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TOTALENERGIES LINES UP SALE FOR THE LAST OF ITS 'LEGACY' CARRIERS

Sinokor Mer-chant Marine has been eyeing 2007-built ship under talk of a short char-ter-back deal with oil and gas company. French energy major is in discussions about offloading the last of its owned LNG carriers and has been in talks with South Korean owner Sinokor Merchant Marine on the 17-year-old vessel. LNG market players named the ship as the 154,472-cbm LNG Alliance (ex-Gaselys, built 2007) and said talks on the vessel had included the option of a one-year plus charterback deal to TotalEnergies.

Sinokor floats 40-year-old laid-up LNG carrier for scrap sale

But one said there is no guarantee a sale to Sinokor will be concluded. A spokesman for TotalEnergies confirmed to TradeWinds that the company is looking to sell this vessel and said the company is "in discussion with potential buyers". The major has previously referred to this ship and two other LNG carriers, which it has already disposed of, as its "legacy assets" and said it would look for the right opportunities to divest them. A year ago, Turkish powership owner Karpowership bought TotalEnergies' 154,472-cbm LNG Unity (ex-Provalys, built 2006), the sister ship to the LNG Alliance. At the time, brokers priced the vessel at around $40m. The ship, which is operating with just three of its cargo tanks, was recently used to

transport a cargo to a floating storage and regasification unit off Brazil. Separately, TotalEnergies also sold its smaller 74,130-cbm Medmax LNG carrier Global Energy (built 2006) to Chinese trader Jovo Group.

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

The major acquired all three of these French-built LNG carriers when the company completed its $1.5bn buyout of French utility Engie's upstream assets in mid-2018. The three diesel-electric ships were built with GTT's now discontinued CS1 cargo containment system, which suffered de-bonding issues resulting in some long-running legal action and tank repairs. Sales of LNG carriers picked up in 2022 in what proved to be an exceptionally hot charter market and amid demand for vessels for conversions into FSRUs or use as floating storage units. By early December, at least 24 LNG carriers had changed hands during 2022 in deals totalling more than $4bn, making it the busiest year on record for the sale of newbuildings and secondhand vessels.

China's Jovo snaps up 15-year-old LNG steamship from Japan's Shoei Kisen Kaisha

Brokers said values are rising but the extent of price increases will be dependent on whether anticipated final investment decisions are taken on expected new liquefaction projects. The action has continued into 2023 with two steam turbine vessels being sold. In February, TradeWinds reported that Jovo had bought the 154,982-cbm steam turbine LNG carrier Trinity Arrow (built 2008) from Imabari Shipbuilding's shipowning arm Shoei Kisen Kaisha. A price of just over $60m was reported on the vessel, which is slightly larger than some other 138,000-cbm steamships. Evangelos Marinakis-controlled Capital Gas has also braved the secondhand LNG market recently, snapping up MISC's 137,489-cbm membrane-type LNG carrier Puteri Intan Satu (built 2002) for a price close to $35m. source : www.tradewindsnews.com

AUSSIE LNG EXPORT REVENUE UP 20% IN JANUARY

Australian LNG export revenue in January was A$7.2bn ($4.93bn), lower than the A$8.6bn in December but up by 20% on January 2022, energy consultant EnergyQuest said on February 17. Western Australian projects earned export revenue of A$4.5bn, Queensland projects A$2bn and Northern Territory projects A$0.8bn. Australian LNG projects shipped 6.57mn metric tons of LNG in January, down on 7.21mn mt in December. The projects shipped an average of 3.1 cargoes per day, less than the 3.4 per day average in December. Overall, Australia's January 2023 shipments were 77.3mn mt/yr on an annualised basis. In January, 30 cargoes were delivered to China after delivering 31 in December and 32 in January 2022, EnergyQuest said. Thirty-seven deliveries were made to Japan in January, after 39 were delivered in December and 46 were delivered in January 2022. Australia delivered 18 cargoes to Korea in January, more than the 16 in December and up on the deliveries of last year when 13 cargoes were delivered. West Coast shipments were lower at 4.8mn mt in January versus 5.3mn mt in December. A year ago, the west coast shipped 70 cargoes of 4.8mn mt. West coast projects operated at 90% of nameplate capacity during January. East Coast LNG shipments were down at 1.8mn mt in January compared with 1.9mn mt in December and 2.1mn mt a year ago. The east coast projects operated at 81% of nameplate capacity last month. Source : www.naturalgasworld.com

UP TO 450 NEW LNG CARRIERS WILL BE NEEDED IN THE NEXT DECADE DESPITE THE 2022 ORDER BOOM

GTT is bullish on the sector and LNG-fuelling but trashes methanol as a marine fuel. Up to 450 new LNG carriers will be needed in the next 10 years to meet the expected growth in demand for the product, according to French membrane containment system designer GTT. In its 2022 results presentation, GTT chairman and chief executive Philippe Berterottiere said the figure remains unchanged from its forecast in July 2022, despite the company taking orders for 80 ships in the second half of that year. He said GTT's forecast demand for 25-40 VLECs, up to 10 floating storage and regasification units, and five floating LNG production units. Berterottiere said demand LNG demand is growing because of the switch from pipeline gas supply seen in 2022, the emergence of new markets in western Europe and the uptake of LNG as a marine fuel. He detailed a potential supply gap of between 240 million tonnes per annum to 325 mtpa by 2040. Berterottiere said more new liquefaction is expected to be given the go-ahead in 2023, highlighting that 53-mtpa of sale-and-purchase agreements were signed on pre-final investment decision LNG projects in 2022 — 90% of which are US-based developments. But he said demand for LNG carriers is growing even faster than LNG because of the acceleration of fleet replacement due to environmental regulations. He quoted figures showing that 240 LNG carriers are set to receive E ratings under the new carbon intensity indicator (CII) regulations, with this number climbing to about 400 — more than half the current global fleet — between 2030 and 2040. Answering questions, he estimated that around half the forecast LNG carrier newbuildings would be for growth and 50% for fleet replacement. Berterrotiere maintained that using LNG as a marine fuel is the "best way" to comply with new environmental regulations. He flagged that the company had a record year of booking orders for the bunker tank designs of 42 container ships. LNG as a fuel represented 56% of the 7,000-teu plus container ships in 2022. "So it's a fact. LNG is a solution," Berterrotiere said. The CEO also said the option of using this as a blend with methanol, will need large quantities of e-methanol to beat LNG on CO2 emissions. These blends would then also prove more expensive than LNG, he added. "We expect that LNG will remain the solution of choice for the decarbonisation of the maritime sector in the long term," Berterrotiere said. GTT also highlighted the work it is doing on innovation — the company filed 61 new patents in 2022, digitalisation and the growth of its company Elogen which is building electrolysers for hydrogen production. The company has 60 ongoing innovation projects including design work for a three-tank LNG vessel, a liquefied hydrogen carrier and an onboard carbon capture solution. source : www.tradewindsnews.com

JAPAN'S LNG IMPORTS UP 0.5% IN JANUARY

Japanese LNG imports in January came in at 6.82mn metric tons, up 0.5% year/year, according to the provisional data published by the country's finance ministry on February 16. The imports were up 12.5% month/month, however. Japan's imports cost 873.88bn yen ($6.5bn) last month, up 57% yr/yr, the data showed. Last year, Japan reclaimed the spot as the world's biggest LNG importer, pushing China to second place. It imported 71.99mn mt of LNG in 2022, down 3.1% yr/yr.

source : www.naturalgasworld.com

INDIA'S GAIL EXPLORES UP TO 26% EQUITY STAKE IN U.S. LNG PROJECTS

India's largest gas distributor GAIL (India) Ltd is looking to buy an equity stake of up to 26% in a liquefied natural gas (LNG) liquefaction plant or project in the United States, according to a document issued by the company. GAIL had run into supply disruptions last year after Russia-owned Gazprom Marketing and Trading (GMTS) failed to deliver some LNG cargoes, following western sanctions on Moscow over its invasion of Ukraine. The company is, either directly or through its affiliates, "exploring the opportunity" to buy equity from an existing or post-commissioning of a proposed LNG liquefaction plant or project in the U.S., the document dated Feb. 16 said. It did not say how much the Indian gas distributor had earmarked for any possible deal. "In addition, GAIL, directly or through any of its affiliates, is interested to source 1 million tonnes per annum LNG from the LNG liquefaction plant or project on a free-on-board basis for a period of 15 years on mutually acceptable terms and conditions," it said. The document added that the LNG supply contract period may be extended further by 5 or 10 years on a mutual basis, and that supplies are to commence tentatively from the last quarter of 2026. The last date for interested companies to submit their bids to GAIL is March 10, the document said. GAIL is looking for long-term gas import deals to make up for its disrupted supplies and is in talks with Abu Dhabi National Oil Co (ADNOC) and other parties to source gas to meet local demand, GAIL's head of finance said in January. GAIL had signed a 20-year deal with GMTS in 2012 for annual purchases of an average of 2.5 million tonnes of LNG. GMTS was a unit of Gazprom Germania, now called Sefe, but the parent abandoned the business last April after the western sanctions. source : www.naturalgasworld.com

ADNOC TO FLOAT 4% OF ITS GAS BUSINESS IN IPO

ADNOC will sell 4% of its gas business in an initial public offering (IPO), according to a newspaper notice and an emailed statement on Friday. ADNOC Gas's offering is set to be open from Feb. 23 to March 2 for institutional investors, while retail investors can subscribe until March 1, according to the notice in the National newspaper and the statement. Shares are expected to begin trading on March 13. ADNOC holds a 95% stake in ADNOC Gas, and prior to the offering, it transferred 5% of the share capital of ADNOC GAS to Abu Dhabi National Energy Company. Following the IPO, ADNOC is expected to own roughly 91% of ADNOC Gas. Should the deal go through, ADNOC Gas expects to target payments of dividends of $1.625 billion in the fourth quarter of this year for the first half of 2023, according to a ADNOC Gas intention to float document emailed on Friday. ADNOC Gas plans to offer a further $1.625 billion in the second quarter of 2024 for the second half of 2023. The company said it expects to "grow the annual target dividend amount from $3.25 billion by a growth rate of 5% per annum on a dividend per share basis over the period 2024-2027." ADNOC is sharpening its focus on the gas market as Europe seeks to replace all Russian energy imports as early as mid-2024 after gradual supply cuts in the wake of Western sanctions imposed on the country over its invasion of Ukraine. Russia calls the invasion a "special operation". Companies from the Middle East have raised about $21.9 billion through IPOs in 2022, more than half the total for the wider EMEA region, which also includes Europe and Africa, according to Dealogic data. Over the past two years,

ADNOC has listed petrochemicals company Borouge, fertilisers and clean ammonia products maker Fertiglobe, and ADNOC Drilling . It also plans to float its logistics and services unit. source : www.naturalgasworld.com

CHINESE TRADING COMPANY HAS BEEN SLOWLY GROWING ITS LNG FLEET WITH SECONDHAND BUYS BUT HAS YET TO TAKE DELIVERY OF ITS FIRST NEWBUILDING

Trading company Jovo Group is being named as the buyer of a 15-year-old steam turbine vessel from Japanese owner Shoei Kisen Kaisha. Bumper year for LNG sale and purchase deals with nearly 25 vessels sold. Shipowning sources said Jovo has bought the 154,982-cbm Trinity Arrow (built 2008) from Imabari's shipowning arm Shoei Kisen, which took the vessel back into sole ownership around three years ago after its earlier joint ownership under which K Line operated the vessel. A price on the Trinity Arrow has yet to emerge. Initial market talk last week pegged the sale price as in the low $60m range. Brokers said its larger capacity compared with other 138,000-cbm LNG steamships will have helped firm the pricing. TradeWinds has contacted both Jovo and Shoei Kisen for confirmation and further details about the sale. Secondhand sales of LNG carriers picked up in 2022 and the trend is expected to continue as older ships face increasingly tough emissions regulations. The Trinity Arrow was built by Japan's Imabari Shipbuilding in Japan at its Koyo Dockyard and was initially chartered out to Cheniere Energy on a medium-term charter of about 10 years. At the time, this was a new development for Japanese owners who had previously confined their LNG business to long-term 20-year deals on vessels and were only just starting to experiment with shorter charters. This would appear to be Jovo's third secondhand LNG carrier buy as the company expands its trading interests from small breakbulk shipments to full globally traded cargoes. In early 2021, the company — which became China's first private LNG terminal operator when it fired up its Dongguan Jiufeng facility on the Pearl River in 2012 — made a similar purchase by buying the 138,000-cbm steam turbine Pioneer Spirit (ex-LNG Pioneer, built 2005) from Mitsui OSK Lines of Japan. The vessel, which according to Clarksons' Shipping Intelligence Network (SIN) was ordered in mid-2001 for $165.5m, was sold to Jovo for around $37m. Evangelos Marinakis' Capital Gas bumps up LNG fleet with fresh orders and secondhand buy. A year later, in February 2022, Jovo was seen buying the 74,130-cbm Med-max LNG carrier Global Energy (built 2006) from TotalEnergies. In addition, Jovo has branched into LNG newbuildings, signing up with Jiangnan Shipyard in 2018 for a pair of 80,000-cbm vessels. The company initially said it was waiting for the completion of its then-planned IPO to fund the two ships. Jovo Energy was listed on the main board of the Shanghai Stock Exchange in May 2021. But brokers have indicated that only one newbuilding now remains on order for the company. Clarksons' SIN lists the single LNG unit as due for delivery in 2023. A Jovo official indicated to this publication that the company currently operates eight LNG carriers. But added that full details will be given in Jovo Energy's upcoming 2022 annual report. source : www.tradewindsnews.com

CNOOC'S ZHUHAI LNG TERMINAL GETS 300TH CARGO

China National Offshore Oil Company (CNOOC) said it had received the 300th cargo of liquefied natural gas at its Zhuhai LNG import terminal in Guangdong since 2013. According to a statement by CNOOC's gas and power unit, the 1996-built 137,354-cbm, Al Khor, delivered some 61,000 tons of LNG to the Zhuhai terminal on February 12. Prior to arriving at the terminal in China, this Moss LNG carrier with a steam turbine propulsion had loaded the cargo at the Qatargas-operated Ras Laffan LNG complex in Qatar, its AIS data provided by VesselsValue shows. This is the 300th cargo of LNG for the Zhuhai terminal since its commissioning in 2013, and also the third shipment of LNG this year, CNOOC Gas & Power said. QatarEnergy's unit Qatargas also delivered the first LNG cargo to the Zhuhai terminal in October 2013. CNOOC Gas & Power said that the LNG terminal received the 100th LNG ship in January 2019, followed by the completion of 200 shipments in 2021. Up to date, the Jinwan "Green Energy Port" in Zhuhai received 20.3 million tons, equivalent to 28 billion cubic meters of natural gas, providing a "strong clean energy support" for the Guangdong-Hong Kong-Macao Greater Bay Area, it said. The facility currently has three LNG storage tanks with each having a capacity of 160,000 cbm and a regasification capacity of 3.5 mtpa. However, CNOOC is currently expanding the facility to double the regasification capacity and the firm is also building five giant 270,000-cbm tanks. These are the world's largest onshore LNG storage tanks by capacity, such as those six at CNOOC's Jiangsu-Binhai LNG terminal, the firm claims. CNOOC previously said that it expects to complete and put into operation the Zhuhai LNG Phase II project in 2024. GIIGNL data shows that CNOOC shares the ownership of this facility with several firms, including with Guangdong Energy and Guangzhou Gas Group. source : www.lngprime.com

KNUTSEN TAKES DELIVERY OF SIXTH LNG CARRIER CHARTERED BY SHELL

Norwegian shipowner Knutsen has taken delivery of a new Shell-chartered LNG carrier from South Korea's Hyundai Samho Heavy Industries. Hyundai Samho handed over the 174,000-cbm Extramadura Knutsen on Thursday, according to a brief social media post by Knutsen. The French-flagged vessel is the sixth in the series of nine LNG newbuilds Knutsen chartered to Shell. Hyundai Samho launched this ship in May last year. In January this year, Knutsen took delivery of the fifth LNG carrier in this batch, the French-flagged Ferrol Knutsen. Prior to this vessel, Knutsen welcomed in its fleet the Norwegian-flagged Huelva Knutsen, the Norwegian-flagged Santander Knutsen and two French-flagged vessels, namely Malaga Knutsen and Alicante Knutsen. The LNG carriers feature WinGD's dual-fuel X-DF engines and GTT's Mark III Flex containment system. Moreover, the 297 meters long ships have boil-off management plants, air lubrication systems, and shaft generators for auxiliary power along with optimized hull and design speed, according to Knutsen. Hyundai Samho previously said that it will build 15 LNG carriers of the same type for Knutsen for about $2.8 billion, the largest-ever project for the shipbuilder. The Korean yard aims to deliver all of these ships by the end of 2025. source : www.lngprime.com

JIANGNAN LAUNCHES JOVO'S LNG CARRIER

China's Jiangnan Shipyard has launched the first 79,800-cbm mid-scale LNG carrier for compatriot energy firm Jovo.The state-owned yard in Shanghai held the launching ceremony for the LNG carrier to be named Mulan Spirit on February 15, according to a statement by Jiangnan. Besides the LNG carrier, Jiangnan also launched the 93,000-cbm VLGC, Gas Jupiter, for Tianjin Southwest Maritime. Jiangnan started building this 229.99 meters long LNG carrier with a draft of 10.6 meters in December 2021 following the order by Jovo in August. The CSSC yard held a keel-laying ceremony for the vessel in August last year. Jiangnan expects to deliver this LNG carrier by the end of this year. The vessel has dual-fuel engines and GTT's Mark III Flex containment system. According to Jiangnan, this will be the first LNG carrier built in China to have the Mark III technology. In addition, Jiangnan entered the mid-scale LNG carrier market with this project. Last year, Jiangan also won its first order for large LNG carriers and will build in total six LNG vessels for a unit of UAE's Abu Dhabi National Oil Co (Adnoc). source：www.lngprime.com

DSME BAGS FIRST LNG CARRIER ORDER IN 2023

South Korean shipbuilder Daewoo Shipbuilding and Marine Engineering will build one liquefied natural gas (LNG) carrier worth about $249 million under a new contract revealed on Monday. This is the first LNG carrier order for DSME or for any other vessel in 2023. DSME said it will construct the LNG carrier for an unidentified owner in Oceania and deliver the vessel by March 2027. The contract has a price tag of 314.5 billion won or about $249 million. DSME did not provide any additional information. Last year, the shipbuilder set a record for the largest number of orders for LNG carriers in a year since its establishment, surpassing its yearly record of 37 LNG carriers in 2014. The shipbuilder, which is being acquired by Hanwha, won orders for a total of 38 LNG carriers in 2022. Prior to this newest deal, DSME secured a contract in November last year from Maria Angelicoussis-led Maran Gas to build one 174,000-cbm LNG tanker. Shipbuilding sources told LNG Prime that Japan's shipping giant MOL is behind this new order for one LNG carrier. MOL last year revealed charter deals for vessels being built at DSME and scheduled for delivery in 2025 and 2026. The shipping firm has at least 12 LNG carriers on order at DSME, according to VesselsValue data. source：www.lngprime.com

COULD EUROPE'S SUPPLY GAP HERALD A GOLDEN AGE OF LNG?

Russia's invasion of Ukraine has had widespread consequences for global liquefied natural gas (LNG) markets. There is an identified need in Europe for more LNG in the coming years in order to replace missing Russian pipeline gas. But is the current high demand for LNG in Europe just a blip in history or is it here to stay and result in a boom in new LNG supply post 2025?

An unprecedented LNG demand shock

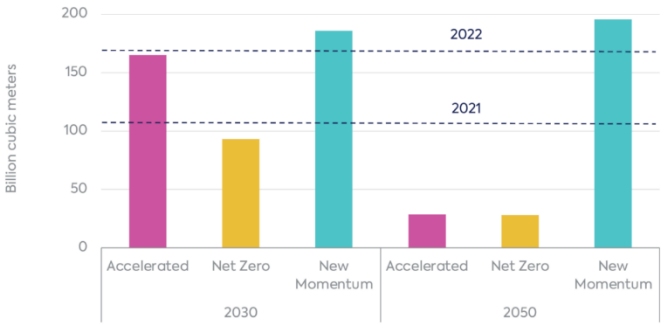
The need to replace dwindling volumes of Russian pipeline gas has left European Union (EU) countries scrambling to get access to the only large alternative source of gas – LNG. These countries have successfully attracted an estimated 53 billion cubic meters (bcm) of incremental LNG supplies in 2022, representing over four times the LNG demand shock experienced by Japan after Fukushima. Europe diverted a lot of LNG from Asia; in particular, the EU has been helped by President Xi

Jinping's zero COVID policy leading to China's LNG imports dropping by 22 bcm. The European Commission has for long been advocating for a liquid, flexible, and transparent LNG market as the best tool to ensure energy security. Spot LNG would be available to fill gaps – at a higher price. For sure, spot LNG has been available, but with average spot prices six times higher than historical norms. In France, gas net import costs have increased from €9.4 billion (bn) during January-October 2021 to €36.6 bn over the same period in 2022. So far the market has worked, but it may not in the future given that capping wholesale gas prices is a bit like playing the sorcerer's apprentice. Ironically, there has been no need for Brussels to trigger the mechanism so far as this new measure has coincided with the start of a four-week long episode of warm weather. It remains to be seen how such price caps would impact Europe's capacity to attract LNG.

Is Europe the New Eldorado for LNG?

The question that everybody with a proposed LNG project keeps asking me is: will European buyers start to massively contract LNG so that our LNG projects can move forward? The answer depends on how much LNG Europe *really* needs over the next two decades, and how much European companies want to contract.Assessing Europe's future LNG needs is not straightforward. It depends on the evolution of gas demand, domestic supply (including biomethane), alternative sources of supply and global gas prices. The REPowerEU's objectives imply that European gas demand would be more than halved by 2030. But the targets to put the EU on that path are so ambitious and likely aspirational, for example on wind and hydrogen, that it's important to ask: by how much would Europe miss them? And what would the gas demand trajectory be beyond 2030? Moreover, the EU is also looking at other alternative suppliers, for example doubling Azeri gas imports to the EU to 20 bcm. Finally, while this may sound politically unfeasible at this time, one needs to consider the future evolution of imports from Russia. Will they diminish to zero or is there a future that includes peace with Russia, including the return of some Russian gas imports? The bp Energy Outlook 2023 illustrates this uncertainty with Europe's LNG imports varying between 93 and 186 bcm by 2030 and between around 30 to 200 bcm by 2050.

Figure 1: European LNG imports by scenario



Note: The three scenarios in bp Energy Outlook are New Momentum, Accelerated, and Net Zero. New Momentum is designed to capture the current broad trajectory of the global energy system. Accelerated and Net Zero are broadly in line with the "Paris Agreement consistent" Intergovernmental Panel on Climate Change (IPCC) scenarios and explore how different elements of the energy system might change in order to achieve substantial reduction of carbon emissions.

Source: bp Energy Outlook 2023; 2022 estimates based on Bloomberg terminal, "LNG Imports by Origin," accessed January 24, 2023.

To contract or not, that's the question

These uncertainties and decarbonization goals of European economies by 2050 mean that companies (and countries) are hesitant to make long term commitments to large volumes of LNG. Additionally, the EU Methane Strategy is leading to a greater scrutiny on the carbon intensity of those LNG supplies. Ideally, Europe would like to contract clean LNG for 10 years to avoid being stuck with LNG volumes in the late 2040s. If some forecasters are correct about global LNG trade peaking in the mid-2030s, there will be little appetite for those cargoes elsewhere. When German economy minister Habeck recently discussed LNG supply with

Qatar for the first time, he was looking for an eight-10-year contract, a far cry from the 20 years desired by many LNG suppliers. Since then, a few 20-year contracts have been signed to supply Europe, but they amount to a timid dipping of a toe into the waters of LNG contracting. 2022 has nevertheless been a record year for LNG contracting, with aggregators and traders signing half of those contracts. This contrasts with the approach of Asian customers, both in terms of contracted levels and pricing mechanisms. A large share of LNG contracts in Asia still have oil indexation, which has protected those buyers from the sharp increase in spot prices, while an increasing number also have a Henry Hub price indexation. Countries like China have signed unprecedented number of long-term contracts over the past two years, a departure from a heavy reliance on spot supplies. Indian companies have recently indicated their intention to sign several long-term contracts. It remains to be seen whether other Asian countries, which had been partially relying on spot supplies, will follow this trend. LNG exporters should not forget that Asia, not Europe, is the market with the strongest long-term growth potential. For European stakeholders, the question is how to ensure security of gas supplies while decarbonizing the energy system. Before this crisis, Europe was considered to be the balancing market with no strong growth potential, while Asia was considered to be the premium and fast-growing market. As Europe loses its flexibility tools and is exposed to increased volatility on global gas markets, European players may need a more secure supply strategy than just buying on the spot market with little control on prices and quantities. Source : www.naturalgasworld.com

COOL CO. FILES TO LIST ON NYSE

Cool Company Ltd. on Tuesday said it filed with the U.S. Securities and Exchange Commission to list shares on the New York Stock Exchange under the symbol CLCO. The company's shares currently trade on the Euronext Growth Oslo under the symbol COOL. As part of its NYSE listing, Cool Co. said, it plans to change its ticker symbol on Euronext Growth Oslo to CLCO. Subject to registration by the SEC, the company's shares will be listed for trading on the NYSE in addition to the Euronext Growth Oslo from March 15, Cool Co. said. The company also said it intends to carry out a reregistration process which will see its shares primarily held and settled within the Depository Trust Company in the U.S. and secondarily held and settled in Euronext Securities Oslo "through a Central Securities Depository link." Cool Co. owns, operates and manages fuel-efficient liquefied natural gas carriers. The company's shares finished Tuesday's trading in Oslo at 117.36 Norwegian krone ($11.58) each. source : www.marketwatch.com

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