CE CYGNUS ENERGY
GAS&OIL

LNG NEWS WEEKLY 18TH MARCH 2023

PRICEY LNG NEWBUILDS GOBBLED UP AT SOUTH KOREAN SHIPYARDS

LNG newbuild prices continued to rise in Q1 2023, based on recent orders signed with South Korean shipyards amid strong demand, tight shipbuilding capacity and rising inflation. Three 174,000-m3 LNG carriers ordered by Japan's NYK Line will cost US$255.0M apiece, while two ordered at Daewoo Shipbuilding & Marine Engineering (DSME) were even higher at US$256.2M per copy, making them among the most expensive yet during the recent newbuilding surge. DSME reported signing a contract on 14 March with "shipowners in Oceania" with a total value of US$512.5M. Deliveries of those vessels will be completed by June 2027. An order for two LNG carrier vessels with the same pricetag in Korean Won (KRW) has been attributed to Greek shipowner Maran Gas. Meanwhile, the NYK Line deal for the three LNG carriers was signed with South Korea's Hyundai Samho Heavy Industries. The total cost of the three vessels is US$764.9M, with a contract ending date of 31 December 2027, according to a stock exchange filing. These are not quite record prices for an LNG newbuild. Back in the 1990s, contracts were signed for LNG newbuilds at levels of US$265M apiece, but those vessels were of smaller capacities and not equipped with two-stroke, low-pressure or high-pressure, dual-fuel engines as most of today's vessels are. In recapping newbuild orders for the week 11 2023, BRL Weekly Newbuilding Contracts said, "No confirmation of employment was initially confirmed but the trio is bound to be committed to an energy major." Flying the Liberian flag, the LNG newbuilds will have a length of 297 m, beam of 46 m, depth of 26 m and draught of 12 m. With this latest order, 17

LNG newbuilds have been ordered in the first 11 weeks of the year, according to BRL. Forecasts project 70 newbuilds will be ordered in 2023.

Growing global LNG fleet

Demand for LNG continues to grow globally, and as a result, the need for more LNG carriers. In 2000, global LNG demand was 103M tonnes, with an estimated 127 LNG carriers in the active global fleet. Just 22 years later, in 2022, global LNG demand increased almost fourfold to 400M tonnes, with the fleet growing to 641 active vessels. The addition of 295 Newbuilds between now and 2026 will grow the fleet to 1,000 vessels, according to a market overview released in January by Howe Robinson Partners.The ship broker forecasts 48 newbuilds will join the LNG fleet in this year, 28 of which will have a capacity of 174,000 to 200,000 m3. Overall, LNG carriers with capacities of 100,000 m3 or more account for 285 of the 308 vessels on order – almost 93% of the orderbook at South Korean and Chinese shipyards. This newbuilding boom will grow the fleet by 25% from 2023 to 2026. source : www.rivieramm.com

TEN TO EARN $350 MILLION FROM NEW LNG CARRIER CHARTER DEAL

Greek shipping firm Tsakos Energy Navigation (TEN) expects to earn $350 million from a new long-term charter deal it signed for one of its liquefied natural gas (LNG) carriers. TEN said in its 2022 results report on Thursday that the 2016-built 174,000-cbm LNG carrier, Maria Energy, was fixed this month for a minimum of 12 years to a "leading Asian natural gas operator at a rate reflective of current market conditions in the LNG sector." Also, the firm said that the vessel is scheduled to start work with the new charterer upon completion of the existing contract in April 2026. According to TEN, the firm expects the charter deal to generate a minimum of $350 million in gross revenues. This is a daily rate of some $79,008 per day. This vessel is currently serving Germany's Uniper under a charter deal. In January, it delivered the first LNG cargo to Germany's first FSRU-based import facility in Wilhelmshaven. Maria Energy has Wartsila's dual-fuel main engine and GTT's Mark III Flex containment tech. Earlier this year, TEN took delivery of a newbuild LNG carrier from South Korea's Hyundai Heavy Industries. The vessel in question is the 174,000-cbm Tenergy. TEN also operates the 2007-built 150,000-cbm, Neo Energy, and it has four LNG-powered Aframax tankers on order at South Korea's Daehan Shipbuilding. The firm currently owns a fleet of 71 crude, product, and LNG carriers, according to its website. TEN's fleet generated $860 million of voyage revenues or $314 million higher than in 2021, it said in the report. The company's operating income rose to $256 million, while its net income climbed to $204.2 million last year. source : www.lngprime.com

PIPECHINA COMPLETES LNG TANK AT TIANJIN TERMINAL

China Oil and Gas Pipeline Network (PipeChina) has completed a 220,000-cbm LNG storage tank as part of the expansion phase of its Tianjin import terminal. PipeChina held a ceremony on Thursday to celebrate the mechanical completion of the fourth LNG tank of the Tianjin LNG Phase II project, according to a statement. The completion of the tank marks a step towards the full completion and commissioning of the expansion phase, it said. PipeChina said that the Phase II includes the construction of six 220,000-cbm LNG tanks with a diameter of 93 meters. Work on this phase of the terminal located in the northern port city Tianjin near Beijing started back in April 2020, but the construction has been affected by the Covid-19 pandemic. Following completion of the project, the Tianjin LNG terminal will have a storage capacity of 1.54 million cbm, and a total capacity of 12 million tons per year, almost double the existing capacity, PipeChina said. Besides this facility, there are two more terminals in Tianjin and they include the Sinopec facility and the Beijing Gas facility. China launched PipeChina in December 2019 to acquire pipelines and LNG import terminals from the country's state-owned energy giants. PipeChina LNG Terminal Management, a unit of PipeChina, operates seven LNG receiving terminals, and is building three new LNG terminals, it previously said. The firm signed a terminal use agreement last year with a unit of Shell, marking an important step in opening up of PipeChina's LNG terminals for third party access. A unit of US energy giant and LNG player, ExxonMobil, also signed a cooperation deal with PipeChina last year. source : www.lngprime.com

JAPAN'S LNG IMPORTS DOWN 10 PERCENT IN FEBRUARY

Japan, the world's top liquefied natural gas importer, reported lower LNG imports in February when compared to the same month last year. According to the provisional data released by the country's Ministry of Finance, Japan's LNG imports dropped by 9.9 percent year-on-year in February to about 6.40 million tonnes. LNG imports also dropped when compared to 6.82 million tonnes in the previous month. Japan's coal imports for power generation rose slightly in February when compared to the last year. Coal imports were up by 1.4 percent to 9.49 million tonnes, and Japan paid about $3.36 billion for these imports, a rise of 106 percent when compared to the last year, the data shows.

LNG import bill up 12.8 percent

According to the preliminary data, the February LNG import bill of about $5.73 billion increased by 12.8 percent when compared to the same month last year. State-run Japan Oil, Gas and Metals National Corp (JOGMEC) did not publish both the contact-based and the arrival-based spot LNG price in January and February as there were less than two companies that imported spot LNG. The average price of spot LNG cargoes for delivery to Japan contracted in December was $30.8 per mmBtu. However, spot LNG prices dropped considerably this year. The JKM LNG price for April settled at $14.168 per mmBtu on Wednesday.

Russian, US LNG deliveries drop

As per LNG shipments going to Japan in February, deliveries from Asia from countries such as Malaysia and Indonesia decreased by 2.1 percent to 1.80 million tonnes, the ministry's data shows. Middle East LNG shipments from countries such Qatar dropped by 41 percent to 504,000 tonnes. Moreover, shipments from Russia decreased by 20 percent to 522,000 tonnes, while US deliveries dropped by 18.7 percent to 334,000 tonnes.

World's largest LNG importer

Japan was the world's top LNG importer in 2022, overtaking China, but both of the countries took fewer volumes when compared to the year before. China overtook Japan as the world's top LNG importing country in 2021 due to rising demand from the power generation and industrial sectors. However, Covid-19 lockdowns and high prices curbed demand for LNG in China and the country received about 63.44 million tonnes of LNG last year, down 19.5 percent when compared to the year before, according to data from the General Administration of Customs. Japan's LNG imports decreased by 3.1 percent year-on-year in 2022 to about 71.99 million tonnes. Despite the drop, Japan took some 8.55 million tonnes more than China last year. China is yet to release the official data for LNG imports in February, but the country's overall natural gas imports, including pipeline gas and LNG, dropped by 9.4 percent in January-February to 17.93 million tonnes. source : www.lngprime.com

GOLAR, NFE WRAP UP FLNG HILLI DEAL

New Fortress Energy and Golar LNG have completed the previously announced deal regarding the FLNG Hilli located offshore Cameroon's Kribi.Tor Olav Troim-led Golar announced the closing of the deal, effective January 1, 2023, in a statement issued on Wednesday. "In return for NFE's 50 percent common unit holding in Golar Hilli LLC, Golar has transferred its remaining 4.1 million NFE shares to NFE, paid NFE $100 million in cash, and assumed approximately $323 million of FLNG Hilli debt," it said. The two firms revealed this agreement on February 6 and they expected to close in the first half of this year.Golar acquired the 50 percent interest in trains 1 and 2 of the FLNG Hilli. The 2.4 mtpa floating LNG producer has in total four trains installed onboard. Golar's partners in the project are oil and gas company Perenco and Cameroon's national oil firm Societe Nationale des Hydrocarbures (SNH).

FLNG developments

Both NFE and Golar are now focusing on their FLNG business. Wes Edens-led NFE is expecting to start producing liquefied natural gas on its first floating LNG production unit off Mexico's Altamira in July this year. NFE is currently working on five floating LNG production units offshore Mexico and the US using its "Fast LNG" liquefaction design that incorporates modular, midsize liquefaction technology with jack up rigs or similar offshore infrastructure. On the other hand, Golar recently secured an option to acquire a 148,000-cbm Moss-type LNG carrier which it aims to convert to a floating LNG producer. Golar said in November last year it ordered long-lead items for its third FLNG conversion project on the back of a growing opportunity set for new FLNG growth projects. Besides Hilli, Golar's 2.5 mtpa Gimi FLNG is currently under conversion at Singapore's Keppel Shipyard and is about 92 percent technically complete. Golar expects the unit to start serving BP's Tortue FLNG project under a 20-year charter deal in the fourth quarter of 2023. Source : www.lngprime.com

SHELL TEAMS UP WITH VICTROL AND SOGESTRAN FOR ANOTHER LNG BUNKERING BARGE

LNG giant Shell has joined forces with a joint venture consisting of Belgium's Victrol and French Sogestran to build another inland LNG bunkering barge for operations in the ports of Zeebrugge, Antwerp, Rotterdam, and Amsterdam. Shell already charters the bunkering barge, LNG London, from LNG Shipping. Launched in July 2019, this inland LNG bunkering barge, claimed to be the first such vessel in Europe, has a capacity of 3,000 cbm. Now the partners expanded their cooperation with a larger vessel which will have a capacity of 8,000 cbm, according to a joint statement issued on Tuesday. The RMK

Shipyard in Tuzla, Turkey, has laid the keel for the inland waterways LNG bunkering barge, LNG Erasmus, owned and operated by LNG Shipping and chartered by Shell, the statement said. Also, Italy's Gas & Heat will supply the tanks and cargo handling system, while MAN will deliver the gas engines. Shell will take delivery of the barge in the second quarter of 2024 under a long-term time charter deal and for operations in the ARA region. With this barge, LNG Shipping will "further enhance its expertise in safe LNG bunkering activities and in-house technical expertise in both engine and BOG management systems," the statement said. Shell's head of downstream LNG, **Tahir Faruqui**, said that the new barge "further expands Shell's portfolio of LNG bunker assets in the ARA region, underpinning our expansion plans for marine LNG and collaboration within the shipping industry to transition to lower-carbon fuels." Source : www.lngprime.com

ELENGY'S LNG TERMINALS TO REMAIN SHUT DUE TO STRIKE

Elengy's three LNG import terminals in France will remain shut until next week due to a strike against the government's pension reform. The LNG import terminals "remain blocked," a spokeswoman for Elengy told LNG Prime via email on Tuesday. "The strike has been extended to March 21," she said. Elengy, a unit of Engie's GRTgaz, said on March 6 that the company's three LNG facilities will not provide any services due to a strike of its staff. The spokeswoman said at the time that the shutdown was expected to last until the next union general assembly scheduled for March 14. This means that the workers decided to extend the strike for another week. Elengy operates the Fos Tonkin and Fos Cavaou LNG terminals on the Mediterranean coast, and the Montoir-de-Bretagne facility on the Atlantic coast. According to Elengy, record 329 ships called at its three LNG facilities last year, while the firm injected some 226 TWh into the grid.

DUNKIRK LNG REMAINS SHUT AS WELL

Besides these three LNG terminals, France also has the Dunkirk LNG import terminal. Dunkerque LNG, the operator of the Dunkirk LNG facility led by Belgium's Fluxys, declared force majeure due to a strike on March 7. The LNG terminal operator said in a note that it has extended the force majeure to March 17. The terminal's jetty and the truck loading bay will not be available during the period, it said, adding that the delivery capacity is reduced to the "minimum". Source : www.lngprime.com

GREECE'S MARAN GAS BOOKS LNG CARRIER DUO AT DSME

South Korean shipbuilder Daewoo Shipbuilding and Marine Engineering has received a new order from Maria Angelicoussis-led Maran Gas to build two LNG carriers. DSME revealed this order on Tuesday saying the deal is worth 679.4 billion won ($512.5 million) or about $256.2 million per vessel, which is a record price for one 174,000-cbm LNG carrier.The shipbuilder did not provide any technical details regarding the vessels. DSME plans to deliver the two LNG carriers by June 2027.Including these vessels, Maran Gas ordered in total 11 LNG carriers at DSME since November 2021. Maran Gas booked a single LNG carrier in November last year and two LNG carriers in June. In addition, Angelicoussis and its units booked 121 ships with the shipbuilder since 1994, according to DSME. DSME won its first 2023 LNG carrier order in February. In total, the shipbuilder now has four orders worth about $800 million, including for three LNG carriers. It achieved about 11.5 percent of this year's target of $6.98 billion. Last year, DSME 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. Source : www.lngprime.com

SOUTH KOREA'S KOGAS REPORTS LOWER FEBRUARY SALES

South Korean LNG importing giant Kogas reported lower gas sales in February when compared to the same month last year. Kogas sold 3.93 million mt last month, a drop of 5.7 percent when compared to 4.17 million mt in February last year, according to a stock exchange filing. February sales dropped by 15 percent when compared to the previous month's 4.63 million mt. Purchases by power firms rose by 11.2 percent year-on-year to 1.75 million mt in February. These purchases were down by 1.5 percent when compared to the previous month. Moreover, Kogas said its city gas sales decreased by 16 percent year-on-year to 2.18 million mt, while they dropped by 23.4 percent when compared to the month before. South Korean LNG imports rose slightly from 45.9 million tons in 2021 to about 46.3 million tons of LNG in 2022 as prices surged, according to customs data. In January this year, South Korea imported 4.78 million tons of LNG and most of the volumes came from Australia, Oman, Malaysia, and Indonesia, the data shows. This compares to 4.99 million tons in January last year. Kogas imports LNG from plants located around the globe and currently operates four large LNG terminals in South Korea. These include Incheon, Pyeongtaek, Tongyeong, and Samcheok. The firm has a small-scale regasification terminal at the Aewol port on Jeju island as well and is building a large terminal in Dangjin. Earlier this year, Kogas received the 5000th cargo at its Pyeongtaek LNG import terminal since 1986. Source : www.lngprime.com

KNUTSEN'S LNG BUNKERING NEWBUILD WRAPS UP FIRST OP IN BARCELONA

Knutsen, Enagas, and Shell have completed the first ship-to-ship operation with the 5,000-cbm LNG bunkering ship, Haugesund Knutsen, in the Spanish port of Barcelona. During the bunkering operation which took place on March 13, Haugesund Knutsen supplied LNG fuel to the 337 meters long cruise ship, Costa Toscana, Knutsen said in a social media post. The bunkering ship delivered "enough LNG to Costa Smeralda to sail for one week," Knutsen said, without providing any additional information. Carnival Corporation's Costa Cruises took delivery of this giant cruise ship in 2019 from the Meyer Turku yard in Finland. Meyer Turku delivered the sister ship, Costa Toscana, in December 2021, and Costa Cruises christened this vessel in Barcelona in June 2022. On the other hand, Norwegian shipowner Knutsen took delivery of this LNG bunkering vessel in December last year from Spain's Armon Gijon. The firm claims this is the first small-scale LNG vessel ever built in Spain.Last month, Knutsen, Enagas, and Shell officially launched the bunkering ship in Barcelona. Knutsen partnered with Enagas' small-scale unit, Scale Gas, on the newbuild that serves LNG giant Shell under a charter deal. Besides supplying LNG, the 92.75 meters long Haugesund Knutsen, with a beam of 16.90 meters and a draught of 4.25 meters, also runs on LNG. Italy's Gas and Heat supplied two 2,500-cbm bilobe type C tanks for the vessel that can supply 1,000 cbm/h of LNG. Source : www.lngprime.com

POLAND'S GAZ-SYSTEM PLANS GDANSK FSRU TERMINAL CAPACITY BOOST

Poland's gas infrastructure operator Gaz-System is working to increase the regasification capacity of the planned FSRU-based LNG import project in Gdansk Bay. Gaz-System already operates Poland's first LNG import terminal in Swinoujscie, while the country's dominant gas firm PGNiG, now part of PKN Orlen, is in charge for all the supplies. Poland's LNG imports via the Swinoujscie terminal rose 57 percent in 2022 when compared to the year before, boosted by shipments from the US. The Gdansk project would be the second LNG import terminal in Poland and the first FSRU-based facility in the country. Following a binding season launched in 2021, PGNiG also showed interest to book capacity in this LNG terminal in Gdansk Bay. Gaz-System recently also provided an update regarding both the onshore and offshore parts of the project. Due to high interest from the market, Gaz-System has now launched a non-binding season as it looks to add 4.5 bcm of annual regasification capacity to the already planned capacity of 6.1 bcm per year, according to a statement. "The current geopolitical situation, particularly the suspension of Russian export of natural gas to the European Union, has fueled market players' interest in access to stable and secure natural gas supplies, including by means of LNG terminals," **Marcin Chludzinski**, president of Gaz-System said in the statement. "In view of the incoming information we have decided to launch market screening procedure and ultimately provide access to additional LNG supply through the FSRU terminal in Gdansk," he said.

January 2028

Gaz-System expects that it could offer the additional regasification capacity to the market from January 1, 2028. However, the decision on the final regasification capacity of the new FSRU terminal will depend on the market demand declared under the pending procedure. By this non-binding market screening procedure, Gaz-System intends to assess both the demand for additional regasification capacity and the interest in export of regasified LNG towards Slovakia, Lithuania, Denmark, Germany, as well as the Czech Republic and Ukraine, it said. The results of the procedure will be taken into account by Gas-System in its future proceedings related to planned investments in regasification infrastructure, as well as the necessary development of the transmission network in Poland. "Gaz-System is open to direct dialogue with market participants in the course of market screening and intends to organize bilateral meetings to discuss the subject matter of the procedure," the firm said. All interested parties in booking the regasification capacity must submit the requested documents by March 20, 2023. Source : www.lngprime.com

MALAYSIA'S PETRONAS REPORTS HIGHER 2022 LNG SALES, PROFIT

Malaysian energy giant Petronas reported a rise in its 2022 liquefied natural gas (LNG) sales, while its profit doubled on the back of higher oil and gas prices. Total LNG sales rose 4.6 percent to 34.23 million tonnes during January-December when compared to 32.74 million tonnes in 2021. During the fourth quarter, LNG sales rose some 4.6 percent to 8.90 million tonnes. Petronas said in its results report that gross LNG sales volume in 2022 increased by 1.49 million tonnes mainly due to "higher plant production in line with higher demand."

405 BINTULU LNG CARGOES

During 2022, Petronas delivered 405 LNG cargoes from the giant 30 mtpa Bintulu LNG export facility in Sarawak, and completed 2619 virtual pipeline system and LNG bunkering deliveries. The Bintulu plant, which has shipped more than 12,000 LNG cargoes since it started operations back in 1983, consists of nine trains and supplies key demand centers such as Japan, South Korea, China, and

Taiwan. In October, Petronas declared force majeure on gas supply to Malaysia LNG Dua's facility at the Bintulu LNG complex. The move followed a pipeline leak caused by soil movement. MLNG Dua operates the second liquefaction facility as part of the complex. The Bintulu LNG complex includes MLNG Satu, MLNG Dua, MLNG Tiga, and the most recent Train 9 which started commercial operations in 2017.

FLNG Business

Besides the onshore facilities, Petronas continues to expand its FLNG business and has awarded the engineering, procurement, construction, commissioning (EPCC) contract for the nearshore floating LNG project in Sabah. Japan's LNG engineer JGC and South Korea's Samsung Heavy will build the third floating LNG producer for Petronas and the unit will have capacity of 2 million tonnes of LNG per year. It is scheduled for completion in 2027. Upon completion, the nearshore LNG plant will increase Petronas' LNG production from floating LNG facilities from 2.7 mtpa to 4.7 mtpa. Currently, Petronas operates two floating LNG facilities, namely the 1.2 mtpa PFLNG Satu, as well as the 1.5 mtpa PFLNG Dua, both located offshore Sabah. Petronas said it had delivered 43 LNG cargoes from these two floating LNG producers during the January-December period.

PROFIT CLIMBS

Petronas reported profit of 101.6 billion ringgit ($22.5 billion) for the full year of 2022, compared to 50.9 billion ringgit in the year before. Revenue increased 51 percent to 375.3 billion ringgit in 2022. Petronas said the oil and gas industry "could potentially see prices moderating in 2023 given an anticipated economic slowdown, even as it contends with prolonged market volatility." "In this environment, Petronas will continue to drive operational excellence in its core business, while it pursues its growth and sustainability targets," the firm said. Source : www.lngprime.com

ITALY'S ADRIATIC LNG TERMINAL GETS 1000TH CARGO

Italy's Adriatic LNG terminal, owned by ExxonMobil, QatarEnergy, and Snam, has received the 1,000th shipment at its facility in the Northern Adriatic Sea since 2009. According to a statement by Adriatic LNG on Monday, the 217,000-cbm Q-Flex LNG carrier, Tembek, owned by Nakilat and chartered by Qatargas, delivered the milestone shipment from the giant LNG production complex in Ras Laffan, Qatar. Since 2009, Adriatic LNG has made a "significant contribution" to the diversification of natural gas supply sources in Italy and Europe by sending out approximately 85 billion cubic meters of natural gas into the national grid, it said. The terminal received LNG cargoes from several supplier countries, including Qatar, the United States, Trinidad and Tobago, Equatorial Guinea, Angola, Norway, Egypt, and recently also Mozambique. Also, it received reloads from countries such as China, Belgium, and France. The world's first offshore gravity-based LNG import terminal sits about 14 kilometers offshore of Porto Levante and has regasification capacity of about 9 bcm per year. ExxonMobil has a 70.7 percent stake in Adriatic LNG, while QatarEnergy holds 22 percent and Snam owns 7.3 percent. Last year, Adriatic LNG offered about 147 bcm of regasification capacity for the period from October 2022 to December 2047. According to Adriatic LNG, it has already allocated almost all the available capacities of some 9 bcm per year until the end of December 2028. The terminal recently also invited companies willing to secure regasification capacity at its facility in the Northern Adriatic Sea from January 2029 to submit their bids. Source : www.lngprime.com

PERENCO PLANS TO DEPLOY FSU AND MPP CONVERSION FOR GABON FLNG

Perenco plans to deploy FSU and MPP conversion for Gabon FLNG. Details on infrastructure make-up of Perenco's newly unveiled development start to emerge. A planned floating LNG (FLNG) production unit being developed by Perenco for Gabon in Central Africa would use a converted multipurpose vessel and an LNG carrier to provide storage. Those following the Gabon LNG project told TradeWinds that independent hydrocarbons producer Perenco plans to use an existing multipurpose vessel and install liquefaction modules on top of this to create a 700,000-tonne-per-annum (tpa) FLNG unit.

Golar LNG bags 2025-delivery yard slot for next-up FLNG conversion job

This would be moored to a jetty to keep infrastructure build-out to a minimum.A Moss-type LNG carrier would be used as a floating storage unit for the project, and that would also be moored at a linked jetty. Sources said the project is in something of a rush to source the FSU vessel. Visiting LNG carriers would load at the FSU, which in turn would be supplied from the FLNG unit. When asked for confirmation and further details on the planned logistics, a spokesman for Perenco said: "The company declines to give any additional details at this stage." In February, Perenco announced it had reached a final investment decision to build an LNG production unit off the Cap Lopez oil terminal in Gabon — a country that the company said it has been working in for 30 years. It added that the project was approved by the Gabonese authorities in December 2022. Perenco said the FLNG project involves an investment of more than $1bn and will take three years to build. The company said it will transform Cap Lopez into both an oil and gas terminal. "As soon as 2026, Perenco's investment will facilitate Gabon becoming self-sufficient in butane gas [LPG] and an exporter of LNG, with annual production targets of 20,000 tonnes and 700,000 tonnes of butane gas and LNG, respectively," the company said. These new LPG volumes are in addition to the 15,000-tpa of LPG produced by Perenco in Gabon from its new plant, which is due in service this year.

Golar LNG to inch up utilisation of Cameroon FLNG unit

Perenco said it has already connected a VLCC to its Cap Lopez facilities to act as a storage unit for the terminal and to "ensure operational continuity" throughout the construction phase of the planned terminal. MarineTraffic data shows Euronav's 306,000-dwt Daishan (built 2007) at Cap Lopez. Perenco already has FLNG experience in Africa, where it charters Golar LNG's 2.2-million-tonne-per-annum (mtpa)-capacity unit Hilli to liquefy its volumes in Cameroon. The Hilli is on charter to Perenco and its local partners until mid-2026. In a results call held in February, Golar revealed it had paid a $5m deposit of the $77.5m purchase price it had agreed on a 19-year-old, Japanese-built, Moss-type LNG carrier — thought to be TMS Cardiff Gas' 149,172-cbm Fuji LNG (built 2004). Golar plans to convert this LNG carrier into an FLNG unit. When Perenco took its FID on the Gabon project last month, company general manager Benoit de la Fouchardiere said: "We are pleased to be investing to help meet Gabon's future energy demands, supporting the country in reducing its emissions, and delivering a project that will also create hundreds of direct and indirect employment opportunities." Source : www.tradewindsnews.com

FIFTEEN-YEAR-OLD LNG STEAMSHIP FLOATED FOR SALE

One of the more modern Moss-type vessels is expected to find a new home offering storage or for short-haul trades. A 15-year-old, steam turbine-driven LNG carrier controlled by Mitsui OSK Lines and Karpowership joint venture KARMOL has been offered for sale in what is slowly transforming into a more liquid sale-and-purchase market for this sector. Shipowners and brokers said the 147,546-cbm LNG Ebisu (built 2008) has become the latest steamship to be put on the market.

Secondhand LNG carrier sales action makes brisk start to 2023 with $500m deals on table

They indicated that Moss-type vessels, whose tank types are resistant to cargo sloshing, are most likely to find a buyer from those looking for ships that would make good candidates for LNG storage projects or for short inter-regional trading. Brokers said that while there have been a number of secondhand sales of steam-turbine vessels in the last few months, it is tricky to compare recent deals. One broker pointed to Golar LNG's deal to pay $77.5m for TMS Cardiff Gas' 149,172-cbm, Moss-type Fuji LNG (built 2004), which was announced in February, as the nearest comparable sale. But several highlighted that Golar, which has paid a $5m deposit for a likely delivery in early 2024, was specifically searching for a large Moss-type vessel to fit its requirement for a ship to convert into the storage element of its floating LNG production unit.

Contributing factors

Industry players have suggested that this may have firmed the price on the Fuji LNG. The secondhand market for LNG carriers has made a buoyant start to 2023, with almost $500m-worth of sales either concluded or agreed upon and more expected. In a new fortnightly S&P market report, Fearnley LNG said: "We believe that the market is now beginning to resemble a secondhand market, which is an exciting development for the industry."

GasLog offloads last fully owned LNG steamship in frisky secondhand market

The LNG Ebisu was built in Japan for domestic utility Kansai Electric Power Co. MOL had a stake in the vessel, which at one point was dedicated to lifting cargoes from Australia's Pluto LNG project to Japan. At some point more than a year ago, MOL sold the vessel into its joint venture with KARMOL. But few details have emerged. KARMOL has converted three LNG carriers into floating storage and regasification units to serve partner Karpowership's vessels as they transitioned over to burn gas. Karpowership also bought a secondhand LNG carrier that it has used to ship a cargo into one of the FSRUs. But the two joint-venture partners appear to have opted to offload the LNG Ebisu rather than move forward with a conversion. Source : www.tradewindsnews.com

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