



SHELL IN TALKS WITH TWO YARDS FOR UP TO SIX HYBRID LNG CARRIERS

Major is talking specifications, pricing and slots for its next fix of up to six newbuilding's. Energy major Shell is in talks with two shipbuilders for up to six vessels that would be built to its next-generation hybrid LNG carrier design. Shipbuilding sources told TradeWinds that Shell is having close talks with South Korea's Hanwha Ocean and Jiangnan Shipyard in China on the groundbreaking new LNG vessels, which would be built in a modular way so they could be upgraded over time to improve emissions progressively while offering more cargo capacity. They said discussions are focusing on the vessels' specifications, pricing and possible berth slots. One commented that Hanwha Ocean is proving competitive in the bidding and can offer earlier delivery dates. However, TradeWinds understands that Shell's board still needs to sign off on the project. Shell declined to comment on the project. The energy major first revealed its new LNG carrier concept in September 2023, saying it aimed to introduce flexibility that would allow the vessel to integrate future fuels and technologies as they become available to eliminate stranded assets. At that time, Shell senior vice president and global head of shipping and maritime Karrie Trauth said the design is based on a scaleable hybrid arrangement with a fully-electric drive train. The new type of LNG carrier would use dual-fuel and LNG pure gas four-stroke engines that can be upgraded to use alternative future fuels

to build the first two plants at its Driftwood LNG export plant. Also, the company said it expects to issue a full notice to proceed to Bechtel to begin construction for for the first phase of the plant in the second half of this year. source : www.lngprime.com

SOUTH KOREA'S KOMIPO LAUNCHES TENDER FOR ONE LNG CARGO

Korea Midland Power (Komipo) has released a tender inviting firms to submit bids for one spot LNG shipment for delivery in August. Komipo is seeking 3.2-3.8 trillion British thermal units (Tbtu) of LNG on a delivered ex-ship (DES) basis. Moreover, the delivery window is August 7-9 and the volumes will be delivered to a Kogas-operated LNG import terminal in South Korea, according to Komipo. The LNG terminals include Incheon, Pyeongtaek, Tongyeong, and Samcheok. Komipo said the tender deadline closes on June 13 at 16:30h Singapore time. Prior to this tender, Komipo issued a tender on May 16 for one LNG cargo to be delivered during July 10-11. The South Korean power generation firm recently extended its LNG supply deal with energy trader Vitol. The original SPA was signed in 2011. Deliveries started in 2015, with Vitol supplying Komipo with over 4 million tons of LNG over 10 years. Under this extension agreement, Vitol will continue to supply Komipo with LNG from 2025 to 2028, the Geneva-based trader said without providing further information. South Korea is the world's third largest LNG importer after China and Japan. During January-April this year, South Korean LNG imports dropped to 16.84 million mt from 17.06 million mt during the same period in 2023, according to customs data. South Korea imported 44.1 million mt of LNG in 2023, down from 46.3 million mt in the year before, the data shows. source : www.lngprime.com

GLADSTONE LNG EXPORTS DOWN IN MAY

Liquefied natural gas (LNG) exports from the Gladstone port in Australia's Queensland decreased 1.7 percent year-on-year in May despite a rise of 23.2 percent in China volumes, 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. GPCC's data shows that about 1.89 million tonnes of LNG or 28 cargoes left the three Gladstone terminals on Curtis Island last month. This compares to about 1.92 million tonnes of LNG or 29 cargoes in May 2023, the data shows. May LNG exports also dropped compared to the previous month when LNG exports reached some 1.98 million tonnes of LNG or 30 cargoes. Moreover, most of May LNG exports (1.44 million tonnes) landed in China, marking a rise of 23.2 percent compared to 1.17 million tonnes last year. The rest of the Gladstone LNG exports in May landed in South Korea (259,494 tonnes), and Malaysia (186,271). Volumes to South Korea rose compared to 226,018 tonnes last year, while volumes to Malaysia dropped compared to 248,353 tonnes last year.

Compared to May 2023, there were no exports to Japan and Singapore last month. The three Gladstone terminals shipped about 22.97 million tonnes of LNG or 350 cargoes in 2023. This compares to about 22.64 million tonnes of LNG or 354 cargoes in 2022. source : www.lngprime.com

HUDONG-ZHONGHUA: CHINESE LNG BUNKERING VESSEL WRAPS UP TRIALS

Chinese shipbuilder Hudong-Zhonghua is nearing the delivery of Huaihe Energy Group's liquefied natural gas (LNG) bunkering and supply vessel which will work along the giant Yangtze river. CSSC's Hudong-Zhonghua said in a statement that the 14,000-cbm river-sea vessel has completed its gas trials on June 1. The LNG bunkering ship will be named Huaihe Neng Yuan Qihang. Hudong-Zhonghua launched the ship in January saying that it plans to deliver it in August this year. The shipbuilder did not mention the delivery date in the new statement. Anhui Changjiang LNG, the operator of the Wuhu LNG inland terminal in Anhui, along the Yangtze river, and a unit of Huaihe Energy Group, ordered this ship in August 2022. The construction of the new LNG vessel is part of the strategy for the "gasification of the Yangtze river", Hudong-Zhonghua said. Hudong-Zhonghua said this is the first such LNG bunkering and supply vessel developed and built only by Chinese companies. Moreover, the CCS-classed vessel is 130 meters long, 23.60 meters wide, and with a depth of 15 meters.

The dual-fuel ship features a type B LNG tank developed by Hudong-Zhonghua. source : www.lngprime.com

VENICE ENERGY MOVES FORWARD WITH SOUTH AUSSIE LNG IMPORT TERMINAL PROJECT

South Australian energy infrastructure developer Venice Energy announced on June 6 that it had moved to formal negotiations with several companies for the A\$300mn (\$200mn) Outer Harbour LNG import terminal project. "The good news is that we now have a formal written offer on the table and have made significant advances with companies that develop and operate LNG import terminals and energy-related infrastructure around the world," said Venice Energy chair Kym Winter-Dewhirst. "The companies we are negotiating with have the balance sheet strength and the on-the-ground expertise to fully develop this type of project. Our aim is to finalise this and push hard towards a final investment decision by August this year, with a construction start date in October." The Outer Harbour LNG terminal project involves the development of two berths at Port Adelaide, a floating storage and regasification unit (FSRU), cryogenic piping, and associated infrastructure. Stage 1 enabling works at Outer Harbour have been completed, making the project "shovel-ready." In February, Venice Energy inked an agreement with Singapore-based A&G LNG for the supply of the FSRU for the project. In July 2021, Venice initially signed an agreement with GasLog to negotiate a charter party for the supply of the FSRU. Following GasLog's restructuring and decision to sell certain vessels, AG&P LNG emerged as the purchaser of the vessel designated for the Outer Harbour LNG project. Venice Energy last October finalised a structural framework agreement with Origin Energy for LNG importation from the Outer Harbour LNG import terminal to be constructed at Port Adelaide. The company has on many occasions emphasised the need for additional gas supplies to counteract the decline in local production and support the transition to gas power, reducing carbon emissions from coal and serving as a backup for expanding renewables. source : www.naturalgasworld.com

ITALIAN FSRU ARRIVES IN MARSEILLE TO COMPLETE MAINTENANCE ACTIVITIES

Italy's OLT Offshore LNG Toscana said that its FSRU Toscana has arrived in the French port of Marseille to complete the second and final phase of planned shipyard activities. OLT said in a statement on Tuesday that the first phase of "extraordinary maintenance intervention" had been completed on schedule. Following a tender procedure, OLT awarded the contract for the FSRU maintenance work to Italy's San Giorgio del Porto (SGdP), and the FSRU arrived in Italy's Genoa in April to complete the first phase of the planned activities. Towed by three tugs, the vessel arrived at SGdP's Chantier Naval de Marseille, where the maintenance operations aimed at replacing the bearing of the anchoring system will be completed, OLT said. This system is designed and built to ensure the rotation of the terminal around the geostationary turret permanently anchored to the seabed. Moreover, shipyard activities are expected to be completed by the mid of September, and these will be followed by operations to reinstall the FSRU in its current site, located about 22 km off the coast between Livorno and Pisa. OLT expects FSRU Toscana to resume operations by end of October. The FSRU has a maximum regasification capacity of 5 bcm a year and it sends natural gas to Italy's national grid via a 36.5 kilometers long pipeline. Italy's Snam holds a 49.07 percent stake in the LNG terminal, while Igneo Infrastructure Partners owns a 48.24 percent share. Also, Golar LNG, that provided the 2003-built 137,100-cbm FSRU, has a minor 2.69 percent stake in the LNG import facility. source : www.lngprime.com

PETRONAS AND SINOPEC TO COOPERATE IN LNG TRADING

Malaysia's Petronas has entered into a strategic collaboration with China's Sinopec to explore opportunities in several fields, including liquefied natural gas (LNG) trading. Petronas said in a statement the memorandum of understanding signifies the commitment of both companies in "ensuring a resilient and affordable energy supply to foster economic growth and development in the Asia Pacific region while accelerating the transition to a low-carbon economy." The collaboration will focus on sustainable growth in the areas of commodity and specialty chemicals, crude oil and LNG trading, lubricants, and digital solutions as well as drive decarbonization efforts for various industries such as transportation, shipping, manufacturing, aviation and power. Petronas and Sinopec have fostered a partnership since 1997, initially established through a production sharing contract in South Sudan to conduct exploration and production work together with other partners. It has since extended across the gas and downstream sectors including the delivery of LNG and petrochemical products to support Sinopec's gas terminal expansion plan as well as sourcing for a wide range of applications to other industries, Petronas said. Petronas reported a rise in its LNG sales in the first quarter. The company's LNG sales rose by 11.4 percent year-on-year to 9.89 million tonnes during January-March. During the first quarter, Petronas delivered 112 LNG cargoes from the giant 30 mtpa Bintulu LNG export facility in Sarawak. This is up by three cargoes compared to 109 shipments in the first quarter of 2023. Petronas has also delivered 10 LNG cargoes from its two floating LNG producers located in Malaysia during the first quarter. source : www.lngprime.com

GIIGNL: 2023 LNG IMPORTS INCREASED 2.1 PERCENT TO 401 MILLION TONS

Global LNG imports reached 401 million tons in 2023, increasing by 2.1 percent compared with the previous year, according to the newest annual report by the international group of LNG importers, GIIGNL. GIIGNL's previous report showed that global LNG imports rose 4.5 percent in 2022 to 389.2 million tons. However, the Paris-based group said in the 2024 report that LNG imports rose 5.6 percent in 2022 to 393 million tons, resulting of methodological adjustment in its data treatment. According to the group, the global LNG market in 2023 marked a “pivotal phase characterized by modest growth and dynamic shifts due to geopolitical and economic changes.” The number of importing countries rose to 48, while the number of exporting countries remained steady at 20. GIIGNL said the market saw a modest growth of 2.1 percent a slowdown from the 5.6 percent growth in 2022. This growth was driven by Asia (+7 MT) and the Americas (+1.2 MT) whereas Europe's demand remained stable at 121 MT. GIIGNL said that spot LNG trades totaled 141 MT, representing 35 percent of LNG imports.

Chinese LNG imports jumped

In Asia, trends varied significantly: Japan's LNG imports decreased notably (-7 MT), whereas China's imports surged (+7.2 MT), GIIGNL said. China overtook Japan as the world's largest LNG importer.

LNG imports in 2023 (net of re-exports)

Market	10 ⁶ T	Global Share	Var. 2023/2022* Mt	Var. 2023/2022* %
ASIA	260.8	65.0%	7.0	2.8%
China	70.8	17.6%	7.2	11.4%
Japan	66.1	16.5%	-7.0	-9.5%
South Korea	45.2	11.3%	-1.6	-3.5%
India	22.0	5.5%	1.9	9.7%
Taiwan	20.2	5.0%	-0.3	-1.3%
Thailand	11.6	2.9%	2.8	32.5%
Pakistan	7.1	1.8%	0.2	3.1%
Bangladesh	5.2	1.3%	0.8	17.3%
Singapore	4.8	1.2%	1.1	30.1%
Indonesia	4.2	1.0%	0.9	25.6%
Malaysia	2.6	0.6%	-0.1	-4.0%
Philippines	0.6	0.2%		
Hong Kong	0.4	0.1%		
Vietnam	0.1	0.0%		
EUROPE	121.4	30.2%	0.0	0.0%
France	21.8	5.4%	-3.1	-12.4%
Spain	16.8	4.2%	-2.7	-13.7%
Netherlands	16.3	4.1%	4.5	37.6%
United Kingdom	14.5	3.6%	-4.3	-23.0%
Italy	11.8	3.0%	1.5	14.0%
Turkey	10.1	2.5%	-0.6	-6.0%
Belgium	8.3	2.1%	-0.3	-3.7%
Germany	5.1	1.3%		
Poland	4.6	1.2%	0.2	5.1%
Portugal	3.5	0.9%	-0.8	-18.2%
Lithuania	2.1	0.5%	0.0	-1.7%
Greece	2.1	0.5%	-0.7	-24.9%

Source: GIIGNL, Kpler

Market	10 ⁶ T	Global Share	Var. 2023/2022* Mt	Var. 2023/2022* %
Croatia	2.0	0.5%	0.2	8.4%
Finland	1.4	0.3%	1.1	x5
Malta	0.3	0.1%	0.0	-3.5%
Sweden	0.3	0.1%	0.1	27.2%
Norway	0.2	0.1%	0.0	14.4%
AMERICAS	12.2	3.0%	1.2	10.6%
Chile	2.5	0.6%	-0.1	-2.3%
Argentina	1.8	0.5%	0.2	11.1%
Puerto Rico	1.7	0.4%	0.7	67.8%
Dominican Republic	1.7	0.4%	0.2	13.5%
Jamaica	1.1	0.3%	0.5	70.8%
Colombia	0.8	0.2%	0.7	x8
Brazil	0.7	0.2%	-1.3	-65.6%
Mexico	0.6	0.2%	0.2	58.1%
El Salvador	0.5	0.1%	0.2	70.0%
Panama	0.4	0.1%	0.2	56.7%
United States	0.3	0.1%	-0.2	-47.4%
Canada	0.2	0.0%	-0.1	-29.4%
MIDDLE EAST & AFRICA	7.0	1.7%	0.2	3.4%
Kuwait	6.1	1.5%	0.1	2.4%
United Arab Emirates	0.7	0.2%	0.0	7.1%
Jordan	0.1	0.0%	0.1	x2
Egypt	0.0	0.0%	0.0	-68.7%
TOTAL	401.4	100.0%	8.4	2.1%

*Due to the methodology change in 2023, the 2022 numbers have been revised to allow comparison

Price-sensitive importers like India saw a rise in imports due to lower market prices, while South Korea's imports dropped to 45.2 MT due to decreased gas consumption in power generation. Taiwan's imports remained stable at 20.2 MT, and Thailand's imports rose to 11.6 MT due to increased electricity sector demand.

Europe's LNG imports stabilized

Europe's LNG imports stabilized with notable trends such as Germany and the Netherlands enhancing their regasification capacities, leading to significant import increases, GIIGNL said. However, other European nations that had increased imports

in 2022 due to the drop in Russian pipeline gas saw a decline in 2023. The Netherlands imported 16.3 MT, mainly from the US. Moreover, Italy increased imports to 11.8 MT with new FSRU-based terminals, while Finland’s imports rose due to its first large-scale FSRU terminal. Türkiye’s imports slightly declined due to falling residential gas consumption and economic impacts from an earthquake, the group said. The Americas saw an 11 percent growth in imports, driven by Colombia, which increased imports to 0.8 MT due to hydropower shortfalls. Brazil’s imports declined due to increased renewable energy generation. Chile and Argentina remained the largest regional importers, with stable imports at 2.5 MT and 1.8 MT, respectively.

Global regasification capacity reached 1,143 MTPA

Global regasification capacity reached 1,143 MTPA, with 17 new terminals adding 68 MTPA of capacity, GIIGNL said.

Asia led the capacity growth with new terminals in China and India. Europe enhanced capacity with new FSRU-based terminals in Germany, France, Finland, Italy, and Türkiye. In the Americas, new facilities in Brazil highlighted the responsive expansion strategy, the group said.

US top LNG exporter

The US emerged as the top LNG exporter, contributing 84.5 million tons, with significant volumes delivered to Asia and Europe, GIIGNL said. The US significantly ramped up production with facilities like Calcasieu Pass and Freeport LNG adding 8.9 MT to the market.

Source of LNG imports in 2023

Country	10 ⁶ T	Global Share	Var. 2023/2022 Mt	Var. 2023/2022 %
ATLANTIC BASIN	155.7	38.8%	8.3	5.6%
United States	84.5	21.1%	8.9	11.8%
Russia Europe	21.5	5.3%	0.2	1.1%
Nigeria	13.0	3.2%	-1.5	-10.7%
Algeria	13.0	3.2%	2.9	28.4%
Trinidad and Tobago	7.7	1.9%	-0.3	-3.9%
Norway	4.4	1.1%	1.6	57.3%
Angola	3.7	0.9%	0.5	14.9%
Egypt	3.6	0.9%	-3.4	-48.8%
Equatorial Guinea	2.8	0.7%	-0.8	-22.6%
Cameroon	1.5	0.4%	0.3	27.0%
MIDDLE EAST	94.7	23.6%	-1.8	-1.9%
Qatar	78.22	19.5%	-1.4	-1.8%
Oman	11.43	2.8%	0.1	1.2%
United Arab Emirates	5.04	1.3%	-0.6	-10.0%

Source: GIIGNL, Kpler

Country	10 ⁶ T	Global Share	Var. 2023/2022 Mt	Var. 2023/2022 %
PACIFIC BASIN	151.0	37.6%	1.9	1.3%
Australia	79.6	19.8%	0.3	0.4%
Malaysia	26.8	6.7%	-0.8	-2.9%
Indonesia	15.6	3.9%	1.4	9.6%
Russia Asia	9.9	2.5%	-1.4	-12.1%
Papua New Guinea	8.4	2.1%	-0.1	-1.3%
Brunei	4.6	1.1%	-0.4	-8.5%
Peru	3.7	0.9%	0.4	10.6%
Mozambique	2.7	0.7%	2.6	x75
TOTAL	401.4	100.0%	8.4	2.1%

Compared to 2022, Algeria added nearly 3 MT to the supply, benefiting mainly Spain, Italy, and Türkiye. Also, Mozambique’s Coral South FLNG added 2.6 MT, with Thailand, China, and South Korea as primary destinations. Norway added 1.6 MT through Hammerfest LNG, while Russia’s Portovaya LNG operated at full capacity, adding 1.2 MT to global supply. In the Pacific, Indonesian supply increased by 1.6 MT primarily from the Tangguh project, while Australia added 0.6 MT despite Darwin LNG’s shutdown. Oman’s debottlenecking program increased capacity by 0.2 MT, GIIGNL said. Significant declines in

supply were observed in Egypt (-3.2 MT), Russia (-1 MT), and Nigeria (-1.5 MT) due to various operational and geopolitical issues, it said.

Global liquefaction capacity reached 481 MTPA

Global liquefaction capacity reached 481 MTPA in 2023, including 12 MTPA of floating liquefaction units (FLNG), GIIGNL said. One new liquefaction train, the 3.8 MTPA Tangguh T3 in Indonesia, started operations in 2023. The Republic of the Congo and Mexico joined the ranks of LNG exporters in 2024 with start-up of a 0.7 MTPA FLNG project in Congo, which uses the Tango FLNG barge, and of the 1.4 MTPA Altamira Fast LNG facility in Mexico, the group said. FIDs were taken on four liquefaction projects in 2023, with a total capacity of around 38 MTPA.

772 vessels

GIIGNL said the total LNG tanker fleet consisted of 772 vessels at the end of 2023. It included 51 FSRUs and 79 vessels (53 LNGBVs + 26 small-scale LNG carriers) of equal or less than 30,000 cubic meters. Total cargo capacity at the end of 2023 stood at 114 million cubic meters, while total operational capacity (vessels known to be in service) amounted to 113 million cubic meters. In 2023, the average spot charter rate for a 160,000 cubic meters TFDE LNG carrier stood at around \$97,100/day, compared to an average of around \$131,500/day in 2022. A total of 41 vessels were delivered in 2023, compared to 35 vessels in 2022. The number of new orders reached a total of 66 units, compared to 178 new orders in 2022. At the end of 2023, the orderbook consisted of 341 units (58 million cubic meters) including 3 FSRUs and 9 LNGBVs. The orderbook represented 51percent of existing fleet capacity. The group said 89 units on order were scheduled for delivery in 2024. It included 2 FSRUs and 6 LNGBVs. Source : GIIGNL and www.lngprime.com

CYCLONE DAMAGES EXCELERATE'S FSRU IN BANGLADESH

Excelerate Energy's 138,000-cbm FSRU Summit LNG, which serves Bangladesh's second LNG import terminal located offshore Moheshkhali Island in the Bay of Bengal, was damaged last week during cyclone Remal. "Excelerate Energy is aware of an incident involving the FSRU Summit LNG which occurred during cyclone Remal on May 27, 2024, at approximately 20:10 local time," the company told LNG Prime in an emailed statement on Monday. "During the cyclone, a floating object made several points of contact on the starboard side of Summit LNG's hull," Excelerate said. According to the US FSRU player, it promptly notified flag state (BMI), class (BV), and the owner of the LNG terminal facility about the incident. "Immediate actions were taken by the crew to assess the damage by visual inspection and tank soundings," Excelerate said adding that arrangements have been made for a class surveyor to join the vessel to assist with the damage assessment. LNG Prime also invited Bangladesh's Summit to comment on the matter. Several local reports said that Summit has halted regasification operations after the incident. In August 2017, Summit entered into a 15-year charter agreement with Excelerate for the FSRU, and the unit began operations at the facility in April 2019. The terminal has a sendout capacity of 500 million standard cubic

feet per day (MMscf/d) of natural gas, and the FSRU is connected to shore by a six kilometers long subsea pipeline. Excelebrate's FSRU also serves Bangladesh's first LNG import facility, Moheshkhali Floating LNG or MLNG, operated by Petrobangla. Launched in 2018, the 138,000-cbm FSRU Excellence completed its 100th STS transfer offshore Bangladesh in 2021. source : www.lngprime.com

ENI'S CONGO FLNG SHIPS NEW CARGO

Italy's Eni has shipped a new liquefied natural gas cargo produced at its Tango floating LNG facility moored in Congolese waters, according to shipping data. The 2010-built 155,000-cbm LNG carrier, GasLog Savannah, left Pointe Noire last week and was on Monday heading towards Europe, its AIS data provided by VesselsValue shows. The vessel appears to be on its way to Barcelona where it is expected to arrive on June 11, the data shows. GasLog Savannah also picked up in early March the first LNG cargo produced at the Tango FLNG in the Republic of Congo, also known as Congo-Brazzaville. The vessel delivered this shipment about a month later to Snam's Piombino FSRU-based terminal in Italy. Prior to heading to Congo, GasLog Savannah visited the Enagas-owned El Musel LNG terminal where it reloaded a partial cargo, the data shows.

Two FLNGs

Eni introduced the first gas in December 2023 into its Tango FLNG facility. Prior to that, the unit arrived in Congo from Dubai. The Italian firm purchased the 144 meters long Tango FLNG from Belgium's Exmar and it also chartered the 2002-built 138,000-cbm steam turbine LNG carrier, Excalibur, to serve as an FSU for the project. Moreover, the floating LNG producer, delivered in 2017 by China's Wison, has a liquefaction capacity of about 1 billion cubic meters per year of gas, or 0.6 mtpa, and a storage capacity of 16,100 cbm. Eni said the FLNG project, situated within the Marine XII permit, will achieve a plateau gas liquefaction capacity of about 4.5 billion cubic meters per annum. Also, a second FLNG vessel with a capacity of about 3.5 bcm per year of gas, or 2.4 mtpa, is under construction in China and is expected to begin production in 2025. Wison Offshore & Marine won a contract from Eni in December 2022 to build the 380 meters long FLNG. The unit will be able to store over 180,000 cubic meters of LNG. The Chinese shipbuilder recently completed the installation of all four SPB LNG tanks and two LPG tanks on this FLNG. The volumes produced from the FLNG project will be marketed by Eni, strengthening and expanding the company's LNG portfolio. Source : www.lngprime.com

BALEARIA'S SECOND LNG-POWERED FAST FERRY NEARS DELIVERY

Spanish shipping firm Balearia expects to take delivery of its second LNG dual-fuel fast ferry, Margarita Salas, at the end of this month. Balearia announced this in a statement on June 2 saying that the LNG-powered ferry has completed its first sea trials. The ferry operator ordered the new LNG-powered fast ferry at Spanish shipbuilder Armon Gijon in October 2022, saying the newbuild will feature four Wartsila dual-fuel engines of 9,600kW each. This order followed the delivery of its 123 meters

