LNG NEWS WEEKLY 17TH FEBRUARY '24

QATARI OUTFITS SEAL HISTORIC DEAL AT SOUTH KOREA YARDS

World's largest LNG vessel owner enters the fray in phase two of the sector's biggest ever newbuilding project. QatarEnergy has teamed with compatriot Nakilat on a 25-ship newbuilding deal in the latest instalment of the largest-ever newbuilding project in the sector.QatarEnergy said the move marked the first award in Phase 2 of its mammoth order for more than 100 new LNG carriers and stressed additional deals would be announced soon. Nakilat will own and operate the 25 vessels of 174,000 cbm announced on Saturday, with QatarEnergy chartering the ships to be constructed at shipyards in South Korea, a statement said. Saad Sherida Al-Kaabi, QatarEnergy president and CEO and Qatar minister of state for energy affairs, said: "QatarEnergy is moving firmly in building its future LNG fleet, expected to be in excess of 100 vessels. "We look forward to announcing the names of additional successful bidders in the near future." Nakilat is the largest owner of LNG carriers in the world, with a fleet comprising 69 vessels prior to Saturday's announcement. QatarEnergy signed long-term charters for 60 LNG newbuildings in Phase 1 of what it called a historic and unprecedented fleet expansion programme in 2022.Qatari LNG shipowning giant Nakilat was noticeable by its absence from the lineup of 14 shipowners involved in Phase 1. Other major shipowners that have secured ships under the QatarEnergy drive include the K3 grouping of H-Line Shipping, Pan Ocean and SK Shipping, Greek owner Cardiff Gas, Meiji Shipping and MSC Group, NYK Group, K Line and JP Morgan. QatarEnergy and Nakilat did not specify which South Korean yards would build the latest ships. QatarEnergy has previously worked with HD

Hyundai Heavy Industries, contracted in September to build 17 ultra-modern ships, and with Samsung Heavy Industries for 15 LNG carriers. While the Koje-based shipyard would only disclose that the customer is a Middle Eastern shipowner, multiple shipbuilding sources named LNG producer QatarEnergy as the counterparty. QatarEnergy is using the vast programme to add capacity and replenish its existing fleet. source : www.tradewindsnews.com

QATARENERGY STAGES BERTH GRAB AT HANWHA OCEAN

But Doha giant's appetite for Q-Maxes appears insatiable with new talks in China. Middle East producer QatarEnergy has reached an agreement with South Korean shipbuilder Hanwha Ocean for its next batch of LNG carrier berths under Phase 2 of its colossal newbuilding project and is in fresh talks in China for additional supersize ships. Those working closely on the project said QatarEnergy has privately declared its 12 pre-reserved slots for 174,000-cbm LNG carriers at Hanwha Ocean.

One indicated that if price negotiations continue to "go well" another one or two LNG carriers could be added to the Hanwha Ocean tally for Phase 2. Another told TradeWinds that Hanwha Ocean is expected to sign up formally for the berths "within March". The upcoming business is set to follow QatarEnergy's 17-vessel LNG carrier deal inked with HD Hyundai Heavy Industries in September 2023 and the Qatari giant's 15-ship agreement, which it signed with Samsung Heavy Industries last week. Combined, this would give QatarEnergy at least 44 LNG berths at South Korean yards plus eight Q-Max vessels in China totalling 52 under its Phase 2 project, with more potentially in the pipeline. But the agreements on the berths with the South Korean shipbuilders have been mired in wranglings over the price of the vessels, sources said. Under its original slot reservations with South Korean shipbuilders in June 2020, QatarEnergy's interests set aside up to 45 LNG carrier berths at each of the big three yards — HHI, SHI and the then Daewoo Shipbuilding & Marine Engineering, now Hanwha Ocean. During that period, LNG carrier newbuildings were priced within the range of $186m to $190m per vessel. But levels were climbing across all ship sectors and Qatar's declarations on its berths were held up as price negotiations with South Korean shipbuilders intensified. Eventually, prices of around the $215m mark were agreed on the 60 ships QatarEnergy said it contracted under Phase 1 of its huge newbuilding project at a time when levels for LNG carriers had climbed to around the $230m mark. In Phase 2 of the project, which kicked off in 2022, pricing has again proved an issue in South Korea. Currently, LNG carrier pricing is sitting stubbornly at around the $260m-per-vessel mark, with few available berths remaining for 2027 and the bulk of available delivery slots now pushed into 2028 — in part due to Qatar's massive moves on LNG newbuildings. The vessels agreed with HHI were widely reported to have been concluded at around $230m per ship. Sources told TradeWinds that SHI pushed back on the pricing, citing significant disparities from current market levels. But top-level ministerial talks ensued between Qatar and South Korea and the shipbuilder eventually agreed on a deal on its 15 ships at a similar $230m price point to HHI. Over the weekend, QatarEnergy announced that its compatriot shipowner Nakilat would be taking on the ownership of 25 of the Phase 2 vessels, without specifying the shipyards that will build these vessels. Other owners are due to be married up with the declared slots against time charters with QatarEnergy. Under Phase 2, QatarEnergy has also signed up to eight

Q-Max-sized LNG carriers, to be built at Hudong-Zhonghua Shipbuilding (Group) in China, extending LNG delivery positions at the yard into 2029. TradeWinds has learned that QatarEnergy, which has signed long-term LNG supply contracts with China, is now in new talks with the Chinese yard about contracting additional Q-Max vessels. At one point, the Qatari giant asked shipbuilders to quote on providing slots for 16 Q-Max vessels. But South Korean yards have not proved keen as the behemoths take up valuable dock space. source : www.tradewindsnews.com

GASLOG, CHENIERE EXTEND LNG CARRIER CHARTER DEAL

Greek LNG shipping firm GasLog has extended a charter deal for one of its vessels with a unit of US LNG exporter Cheniere. GasLog revealed the new charter deal in its fourth quarter results report. During the fourth quarter, the Peter Livanos-led company, which last year completed its merger with GasLog Partners, extended by one year the time charter agreement of Methane Jane Elizabeth, a steam turbine propulsion LNG carrier, with Cheniere Marketing International. The charter for the 2006-built 145,000-cbm LNG carrier will now expire in March 2025, according to GasLog. Back in February 2021, Cheniere Marketing International took this LNG carrier on a two-year charter and extended the charter for one more year in the fourth quarter of 2022. Besides this LNG carrier, GasLog also secured new charter deals during the fourth quarter of last year for the 2010-built 155,000-cbm, GasLog Singapore, with New Fortress Energy, and for the 2013-built 155,000-cbm, GasLog Santiago, with a “major energy exploration company”. It also signed a new five-year sustainability-linked credit facility in the amount of $2.8 billion. GasLog reported revenues of $229.9 million for the quarter ended December 31, 2023, down from $244.8 million in the same quarter in 2022. The firm said the decrease in revenues is mainly attributable to the decrease in available days and the net decrease in revenues from its vessels operating in the spot and short-term markets in the fourth quarter of 2023. Profit for the period was $31.4 million, down from $68.7 million in 2022, and GasLog attributed the decline to the increase of $34 million in financial costs, which includes an increase of $27 million of write-off of unamortized loan fees due to the facility refinancing. As of February 15, 2024, GasLog’s owned fleet consisted of 24 vessels while its bareboat fleet consisted of nine vessels. South Korea’s Hanwha Ocean, previously known as DSME, is also building four LNG carriers for GasLog. The shipbuilder recently launched the first two vessels in this batch. source : www.lngprime.com

BP SAYS GOLAR’S FLNG ARRIVES AT GTA SITE

UK-based energy giant BP said on Thursday that Golar LNG’s converted FLNG, Gimi, has arrived at the site of the Greater Tortue Ahmeyim project offshore Mauritania and Senegal. BP said in a statement that the “successful and safe arrival of the FLNG vessel is another step forward” for GTA Phase 1. The firm said that it is “fully focused on safely completing the project” but it did not provide any information regarding commissioning activities and the commercial launch of the delayed project. Last month, Golar said that the FLNG, which was converted from a 1975-built Moss LNG carrier with a storage capacity of 125,000 cbm, has arrived at the site. However, Golar and BP have agreed that the FLNG “will proceed to moor offshore

Tenerife while awaiting completion of the necessary preparatory activities," Golar said at the time. The FLNG departed Seatrium's yard in Singapore on November 19. BP said the FLNG vessel is at the heart of the GTA Phase 1 development, operated by BP with partners, Kosmos Energy, PETROSEN, and SMH. The project is set to produce around 2.3 million tonnes of LNG per year. It is expected to produce LNG for more than 20 years, enabling Mauritania and Senegal to become a global LNG hub, BP said. The GTA Phase 1 project will produce gas from reservoirs in deep water, about 120km offshore, through a subsea system to a floating production and storage offloading (FPSO) vessel, which will initially process the gas, removing heavier hydrocarbon components. Moreover, the gas will then be transported by pipeline to the FLNG vessel at the GTA Hub where it will be cryogenically cooled in the vessel's four liquefaction trains and stored before transfer to LNG carriers.

FPSO in Tenerife

As per the project's FPSO unit, it left Cosco Shipping Heavy Industry's yard in Qidong, China in January last year. With eight processing and production modules, the FPSO will process around 500 million standard cubic feet of gas per day. Kosmos previously said the FPSO was expected to arrive on location in the first quarter of 2024. Its AIS data showed on Thursday it was located in Tenerife.

Subsea work

Golar said in its third-quarter report that commissioning is expected to take about six months from the commissioning start date with commercial operations (COD) expected thereafter. This means that the commercial launch of the project could be achieved in the third quarter of 2024. Golar and the GTA partners are "working on initiatives to further optimize the commissioning period in order to achieve COD as early as possible," it previously said. BP's CEO Murray Auchincloss told analysts during BP's third-quarter earnings call that the company is "hopeful" that it will launch the first phase of its Greater Tortue Ahmeyim FLNG project in the first quarter of 2024. The company pushed back the start of the project due to a delay in the subsea scope. However, US firm and project partner Kosmos said in its third-quarter report that the delivery of first gas from the first phase of the project has the potential to slip into the second quarter of 2024. In October, BP selected Swiss-based offshore contractor Allseas to complete the remaining subsea pipelay scope for the FLNG project, replacing previous contractor Houston-based McDermott. Allseas said in December that it has started GTA offshore pipelay work using what it says is the world's largest construction vessel, Pioneering Spirit. Allseas' offshore construction support vessel Oceanic is providing installation support. Pioneering Spirit will complete the pipelay scope, which covers the approximately 75 km outstanding on the two export gas lines and four CRA infield lines, with multiple structures, Allseas said. source : www.lngprime.com

SOUTH KOREA'S KOGAS REPORTS LOWER SALES IN JANUARY

South Korean LNG importer Kogas reported lower gas sales in January compared to the same month in the year before due to lower demand for power generation. State-owned Kogas sold 4.42 million mt last month, a drop of 4.6 percent compared to 4.63 million mt in January 2023, according to a stock exchange filing. January sales rose by 8.3 percent compared to the previous month's 4.08 million mt, Kogas said. Purchases by power firms decreased by 9.2 percent year-on-year to 1.46 million mt in January. These purchases rose by 14.3 percent compared to the previous month. Moreover, Kogas said its city gas sales dropped by 1.7 percent year-on-year to 2.8 million mt while they rose by 5.1 percent compared to the month before.

South Korean LNG imports rise

South Korean LNG imports rose to 4.91 million mt last month from 4.78 million mt in January 2023, customs data shows. South Korea paid $3.47 billion for these LNG imports. This compares to $6.2 billion last year, the data shows. Australia was the largest LNG supplier to South Korea in January, and the country was followed by Qatar, US, and Malaysia, the data shows. Kogas operates 77 LNG storage tanks at five LNG import terminals in South Korea. The large terminals include Incheon, Pyeongtaek, Tongyeong, and Samcheok, while the firm has a small-scale regasification terminal at the Aewol port on Jeju island as well. Also, the firm is building a large terminal in Dangjin and expects to launch the first phase in December 2025. Kogas sold 34.6 million mt during 2023, down from 38.3 million mt in 2022. The firm said in its quarterly report in November 2023 that residential demand decreased due to higher average temperature, while industrial demand dropped due to the economic recession. Also, Kogas said total power generation decreased due to the economic recession. source : www.lngprime.com

VENICE ENERGY INKS FSRU DEAL WITH AG&P LNG

Venice Energy, the developer of the Outer Harbor LNG import project in the Port of Adelaide, has signed a deal with AG&P LNG to secure a converted FSRU for its planned project in South Australia. The company signed a heads of agreement with Greece's GasLog in July 2021, under which the latter agreed to supply an FSRU for the project. In January 2023 Paolo Enoizi, CEO of GasLog said that company agreed in principle to convert one of its 145,000-cbm steam LNG carriers to an FSRU and charter it to Venice Energy. He said such conversion was expected to cost in excess of $100 million. According to GasLog's data, the company's steam LNG carriers as of November 16, 2023, included the 2006-built Methane Jane Elizabeth, the 2006-built Methane Rita Andrea, the 2007-built Methane Alison Victoria, and the 2007-built Methane Heather Sally.

AG&P LNG purchased GasLog's carrier

Venice Energy's managing director, **Kym Winter-Dewhirst**, said in a project update on Thursday that last year GasLog "underwent a major restructure and in doing so made the decision to sell-off a number of vessels to others." "AG&P emerged as the purchaser of the vessel assigned to our project. Following meetings with them in Singapore late last year and this month in the UAE, we have secured a new commercial agreement that guarantees the project will receive the converted FSRU at an improved cost and in a timely manner," he said. Winter-Dewhirst did not provide any details regarding the vessel. He noted that AG&P LNG owns and operates the Philippines LNG (PHLNG) import terminal and is developing the Karaikal LNG terminal in India. "AG&P LNG have completed three FSRU conversions and have the advantage of access to their own shipyards via their parent company in South Korea," he said. US investment and asset management firm, Nebula Energy, recently purchased a majority stake in AG&P LNG, a unit of Singapore-based AG&P.

Project divestment

"Whilst in Dubai and Abu Dhabi, we met with several others to discuss investment in Venice Energy and divestment of the Outer Harbor LNG project," Winter-Dewhirst said. He said that the "strength of their interest and the breadth of some of the proposals put to me was something of a surprise but at the same time very encouraging." In recent months, Venice has been approached by a "number of companies" to discuss the purchase of the project. Venice has appointed international M&A specialists CLSA to run a process for interested companies. "To date, 15 companies have expressed their interest in the project and eight have so far registered as part of the due diligence process following the opening of a data room," Winter-Dewhirst said. "Although the requirements of non-disclosure agreements (NDAs) prevent us from naming these companies, I can say they come from a number of different sectors, including existing energy operators, industrial gas consumers, international LNG-specific companies and some private equity players," he said.

Origin deal

In October last year, Venice Energy signed an exclusivity agreement with Australia's Origin Energy to enable negotiations on Origin becoming the single user of the LNG import terminal. That agreement concludes at the end of this month. In the meantime, Origin's shareholders rejected a takeover bid by a consortium consisting of Canada's Brookfield Asset Management and a unit of US-based energy investor EIG Winter-Dewhirst said there was an expectation that a final 10-year terminal user agreement (TUA) would be settled sometime in December 2023 or January 2024. "Venice Energy believes that elements of our negotiations with Origin have been impacted following the announcement by the federal government on proposed changes to domestic gas supply, which has introduced additional uncertainty into the gas market," he said. "We are continuing to negotiate in good faith with Origin on potential solutions to ensure that that enough new gas is delivered to avoid critical shortfalls as a result of rapidly declining domestic production," Winter-Dewhirst said.

Project is "shovel-ready"

Venice Energy also said that stage 1 enabling works at Outer Harbor are complete and the project is now "shovel-ready". "This includes a significant dewatering of large-scale dredge ponds, which was a particular challenge during December following record rainfall in excess of 100mm for that month," Venice Regas CEO John Nicholson said in the update. He said the team has completed the earthworks for the construction access roads and the lay-down area to bring bulk materials to site. "A major program of geotechnical drilling was also undertaken, to a depth of more than 40 meters. Drilling was undertaken adjacent to the proposed wharf construction area and will allow finalisation of the wharf design," he said. Nicholson said this work has produced "very positive results that will significantly reduce the project's capital costs as we work to fully optimize both the delivery schedule and budget." "Venice's project team has done a remarkable job so far to gain a full suite of project approvals; lock in a range of key permits and plans; and to recently complete stage 1 enabling works on site," he said. source : www.lngprime.com

FURETANK PLACES ORDER FOR TWO MORE LNG-POWERED VESSELS IN CHINA

Swedish shipowner Furetank has completed its fleet renewal with the order of another two LNG-powered tankers at China Merchants Jinling Shipyard in Yangzhou. According to a statement by Furetank, the new Vinga ice-class 1A 17,999-dwt vessels will be fully owned by the shipping firm. Furetank expects to take delivery of the two ships in the end of 2026 and beginning of 2027. The firm did not reveal the price tag of the deal. Following delivery, the vessels will be entered into the Gothia Tanker Alliance and operated by Furetank out of Gothenburg, flying the Swedish flag. This brings the Vinga vessel series to a total of 21 ships, out of which 19 will be commercially managed and 14 fully operated by Furetank, it said. Also, they will replace older tonnage, meaning that all vessels in the Furetank fleet will be of the Vinga design. All of these 149 meters long and 22.8 meters wide vessels can run on LNG or LBG and have battery backup as well. The new ships are designed by Furetank together with FKAB Marine Design. Also, they will feature two methane slip reducing technologies, a greenhouse gas (GHG) reduction package, and low load optimization package, co-developed by Wartsila and Furetank. Prior to this order, Furetank and Canada's Algoma Central ordered two more LNG-powered tankers at the same yard, boosting the total to ten vessels the 50/50 joint venture, FureBear. "When these vessels arrive, the average age of our fleet will be less than two years. Since the introduction of the Vinga series in 2018, Furetank has developed into a substantially larger shipping company with our focus set on environmental progress. It has been an amazing journey," said Lars Hoglund, CEO of Furetank. source : www.lngprime.com

NOVATEK REPORTS PROFIT OF ABOUT $5.1 BILLION IN 2023

Russian LNG producer Novatek reported a net profit of about 463 billion rubles ($5.09 billion) in 2023. The company did not publish its financial results in 2022. In 2023, Novatek's total revenues and normalized Ebitda, including the company's share in the Ebitda of joint ventures, amounted to 1.37 trillion rubles ($15.05 billion) and 889.8 billion rubles ($9.78 billion), respectively, the firm said in a statement. "Net cash provided by operating activities of the group amounted to 433.3 billion rubles in 2023 and our cash used for capital expenditures amounted to 223.8 billion rubles," Novatek said. In the first half of 2023, Novatek reported a net profit of 155.6 billion rubles ($1.7 billion) and this was the first time since 2021 that the company has published its financial results. This means that the firm earned about $3.4 billion in the second half of 2023. Novatek said in April 2022 that it will not release its financial results for the first quarter of 2022. This announcement was made after the Russia-Ukraine war started in February 2022. Following EU and US sanctions on Russia and Russian companies, Novatek also delisted from the London Stock Exchange in February last year. Last month, Novatek reported a 2.7 percent rise in its natural gas sales, including LNG, in 2023. The company's natural gas sales reached 78.63 bcm last year. Novatek currently exports LNG via its 17.4 mtpa Yamal LNG plant and the mid-scale facility in Vysotsk with a nameplate capacity of 660,000 tons 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. According to reports in Russia, Novatek started production of LNG from this unit in December and expects to ship first cargoes in March. However, the firm also issued force majeure on Arctic 2 LNG supplies to its customers due to US sanctions imposed on the project in November last year, the reports said. France's TotalEnergies recently said it had initiated a force majeure process on the Novatek-operated Arctic LNG 2 project in Russia due to sanctions. Novatek is the LNG project's operator with a 60 percent stake, TotalEnergies owns 10 percent, while CNPC and CNOOC of China have 10 percent, each. Japan Arctic LNG, a consortium of Mitsui & Co and Jogmec, owns a 10 percent stake in the project as well. source: www.lngprime.com

FOS TONKIN AND FOS CAVAOU LNG SENDOUT REDUCED DUE TO STRIKE

Sendout from Elengy's Fos Tonkin and Fos Cavaou LNG import terminals in France has been reduced due to a strike by Elengy's workers over pay. "Due to the staff strike, Elengy announced a reduction of sendout at Fos Cavaou and Fos Tonkin terminals from February 9 to Tuesday, February 13 (gas days)," a spokeswoman for Elengy, a unit of Engie's GRTgaz, told LNG Prime on Monday. She said that the company's management and the union organizations "have been in negotiations since January about salary complements for 2024." The spokeswoman said that "discussions continue" with France's General Confederation of Labour (CGT). The spokeswoman did not provide further information. According to Elengy's data, Fos Cavaou sendout was reduced to about 45 GWh/d on February 9-11, while there was no sendout from Fos Tonkin during the three days. Besides France's Fos Tonkin and Fos Cavaou LNG terminals on the Mediterranean coast, Elengy also operates the Montoir-de-Bretagne facility on the Atlantic coast. These terminals have a combined regasification capacity of some 21.5 bcm per year. Launched in 1972, the Fos Tonkin LNG terminal has a capacity of about 1.5 bcm, while the Fos Cavaou terminal, which launched in 2010, has a capacity of about 10 bcm, Last year, operations at Elengy's LNG terminals were also affected due to a strike against the government's pension reform. Besides these three facilities, France also has the Dunkirk onshore LNG terminal and the Le Havre FSRU-based LNG import terminal, operated by TotalEnergies. source : www.lngprime.com

EU OFFICIAL SAYS BIDEN PAUSE ON US LNG EXPORTS WILL NOT HIT SUPPLY SHORT-TERM

President Joe Biden's decision to pause approvals of new exports of liquefied natural gas will have no affect on U.S. supplies to Europe over the next two or three years, a European Commission official said on Tuesday after meeting U.S. officials. "What was of course very important for me, was reassurance that for the next two or three years there should be no impact whatsoever on the supply of U.S. LNG to Europe," European Commission Executive Vice President Maros Sefcovic told a meeting at the Atlantic Council in Washington. Russia has been a large oil and gas supplier to Europe, but since Moscow invaded Ukraine in February 2022, Europe has undergone "one of the most fundamental energy shifts since the 1970s," Sefcovic said. Europe cut imports of Russian gas from 150 billion cubic meters (bcm) to a bit more than 40 bcm, thanks largely to U.S. LNG supplies. The U.S. should be able to accommodate big demand from Europe in coming years, Sefcovic said, adding Biden's order last month contains an emergency clause should supplies in U.S. allies and partners be in danger. The U.S. took the reins as the world's largest LNG exporter last year. Its LNG exports are expected to double by 2030 on already-approved projects. Still, Sefcovic said the U.S. is now the "global guarantor of energy security" and its responsibility goes beyond Europe. Southeast Asia, India, Latin America and Africa need gas supplies to phase out reliance on coal, a high-carbon fuel, he said. Countries in Southeast Asia, as well as Italy and Germany, are questioning U.S. commitment to long term LNG supply, Alan Armstrong, president and CEO of U.S. natural gas pipeline operator Williams Companies WMB.N, told Reuters at the Williams' Clean Energy Expo in Washington on Tuesday. Vietnam, in particular, is struggling to secure LNG due to disagreements over pricing, plant construction delays and lack of supply contracts. "Big utilities in Japan and Southeast Asia ... are running out of their own natural gas supplies, are having to decide if they're going to shift over to coal or stay on imported natural gas," Armstrong said. Sefcovic said he told officials from the White House and Departments of State and Energy it was important how the U.S. government approaches its responsibility for global energy security. He said Biden's LNG pause, which could last until after the Nov. 5 election, sent a "ripple effect all over the world." But that has stabilized recently on the assurances that U.S. supplies on already-approved projects are booming, he said. U.S. lawmakers who oppose Biden's pause on approvals are considering legislation that would strip the Energy Department's power to approve the exports and give it to the independent panel, the Federal Energy Regulatory Commission. The White House said in a statement on Tuesday it strongly opposes the legislation as it would undermine the ability of the U.S. to ensure that export of LNG is "consistent with our economic, energy security, foreign policy, and environmental interests." source : www.naturalgasworld.com

CHESAPEAKE TO BUY LNG FROM DELFIN

Chesapeake Energy has entered into an agreement with Delfin to purchase LNG at a Henry Hub price, it said on February 13. The deal involves Chesapeake buying around 0.5mn tonnes/year of LNG from US floating LNG developer. These volumes would then be delivered on a free on board (FOB) basis to commodity trader Gunvor. The sales price is linked to the Japan Korea Marker and is set for a 20-year period, starting in 2028. These purchased volumes constitute a portion of Gunvor's total 2mn tonnes/year arrangement with Chesapeake. Additionally, this agreement adds to Gunvor's previous deal with Delfin, signed in November of last year, for the supply of up to 1mn tonnes/year of LNG. The proposed Delfin Deepwater Port is located approximately 40 nautical miles off the Louisiana coast in the Gulf of Mexico. This port is designed as a four-train floating LNG facility, boasting a combined liquefaction capacity of 13.3mn tonnes/year. Delfin has already secured commercial arrangements for LNG sales and liquefaction services, moving closer to a final investment decision on the first three trains. source : www.naturalgasworld.com

GTT CONFIRMS ORDER FOR EIGHT Q-MAX LNG CARRIERS

French LNG containment giant GTT said it had secured a large tank design order for eight new very large liquefied natural gas carriers. GTT said in a statement late on Tuesday it won the order from a Chinese shipyard and the tanks of these eight LNG carriers will each offer five tanks with a total capacity of 271,000 cbm. The tanks will be fitted with GTT's NO96 Super+ membrane containment system developed by GTT. GTT added that delivery of the vessels is scheduled between the second quarter of 2028 and the fourth quarter of 2029, but it did not provide any additional infomation. LNG Prime reported on January 10, citing shipbuilding sources, that state-owned LNG giant QatarEnergy signed a shipbuilding deal with China's Hudong-Zhonghua for the construction of eight Q-Max LNG carriers as part of its shipbuilding program. Hudong-Zhonghua's 271,000-cbm LNG carrier is 344 meters long, 53.6 meters wide, and has a design draft of 12 meters. It features dual-fuel propulsion, a reliquefaction system, an air lubrication system, and GTT's NO96 Super+ containment tech. Despite its size, the vessel would be able to dock at more than 70 LNG terminals along the main trade route, the shipbuilder previously said. source : www.lngprime.com

SEATRIUM RENEWS LNG CARRIER REPAIR DEAL WITH GASLOG AND SHELL

Singapore's Seatrium has renewed its long-term favored customer contract with units of Greece's LNG shipping firm GasLog and UK-based LNG giant Shell. Under the deal with GasLog LNG Services and Shell International Trading and Shipping Company (STASCO), Seatrium will provide ship repairs, refurbishment, and upgrading for their LNG carriers from 2024 to 2029, with an option for further renewal. Seatrium said the contract includes the two entities' combined fleet of 43 LNG carriers docking in South East Asia to Seatrium Repairs and Upgrades, a wholly-owned subsidiary of the group. It also supports joint planning, information and experience sharing, leveraging complementary resources of the group to achieve sustainable targets in HSE (health, safety and environment), quality, cost efficiency, and timely deliveries. The group, previously known as Sembcorp Marine and renamed as Seatrium following its merger with Keppel Offshore & Marine, did not provide the price of the contract. "We have enjoyed many years of partnership to refit the majority of our fleet here and trusted Seatrium in the conversion of our floating storage and regasification unit (FSRU)," Kostas Karathanos, chief operating officer of GasLog LNG Services, said. "The recent tender we jointly ran with STASCO indicates that Seatrium remains a competitive shipyard offering high quality services," he said. Seatrium holds an extensive track record of 11 FSRU conversions since 2007. In addition, Seatrium converted the world's first FLNG, Golar Hili, in 2017. Source : www.lngprime.com

GREECE'S ALEXANDROUPOLIS FSRU TO RECEIVE FIRST LNG CARGO ON FRIDAY

Gastrade's FSRU-based LNG import terminal off Greece's Alexandroupolis will receive its first cargo of liquefied natural gas on Friday. "GasLog Hong Kong is indeed scheduled to arrive at Alexandroupolis on Friday, February 16 bearing the commissioning cargo for the Alexandroupolis FSRU," a spokeswoman for Gastrade confirmed to LNG Prime on Wednesday.

"We will provide further information once STS operations have commenced," she said. LNG Prime reported on Tuesday that the 2018-built 174,000-cbm LNG carrier, GasLog Hong Kong, is expected to arrive at the 153,600-cbm Alexandroupolis late on February 15, its AIS data provided by VesselsValue showed. The LNG carrier, chartered by France's TotalEnergies, previously picked up a cargo at Sempra's Cameron LNG plant in Louisiana. TotalEnergies is a shareholder in Cameron LNG which has a capacity of about 12 mtpa of LNG. Last month, Gastrade said that the arrival of the commissioning cargo at its FSRU-based LNG import terminal off Alexandroupolis had been postponed due to bad weather. The firm previously expected to receive the commissioning cargo on January 20.

Greece's first FSRU

Gatsrade's shareholders include founder Copelouzou, DESFA, DEPA, Bulgartransgaz, and GasLog. Shareholder and Greek LNG shipping firm GasLog told Singapore's Keppel Offshore & Marine, now Seatrium, in February 2022 to proceed with the conversion of the 2010-built, GasLog Chelsea, to an FSRU. Seatrium's yard in Singapore completed the conversion work on the 153,600-cbm Alexandroupolis in November last year. Greece's first FSRU arrived in Alexandroupolis from Singapore on December 17 and mooring hook-up was completed on December 23, 2023. The FSRU is located in the sea of Thrace at a distance of 17.6 km SW from the port of Alexandroupolis and 10 km from the nearest coast of Makri. Also, it is connected to a high-pressure subsea and onshore gas transmission pipeline. Once operational, the pipeline will deliver natural gas to the Greek transmission system and onwards to the final consumers in Greece, Bulgaria, Romania, North Macedonia, Serbia and further to Moldova and Ukraine to the East and Hungary and Slovakia to the West, Gastrade said. The Alexandroupolis LNG terminal will have a capacity of 5.5 Bcm. With this project, Greece will get its first FSRU and the second LNG import facility, adding to DESFA's import terminal located on the island of Revithoussa. In addition to this unit, Gastrade is also planning to install a second FSRU offshore Alexandroupolis. source : www.lngprime.com

NYK, JERA SIGN LONG-TERM CHARTER FOR LNG CARRIER

NYK and JERA have signed a long-term charter contract for a new LNG carrier that will be built by Hyundai Samho Heavy Industries. The vessel will be delivered in 2027 and used to transport LNG for Japanese utility JERA. A next-generation X-DF2.2 iCER dual-fuel, low-speed diesel engine will use fuel oil and boil-off gas for the main engine and it will be equipped with a reliquefaction system that can use surplus boil-off gas effectively. The 174,000-m^3 capacity membrane-type tank will use advanced insulating materials to enable superior efficiency and economical LNG transport. NYK said this will help push the LNG business as a core business of the company. This will be the 11th LNG carrier NYK has chartered under a time charter contract with JERA. In its medium-term management plan announced in March 2023, NYK positioned its bulk shipping business as a core business and will invest ¥300Bn (US$2Bn) in LNG carrier construction by 2026. source : www.rivieramm.com

SHELL: LNG DEMAND TO GROW 50% BY 2040

China's switch from coal to gas for industry and growing economies in South Asia and Southeast Asia will drive demand growth to 2040 and beyond, Shell predicts. Shell's LNG Outlook 2024 report posited that China's coal-based steel production industry, which the company said "accounts for more emissions than the total emissions of the UK, Germany and Turkey, combined", will use LNG to replace coal in a bid to reduce air pollution. "China is likely to dominate LNG demand growth this decade as its industry seeks to cut carbon emissions by switching from coal to gas," Shell Energy vice president Steve Hill said. In the 2030s, Shell foresees a decline in domestic gas production capacity in South Asian and Southeast Asian countries that could set up a demand surge for LNG."These economies [would] increasingly need fuel for gas-fired power plants or industry. However, countries in South Asia and Southeast Asia would need significant investments in gas import infrastructure," Shell said. The oil and gas major also advanced a narrative that LNG "complements" renewable energies such as wind and solar power, for countries "with high levels of renewables in their power generation mix". According to Shell, LNG provides "short-term flexibility and long-term security of supply". Discussing energy security specifically, the report cited LNG's continued role in supplanting Russian pipeline natural gas volumes in Europe after Russia invaded Ukraine in 2022. The report also acknowledged the "stabilising" role of "milder" temperatures in helping to "balance" the global gas market."This helped bring down and stabilise gas prices in the key importing regions of Europe and east Asia compared with the record highs and unprecedented volatility seen from late 2021 through 2022. However, gas prices and volatility remained significantly higher in 2023 than in the 2017-2020 period. Despite a well-supplied global market in 2023, the lack of Russian pipeline gas supply to Europe and a limited amount of LNG supply growth over the last year mean the global gas market remains structurally tight," the report said. Global temperature rise is an effect of human-driven climate change resulting in large part from the burning of fossil fuels. Shell has reached record profits over the period mentioned. Shell reported US$28Bn in annual profits in 2023, a result that was down some 30% from its record-setting profits in 2022. Shell saw a new chief executive take charge of the company in January 2023 who has promised to shift the company's strategic focus to high-margin, oil and natural gas production projects. Shell has recently cut staff and spending, including in the company's renewables and low-carbon solutions-related divisions. source : www.rivieramm.com

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