



SINOKOR PUTS CARRIER UP FOR SALE LESS THAN A YEAR AFTER BUYING IT

South Korean shipowner set to flip LNG Alliance as it takes delivery of its first LNG newbuilding. Shipowner Sinokor Merchant Marine has put a 17-year-old LNG carrier up for sale which it bought less than one year ago. Brokers are circulating the 154,472-cbm LNG Alliance (ex-Gaselys, built 2007) on the market. Sinokor finalised the vessel purchase in June 2023 after some protracted negotiations with seller French energy major TotalEnergies and its vessel partner Japan's NYK. At the time Sinokor was reported to have paid a strong price of \$68m on the membrane-type, French-built LNG carrier. But the deal included a charter back to TotalEnergies for about 15 months. TotalEnergies was looking to offload the ship as its last owned legacy LNG carrier that it acquired with other assets in 2018. But the vessel also had a complex history of repairs. It was one of three ships built with French LNG cargo containment designer GTT's CS1 system, which has since been discontinued. The trio of vessels suffered de-bonding issues resulting in long-running legal action and repairs to their cargo tanks. A sister ship to the LNG Alliance is now owned by Turkey's Karpowership but only operates on three of its four cargo tanks. The Medmax-sized vessel of the trio is controlled by Chinese trader Jovo Energy. In November, Sinokor was seen trying to sell its 138,000-cbm LNG carrier Singapore Energy (ex-British Innovator, built 2003) and was reported to be asking for offers above \$35m on

the steam turbine vessel. Brokers said this month, that LNG sale-and-purchase action appears to be picking up with several vessels under discussion and project players eyeing tonnage as conversion candidates for floating storage or regasification units. One commented that with the Carbon Intensity Indicator ratings for vessels being formally issued from the beginning of this month, LNG steam turbine ships — many of which are being redelivered from long-term business — would rank as increasingly inefficient compared with modern LNG tonnage. Sinokor’s decision to offload the LNG Alliance comes just after the owner took delivery of its first LNG carrier newbuilding. Brokers said the 174,000-cbm Pacific Success (built 2024) has been handed over by Samsung Heavy Industries. They said the vessel appears uncommitted for charter business in what has proved an exceptionally quiet market, characterised by weak rates and enquiry, but at a traditionally low point in the year for LNG shipping demand.

The newbuilding delivery has been some time in the making for Sinokor.

After one or more false starts on LNG newbuildings, the enigmatic owner — which traditionally does not comment on its business — contracted four vessels at SHI in February 2019 priced at about \$193m each. The shipowner initially paid the deposit on the first vessel, but it was unclear if the next three would be firmed up and the delivery of the initial ship shifted back from its original handover date in 2021. In 2023, it emerged that Sinokor had firmed up the remaining three LNG newbuildings at SHI but was considering selling its first vessel. However, the shipowner appeared to be seeking offers at a strong price of about \$270m when newbuildings were being contracted close to the \$250m mark. The remaining three LNG newbuildings are currently scheduled for handovers in 2026 and 2027. source : www.tradewindsnews.com

SHORTLISTED PAIR IN TALKS ON SINGAPORE FSRU JOB

Decision expected in April on preferred provider, Singapore LNG is in final discussions with two shortlisted shipowners that are bidding to provide the state-controlled terminal operator with a floating storage and regasification unit. Those following the project name the final pair emerging from the tender for the business as Norway’s Hoegh LNG and Japanese shipowner Mitsui OSK Lines. They said a decision on a preferred party for the work is expected by the end of April. A spokesman for Singapore LNG said: “The process is still ongoing. We will look into providing an update at a later, opportune time.” Hoegh LNG has declared itself sold out on existing FSRUs, having supplied a raft of tonnage for Germany after Russia’s invasion of Ukraine in 2022. But it has acquired an existing LNG carrier as a potential conversion candidate. In February, MOL won the job of providing an FSRU newbuilding for Polish energy company Gaz-System, snatching the business from rival bidder BW LNG. MOL has contracted a newbuilding at HD Hyundai Heavy Industries at a top-dollar price of \$363m — up from the last done FSRU newbuilding contracted in October 2022 at \$337m.

Different designs

Singapore LNG floated its eagerly awaited full tender late last year, inviting parties interested in building an FSRU after running an earlier pre-qualification process. Selected bidders were then invited to offer in on what TradeWinds understands to be two different design concepts. Sources said the first of these is a seagoing vessel and the second a self-propelled barge-based unit. Last year, Singapore deputy prime minister and finance minister Lawrence Wong referenced a regas unit with a capacity of up to 5m tonnes per annum that would serve as Singapore's second import facility alongside its existing land-based terminal. Singapore LNG said the regas unit would be connected to the grid via an onshore pipeline and be in service by the end of this decade. Singapore LNG has been given the role of overseeing the job of acquiring and later operating the FSRU. The company operates the onshore terminal on Jurong Island, which was put into operation in 2013. This has a peak send-out of about 11 mtpa and a dedicated jetty for small vessels. Singapore has been mooting the idea of installing a floating regas unit for several years, to meet growing energy needs and enhance security. source : www.tradewindsnews.com

FIRST LNG SHIP-TO-SHIP BUNKERING CONDUCTED IN WESTERN JAPAN

Keys Bunkering West Japan Co, a joint venture established by Kyushu Electric Power and NYK Line, Itochu Enex Co, Ltd and Seibu Gas, has completed its first ship-to-ship LNG bunkering in western Japan. LNG bunkering was carried out on NYK's pure car and truck carrier Daisy Leader using the bunkering vessel Keys Azalea at Hiroshima Port. This is the first LNG bunkering in western Japan after Keys Azalea was delivered at the end of March 2024. The LNG fuel was supplied from Kitakyushu LNG Co's Tobata LNG Terminal. Keys Azalea arrived from a Mitsubishi Heavy Industries-owned yard last month and is the first LNG bunkering vessel to operate in the Kyushu and Setouchi regions for Keys Bunkering West. In another development, Japan's largest power generation company JERA will supply ammonia to an ammonia-fuelled tugboat (A-Tug) owned by compatriot shipping company NYK Line in a truck-to-ship bunkering operation. JERA has conducted a joint study with chemical firm Resonac over building and securing an ammonia supply system. Shin-Nippon Kaiyosha Corp will operate the A-Tug, which is expected to be delivered in June 2024, and the truck-to-ship bunkering is scheduled to take place at the Port of Yokohama in late May 2024. source : www.rivieramm.com

CIMC SOE LAUNCHES SEASPAN'S SECOND LNG BUNKERING SHIP

China's Nantong CIMC Sinopacific Offshore & Engineering launched the second 7,600-cbm LNG bunkering vessel it is building for Canada's Seaspan Energy. CIMC SOE held the launching ceremony for the LNG bunkering vessel, Seaspan Lions on April 11, it said in a statement. The vessel has 112.8 meters in length, 18.6 meters in width, 5 meters in draft, and a design speed of 13 knots. CIMC SOE won a contract in 2022 to build two 7,600-cbm LNG bunkering vessels for Seaspan. Besides two

firm LNG bunkering ships, the deal also included an option for a third vessel and Seaspan exercised its option for that vessel as well. Bonn-based TGE Marine Gas Engineering will supply the cargo handling and fuel gas system for the three vessels. The vessels will each feature two IMO type C cylindrical tanks and an LNG sub-cooling system to facilitate cargo conditioning during transit and anchorage. Designed by Vard Marine, the bunkering vessels will provide ship-to-ship LNG transfer as well as coastal/short sea shipping operations.

Second LNG bunkering vessel to work in Pacific Northwest

Seaspan ULC is a group of Canadian companies that are primarily involved in coastal marine, transportation, bunker fueling, ship repair, and shipbuilding services on the West Coast of North America, and Seaspan Energy is part of this group. Seaspan Energy said in a separate statement that Seaspan Lion will provide LNG fueling services for vessels on the West Coast of North America. With this, Seaspan Energy will become the first company to provide LNG bunkering in the Pacific Northwest, it said. On the other hand, the first vessel in this batch, Seaspan Garibaldi, which was launched on December 27, 2023, will be based in the Panama region. Seaspan Energy expects to take delivery of the first two LNG bunkering vessels later this year and the third vessel in 2025. source : www.lngprime.com

INDIA'S CHHARA LNG TERMINAL GETS FIRST CARGO

India's Hindustan Petroleum, a unit of state-owned ONGC, has received the first cargo of liquefied natural gas at its Chhara LNG import terminal in Gujarat, according to shipping data. The 2015-built 159,800-cbm, Maran Gas Mystras, arrived at the LNG terminal in the Chhara port on April 11, according to its AIS data provided by VesselsValue. Maran Gas Mystras previously picked up a cargo of LNG at Marathon Oil's Punta Europa LNG terminal in Equatorial Guinea, the data shows. Local media reports suggest that Gujarat State Petroleum Corporation (GSPC) purchased this commissioning LNG cargo for the delayed facility from trader Vitol. LNG Prime could not verify this by the time this article was published. The reports also claim that Hindustan Petroleum (HPCL) has not yet completed the breakwater for the LNG facility to protect it during the monsoon season, but it should be completed next year.

India's eighth LNG import facility

HPCL LNG (HPLNG), a unit of HPCL, built the 5 mtpa LNG terminal with all associated facilities for receipt, unloading, storage, regasification of LNG, and gas supply to the grid. The firm, formerly known as HPCL Shapoorji Energy Private Limited (HSEPL), was incorporated as a 50:50 joint venture between HPCL and SP Ports Private Limited (SPPPL) on October 15, 2013. However, HPCL purchased the 50 percent stake from SPPPL in March 2021, becoming the sole owner of the LNG import facility. The LNG terminal features a 1.2 km long jetty capable of receiving carriers with a capacity of 80,000 cbm to 266,000 ccbm, two LNG storage tanks each with a capacity of 200,000 cbm, while GSCP built the connecting pipeline, according to HPLNG. This is India's eighth LNG import facility. At the moment, India imports LNG via seven facilities with a combined

capacity of about 47.7 million tonnes per year. These include Petronet LNG's Dahej and Kochi terminals, Shell's Hazira terminal, and the Dabhol LNG, Ennore LNG, Mundra LNG, and Dhamra LNG terminal. source : www.lngprime.com

FLEX CLINCHES ANOTHER LNG CARRIER CHARTER EXTENSION

Norwegian shipping firm Flex LNG, the owner of 13 liquefied natural gas carriers, has secured a time charter extension from US LNG exporter Cheniere for its vessel, Flex Endeavour. The LNG carrier owner controlled by billionaire John Fredriksen said on Friday that the charterer of the 2018-built 173,400-cbm ME-GI LNG carrier had exercised an option to extend the firm period of the charter by 500 days, from the third quarter 2030 to the first quarter of 2032. Flex announced in November 2022 it extended charter deals for three carriers that are serving a unit of US LNG exporting giant Cheniere. Besides Flex Endeavour, the other two vessels in question are the 2021-built 174,000-cbm Flex Vigilant and the 2018-built 174,000-cbm Flex Ranger. Following the exercise of the new option for Flex Enevedaour, the charterer has one further option to extend the time charter period by one additional year to 2033, Flex said.

Three extensions

Prior to this, Flex secured two charter extensions from UK-based energy giant BP for the 2019-built 173,400-cbm, Flex Courageous, and the 2020-built 173,400-cbm LNG carrier, Flex Resolute. CEO Øystein Kalleklev said the new contract extension for Flex Endeavour is “bringing the total to three so far this year and evidencing the fact that our charterers like the service we provide.” “We have so far added about 4.4 years of additional firm backlog while we have been consuming about 3.6 years of backlog, thus putting us at a slight surplus in terms of contract backlog,” he said. “With this extension, our total firm backlog stands at a solid 51 years, which may increase to 69 years in the event charterers are utilizing all their extension options,” Kalleklev said. source : www.lngprime.com

SANTOS: BAROSSA GAS PROJECT MORE THAN 70 PERCENT COMPLETE

The Barossa gas project, which will supply feed gas to the Santos-operated Darwin LNG plant, is more than 70 percent complete and “on track” for first production in the third quarter of 2025, according to Australia's Santos. Santos chair Keith Spence and managing director and CEO Kevin Gallagher revealed this during the company's annual general meeting held on April 11. Back in 2021, Santos took a final investment decision for its \$3.6 billion Barossa project. Natural gas will be extracted from the Barossa field, located in Commonwealth waters about 285 kilometers offshore north-north west from Darwin, and transported via a pipeline to the existing Darwin LNG facility. In November last year, the last LNG cargo produced from the Bayu-Undan gas field has sailed from the Santos-operated Darwin LNG plant in Australia's Northern Territory. The final LNG

shipment from Bayu–Undan left the 3.7 mtpa Darwin LNG plant at Wickham Point on November 11. The Darwin LNG plant launched operations in 2006 and the facility is now being readied for the next 20 years, in preparation for the start of Barossa gas production in 2025. To prepare for Barossa gas, Santos is working on the Darwin LNG life extension project. The Darwin LNG plant life extension work is now “well underway” ahead of first gas from Barossa next year, Gallagher said during the annual meeting. He said the Barossa gas project itself is “more than 70 percent complete and will backfill Darwin LNG for 15 to 20 years.” Gallagher said in February that the Barossa project was 67.4 percent complete.

Expanding LNG portfolio

Moreover, the first Barossa well “has been completed and pleasingly, initial well flow rates are in line with expectations and carbon dioxide content is at the low end of the expected range,” Gallagher said. Spence said during the meeting that Santos is currently drilling the second of six wells, while pipelaying is nearing completion. He said that subsea facilities installation is “well under way”, and that thirteen of the 16 topside modules have now been installed on the floating production storage and offtake vessel. At full production rates, Barossa is expected to add 1.8 million tonnes per annum to Santos’ expanding LNG portfolio. Besides Darwin LNG, Santos operates the GLNG terminal on Curtis Island off Gladstone and has a stake in the PNG LNG project. “Barossa is a world-class LNG asset designed to utilize existing infrastructure at Darwin LNG to deliver a low-cost, reliable, long-term source of supply to Japan and Korea,” Gallagher said. source : www.lngprime.com

CHART SCORES CEDAR LNG GIG

US-based LNG equipment maker Chart Industries has secured an order from compatriot engineer Black & Veatch to supply the Cedar LNG project in Canada with liquefaction equipment. Under the deal, Chart will provide the natural gas liquefaction cold boxes and brazed aluminum heat exchangers to the Cedar floating LNG project, it said in a statement. Chart did not reveal the price tag of the deal. The firm said that this is “one of a series of big LNG, FLNG, and small-scale LNG projects in recent quarters and years that Chart has won content.” Earlier this month, Black & Veatch also awarded a contract to US energy services firm Baker Hughes to provide electric driven liquefaction technologies to the LNG project. Canada’s Pembina Pipeline and the Haisla Nation recently issued a notice to proceed to Samsung Heavy Industries and Black & Veatch for Cedar LNG’s floating LNG production unit following the finalization of long-term commercial offtake agreements. Cedar LNG signed a 20-year take-or-pay fixed toll contract with compatriot ARC Resources for 1.5 mtpa. Pembina and the Haisla Nation each own 50 percent in the Cedar LNG project. The total project cost, including \$0.6 billion of interest during construction and transaction costs, is expected to be about \$4 billion, according to Pembina. The partners expect to take a final investment decision on the project by the middle of 2024. Source : www.lngprime.com

CNOOC TO SUPPLY LNG CARGO TO FIRST GEN'S BATANGAS FSRU TERMINAL

Power producer First Gen has awarded a contract to a unit of China's state-owned energy giant CNOOC to supply one liquefied natural gas (LNG) cargo to its FSRU-based terminal in Batangas, Philippines. The award of the LNG cargo follows an international tender issued by First Gen last month. According to a statement by First Gen, CNOOC Gas and Power Trading & Marketing will supply one LNG cargo of about 130,000 cbm in May on a DES basis to the company's unit, FGEN Singapore. CNOOC's unit will deliver the shipment to the 162,000-cbm FSRU BW Batangas that is currently berthed at the First Gen Clean Energy Complex (FGCEC) in Batangas City. FGEN will use the supplies for its existing gas-fired power plants, also located in the complex. The company has a portfolio of four gas-fired power plants with a combined capacity of 2,017 MW that have been supplied for many years with gas from the Malampaya offshore gas field. It is now buying LNG to replace declining volumes from the Malampaya gas field.

Fifth tender

This is the fifth tender First Gen issued since last year. Prior to this tender, the firm launched a tender for a delivery from March 15 to March 31, 2024. However, the firm said in a filing to the stock exchange on February 28 that it will not award this emergency tender if it does not get firm commitment from Manila Electric regarding the costs of the LNG supply. Meralco said that it was constrained to not pay for certain LNG-related costs during commercial operations of the Santa Rita, San Lorenzo, and San Gabriel power plants in the absence of clearance from the Energy Regulatory Commission (ERC). The ERC recently said it has resolved to allow First Gas Power (FGPC) and FGP Corporation (FGP) to use LNG as an alternative fuel supply source to run the Santa Rita and San Lorenzo gas plants, respectively, but only in the case of the occurrence of a fuel supply force majeure event.

Shell, Trafigura, TotalEnergies

LNG giant Shell supplied the first LNG cargo for commissioning purposes to First Gen's FSRU-based LNG terminal in August last year. Shell delivered the LNG cargo from Australia onboard the 2021-built 174,000-cbm, LNGShips Manhattan. Moreover, First Gen selected Trafigura to supply the second LNG cargo and the energy trader supplied the cargo with the 2021-built 174,000-cbm LNG carrier, Hellas Diana, owned by Latsco and chartered by Trafigura. TotalEnergies Gas & Power Asia, a unit of French energy giant TotalEnergies won a tender to supply the third cargo in December. The 2020-built 174,000-cbm LNG carrier, Qogir, owned by TMS Cardiff Gas and chartered by TotalEnergies, delivered the third LNG cargo to the FSRU from the Inpex-operated Ichthys LNG plant in Australia. As per the FSRU, First Gen awarded in 2021 the five-year FSRU contract to BW LNG. BW Batangas arrived in the Philippines in June last year to start serving First Gen's LNG import terminal developed by its unit FGEN LNG. This is the second LNG import facility in the Philippines as AG&P kicked off commissioning activities in April 2023 at the country's first import terminal following the arrival of the 137,500-cbm FSU Ish at the terminal's jetty in Batangas Bay. source : www.lnprime.com

NORWAY'S DOF SELLS LNG-POWERED PSV

Norway's DOF has sold its 2011-built LNG-powered platform supply vessel, Skandi Gamma. DOF said in a statement that the vessel will be delivered to the new owners in April, but it did not reveal the name of the buyer or the price tag of the deal.

The firm will continue as technical and commercial manager for the 94.9 meters long vessel. Mons Aase, CEO of DOF said the sale of another PSV "is in line with our long-term strategy to focus on the integrated subsea services and the short to medium term focus on optimizing the combination of earnings and vessel values from our PSV fleet." DOF announced last year a new four-year firm contract for the PSV with London-listed Ithaca Energy. The award, which also includes 2 x 1-year options, started on May 1, 2023 in direct continuation of the previous contract. Skandi Gamma has been working on the UK Continental Shelf (UKCS) for Ithaca since May 2021.

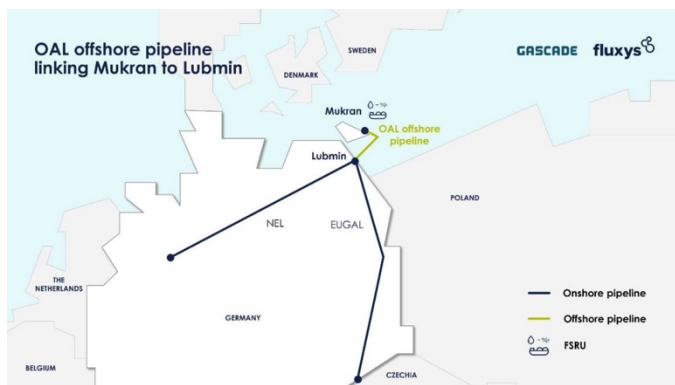
Pelagic Partners invests in LNG PSVs

Besides this sale, Cyprus-based Pelagic Partners, a ship owning fund formed in 2020 by Niels Hartmann and Atef Abou Merhi, recently completed an investment in two LNG-powered PSVs that will see it partner with UK-based private investment and asset management firm, Borealis Maritime. Pelagic Partners did not provide more details regarding the deal in a statement issued last week. Built in 2021, the 89 meters long Aurora Coey - formerly Viking Coey - and Aurora Cooper - ex-Viking Cooper - represent the "best-in-class PSVs available in the market", according to Pelagic Partners. Both ice-class ships are dual-fuel and capable of operating on LNG, as well as being ammonia-ready. The sister vessels are also fitted with hybrid battery power and are currently under charter with "reputable international counterparties". source : www.lngprime.com

FLUXYS BUYS STAKE IN MUKRAN LNG PIPELINE

A unit of Belgian LNG terminal operator Fluxys has purchased from Germany's Gascade a 25 percent stake in the offshore pipeline that connects the Deutsche ReGas-operated Mukran LNG terminal with the German gas transmission network in Lubmin. Fluxys Deutschland and Gascade did not provide the financial details of the deal in a joint statement issued last week. The unit of Fluxys will market the associated transport capacities independently in future. The 50-kilometer-long "Ostsee Anbindungsleitung" (OAL) pipeline connects the Mukran FSRU-based LNG terminal on the island of Rügen with Lubmin from which point it is linked to the pipeline network. Fluxys Deutschland and Gascade are already co-owners of the "Nordeuropäische Erdgasleitung" (North European Natural Gas Pipeline, NEL) and the "Europäische Gas-Anbindungsleitung" (European Gas Pipeline Link, EUGAL), which also have their starting points in Lubmin near Greifswald. Substantial transport capacities can be provided in Lubmin via the three pipeline systems to transport gas from the coast in the north-east to the main consumption areas in Germany and its neighboring European countries, the partners said.

Mukran FSRU terminal



German LNG terminal operator Deutsche ReGas recently received an operating permit for its FSRU-based LNG import facility in Germany's port of Mukran. Once fully commissioned, the LNG terminal will have a capacity of up to 13.5 billion cbm of gas annually to be fed into the gas pipeline networks. Last month, Deutsche ReGas received the first LNG tanker at its LNG import facility as part of the commissioning phase. The 2015-built

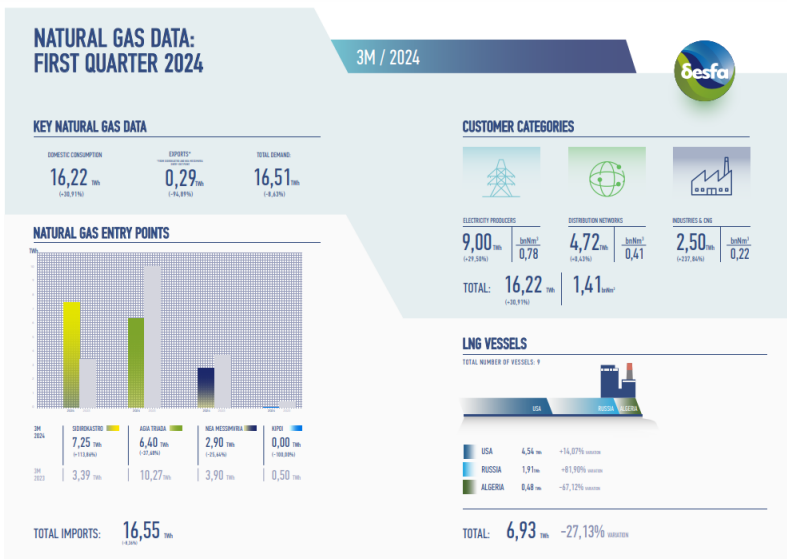
161,870-cbm, Maran Gas Alexandria, owned by Greece's Maran Gas and Qatar's Nakilat, a delivered the cargo from from Equinor's Hammerfest LNG export plant in Norway to the 2021-built 174,000-cbm, Energos Power, in Mukran on the island of Rugen. In June last year, Deutsche ReGas signed a deal with the German government to sub-charter the FSRU delivered in 2021 by Hudong-Zhonghua and owned by US-based Energos Infrastructure. Deutsche ReGas took over the charter of Energos Power in October last year. Energos Power will work along the FSRU Neptune in Mukran as part of the second phase of the LNG terminal. Deutsche ReGas officially launched its Lubmin FSRU-based LNG import terminal, first private LNG terminal in Germany, in January last year. It chartered the 2009-built 145,000-cbm, FSRU Neptune, from French energy giant TotalEnergies for this project. Deutsche ReGas recently said it expects Neptune to arrive in Mukran in the beginning of summer. source : www.lngprime.com

GREEK LNG IMPORTS DOWN IN Q1

Liquefied natural gas (LNG) deliveries to Greece's Revithoussa terminal decreased by 27.1 percent in the first quarter of this year, with the US and Russia supplying the majority of the volumes, according to DESFA. The LNG shipments in the January-March period totaled 6.93 terawatt hours, or 9 tankers, the Greek gas grid and LNG terminal operator said. This compares to 9.51 terawatt hours, or 13 tankers, in the same period in 2023. Greek LNG imports dropped by 27.2 percent last year to 28.52 terawatt hours, or 41 tankers, compared to record 78 cargoes and 39.19 TWh of LNG in 2022.

US, Russian volumes up

The US remained the largest LNG supplier to Greece in the first quarter of this year. More than 65 percent of the LNG volumes came from the US, reaching 4.54 TWh, a rise of 14 percent compared to 3.98 TWh in the same period last year. Russia ranked second with 1.91 TWh, a rise of 82 percent compared to the last year. Besides the US and Russia, Algeria supplied 0.48 TWh to Greece during the period, down 67 percent year-on-year. DESFA said that 39 percent of all imported gas to Greece in the first quarter, including pipeline gas, came via the Revithoussa terminal.



Total gas imports to Greece amounted to 16.55 TWh, a drop of 8.4 percent from the first quarter of 2023. DESFA said domestic natural gas consumption in Greece has recorded an increase compared to last year, with consumption data for the first quarter signaling the return of the natural gas market to its pre-crisis level, as the impact of the war in Ukraine has begun to recede. Domestic natural gas consumption increased by 30.9 percent to 16.22 TWh. However, total natural gas demand decreased by 8.6 percent to 16.51 TWh due to the significant decrease

in exports by 94.9 percent to 0.29 TWh, it said. Exports have decreased in the first quarter of 2024 due to Bulgaria's increasing gas imports from Turkey, DESFA said.

Alexandroupolis FSRU

LNG imports to Greece are expected to rise due to the launch of Gatsrade's FSRU-based LNG import terminal off Alexandroupolis. This is the first FSRU-based LNG facility in Greece and the second LNG import terminal. DESFA is also a shareholder in this facility along founder Copelouzou, DEPA, Bulgartransgaz, and GasLog. The 2018-built 174,000-cbm LNG carrier, GasLog Hong Kong, delivered on February 18 the commissioning cargo from the US to the 153,600-cbm Alexandroupolis. This LNG carrier, chartered by France's TotalEnergies, brought the shipment from Sempra's Cameron LNG plant in Louisiana, while Gastrade's shareholder DEPA sold some of these commissioning volumes to Moldova's state-owned energy firm Energocom. Gastrade recently told LNG Prime that it expects to launch commercial operations at the end of April and to receive the second LNG cargo in mid-May. source : www.lngprime.com

WALLENIUS TAKES DELIVERY OF LNG-POWERED CAR CARRIER CHARTERED BY VOLKSWAGEN

Sweden's Wallenius Marine, part of Soya, has taken delivery of the first of two LNG-powered car carriers it chartered to German giant Volkswagen. China's CIMC Raffles built the vessel. Wallenius Marine announced the delivery of the car carrier, Future Way, in a social media post on Monday. The 200 meters long and 37 meters wide vessel has a capacity of 6,500 ceu. Also, it is powered by a MAN ME-GI main engine and features an aerodynamically optimized bow that reduces wind resistance. MAN Cryo, a unit of Germany's MAN Energy Solutions, won a contract to deliver its fuel gas supply systems for the two LNG-powered PCTCs. Each vessel features one LNG storage tank with a capacity of 2,300 cbm, MAN Cryo said.



In 2021, Wallenius Marine and Volkswagen entered a partnership and signed a contract for two multi-fuel vessels with the ability to carry 6,500 cars each. Wallenius ordered the Knud E. Hansen-designed vessels at CIMC Raffles, part of CIMC, and the 2+2+2 contract included two firm dual-fueled car carriers but also four options. The

Swedish firm said it expects to take delivery of the sister ship, Way Forward, in a “few months”, adding that it will be responsible for ship management. source : www.lngprime.com

TOTAL ENERGIES: AVERAGE LNG PRICE DOWN IN Q1

French energy giant TotalEnergies, one of the world’s largest LNG players, reported a drop in its average price for equity liquefied natural gas sales in the first quarter of this year. TotalEnergies said on Tuesday the average LNG price was \$9.58/MMBtu in the January–March period, down by 6.8 percent compared to \$10.28/MMBtu in the previous quarter. The average price dipped compared to \$13.27/MMBtu in the first quarter of 2023, while the company’s average price was \$9.56/MMBtu in the third quarter last year and \$9.84/MMBtu in the second quarter. TotalEnergies said in its 2023 results report that its average LNG selling price should be stable around \$10/MMBtu in the first quarter of this year given the evolution of oil and gas prices in recent months and the lag effect on price formulas. The company’s integrated LNG adjusted net income reached about \$1.46 billion in the fourth quarter, a drop of 40 percent compared to the fourth quarter in 2022. Also, TotalEnergies sold 11.8 million tonnes of LNG, down 7 percent compared to 12.7 million tonnes in the same period last year, and a rise compared to 10.5 million tonnes in the prior quarter. “Due to the low volatility during the first quarter 2024, oil and LNG trading results are expected to be in line with their historical averages,” TotalEnergies said on Thursday. Also, the French firm said that it expects its oil and gas production to be stable quarter–on–quarter, above 2.45 Mboe/d, despite the Canadian oil sands assets disposals effective during the fourth quarter 2023, thanks to the growth in LNG production and the startups of Mero 2 in Brazil and Akpo West in Nigeria. TotalEnergies plans to release its results for the first quarter on April 26. source : www.lngprime.com

JAPAN’S JERA PENS LNG PACT WITH SINGAPORE’S EMA

Japan’s power firm and LNG trader, Jera, has signed a memorandum of understanding with Singapore’s Energy Market Authority to collaborate on liquefied natural gas procurement. Under the memorandum, EMA and Jera will “share best practices and knowledge in LNG procurement and management of LNG supplies as well as explore collaboration opportunities in LNG procurement and supply chain management,” Jera said in a statement. Jera said this MoU follows the spirit of an earlier

memorandum on LNG cooperation and energy transitions signed in October 2022 between the Ministry of Trade and Industry of Singapore and the Ministry of Economy, Trade and Industry of Japan. Both memorandums aim to further strengthen the partnership between Singapore and Japan, it said. Soh Sai Bor, assistant chief executive, EMA, said natural gas will “continue to be a major part of our energy mix even as we pivot to and scale up lower carbon sources in the medium to longer term.” He welcomed the new partnership with Jera to mutually strengthen their LNG supply chains. “This is another step forward in Singapore’s efforts to enhance the security and reliability of natural gas supply with stable and competitive pricing for our power sector in our energy transition,” he said. Ryosuke Tsugaru, Jera’s senior managing executive officer and chief low carbon fuel Officer, said, “through this MoU, Jera and EMA will seek to establish a more stable, resilient, and cost-efficient energy flow into both Japan and Singapore leveraging their mutually complementary relationship.” In February, Jera signed a similar memorandum on LNG cooperation deal with a unit of Indonesia’s state power company PLN. According to its website, the joint venture of Tokyo Electric and Chubu Electric handles about 40 million tons of LNG annually, among the largest transaction volumes in the world. source : www.lngprime.com

OMAN LNG SEALS SUPPLY DEAL WITH JERA

State-owned producer Oman LNG said it had signed a deal to supply liquefied natural gas to Japan’s Jera. Under the sales and purchase agreement, Oman LNG will supply Jera with 0.8 million metric tonnes per annum of LNG, according to Oman LNG. Oman LNG said the 10-year deal will start in 2025. The LNG producer did not mention the key term sheet the two firms signed back in December 2022 but this SPA is probably related to that deal. This term sheet also included the supply of up to 12 cargoes, or about 0.8 mtpa, for a period of 10 year from Oman LNG’s complex in Qalhat, Sur. Oman LNG and German gas importer Securing Energy for Europe (SEFE) recently also finalized their previously announced LNG deal for 0.4 million tonnes per annum of LNG between 2026 and 2029. Oman LNG operates three LNG trains in Qalhat with a nameplate capacity of 10.4 mtpa sourcing gas from the central Oman gas field complex. Due to debottlenecking, the company’s complex now has a production capacity of around 11.4 mtpa. Oman LNG, in which the government of Oman holds 51 percent, was quite busy last year and it signed shareholding deals with international companies, including Shell and TotalEnergies. These agreements followed the completion of Oman LNG’s large marketing campaign aimed at renewing all of its contracts post 2024. source : www.lngprime.com

CNOOC’S LNG BUNKERING VESSEL NEARS DELIVERY

CNOOC’s 12,000-cbm liquefied natural gas (LNG) bunkering vessel, Hai Yang Shi You 302, has recently completed its sea trials. State-owned CNOOC announced the completion of the trials in a statement issued on Tuesday. Hai Yang Shi You 302 now entered the “delivery phase”, CNOOC said, but it did not say when it expects to take delivery of the LNG supply and

bunkering ship. The vessel features an electric power system and is part of the strategy for the “gasification of the Yangtze river”, according to CNOOC. Its AIS data provided by VesselsValue shows that the vessel left CIMC SOE’s yard in Qidong on March 26 and returned on March 29.



China’s Nantong CIMC Sinopacific Offshore & Engineering (CIMC SOE) hosted a launching ceremony for the vessel in November last year and prior to that it held a keel-laying ceremony in June. The unit of CIMC Enric won this contract worth about 441 million yuan (\$61 million) in December 2021. The CCS-classed 132.9 meters long and 22 meters wide vessel has a draft of 11.8 meters and features two type C tanks each with a capacity of some 6,000 cbm, CIMC SOE previously said.

Once delivered, it will mainly serve international ocean-going vessels and LNG-powered vessels on domestic coastal routes, and undertake LNG transfers along the giant Yangtze river, it said. source : www.lngprime.com

GTT SECURES LNG TANK GIG FOR EIGHT VESSELS

French LNG containment giant GTT has secured a tank design order for eight 174,000-cbm LNG carriers. GTT said a statement it won the order in the second quarter of this year from an Asian shipyard and the vessels will be built on behalf of a Middle Eastern shipowner. According to GTT, the tanks will be fitted with a membrane containment system from its NO96 series. Also, the vessels will be delivered between the fourth quarter of 2026 and the first quarter of 2028, GTT said. This order is probably related to QatarEnergy’s massive shipbuilding program. Qatar Energy recently said it has completed the conventional sizes vessels portion of the program, bringing the total number of ships for which it signed time charter parties to 104 vessels. The state-owned LNG giant signed time charter agreements on March 24 with compatriot Nakilat for 25 174,000-cbm LNG carriers as part of the second phase of its shipbuilding program. South Korea’s Hyundai Heavy industries will construct 17 of the 25 LNG vessels, while Hanwha Ocean, previously known as DSME, will build the remaining eight. The new order GTT won could be related to the Nakilat vessels which will be built at Hanwha Ocean. source : www.lngprime.com

AUSTRALIA PACIFIC LNG SHIPS 1000TH CARGO

Australia Pacific LNG, the operator of the 9 mtpa liquefied natural gas export facility on Curtis Island near Gladstone, has shipped its 1000th LNG cargo since it started operations in 2016. APLNG first said in a social media post on April 11 that it will “very soon” ship the 1000th cargo, but it did not provide further information. The LNG terminal operator said in a statement issued on April 17 that the milestone LNG cargo was loaded onboard the 2016-built 174,000-cbm, Cesi Gladstone.

APLNG said the LNG carrier is heading to China. The APLNG export plant shipped its 500th cargo in June 2020. It is not the first plant on Curtis Island to ship its 1000th cargo as the Shell-operated Queensland Curtis LNG export plant shipped its 1000th cargo since it started operations in May 2015 in December last year. Besides APLNG and QCLNG, Curtis Island is also home to the GLNG plant operated by Santos. APLNG is a joint venture between US-based ConocoPhillips (47.5 percent), Australia's Origin Energy (27.5 percent), and China's Sinopec (25 percent) and shipped its first LNG cargo in January 2016 after nearly five years of development and construction. Origin operates APLNG's gas fields, upstream exploration, production and pipeline system, while ConocoPhillips operates the downstream LNG export facility and the LNG export sales business. There are two export offtake agreements in place for the LNG produced by APLNG – 7.6 mtpa to JV partner Sinopec, and 1 mtpa to Japan's Kansai Electric, both for 20 years. source : www.lngprime.com

SPAIN'S EL MUSEL LNG TERMINAL IN FIRST RELOADING OP

Spanish power group Endesa will this week complete the first reloading operation at the Enagas-owned El Musel LNG terminal in Gijon. The company said in a statement issued on Monday it will carry out the LNG loading operation at the El Musel terminal and plans to carry out another loading operation during the month of May. In August 2023, Endesa delivered the first commercial cargo to the terminal, now called Musel E-Hub, after it won the logistics services contract from LNG terminal operator Enagas. Prior to that, the LNG facility has been in hibernation since its completion in 2013. The LNG terminal has two tanks each with a capacity of 150,000 cbm and two tanker loading bays with a capacity to load a maximum of 9 GWh/d, and a maximum emission capacity of 800,000 Nm³/h. The logistics services offered for this infrastructure include LNG unloading, storage, and loading operations. Enagas said at the time that the El Musel terminal will only offer minimal regasification service, as well as the truck loading service, while it could contribute up to 8 bcm of LNG capacity per year to Europe's security of energy supply. However, the facility has still not reloaded a cargo since the commercial launch.

Attalos to load first LNG cargo

Endesa said in the statement that the LNG carrier Attalos will arrive at the El Musel facility on Wednesday. The vessel will carry out a loading operation of an "additional volume of LNG to be delivered to its next destination," it said. Endesa did not provide further information. This 2021-built 174,000-cbm LNG carrier is owned by New York-listed Capital Product Partners and chartered by UK-based energy giant BP. According to its AIS data provided by VesselsValue, Attalos was on Wednesday morning local time anchored off Gijon. The LNG carrier loaded a cargo of LNG at Cheniere's Corpus Christi LNG terminal in Texas last month. Attalos delivered a partial cargo to the KN Energies-operated FSRU-based facility in Lithuania's Klaipeda last week prior to heading to Gijon, the data shows.

Spanish LNG imports and reloads

Spanish LNG imports decreased by 39.7 percent year-on-year to about 18 TWh in March and accounted for 65.5 percent of the total gas imports, Enagas recently said. The seven operational Spanish LNG regasification terminals unloaded 43 cargoes last month, with the cargoes coming mostly from Russia and the US. In February, LNG imports reached about 18.4 TWh and in January imports reached some 20 TWh. Spanish LNG terminals loaded about 0.56 TWh in March, down 74.7 percent compared to some 2.23 TWh in the same month last year and also down compared to 1.07 TWh in February and 0.92 TWh in January. source : www.lngprime.com

WOODSIDE AND PARTNERS AWARD SUNRISE GIG TO WOOD

Australian LNG player Woodside and its partners Timor GAP and Japan's Osaka Gas have awarded the Greater Sunrise concept study contract to a unit of consulting and engineering firm Wood. Woodside said in a statement on Wednesday that Wood Australia won the contract following a global contract procurement process. According to Woodside, the "study will consider the key issues for developing, processing, and marketing gas with a strong focus on delivery of gas to Timor-Leste for processing and LNG sales or the alternative of delivery of the gas to Australia." It will include a range of disciplines including engineering, financial assessment and financing, local content, strategy and security, health safety and environment, and socioeconomic analysis. The study will evaluate which option provides the "most meaningful benefit" for the people of Timor-Leste, Woodside said. The study will be conducted in an impartial manner and, importantly, will not provide any recommendations to the Sunrise JV, the firm said. It is targeted to be completed by no later than the fourth quarter of 2024. In addition, the SJV and the governments have "continued to make progress towards agreeing a new production sharing contract, petroleum mining code and fiscal regimes, which upon finalization will assist with providing fiscal and regulatory certainty," Woodside said.

Greater Sunrise fields



The Greater Sunrise fields, located about 450 km north-west of Darwin and 150 km south of Timor Leste (East Timor), comprise the Sunrise and Troubadour gas and condensate fields. Woodside holds a 33.44 operating stake in the JV, the nation's oil company Timor GAP has a 56.56 percent stake while Osaka Gas has a 10 percent stake. In November last year, the JV received approval from East Timor to kick off work on the concept study for the development of the Greater Sunrise fields. According to Woodside, the fields contain an estimated contingent resource (2C) 5.3 Tcf of dry gas and 226

MMbbl of condensate. Woodside previously preferred the option of sending the Sunrise gas to Darwin as there are two existing LNG plants in the region, namely the Santos-led Darwin LNG facility and the Inpex-operated Ichthys LNG plant. However, Woodside's CEO Meg O'Neill revealed in November 2022 that the firm is willing to consider sending the gas to a new LNG plant in East Timor. [source : www.lngprime.com](http://www.lngprime.com)

OMAN LNG INKS 10-YEAR SPA WITH SHELL

State-owned producer Oman LNG has signed a 10-year sales and purchase agreement with a unit of LNG giant Shell. Under the SPA, Oman LNG will supply Shell International Trading Middle East (SITME) with 1.6 million metric tonnes per annum of LNG, it said on Wednesday. Oman LNG said the long-term deal will start in 2025. Oman LNG announced in January 2023 it signed a binding term sheet with Shell for 0.8 mtpa of LNG per year and after that it signed another binding term sheet with Shell in August for additional 0.8 mtpa. The two firms probably converted these two term sheets into a SPA for a total volume of 1.6 mtpa of LNG. Shell has been a shareholder in Oman LNG with a 30 percent stake since its inception. With these two deals, Shell will become Oman LNG's largest off-taker post 2024, the firm previously said. This week, Oman LNG also signed a 10-year SPA for 0.8 mtpa of LNG with Japan's Jera, and the LNG producer and German gas importer Securing Energy for Europe (SEFE) recently also finalized their previously announced LNG deal for 0.4 million tonnes per annum of LNG between 2026 and 2029. Oman LNG operates three LNG trains in Qalhat with a nameplate capacity of 10.4 mtpa sourcing gas from the central Oman gas field complex. Due to debottlenecking, the company's complex now has a production capacity of around 11.4 mtpa. Oman LNG, in which the government of Oman holds 51 percent, was quite busy last year and it signed shareholding deals with international companies, including Shell and TotalEnergies. These agreements followed the completion of Oman LNG's large marketing campaign aimed at renewing all of its contracts post 2024. [source : www.lngprime.com](http://www.lngprime.com)

UAE'S TAQA EYES TAKEOVER OF SPAIN'S NATURGY

UAE's energy firm Taqa is in talks with the three largest shareholders of Spanish utility and LNG player Naturgy about a potential takeover of the latter. Responding to recent media reports, Abu Dhabi National Energy Company, or Taqa, confirmed it is in "discussions with Criteria Caixa in relation to potential cooperation in relation to Naturgy." "Taqa also confirms that it is in discussions with CVC and GIP in relation to a possible acquisition of their shares in Naturgy," it said on Wednesday. If such an acquisition occurs, this would trigger an offer for all the shares of Naturgy, Taqa said. According to Naturgy's website, Criteria Caixa has a 26.7 percent stake in the firm while GIP owns 20.6 percent and a consortium formed by CVC has 20.7 percent in Naturgy. Other shareholders include Global Infracore, managed by IFM, with a 15 percent share and Sonatrach with a 4.1 percent share. Taqa said no agreement had been reached with Criteria Caixa, CVC, or GIP, and there can be no

guarantee of any transaction nor any certainty as to the terms of any potential transaction. The firm added that that it had not approached Naturgy directly. Naturgy's current market value is about \$22 billion. The company buys LNG from all over the globe and has a long-term deal for volumes from Novatek's Yamal LNG plant in Russia and long-term deals for volumes from Cheniere's Sabine Pass and Corpus Christi plants in the US. Its website shows that it has a 21 bcm gas portfolio and its fleet includes seven LNG tankers. source : www.lnprime.com

SANTOS: PNG LNG SHIPPED 27 CARGOES IN Q1

The ExxonMobil-operated PNG LNG project in Papua New Guinea shipped 27 cargoes of liquefied natural gas in the first quarter of 2024, down by one cargo compared to the same quarter last year and three cargoes less compared to the prior quarter, according to shareholder Australia's Santos. Santos currently has a 42.5 percent stake in the LNG export plant in Caution Bay following the Oil Search merger, and it recently agreed to amend the terms of sale of its 2.6 percent stake in the LNG project to Papua New Guinea's national oil and gas company Kumul Petroleum. ExxonMobil holds a 33.2 percent operating interest in PNG LNG which is able to produce more than 8.3 million tonnes of LNG annually, an increase of 20 percent from the original design specification of 6.9 mtpa. Santos said in its quarterly report on Thursday that "steady" production continued at PNG LNG, supported by "strong" production from Santos-operated fields. PNG LNG produced about 2 million tonnes in the first quarter, down from 2.11 million tonnes in the prior quarter and down from 2.13 million tonnes in the same quarter last year. LNG production was down on the previous quarter due to a combination of Hides field natural decline and annual preventative maintenance undertaken at the central processing facility during the quarter, Santos said. Santos said there were five spot LNG cargoes sold in PNG in the first quarter of 2024 and three of these were sold under previous arrangements with ExxonMobil. During the quarter, PNG LNG participants executed new agreements to enable equity lifting commencing in 2024 of which Santos sold two cargoes in revenue for the quarter. These cargoes utilized the 160,000-cbm LNG carrier, Kool Husky, which is on charter to Santos, it said adding that these volumes enhance Santos LNG marketing capability and are in addition to the foundation long-term contracts, which remain jointly sold. During the quarter Santos continued portfolio marketing its equity LNG entitlements which is available from PNG LNG, Barossa, and the expansion Papua LNG project, offering a portfolio of "rich LNG" to Asian customers, the firm said. During the quarter, Santos was also able to successfully conclude the first LNG customer price reviews from its long-term contracts for PNG LNG with the outcome seeing Santos maintain a weighted average LNG price for its oil-indexed contracts above 14 percent slope to oil indexation, it said.

GLNG

As per the Santos-operated Gladstone LNG export plant on Curtis Island near Gladstone, the facility shipped 27 LNG cargoes during the first quarter, the same as in the first quarter last year and two less compared to the prior quarter. The 7.8 mtpa facility produced 1.64 million tonnes of LNG during the quarter, up from 1.54 million tonnes in the same quarter last year and down from 1.71 million tonnes in the prior quarter, according to Santos. Santos said LNG production has been "steady"

throughout the quarter, meeting expectations. Gross GLNG operated upstream gas production increased by 10TJ/day to an average rate of 714TJ/d for the quarter, it said.

Sales revenue down

The independent LNG producer said on Thursday that its January–March sales revenue reached \$1.39 billion. This marks a drop compared to \$1.63 billion last year and also compared to \$1.48 billion in the prior quarter. First quarter production of 21.8 mmbœ was lower than 22.2 mmbœ in the same period last year and also compared to 23.4 mmbœ in the prior quarter. The Australian LNG player said its average realized LNG price of \$12.68 per MMBtu in the first quarter rose compared to 12.33 per MMBtu in the prior quarter but it dropped from 14.46 per MMBtu in the same quarter in 2023. According to Santos, average realized LNG prices were slightly higher than the prior quarter, with higher realized prices from oil-linked sales contracts reflecting lagged Japan Customs-cleared Crude (JCC) prices. Three-month lagged JCC averaged \$92.29/bbl in the first quarter of 2024 compared to \$83.08/bbl in the fourth quarter of 2023. source : www.lngprime.com

PAPUA NEW GUINEA’S KUMUL SELLS ITS FIRST SPOT LNG CARGO

Papua New Guinea’s national oil and gas company Kumul Petroleum said it had sold its first spot liquefied natural gas cargo produced at the PNG LNG project. The buyer is PetroChina International. The firm announced in a statement on Wednesday that it was for the first time directly marketing LNG on the spot market from its share of the PNG LNG project that was not committed to long-term sales agreements. Confirmed last month, the deal is to sell 144,000 cbm of LNG on FOB terms to PetroChina International following a tender process held in February. Kumul said in the statement that the 2022-built 174,000-cbm LNG carrier, Wudang, was being loaded at the PNG LNG jetty at Caution Bay. Managing director Wapu Sonk said Kumul has a 16.77 percent share in the PNG LNG project and this “entitles us to sell approximately 14 LNG cargoes over the next 4 years.” Also, once Kumul concludes the acquisition of an additional 2.6 percent stake of the PNG LNG project from Australia’s Santos, this will provide the firm “with more LNG to sell on the spot market,” he said. “We are currently in talks with other potential buyers who will be purchasing LNG shipments from us in the future,” Sonk said. The ExxonMobil-operated PNG LNG project shipped 27 cargoes of LNG in the first quarter of 2024, down by one cargo compared to the same quarter last year and three cargoes less compared to the prior quarter, according to Santos. Santos currently has a 42.5 percent stake in the LNG export plant in Caution Bay following the Oil Search merger, while ExxonMobil holds a 33.2 percent operating interest in PNG LNG which is able to produce more than 8.3 million tonnes of LNG annually. source : www.lngprime.com

NFE INKS EPC CONTRACT FOR BRAZILIAN LNG POWER PLANT

US LNG player New Fortress Energy has finalized an EPC contract with a consortium formed by Mitsubishi Power Americas and Andrade Gutierrez for a 1.6 GW power plant to be built adjacent to the Barcarena LNG terminal in Brazil. NFE has also issued full notice to proceed to the MHI/AG consortium to begin construction work under the contract, it said in a statement on Wednesday. The power plant will provide firm power capacity under the previously announced 15-year capacity reserve contract that NFE acquired from Denham Capital and Ceiba Energy, which closed in March 2024. Under the terms of the fixed-price, date-certain EPC contract, construction activities for the thermal power plant are already in progress with commercial operations projected to start no later than August 2026. NFE said. The power plant will operate under the 15-year agreement with the Brazilian Chamber of Electric Energy Commercialization. During the first quarter, NFE completed construction and commissioning of both the Barcarena and Santa Catarina “TGS” FSRU-based LNG terminals. The Barcarena LNG terminal features the 160,000-cbm FSRU, Energos Celsius, while the 138,250-cbm FSRU Energos Winter serves the Santa Catarina LNG terminal. Along with the existing 630 MW power plant and 25-year agreement, the Barcarena LNG terminal will now host and supply LNG to more than 2,200 MWs of power capacity owned by NFE, as well as supply natural gas to Norsk Hydro’s Alunorte alumina refinery under a 15-year contract which started in Q1 2024. source : www.lngprime.com

GULFSTREAM LNG ASKS US FERC TO START PRE-FILING PROCESS

Houston-based Gulfstream LNG is seeking approval from the US FERC to initiate the environmental pre-filing review for its mid-sized onshore LNG export project in Louisiana. Representatives of the LNG project developer led by Vivek Chandra met with FERC staff on March 27 to introduce the project and discuss the pre-filing process, according to a filing dated April 16. Gulfstream LNG claims that it is the first greenfield project in five years to be in the FERC permitting process. Upon completion of the pre-filing process, Gulfstream LNG intends to file later this year an application with FERC seeking authorizations under section 3 of the natural gas act. According to the filing, Gulfstream LNG expects to receive final FERC authorization in 2027 and launch the project in 2030. Gulfstream LNG plans to build a three-train plant with a capacity of 4 million tonnes per year, which is equivalent to about 700 MMcf/d of natural gas, including 50 MMcf/d for on-site power generation. The facility will be located on an approximately 418-acre leased site with about 11,788 feet of frontage on the Mississippi River owned by Magnolia Terminal, south of town of Belle Chasse, Plaquemines Parish, Louisiana. Gulfstream LNG changed the project site and the new site is located a few miles downstream of the original application site. In March this year, the firm filed an amendment to its Department of Energy FTA export permit for the new site. The US DOE granted a long-term license in June last year to Gulfstream LNG to export liquefied natural gas to FTA nations. Gulfstream LNG also needs to secure the non-FTA permit. The Biden administration said in January this year it will “temporary pause” pending decisions for LNG export terminals. The US paused pending decisions on exports of LNG to non-FTA countries until the DOE can update the underlying

analyses for authorizations. Gulfstream LNG last year also selected Baker Hughes, Honeywell UOP, and Kiewit as the company’s technical partners for the LNG project. source : www.lngprime.com

CHINA’S LNG IMPORTS JUMP IN MARCH

China, the world’s largest liquefied natural gas importer, increased its LNG imports by 25.1 percent in March compared to the same month last year, according to customs data. Data from the General Administration of Customs shows that the country received 6.65 million tonnes during the last month. During January–March, China imported 19.78 million tonnes of LNG, a rise of 20.8 percent year-on-year. In January, China’s LNG import terminals took 7.25 million tonnes of LNG, up by 22.9 percent year-on-year, while in February LNG imports rose by 15.2 percent to 5.95 million tonnes, customs data previously showed. Natural gas imports, including pipeline gas, during the last month reached about 10.75 million tonnes, rising 21.3 percent compared to some 8.86 million tonnes in March 2023. China’s pipeline imports rose 17.3 percent year-on-year in March to some 4.11 million tonnes. Several reports previously said that Chinese buyers were buying spot LNG cargoes in February and March due to low JKM prices and also to rebuild inventory after the Lunar New Year holiday. Asian spot LNG prices increased this week and JKM for June settled at \$10.745/MMBtu on Wednesday.

World’s largest LNG importer

China’s LNG imports rose 12.6 percent in 2023, and the country overtook Japan as the world’s largest LNG importer. The country received about 71.32 million tonnes in the January–December period. This is a rise compared to about 63.44 million tonnes of LNG in 2022 when imports dropped due to very high spot LNG prices and Covid lockdowns. China’s 2023 LNG imports dropped compared to record 78.93 million tonnes in 2021. In 2024, Japan’s LNG imports dropped for the third month in a row in March. Japan imported about 17.7 million tonnes during January–March, down by some 2.08 million tonnes compared to China’s volumes. Source : www.lngprime.com

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