



FIRST LNG FSU COLOSSUS POISED FOR DELIVERY TO RUSSIAN ARCTIC

The first of two giant LNG floating storage units (FSUs) for deployment in the Russian Arctic is nearing completion at Daewoo Shipbuilding & Marine Engineering for possible delivery this month. TradeWinds has obtained some of the first photos to emerge of the 361,600-cbm sister ships Saam FSU and Koryak FSU, which are to become the focal points of two transshipment hubs.

Work rolls on for \$4.2bn worth of Russian LNG newbuildings

Sources said the Saam FSU is scheduled to be delivered first this month. Towing of the unit to Ura Bay, near Murmansk, north-west Russia, is expected in the first half of the year. The Koryak FSU is due to be deployed in Bechevinskaya Bay on the eastern side of the Kamchatka Peninsula, north-east Russia this year. The infrastructure for this facility is being built by China Communications Construction Co. The two colossal FSUs — the largest purpose-built storage units ever constructed for LNG — were ordered at the South Korean yard by Russian state-owned State Transport Leasing Co (GTLK). They are pictured kitted out with hard cargo loading and discharging arms on their port and starboard sides, blunt bows and helidecks at their sterns. DSME signed KRW 901bn (then \$748m) newbuilding contracts on the pair in June 2020, pricing them at \$374m each. They were originally due for handover in 2022. In September 2021, Mitsui OSK Lines, which has been

providing technical and engineering support for the FSUs' construction, said it had signed a letter of intent with GTLK to acquire 49% stakes in the units.

Novatek presses on

At the time, the FSUs were referenced as being bareboat chartered to Novatek and TotalEnergies joint venture Arctic Transshipment. But TotalEnergies pulled out of its Russian business in the wake of the invasion of Ukraine in February 2022. Novatek is now widely referenced as the charterer of the units, which are part of Russia's plan to optimise the use of its 15 ice-breaking Arc7 LNG carriers that serve the Novatek-led Yamal LNG project. The two FSUs will in effect be sited at the western and eastern ends of the Northern Sea Route. Under Novatek's plans, Arc7 vessels will transship cargoes into the FSUs for visiting conventional or lesser ice-class vessels to collect, leaving the more specialised ships to concentrate on shipping LNG through the waters with the toughest ice conditions.

GTT suspends Russian LNG business worth \$91m and ends work in country

The war in Ukraine looked set to delay Novatek's plans to start its second Arctic-based project — Arctic LNG 2 — as foreign contractors pulled out of Russia. But on Monday, Novatek chairman of the management board Leonid Mikhelson said the company is sticking to its original plan to bring a first train online at the end of 2023. Novatek is scheduled to take on three more Arc7 LNG carriers from MOL being built at DSME. The yard cancelled three of the Arc7 vessels contracted by Sovcomflot but is continuing construction of the ships, at present for its own account. In addition, work is thought to be continuing on five of 15 Arc7 LNG carriers, three of which are being fitted out at the Zvezda Shipbuilding Complex in Russia after their hulls were built by Samsung Heavy Industries in South Korea. SOURCE : WWW.TRADEWINDSNEWS.COM

KARPOWERSHIP PUTS FRENCH-BUILT CARRIER INTO ACTION

Vessel delivers cargo to KARMOL FSRU, which supplies four powerships off Brazil. A 17-year-old LNG carrier has been put back into the trading fleet by Turkey's Karpowership and has delivered a first shipment to Brazil. LNG market sources said the 154,472-cbm Karadeniz LNGT Powership Anatolia (ex-LNG Unity, built 2006) delivered a shipment to the 127,452-cbm FSRU KARMOL LNGT Powership Asia (built 1991), which has been anchored in Sepetiba Bay, Brazil, since May last year.

KARMOL's Brazil-based FSRU receives first LNG to supply powership quartet

Kpler data shows the Karpowership vessel arrived at the FSRU on 22 December laden with a cargo loaded at Huelva in Spain. It has since returned and is shown to be idling in the Mediterranean. Originally built as the Provalys, the LNG carrier came to TotalEnergies in 2018 when the French major bought the upstream assets of its compatriot utility company, Engie. The vessel is one of just three diesel-electric ships that were built with GTT's CS1 cargo containment system at France's Chantiers de l'Atlantique yard in Saint-Nazaire. But serious debonding issues occurred on the tank systems, resulting in long-running repairs and the discontinuation of CS1. TotalEnergies undertook extensive repairs on the ship, which returned to trading in 2020. It was bought by Karpowership in late 2021. No price emerged, but brokers estimated the vessel to be

worth around \$40m at the time. Confirming the sale to TradeWinds a year ago, Karpowership said the vessel “has the potential” to be converted into an FSRU and also offers the option of being employed as an interim LNG carrier for its existing projects.

TotalEnergies offloads two ‘legacy’ LNG carrier sale candidates

The vessel went into one of Karpowership’s yards in 2022, where the company said an “engineering and optimisation process” was being carried out on the vessel. Sources following the ship said the vessel is trading using three of its four cargo tanks. In November last year, TradeWinds reported that the Brazil-based FSRU, which is controlled by Karpowership and Mitsui OSK Lines joint venture KARMOL, had taken delivery of its first cargo from the 28,689-cbm small-scale LNG carrier CNTIC Vpower Global (built 2020) in October. The two shipments are significant in that they are the first commercial LNG volumes taken on by a KARMOL FSRU to feed gas to associated powerships. SOURCE : WWW.TRADEWINDSNEWS.COM

SINGAPORE DISCONTINUES LNG BUNKERING CONCESSIONS

Maritime and Port Authority of Singapore (MPA) will discontinue concession for floating storage units and floating storage regasification units supporting LNG bunkering and breakbulk activities in port with immediate effect, it said on February 6. “With adequate capacity for LNG bunkering, MPA will discontinue the 50% harbour craft port dues concession for floating storage units / floating storage regasification units supporting LNG bunkering and breakbulk activities in port with immediate effect,” it said. MPA said it has been working with the harbour craft and shipping community to build up the LNG ecosystem in Singapore to expand storage capacity and supply for LNG bunkering. This included grants for the construction of LNG-fuelled harbour craft and LNG bunker vessels. “The delivery of Singapore’s first LNG bunker vessel, FueLNG Bellina in March 2021, has enabled ship-to-ship LNG bunkering to take place in port. The expected commencement of operations of Singapore’s second LNG bunkering vessel later this year will further boost Singapore’s LNG bunkering capacity,” MPA said. The naming ceremony of Singapore’s second LNG bunkering vessel, Brassavola, was held at Sembcorp Marine’s flagship Tuas Boulevard Yard in Singapore last year. SOURCE : WWW.NATURALGASWORLD.COM

WITH YEARS OF HIGH PRICES AHEAD, LNG BUYERS COVET LONG-TERM DEALS

The global LNG market is expected to take several years to adjust to last year’s shake-up, and high prices will spur the hunt for long-term deals, industry executives said at the India Energy Week conference. After Russia slashed piped supply to Europe following its invasion of Ukraine, gas prices hit new highs and Europe bought record volumes of LNG. Prices for both Europe’s benchmark gas and Asian spot LNG hit milestone highs. “What I foresee in the coming years, I see the tensions that we observed in 2022 are not over for 2023,” said Thomas Maurisse, senior vice president LNG at France’s TotalEnergies . “Even if Europe is now more confident that we will pass winter 2023, it will still be difficult and there might be demand coming back in Europe and in China.” Supply from Russia could fall further while growth in LNG supplies “will not be enough” this year, possibly meaning prices remain “a little bit higher in the years to come” despite having softened

recently, Maurisse said. "Only (from) 2026-2027, when we will have a new wave of energy from the U.S. and from Qatar, that the situation may ease a little bit." Demand from China, the world's second largest LNG importer, is expected to recover this year as it emerges from stringent COVID-19 measures, though imports are still forecast to fall short of its record 2021 levels.

Long-term deals sought

Industry executives and governments have touted gas as a crucial transition fuel while switching to renewable energy sources, but last year's high prices had kept many buyers priced out. While Asian spot LNG prices as of last week have eased by more than 70% from their record levels to \$18.50 per million British thermal units (mmBtu), they remain high compared to their previous single-digit prices, leading buyers to seek term contracts to avoid spot market volatility. "What the industry has realised now is that they can't have long-term business on spot purchases. So the need is to have long-term contracts, a good mix of long-term, short-term and medium-term contracts," said Akshay Kumar Singh, CEO of India's Petronet LNG. "Long-term contracts and the increase in domestic (gas) production during this crisis have definitely helped our country," he said. "Going forward, we think we should move more contracts on (to a) long-term basis." Petronet, India's top gas importer, is seeking up to 1 million tonnes per annum (mtpa) in additional LNG supplies when it renews its long-term deal with Qatar. The company said it will also seek another 0.6 mtpa from the Gorgon LNG project in Australia, which it already has a contract with. "If it is available at a reasonable price, a lot of gas can come to the country," said Singh, adding that current spot rates were still "on the higher side" at around \$16-17/mmBtu versus current long-term contract prices of \$12-13/mmBtu. Bangladesh, while seeking 10-12 spot LNG cargoes through to June, is also trying to negotiate a deal with Brunei LNG to secure long-term supplies, said an energy adviser to the country's prime minister. Meanwhile, Indian state-run GAIL (India) Ltd is poised to seal a gas deal with Russia's largest LNG producer Novatek. Chinese state-owned players have also inked term deals with Oman and Qatar in recent months. Sinopec sealed a 27-year deal with QatarEnergy in November in the largest single LNG sales and purchase agreement on record. SOURCE : WWW.NATURALGASWORLD.COM

NUENERGY PENS INITIAL GAS SALES DEAL IN INDONESIA

Australia-listed NuEnergy Gas has signed a heads of agreement (HoA) with Indonesia's Laras Ngarso Gede for the supply of gas from its Tanjung Enim coalbed methane (CBM) project in South Sumatra, it said on February 10. Dart Energy, a unit of NuEnergy Gas, will supply the CBM to Laras, which is engaged in the supply of natural gas and its derivative products in east Java, Jakarta, Bali, and East Kalimantan. The HoA is effective until the date the final gas sale and purchase agreement is executed, or until Aug 9, 2023. The parties expect to sign the final agreement in the second quarter of 2023. The final deal, which shall be for a period of five years, may be extended by mutual agreement. "Under the HoA, Dart Energy targets to commence the sale and delivery of CBM to Laras Energy on Oct 1, 2023 or a date mutually agreed by all parties, and until the total contracted volume of CBM of 1.49bn ft³ has been fully delivered, whichever is earlier," NuEnergy Gas said.

Laras plans to compress the CBM into CNG and/or LNG, and transport it to the end-user. “This initial phase of gas sale, estimated at 1mn ft³/day is targeting the energy needs of the underserved market in South Sumatra,” NuEnergy Gas said. This gas sale of 1mn ft³/day represents the initial and gradual progress in achieving the 25mn ft³/day of gas production as approved under the Tanjung Enim POD-1, which was approved by the ministry of energy and mineral resources of Indonesia in June 2021. The Tanjung Enim POD-1 covers the development in two target areas, in the north and south of the contract area covering about 33 km² with reserves totaling about 165bn ft³. NuEnergy Gas said it is in discussion with a number of gas buyers aimed at significantly increasing the total gas sales from its acreage in South Sumatra. SOURCE WWW.NATURALGASWORLD.COM

GERMANY IN ADVANCED TALKS WITH OMAN FOR NATURAL GAS SUPPLIES

Germany and Oman are in advanced talks to sign a long-term deal for liquefied natural gas (LNG) lasting at least 10 years as Berlin continues its search for alternatives to Russian fuel supplies, three sources familiar with the matter said. Europe has been scrambling to replace Russian gas since last year against a backdrop of war in Ukraine, with state-run Gazprom progressively reducing and then suspending the lion's share of pipeline supplies to Europe. Energy firm RWE in September secured an LNG deal with UAE's ADNOC, and Germany has been looking elsewhere through utility companies Uniper and Sefe, both of which were nationalised by Berlin last year. Two sources with direct knowledge of the matter said the deal with Oman would be for between 0.5-1 million tonnes per annum (mtpa), with one specifying around 0.8 mtpa over 10 years.

A third source familiar with the talks also said a 10-year deal was being discussed. Two sources said Uniper was involved in the talks. The company was already in discussions with Oman over an ammonia deal, one of the sources said, after the group signed an agreement with Oman's hydrogen project HYPOR Duqm in 2021 under which it is negotiating an offtake deal for green ammonia. Uniper and the Economy Ministry, which is in charge of the government's ownership of Sefe, declined to comment. Sefe and Germany's Finance Ministry, which manages Berlin's holding in Uniper, did not immediately respond to requests for comment. Oman's energy ministry also did not immediately respond to a comment request. Europe's biggest economy hopes to replace all Russian energy imports by mid-2024, a major effort for a country that relies to a great extent on natural gas to power its industry. Germany has been holding talks for months with the world's biggest LNG producer Qatar for additional supplies, but negotiations have been lengthy. Doha prefers 20-years contracts, which jar with Berlin's climate goals. In November, QatarEnergy and ConocoPhillips signed two sales and purchase agreements to export 2 million tonnes of LNG annually to Germany for at least 15 years from 2026. SOURCE : WWW.NATURALGASWORLD.COM

THAILAND'S PTT ISSUES LNG BUY TENDER FOR MARCH-APRIL DELIVERY

Thailand's PTT has issued a liquefied natural gas (LNG) buy tender with cargo delivery windows in March and April, two industry sources said on Thursday. The delivery windows are for March 26-27 and 27-28, and April 11-12 and 15-16, into the country's Map Ta Phut terminal. The tender closes on Feb. 9. Last month, PTT sought 12 LNG cargoes for delivery between February to April, amid an easing in Asian spot LNG prices, which have fallen to their lowest in over a year. SOURCE :

WWW.NATURALGASWORLD.COM

MEXICO PACIFIC INKS SPAS WITH EXXONMOBIL

Mexico Pacific, which is developing its three-train, 14.1mn metric tons/year Saguario Energia LNG project near Sonora on Mexico's Pacific Coast, said February 7 it had signed two sales and purchase agreements (SPAs) with an affiliate of ExxonMobil covering 2mn mt/yr from the facility's first two trains. The two SPAs provide for ExxonMobil's purchase of the LNG on a free-on-board basis over a 20-year term. ExxonMobil LNG Asia Pacific will also have an option for 1mn mt/yr from the project's third train. "We have reached a critical point on contract volumes required for FID on our first two trains and will now shift focus to close contracting on the significant commercial momentum in place for a subsequent Train 3 FID," Mexico Pacific CEO Ivan Van der Walt said. "As we position for FID on the first two trains, we will also commence advanced engineering with Bechtel." SOURCE : WWW.NATURALGASWORLD.COM

HOEGH LNG INKS \$685 MILLION REFINANCE DEAL FOR 2 FSRU'S

Hoegh LNG Holdings signed a new deal with a group of banks to refinance its two FSRUs, both employed on long-term contracts in Germany. The new loan facility agreement is for a total amount of \$685 million and has a tenor of 10 years, according to a statement by Hoegh LNG. Moreover, Hoegh LNG said it would use the cash to repay the existing loan facilities and general corporate use. The facility is split in two tranches, one per vessel, and Hoegh LNG expects to complete the refinancing of Hoegh Esperanza in February. Also, the refinancing of Hoegh Gannet is expected to be completed March/April, depending on having successfully completed its commissioning for regas operations in Germany, it said. "We are very pleased with securing an attractive, long-term financing for these two FSRUs with a strong group of international banks," Hoegh LNG's finance chief Havard Furu said in the statement. Hoegh LNG signed binding 10-year charter deals with the German Federal Ministry for Economic Affairs and Climate Action for these two FSRUs. The 170,000-cbm FSRU Hoegh Esperanza is already serving Germany's first FSRU-based LNG import facility in Wilhelmshaven, led by Uniper. As per the 170,000-cbm FSRU Hoegh Gannet, this unit arrived in Brunsbuettel in January to start serving the Elbehafen LNG terminal. RWE moved the unit in the meantime and is expecting the FSRU to receive its first LNG cargo this month. SOURCE :

WWW.LNGPRIME.COM

SEASIDE EXPANDS LNG BUNKERING FLEET WITH TOTE DEAL

Seaside LNG says it now has the largest fleet of LNG bunkering barges in the US after it purchased Tote's Clean Jacksonville. The firm backed by Houston-based Arroyo Investors bought North America's first LNG bunkering barge, which recently completed its 300th operation since 2018, from Tote Maritime Puerto Rico. Built by Conrad, the LNG bunkering barge has no propulsion and it features one 2,200-cbm GTT LNG tank. According to a statement by Seaside LNG, its maritime transportation unit, Polaris New Energy, has contracted to continue fueling Tote's Marlin Class LNG-powered container ships and other commercial customers with its fleet of LNG bunkering barges. In addition, Polaris entered into a long-term contract with Tote Services, a separate subsidiary of Tote, to continue serving as the technical manager of the bunkering barge Clean Jacksonville, it said. Seaside LNG did not reveal the price tag of the deal. The barge supplies liquefied natural gas to Tote's Marlin class LNG-powered vessels and other ships in Jacksonville, Florida. Tote Maritime Puerto Rico uses two LNG-fueled container vessels, namely Isla Bella and Perla del Caribe, to transport goods between Jacksonville and Puerto Rico. The barge loads the fuel at Jax LNG, a production facility in Jacksonville. Seaside LNG has a 50 percent interest and Pivotal LNG also owns a 50 percent stake in the small-scale facility with a capacity of 360,000 gallons per day.

Three bunkering barges

The acquisition of Clean Jacksonville complements the bunkering services of Polaris' 5,500-cbm Clean Canaveral that operates along the coast of the southeastern US and is the largest bunkering barge in the Jones Act market, Seaside LNG said. This articulated tug and barge unit completed its first LNG bunkering operation in March last year in Jacksonville. Polaris also has a second 5,500-cbm barge, Clean Everglades, which is under construction at US-based Fincantieri Bay Shipbuilding and scheduled for delivery by end of 2023. Seaside LNG now has the largest fleet of LNG barges operating in the US, CEO Tim Casey said in the statement. "Seaside continues to expand its ability to bring environmentally-friendly LNG to the shipping industry with our partnership in JAX LNG and our investments in growing the LNG barge fleet," he said. "By purchasing the Clean Jacksonville, our team gains not only a new customer and valuable operating partner, but also the opportunity to expand our fleet operations geographically," Casey said. SOURCE : WWW.LNGPRIME.COM

OMAN LNG TO SUPPLY CHINA'S UNIPEC

Oman LNG said the move is to leverage the ever-growing partnership between Oman LNG and international energy firms, as the company looks for ways to reach new markets. Unipec is the trading arm of Asia's largest refiner, Sinopec. China is among the world's largest importers of LNG. Over the last month, Oman LNG has signed supply agreements with Thai firm PTT Global LNG Co and French major TotalEnergies to supply a combined 1.6 mta of LNG, has signed supply deals with Japan's JERA and explored deals related to LNG and green hydrogen with Shell. In addition, Omani firm Asyad Group has contracted South Korean yard Hyundai Samho Heavy Industries to build and deliver two new LNG carriers which will be ready in 2026. SOURCE : WWW.RIVIERAMM.COM

FREEMPORT LNG TRAIN 3 RESTART APPROVED

The US Federal Energy Regulatory Commission (FERC) has approved a request from Freeport LNG to begin the next stage in its planned restart of Train 3, which suffered damage in an industrial accident last June and has subsequently put the Texan facility out of commission. Last week, FERC gave Freeport the green light to commence commissioning, including cooldown of Loop 1 LNG transfer piping and commissioning and reinstating the boil-off gas management system. Lawyers for Freeport LNG have now requested approval by 8 February to conduct pipe testing pursuant at Train 3. FERC has cleared Freeport LNG to introduce feed gas to Train 3 for commissioning and cool-down work and granted permission to cool down the main rundown line that extends from the liquefaction trains to the liquefied natural gas tank area. Freeport is also awaiting approval to load LNG ships from one of its docks. SOURCE : WWW.RIVIERAMM.COM

ACQUISITION LEADS TO CONSOLIDATION IN US LNG BUNKERING MARKET

Besides 2,200-m³ LNG bunker barge Clean Jacksonville, Seaside LNG owns Clean Canaveral, a 5,500-m³ articulated tug barge (ATB) unit. Both Clean Canaveral and Clean Jacksonville are based out of South Florida. Founded by Harvey Gulf International Marine chief executive Shane Guidry, Q-LNG Transport owns Q-LNG 4000, a 4,000-m³ ATB operating in the US under long-term charter to Shell. Seaside LNG is in the midst of an expansion into the US LNG bunkering market. It owns 50% of JAX LNG, a small-scale LNG production facility operating two trains in Jacksonville, Florida, and a 100% ownership stake in an LNG bunkering barge operation through Polaris New Energy (PNE). Seaside LNG is building a sister LNGBV to Clean Canaveral, Clean Everglades, at Fincantieri Bay Shipbuilding in Sturgeon Bay, Wisconsin, which will be delivered Q4 2023. A newbuild ocean tug, Tortuga, will be paired with Clean Everglades. As LNG Shipping & Terminals previously reported, US-based investment firm Arroyo Investors closed on an investment in Seaside LNG In January, acquiring a 50% stake in JAX LNG, and total ownership of Clean Canaveral, the largest US LNG bunkering barge, through its acquisition of PNE. Pivotal LNG controls the remaining stake in JAX LNG. "Seaside continues to expand its ability to bring environmentally friendly LNG to the shipping industry with our partnership in JAX LNG and our investments in growing the LNG barge fleet," said Seaside LNG chief executive Tim Casey. Added Mr Casey, "By purchasing Clean Jacksonville, our team gains not only a new customer and valuable operating partner, but also the opportunity to expand our fleet operations geographically." In addition, PNE entered a long-term contract with TOTE Services, a separate subsidiary of TOTE Group, to continue serving as the technical manager of Clean Jacksonville. Clean Jacksonville regularly refuels TOTE Maritime Puerto Rico's two LNG dual-fuelled container ships, Isla Bella and Perla del Caribe, which operate twice weekly between Jacksonville and San Juan, Puerto Rico. The LNGBV loads at JAX LNG. Crowley Maritime is building a 12,000-m³ LNG bunker vessel at Fincantieri Bay Shipbuilding which will be delivered into a long-term charter to Shell in 2024. SOURCE : WWW.RIVIERAMM.COM

PORT OF BARCELONA INTRODUCES FIRST LNG BUNKERING VESSEL

Haugesund Knutsen, chartered by Shell Spain and built by Spanish yard Astilleros Armón Gijón, will be based at the Port of Barcelona. Enagás chief executive Arturo Gonzalo commented, “This initiative is framed within a European project Enagás is co-ordinating as part of LNGhive2 strategy, led by Puertos del Estado, aimed at promoting the development of the LNG market as sustainable marine fuel and ensuring supply in ports, in line with European Directive 94/2014 on alternative fuels”. Haugesund Knutsen had its naming ceremony at the Port of Barcelona, where it will load and supply LNG as fuel to ships, as well as in adjacent areas. The vessel has a storage capacity of 5,000 m³, with two bi-lobe tanks of 2,500 m³ each, and an LNG supply capacity of 1,000 m³/h. The 93-m ship complies with safety measures established by EU regulations and will serve customers in the Mediterranean region, playing a key role in the region’s energy security. Knutsen founder and owner Trygve Seglem added, “Haugesund Knutsen reaffirms Knutsen’s strategic line, which began 15 years ago with Pioneer Knutsen, of betting on small-scale LNG as a tool to reinforce the use of LNG as a marine fuel and thus help to decarbonise and improve the environment in Europe and the Mediterranean”. The barge’s construction is part of the EU’s Connecting Europe Facility transport aid programme. At the commissioning of the ship, the event also saw the adaptation of the small-scale jetty at the Enagás regasification terminal in Barcelona, which was included in the Spanish Government’s +ES Plan. Mr Gonzalo and Port of Barcelona president Lluís Salvadó also inked a memorandum of understanding to jointly promote renewable hydrogen projects in the area, in line with the objective of the H2MED project to develop the first green hydrogen corridor in the EU, where Barcelona will be a key enclave. H2MED will allow the Port of Barcelona to be connected to the Spanish Hydrogen Backbone, and strengthen the Port’s role as a key energy hub in Europe. SOURCE : WWW.RIVIERAMM.COM

DISCLAIMER: The news, opinions, reports, updates and data or views contained on the Reports page may not represent the opinions or views of CYGNUS ENERGY, ITS OWNERS, ITS employees or its agents or affiliates. CYGNUS ENERGY makes no representation, warranty or guarantee as to the accuracy or completeness of the information contained in any News, Research, Analysis or Opinion provided by this service. The information has been taken and credited and cited to the sources as per the citation given in the report/newsletter herein. Under no circumstances will CYGNUS ENERGY, its owners, employees, agents or affiliates be held liable by any person or entity or institution or company for decisions made or actions taken by any person or entity that relies upon the information provided here. While every care has been taken to ensure that the information in this publication is accurate, CYGNUS ENERGY, can accept no responsibility for any errors or omissions or any consequences arising therefrom. Figures are based on latest available information, which is subject to subsequent revision and correction. The views expressed are those of CYGNUS ENERGY and do not necessarily reflect the views of any other associated company. NEWS AND SOURCE: LNGWORLDNEWS, LNG INDUSTRY, NATURAL GAS WORLD, LNG JOURNAL, RIVIERAMM, THE HINDU BUSINESS, ARGUS MEDIA, PETROWATCH, REUTERS, IGU LNG REPORT, TRADEWINDS, MONEYCONTROL, LNG JOURNAL, RIVIERAMM, LNG JOURNAL

CYGNUS ENERGY

GAS & OIL

LEVEL 45, CHEUNG KONG CENTER,
2 QUEEN'S ROAD CENTRAL, HONG KONG
SANDP@CYGNUS-ENERGY.COM (SALE AND PURCHASE)
GAS@CYGNUS-ENERGY.COM (GAS PROJECTS)