans for Rovuma to develop the 85-trillion-cubic-feet of gas resource," she said. "We're working to ensure the right conditions are met for full funding, including a sustainable and secure operating environment and a design that will achieve long-term project competitiveness," Mikellss said. source : www.lngprime.com

NYK INKS LNG CHARTER DEAL WITH SINOPEC

Japan's shipping firm NYK has signed a long-term LNG charter contract with China's state-controlled energy giant Sinopec. According to a statement by NYK, the deal is for the transport of LNG to China for up to 23 years, beginning in 2024 or later. NYK said this is the third conclusion of time-charter contracts with energy companies based in China but the firm did not provide any additional information regarding the new deal. Last year, NYK joined forces with China's CNOOC to order six 174,000-cbm LNG carriers from China's Hudong-Zhonghua for about $1.2 billion. NYK is also part of a consortium that ordered five LNG carriers at Hudong-Zhonghua as part of QatarEnergy's giant shipbuilding program. The company's president and CEO, Takaya Soga, recently said that NYK is working to further expand its giant fleet of LNG carriers and LNG-powered vessels. According to NYK's second-quarter FY 2023 earnings presentation, NYK had 115 LNG carriers in its fleet as of September 30, including pre-delivery vessels with long-term charters. Out of these, 86 LNG carriers are in operation, the presentation shows. On the other hand, Sinopec is heavily investing in the company's LNG business, and it recently put in use what it says is the world's largest LNG storage tank at its Qingdao LNG import terminal in Shandong province. The tank has a storage capacity of 270,000 cbm and is the first such operational tank in China and the world, Sinopec claims. Besides putting into use the giant Qingdao LNG storage tank, Sinopec also completed the phase II construction at its import terminal in the northern port city of Tianjin, near Beijing. In addition, Sinopec and QatarEnergy also recently signed another 27-year SPA for volumes from Qatar's North Field South (NFS) expansion project. This deal adds to a long-term LNG SPA the two firms signed last year. source : www.lngprime.com

WOODSIDE, SANTOS CONFIRM MERGER TALKS

Australian LNG players Woodside and Santos confirmed that the two firms are in discussions regarding a potential merger. "In response to recent media speculation, Woodside confirms it is in discussions regarding a potential merger with Santos," the firm said on Thursday. Woodside said discussions remain confidential and incomplete, and there is no certainty that the discussions will lead to a transaction. "As a global energy company, Woodside continuously assesses a range of opportunities to create and deliver value for shareholders," it said. Santos confirmed the talks in a separate statement on Thursday saying that it has engaged in preliminary discussions with Woodside regarding a potential merger. The firm said it "continuously reviews opportunities to create and deliver value for shareholders." Santos said the consideration of any merger is at an early stage and there is no agreement between the two firms. The combination of the two firms would create a merged energy and LNG giant with a market value of about A$80 billion ($52.4 billion). Last year, Woodside completed its merger with BHP's oil and gas business, becoming a top 10 global independent energy company by hydrocarbon production and the largest energy company listed on the ASX. Woodside is the operator of the Pluto LNG plant and is building the second train there, and it operates the NWS LNG plant. The firm has stakes in other facilities as well and is working to develop new projects such as the Sunrise project. On the other hand, Santos completed its merger deal in December 2021 with PNG-focused Oil Search worth about A$22 billion. With this move, Santos increased its stake in the PNG LNG project. The company operates the Gladstone LNG plant and the Darwin LNG plant. source : www.lngprime.com

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