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LNG NEWS WEEKLY 21ST JULY '24

MAERSK'S LNG-FUELLING FOCUS PUTS METHANE IN SPOTLIGHT

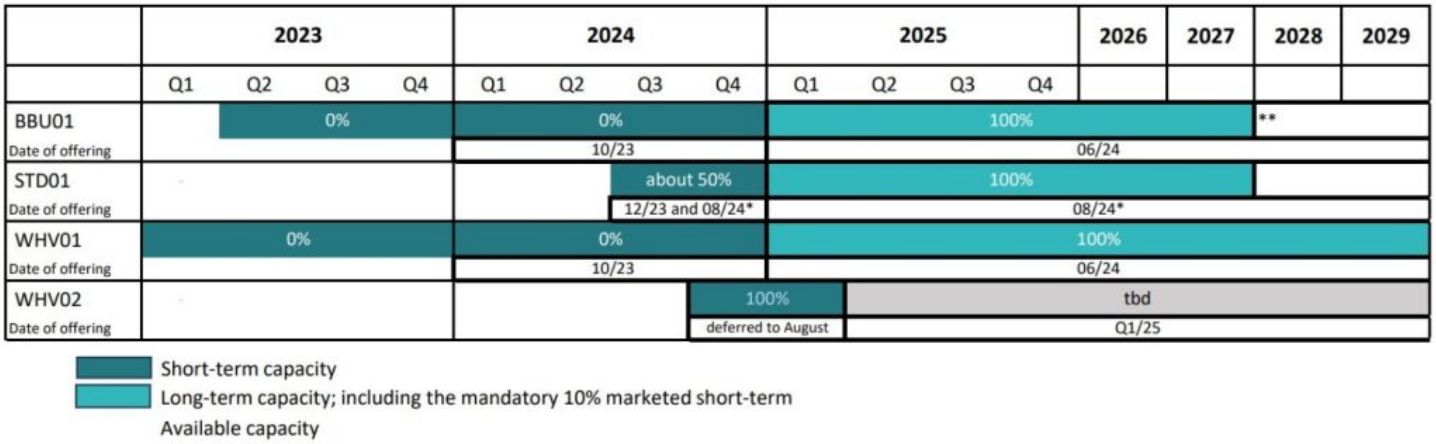
Emissions of the potent greenhouse gas should be properly measured and regulated for impact in the near term. Last year, AP Moller-Maersk took delivery of the world's first methanol-fuelled container ship, with the presence of European Commission president Ursula von der Leyen at the christening showing the high profile of its move to greener shipping. The Danish container shipping giant's more recent steps to book a swathe of vessels that are instead fuelled by LNG are likely to garner considerably less fanfare and could inspire the chagrin of environmental groups. Copenhagen-listed Maersk is not alone in finding itself attracted to the renewed allure of powering shipping by natural gas, which has so far this year taken the crown from methanol as the most popular alternative fuel for the industry. That is despite green groups' contention that methane, the main constituent of the LNG, is a potent greenhouse gas that leaks from vessels and the upstream supply chain, and that should be written off as a fuel for shipping. After all, if methane emissions must be reduced in the climate emergency, increasing demand for the fuel by building more ships does not help that goal. But this year's ordering shows LNG is here to stay, at least for some time, and highlights the importance of efforts that are underway — and that should be intensified — to tackle methane emissions from ships that use fuel, and from the natural gas supply chain. Clarksons data shows that while methanol-fuelled orders have

slipped back this year, there were 109 LNG-capable vessels ordered in the year to June. If that pace of ordering is annualised, it would be roughly in line with the 221 LNG-fuelled newbuilding's booked in 2023. Maersk is poised to add to that after issuing a request for proposals to shipbuilders for a string of 12 vessels of about 16,000 teu. The Danish liner operator also has been linked to 10-year charters of five similarly sized vessels ordered by SFL Corp that will run on LNG. The company had previously sworn off LNG, saying that it would rather choose an alternative fuel that is carbon neutral from the get-go. But the problem with methanol is that it is also a fossil fuel, unless a buyer can obtain the green variety — made from biological waste or renewable electricity and combined with captured CO2 to cancel out that carbon atom in its molecule. And while Maersk has been a leader in procuring green methanol, the world is still short on biological feedstock or cost-competitive renewable energy, or the electrolysers needed to turn that into fuel at a price shipping will pay. And without that, most conventional methanol is made from natural gas — meaning it still has upstream methane emissions. Shipping facing $1.46bn in penalties from next European carbon emission crackdown. LNG has become more affordable relative to methanol and has an established marine supply chain. And while methane slip from ships is a problem, there is a growing body of knowledge about how to reduce that. Given the persistence of LNG as a shipping fuel, efforts to tackle those emissions should be a priority. Methane Abatement in Maritime Innovation Initiative (MAMII), which is made up of some of LNG-fuelled shipping's biggest names, recently issued a report detailing two years of research into emissions of the greenhouse gas from vessels and their supply chain. And the group, led by Lloyd's Register spin-off Safetytech Accelerator, found more technical solutions than it expected to encounter. But MAMII also found a yawning gap: a lack of measurement standards to accurately calculate methane emissions. It also called for regulations to address methane and methods to validate the upstream pollution of the greenhouse gas, also known as the well-to-tank emissions. Why methanol shipping pioneers are giving LNG fuelling a second look. All of those measures are aimed at making it possible for a regulatory framework to incentivise shipowners to adopt technologies that abate methane, such as higher-pressure engines, or operate their LNG-fuelled ships in a way that reduces emissions of methane. Accurate measurement and a robust regulatory framework would also make it possible to weigh the true climate impact of LNG against the other fuels on the menu and would help authorities a price on emissions that reflects the cost of that impact. And that brings us to a key point by MAMII that may have gone overlooked. Methane has 28 times more warming potential over the 100-year timescale that has historically guided regulation, but its climate impact is far higher over a 20-year period. The International Maritime Organization is considering using a 20-year timescale instead of just the century-long measure, and the European Union has not yet committed, according to the report. “Focusing on the 20-year timescale would highlight its more immediate climate impact,” the group said. As each year passes, the goal of halting global temperature rises at 1.5C becomes more elusive. The only way for LNG to play a part in getting there is for its emissions to be accurately measured and subjected to regulations that incentivise methane pollution reductions in a way that makes a greater impact in the near term.

Source：www.tradewindsnews.com

GERMAN LNG TERMINAL OPERATOR GETS NO BIDS IN LATEST CAPACITY AUCTIONS

State-owned LNG terminal operator Deutsche Energy Terminal will launch new capacity auctions for its FSRU-based facilities in Brunsbüttel and Wilhelmshaven after it did not receive any bids in the latest marketing round. In the three marketing rounds issued in May, which took place between June 13 and July 3, DET has offered short-term products for 2025, as well as long-term products for the years 2025-2029 for regasification capacities at the Brunsbüttel and Wilhelmshaven 1 LNG terminals. "These products were not marketed. Generally, marketing rounds without bids are not unusual and part of market behavior," a DET spokesperson told LNG Prime on Thursday. "This outcome did not come as a surprise to us. The low gas prices in Europe currently offer little incentive for importing LNG. At the moment, cargoes are preferably routed to Asia due to the price situation," the spokesman said. As a regulated, federally owned company, DET implements the price specifications of the German Federal Network Agency. Non-regulated companies, on the contrary, are free to set their prices. In addition, the DET terminals are subject to EU competition law when it comes to pricing. "These factors combined have led to the expected low market interest in the current marketing round," DET's spokesman said.



*A first tranche of about 50% was sold in 12/23, the remaining 50% in 2024 and the long-term capacities will be offered 08/24 earliest.
** Any owner of long-term capacity in 2027 ADP will have the option to acquire capacity in 2028 in case the operation of that terminal is extended, at a price to be published in 2027. This procedure repeats in 2028 for capacities in 2029.

DET to offer capacities again in "due course"

The spokesman said DET will offer capacities again in "due course". This also applies to capacities at the Stade and Wilhelmshaven 2 FSRU-based terminal, which are scheduled to go into operation in the second half of 2024. "And we must not forget that it is DET's task is to strengthen the security of supply in Germany and for our European neighbors," he said. "To achieve this, not just a specific capacity utilization, but most of all the availability of LNG import capacity is and will remain of decisive importance and has already made a noticeable contribution to calming the market," the spokesman said.

LNG terminals

Last month, DET said that its FSRU-based LNG terminal in Brunsbüttel has achieved a record sendout rate since the commissioning of the facility in March last year. DET said at the time that "121.5 GWh/d have been delivered from Hoegh Gannet as daily average rate into the German grid so far this month." The 170,000-cbm FSRU Hoegh Gannet, which serves the Elbehafen LNG import terminal Brunsbüttel, started supplying regasified LNG to the German grid on March 22, 2023 as part of the commissioning phase. Hoegh Gannet can regasify up to 750 mmscfd. It received its first LNG tanker on February 14 last year from UAE's Adnoc and the second tanker from the US on April 22. The Wilhelmshaven 1 terminal also features a Hoegh LNG FSRU. The unit in question is the 170,000-cbm FSRU Hoegh Esperanza. Moreover, DET recently told LNG Prime that it expects to receive the first cargo at its FSRU-based LNG import terminal in Stade in the second half of this year. In March, the 2021-built 174,000-cbm FSRU, Energos Force, owned by Apollo's Energos Infrastructure, arrived at the AVG jetty in Germany's Stade. DET also expects commissioning to start at the its second terminal in Wilhelmshaven during the second half of this year. Excelerate's 138,000-cbm FSRU Excelsior arrived at the Navantia yard in El Ferrol, Spain last year for a planned stopover prior to its job in Wilhelmshaven. The FSRU is still located there. source:www.lngprime.com

JAPAN'S LNG IMPORTS SLIGHTLY UP IN JUNE

Japan's liquefied natural gas (LNG) imports rose slightly in June, logging a year-on-year increase for the third month in a row, according to the provisional data released by the country's Ministry of Finance. The country's LNG imports rose 0.8 percent year-on-year to 4.57 million tonnes last month, the data shows. LNG imports dropped compared to 4.87 million tonnes in May, which marked a rise of 5.6 percent year-on-year. Also, Japan imported 5.28 million tonnes in April, 5.55 million tonnes in March, 6.02 million tonnes in February, and 6.1 million tonnes in January. During the first half of this year, Japan's LNG imports decreased by 0.7 percent to 32.4 million tonnes, while coal imports for power generation dropped by 7.1 percent to 45.8 million tonnes. Japan's coal imports for power generation dropped in June compared to the last year. Coal imports were down by 6.9 percent to 6.75 million tonnes, and Japan paid about $1.03 billion for these imports, a drop of 28.6 percent compared to the last year, the data shows.

LNG import bill climbs

The June LNG import bill of about $2.72 billion increased by 8.1 percent compared to the same month last year. During January-June, Japan paid $19.8 billion for LNG imports, down 9.9 percent year-on-year. Last week, state-run Japan Oil, Gas and Metals National Corp (JOGMEC) published the monthly spot LNG prices for delivery to Japan in June. The average price of spot LNG cargoes for delivery to Japan contracted in June 2024 was not disclosed as there were less than two companies that imported spot LNG. The average price of spot LNG cargoes that were delivered in Japan within the month of June 2024 regardless of the month when the contracts were made (arrival-based price) was $10/MMBtu. Also, the confirmed figures for May 2024 were not changed from the preliminary figures, with the contract-based price at $9.9/MMBtu and the arrival-based price at $9.5/MMBtu., JOGMEC said.

LNG inventories

METI previously announced that Japan's LNG inventories for power generation as of June 2 stood at 2.23 million tonnes, up 0.17 million tonnes from the previous week. Inventories were at 2.10 million tonnes on June 9, 2.14 million tonnes on June 16, 2.07 million tonnes on June 23, 2.10 million tonnes on June 30, 1.99 million tonnes on July 7, and 2.20 million tonnes on July 14, according to METI.

Deliveries to Japan

As per LNG shipments going to Japan in June, deliveries from Asia decreased by 11.1 percent to 817,000 tonnes, the ministry's data shows. Middle East LNG shipments rose by 2.2 percent to 451,000 tonnes in June. Moreover, shipments from Russia rose by 13.6 percent to 552,000 tonnes, while US deliveries decreased by 2.6 percent to 504,000 tonnes in June. During January–June, deliveries from Asia decreased by 4 percent to 8.21 million tonnes, while deliveries from the Middle East rose 32.1 percent to 3.61 million tonnes. Shipments from Russia decreased by 3.3 percent to 2.99 million tonnes and US shipments rose by 34.2 percent to 2.84 million tonnes.

Second largest LNG importer

China has overtaken Japan to become the world's top importer of LNG last year. China's LNG imports rose 12.6 percent to about 71.32 million tonnes in the January–December period, and the country imported some 5.17 million tonnes of LNG more than Japan in 2023. During January–June this year, China imported 38 million tonnes of LNG, a rise of 13.9 percent year-on-year. Japan imported some 5.6 million tonnes of LNG less than China during the first half of this year. source:www.lngprime.com

CHINA'S LNG IMPORTS DROP 4.6 PERCENT IN JUNE

China, the world's largest liquefied natural gas importer, reported a drop in its LNG imports in June, marking the first monthly drop this year, according to customs data. Data from the General Administration of Customs shows that the country received 5.62 million tonnes during the last month. During January–June, China imported 38 million tonnes of LNG, a rise of 13.9 percent year-on-year, the data shows. This also compares to 39.78 million tonnes China imported during January–June in 2021, which was a record year for China's LNG imports with 78.93 million tonnes. China's growth in LNG imports slowed down in May and the country received 6.57 million tonnes, up by 3.4 percent compared to the previous year. In January this year, China's LNG import terminals took 7.25 million tonnes of LNG, up by 22.9 percent year-on-year, in February LNG imports rose by 15.2 percent to 5.95 million tonnes, in March LNG imports increased by 25.1 percent to 6.65 million tonnes, while in April LNG imports increased by 31.5 percent to 6.22 million tonnes, customs data previously showed. Natural gas imports, including pipeline gas, during the last month reached about 10.42 million tonnes, rising just 0.4 percent compared to some 10.38 million tonnes in June 2023. China's pipeline imports rose 8.4 percent year-on-year in June to 4.80 million tonnes. Chinese buyers were buying spot LNG cargoes during this year due to low JKM prices. Asian spot LNG prices were

below $10/MMBtu from the second half of January and until the second half of April. However, front month JKM rose in May for the first time this year above $12/MMBtu and it remains to be above $12/MMBtu. 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 in 2021. source:www.lngprime.com

TRINIDAD'S ATLANTIC LNG TO SHIP 4800TH CARGO

Trinidad and Tobago's Atlantic LNG export plant is about to ship its 4800th cargo of liquefied natural gas since 1999.LNG producer Atlantic LNG, owned by Shell, BP, and NGC, revealed this in a social media post on Thursday. In April 1999, Atlantic LNG celebrated its first cargo shipment on the LNG carrier Matthew. "Twenty-five years later, we celebrate our 4800th cargo transfer onto the British Listener," Atlantic LNG said. According to Atlantic LNG, the LNG tanker berthed at 0620 hours on July 17, and will load 150,000 cubic meters of LNG. The 2019-built 173,400-cbm LNG carriers serves a charter with BP. "This achievement demonstrates Atlantic's commitment to safe and reliable operations, as well as Trinidad and Tobago's continued importance in the global LNG industry," Atlantic LNG said. In December 2023, Trinidad and Tobago has finally signed a restructuring deal with the shareholders of LNG producer Atlantic LNG, Shell, BP, and NGC. The Point Fortin facility features four trains with a total capacity of about 15 million tonnes per annum of LNG but the facility has been experiencing supply issues due to dwindling domestic gas reserves. Atlantic LNG's first train has been idled since 2020 due to reduced gas supplies. Shell recently took a positive final investment decision for the development of the Manatee gas field to supply the LNG export plant. The undeveloped gas field is located in the East Coast Marine Area (ECMA) in Trinidad and Tobago. Once online, Manatee is expected to reach peak production of about 104,000 barrels of oil equivalent per day (boe/d) or 604 MMscf/d, according to Shell. source:www.lngprime.com

GTT NETS LNG TANK GIG FROM CHINA'S DSIC

French LNG containment giant GTT has secured a tank design order from China's shipbuilder DSIC for two 175,000-cbm LNG carriers. GTT said in a statement on Wednesday it has secured the contract in the second quarter of 2024. DSIC will build the two LNG carriers for Ocean Jade Investment, a joint venture between Hong Kong shipowner Wah Kwong, Chinese leasing company CSSC (Hong Kong) Shipping, and China Gas Holdings. Also, the tanks of the LNG carriers will be fitted with GTT's Mark III Flex membrane containment system. The delivery of the vessels is scheduled between the first and the second quarters of 2028. In April this year, China Gas, Wah Kwong Maritime Transport, and CSSC Shipping officially signed the shipbuilding deal with DSIC. The first JV, Sea Jade Investment, ordered two 175,000-cbm LNG carriers at DSIC in August last year for

delivery in 2027. Besides GTT's Mark III Flex membrane containment system, the vessels will feature WinGD dual-fuel low-speed engines with integrated ICER system and a reliquefaction unit.

China Gas charter

In March, Hong Kong-based natural gas operator and distributor, China Gas, said that its unit China City Gas has entered into a joint venture agreement with Wah Kwong Maritime's Summit Energy and CSSC (Hong Kong) Shipping's Fortune Clean Energy. China City Gas has a 30 percent stake in the JV, Summit Energy owns 45 percent, and Fortune Clean Energy owns 25 percent. According to China Gas, the Ocean Jade Investment JV will set up two wholly-owned special purpose vehicles for the purpose of acquiring and owning each of the LNG vessels. China Gas said at the time that its unit expects to commit $142.8 million in the new company. Based on its 30 percent share, it could mean that the LNG carriers are each worth a bit more than $235 million. Following delivery, the JV's two new LNG carriers will also serve China Gas Hongda Energy Trading, a unit of China Gas, under 20-year charter deals, China Gas said. The charter hire for each LNG carrier will be at a daily hire rate of about $87,000 to $100,000 per month, it said. source:www.lngprime.com

CANADA'S CEDAR LNG PROJECT CONTRACTS FOR FLNG TANK DESIGN

Samsung Heavy Industries (SHI) is building the vessel for shipowner Cedar LNG for the nameplate 3.3M tonnes per annum (mta) export facility. France-based LNG tank design specialists Gaztransport & Technigaz (GTT) said it had received the order from partner Samsung Heavy Industries (SHI) in South Korea, for the tank design of a new floating liquefied natural gas (FLNG) vessel for Cedar LNG."GTT will design the tanks of this FLNG, which will have a total capacity of 180,000 m3, and will incorporate the Mark III Flex membrane containment system developed by GTT. The delivery of this FLNG is scheduled for Q1 2028," GTT said. News of the contract comes three weeks after partners in the Cedar LNG project announced a positive final investment decision for the construction of the new facility in the traditional territory of the Haisla Nation, on Canada's West Coast in the province of British Columbia. British Columbia is home to massive natural gas reserves, estimated at over 2,900 Tn ft3, and Canada has multiple exploration projects underway including the C$40Bn LNG Canada export terminal near Kitimat, which counts Shell, Petronas and PetroChina as partners. The project is one of the largest-ever investments in Canada's history. The Cedar LNG project's West Coast location provides one of the shortest shipping routes to key Asian markets. The Douglas Channel, leading to and from the site, offers an established shipping route and deepwater marine inlet, with year-round ice-free conditions. Cedar LNG partners estimate the total cost at approximately US$4Bn including estimated capital costs of approximately US$3.4Bn of which US$2.3Bn or approximately 70%, is under a fixed-price, lump-sum agreement, and US$0.6Bn of interest during construction and transaction costs. The FLNG facility is being designed and constructed by Samsung Heavy Industries and Black & Veatch and is anticipated to be in service in late 2028. SHI will be responsible for the hull and topside plant processes of the FLNG. The order is estimated at some 2Tn Won (US$1.5Bn). Cedar LNG has secured

20-year take-or-pay liquefaction tolling services agreements with ARC Resources Ltd and Pembina for 1.5 mta each. Commercial discussions with other prospective customers are ongoing. source:www.rivieramm.com

KPLER: RUSSIA SENDS FOUR YAMAL CARGOES THROUGH NORTHERN SEA ROUTE

With one cargo already delivered via Arc-7 icebreaking LNG carrier to China's Fujian terminal, analysts Kpler say the three additional cargoes highlight the Northern Sea Route's importance. Arc-7 ice-breaking LNG tanker Eduard Toll has delivered Russia's first LNG cargo of the year to transit the Northern Sea Route, according to Kpler. The vessel went "from the Yamal LNG plant in Russia to the Fujian terminal in China via the Northern Sea Route (NSR), marking the first LNG delivery this year through the NSR," the analyst firm posted on social media outlet X. "Three other Arc-7 LNG tankers – Christophe de Margerie, Fedor Litke and Boris Davydov – are also en route to Asia via the NSR, underscoring the route's strategic importance, especially amid new EU sanctions on Russian LNG transhipping," Kpler said. Kpler data shows Yamal shipped 10.77M tonnes of LNG in the first half of this year, with 83% to Europe and 17% to Asia. The Siberia-based Yamal LNG plant sends cargoes mainly to Europe and Asia and has so far not faced United States sanctions in response to Russia's war against neighbour Ukraine. Novatek operates the plant while aiming to finalise the Arctic LNG 2 project. In January 2024, Novatek had to issue force majeure notices to some customers who had been contracted to lift LNG form the project. The notifications were issued after the United States imposed sanctions on the Arctic LNG 2 project in late 2023. Novatek reportedly received a forece majeure notice from the three-train Arctic LNG 2 project in late November, which said the facility was unable to fulfil its production and delivery obligations due to the sanctions which have also led to a shortage of LNG vessels for loadings. Novatek has a 60% operating stake in Arctic LNG 2, which would give the company 11.88M tonnes per year of supply across three trains. Novatek buyers whose contracts specified offtake from Arctic LNG 2 include Shell, Vitol, Repsol, Gunvor and China's ENN, Zheijang Energy and Shenergy. Novatek also has a deal with Japan's JERA Global Markets for six Arctic LNG 2 cargoes, with deliveries expected to start in 2024. source:www.rivieramm.com

SHELL AWARDS MAJOR EPC DEAL FOR PRELUDE FLNG

A major engineering contract has been awarded for the Prelude floating liquefied natural gas (FLNG) facility offshore Australia.Shell has awarded engineering consultancy Wood a six-year contract to provide brownfield engineering, procurement and construction (EPC) services for the Prelude unit. 488-m Prelude, located some 475 km off the coast of Western Australia, forms part of an offshore development that produces natural gas from the remote namesake field north-northeast of Broome in Browse Basin. Readers will recall the FLNG only resumed operations in December 2023, following extensive maintenance operations which started in August 2023. The unit was previously shut down following a fire on 2 December 2021. Wood chief

executive Ken Gilmartin, remarked, “LNG is a key transition fuel as industry balances the need for global energy security with the importance of an urgent reduction in carbon emissions. We are delighted to build on our 70-year global relationship with Shell to deliver integrated brownfield engineering solutions for Prelude, the world’s largest floating offshore gas facility.” “The contract will draw on our global LNG expertise and underlines our position as a market leader for brownfield engineering across Australia.” source:www.rivieramm.com

EXAMINING THE GROWING TRADE IN LNG

The 15th annual International Gas Union annual World LNG report reveals a fragile equilibrium in LNG trade, while the latest International Energy Agency data shows how the direction of such trade can change. In June 2024, the International Gas Union (IGU) released its 15th annual World LNG Report, reviewing the LNG trade in 2023. The report found that overall, LNG trade grew by 2.3% in 2023 compared to the previous 12 months. The IGU noted that in 2023, an additional 70M tonnes per annum (mtpa) of LNG was traded, marking a year of the highest new additions since 2010. This and other elements led the global gas organisation to state that, “It is likely that in the space of 5-6 years, the world’s LNG export capacity will grow from circa 400 MTPA to 700 MTPA,” it noted in the report. The IGU remarked that 2023 was the year that the US became the largest LNG exporter, exporting 84.53M tonnes and taking 21% of the export trade, overtaking Australia (79.6M tonnes, 20%) and Qatar (78.2M tonnes, 19%). The growth in US LNG exports reflected the increase in production from Freeport LNG and Calcasieu Pass in the US, while Australia’s dip was probably due to industrial action, although the IGU admits this is hard to quantify. Qatar’s LNG exports of 78.2M tonnes in 2023 may represent a drop, but are still higher that the country’s nameplate capacity of 77.1M tonnes. Together, the big three contributed to 60% of global exports, but it is significant that Russia maintained almost the same level of exports, 31.3M tonnes in 2023 as in 2022, despite its widening pariah status. The reduction from the 2022 level of 32.5M tonnes in 2023 was more to do with maintenance schedules at Sakhalin 2 and Yamal LNG than importers shunning Russian LNG. According to IGU, the top 20 LNG export countries are now supplying 51 importing markets, the principal receivers being China (71.2M tonnes, 18% of imports), followed by Japan (66.1M tonnes, 16%) – a long way ahead of South Korea’s 45.2M tonnes (11% of the import sector). India climbed to the fourth spot in 2023 (22.0M tonnes, 5%) and France was fifth with 21.8M tonnes (5%), a slight decrease due to the build-up of alternative energy sources. Notable firsts in 2023 included the first cargoes to the Bauhinia Spirit FSRU in Hong Kong, to the Batangas Bay LNG Terminal in The Philippines and the Thi Vai LNG terminal in Vietnam. Lower LNG prices in 2023, compared to the spike resulting from Russian invasion in 2022, helped push along imports, according to IGU. The IGU noted that the dominance of long-term contracts in Asia continued in 2023, and Europe was more evenly balanced with spot cargoes making up 48% of imports – mainly to cover the loss of Russian LNG. While the US was the largest exporter of LNG in 2023, it also has the widest client base, with 30 countries listed. Indeed, it is easier to state the LNG receiving countries the US did not export to in 2023: Pakistan, Malaysia,

Vietnam, Sweden, Denmark, Iceland, Puerto Rico, Canada, UAE, Egypt and Russia. Although not directly comparable, due to differences in LNG measurements and covering a regional basis versus IGU's country level, the latest available International Energy Agency (IEA) Gas Statistics report, covering January to March 2024, reveals intriguing shifts in the LNG landscape when compared to the same period in 2023 (Jan-Mar 2023 vs Jan-Mar 2024). Total gross imports of LNG by OECD countries in Q1 2023 stood at approximately 93,700M cubic metres (m3). By Q1 2024, this figure had dropped to about 82,733M m3, marking a significant 12% decrease. However, not all regions followed this downward trend. OECD Americas bucked the trend with an impressive increase in LNG imports, rising from 658M m3 in Q1 2023 to 853M m3 in Q1 2024 – a robust 30% surge. This growth was largely fuelled by the US, where domestic natural gas production ramped up to satisfy both local and international demands. Conversely, OECD Asia Oceania experienced a decrease in LNG imports, with volumes falling from 44,889M m3 in Q1 2023 to 41,125M m3 in Q1 2024, an 8% drop. In OECD Europe, LNG imports saw a decline, dropping from 48,152M m3 in Q1 2023 to 40,755M m3 in Q1 2024 – a 15% reduction. This decrease was influenced by ongoing geopolitical tensions and efforts to diversify energy sources away from Russian pipeline gas. Countries such as Germany and the Netherlands also saw reduced LNG import volumes, further impacted by the increased availability of domestic and nearby renewable energy sources. Norway's LNG imports plummeted from 1,581M m3 in Q1 2023 to 964M m3 in Q1 2024, a significant decline attributed to increased domestic gas production and the recovery of Norwegian output following extended outages in 2023. Similarly, Qatar's LNG imports fell from 10,087M m3 in Q1 2023 to 7,242M m3 in Q1 2024, driven by high global LNG prices and strategic shifts in export focus. On the export front, OECD countries saw an overall increase. Total gross exports of LNG rose from 62,361M m3 in Q1 2023 to 65,910M m3 in Q1 2024, representing a 6% growth. In OECD Americas, exports increased from 29,186M m3 in Q1 2023 to 31,886M m3 in Q1 2024, marking a 9% rise. OECD Asia Oceania displayed a modest export growth, rising from 29,486M m3 in Q1 2023 to 30,279M m3 in Q1 2024, a 3% increase. Australia was a key player in this growth, leveraging its vast natural gas reserves to meet the rising demand from Asian markets. Meanwhile, OECD Europe saw a slight increase in LNG exports, climbing from 3,688M m3 in Q1 2023 to 3,746M m3 in Q1 2024, a 2% uptick. When comparing imports and exports, it is clear the LNG market experienced a reduction in imports coupled with a modest increase in exports. The economic and strategic implications of these trends are profound. For importers, the decreased LNG intake underscores a shift towards energy efficiency and the diversification of supply chains. For exporters, the rising volumes highlight opportunities to expand market reach and secure long-term supply agreements. source:www.rivieramm.com

INDIA UPS LNG IMPORTS IN JUNE

India's liquefied natural gas (LNG) imports rose in June compared to the same month last year, according to the preliminary data from the oil ministry's Petroleum Planning and Analysis Cell. The country imported about 2.64 billion cubic meters, or about 2 million metric tonnes of LNG, in June via long-term contracts and spot purchases, a rise of 11.4 percent compared to the same month in 2023, PPAC said. In May this year LNG imports dropped compared to the previous year, while in April

this year LNG imports rose year-on-year. In March LNG imports dropped slightly following a year-on-year rise in January and February, PPAC's data previously showed. During April-June, India took some 7.79 bcm of LNG, or about 5.9 million metric tonnes, up by 0.6 percent compared to the same period last year, according to PPAC. India paid $1.1 billion for June LNG imports, up compared to $1 billion in June last year, and the country paid $3.2 billion in the April-June period, down from $3.4 billion in the same period last year, PPAC said. As per India's natural gas production, it reached about 2.99 bcm in June, a rise of 2.9 percent compared to the corresponding month of the previous year. Natural gas production of 9.05 bcm in April-June was up by 5.7 percent compared to the same period in 2023. At the moment, India imports LNG via seven facilities with a combined capacity of about 47.7 million tonnes. 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. The Chhara LNG import terminal in Gujarat should also receive its commissioning cargo later this year after it failed to unload the cargo from the 2015-built 159,800-cbm, Maran Gas Mystras. India's Hindustan Petroleum, a unit of state-owned ONGC, aims to launch its delayed Chhara LNG import terminal by October this year, according to its management. During April-May this year, the 17.5 mtpa Dahej terminal operated at 107.2 percent capacity, while the 5.2 mtpa Hazira terminal operated at 38.3 percent capacity, PPAC said. The 5 mtpa Dhamra LNG terminal operated at 25 percent capacity, the 5 mtpa Dabhol LNG terminal operated at 73.8 percent capacity, the 5 mtpa Kochi LNG terminal operated at 20.6 percent capacity, and the 5 mtpa Ennore LNG terminal operated at 25.8 percent capacity, it said. In May, Petronet said it expects a 15 percent rise in the country's imports of LNG during this financial year. The company's executives said during the company's earnings call that Petronet expects India's LNG imports to rise to 27 millions tonnes in the fiscal year 2025/2026 which ends in March next year. source:www.rivieramm.com

YAMAL LNG CARGO DELIVERED TO CHINA VIA NSR

Russian LNG exporter Novatek has delivered this year's first Yamal LNG cargo via the eastern part of the Northern Sea Route to China, according to Kpler. The 2018-built 172,652-cbm Arc7 LNG carrier, Eduard Toll, loaded the shipment at Novatek's Yamal LNG plant last month and delivered it to CNOOC's Fujian LNG import terminal in China during the weekend, its AIS data provided by VesselsValue shows. Eduard Toll is owned by Seapeak and China LNG Shipping and chartered by Yamal LNG. It completed its first voyages for the Yamal LNG project via NSR in 2018. Kpler said in a report on Tuesday that this new shipment to China marks the first LNG delivery this year through the NSR. "Three other Arc-7 LNG tankers – Christophe de Margerie, Fedor Litke, and Boris Davydov – are also en route to Asia via the NSR, underscoring the route's strategic importance, especially amid new EU sanctions on Russian LNG transshipping," Kpler said. Kpler data shows Yamal LNG shipped 10.77 mt in the first half of this year, with 83 percent heading to Europe and 17 percent to Asia. The 17.4 mtpa Yamal LNG plant in Sabetta has three 5.5 mtpa liquefaction trains, and one smaller unit with a capacity of about 900,000 tons per year which features Novatek's domestic liquefaction tech, Arctic Cascade. Last year, Novatek said it had produced 100 million tons of LNG at the giant LNG project since its launch in December 2017. Besides Novatek that holds 50.1 percent in Yamal

LNG, other shareholders include France's TotalEnergies and China's CNPC with a 20 percent stake, each, and the Silk Road Fund that owns a 9.9 percent share. source:www.lngprime.com

JAPAN'S MOL TAKES DELIVERY OF NEW LNG-POWERED PCTC

Japan's shipping giant MOL has taken delivery of a new LNG dual-fuel pure car and truck carrier from Imabari's Tadotsu Shipyard. According to a statement by Imabari, the shipbuilder handed over the 7,000-ceu PCTC, Turquoise Ace, on July 12.The PCTC is powered by MAN's 6S60ME-C10.5-GI main engine and classed by NK. Also, the vessel is 199.9 meters long and 38 meters wide with a depth of 22.8 meteres. MOL is building a fleet of LNG-powered vessels, including PCTCs. Also, the firm has set a target to operate 90 LNG-powered and methanol-fueled vessels by 2030. In March this year, MOL took delivery of the LNG dual-fuel car carrier, Cerulean Ace, from Onishi Shipyard. The new LNG dual-fuel vessel will transport cars, including those produced by Japan's Mazda Motor. The Japanese firm has decided to operate 14 new LNG-fueled car carrier and Cerulean Ace is the first of 11 to be built in Japan under the "Blue" series, it previously said. According to MOL, the use of LNG fuel reduces carbon dioxide (CO2) emissions by about 25-30 percent, sulfur oxide (SOx) emissions by about 98 percent, and nitrogen oxide (NOx) emissions by about 85 percent compared to comparable vessels using conventional fuel oil. source:www.lngprime.com

GLOBAL LNG-POWERED FLEET CONTINUES TO GROW

The number of LNG-powered vessels in operation and on order continues to grow and the global LNG-fueled fleet will rise to 1058 vessels by 2028, according to DNV's Alternative Fuels Insight platform. DNV's data shows that the classification society has added at least six new LNG-powered vessels to its platform during June. The classification society did not release its regular monthly report for June. DNV added eight LNG-powered ships to its platform in May. DNV previously reported orders for seven-LNG powered ships in April, one LNG-powered ship in March, 17 LNG-powered ships in February, 10 LNG-powered ships in January, and 130 LNG-powered vessels in 2023. In addition to 1058 confirmed LNG-powered ships, the fleet powered by alternative fuels also includes 318 methanol-fueled vessels, 235 LPG-powered ships, 39 hydrogen-fueled vessels, and 26 ammonia-fueled vessels, according to the platform.

559 LNG-powered ships in operation

There are now 559 LNG-powered ships in operation and 499 LNG-fueled vessels on order, DNV's platform shows. Moreover, there are 103 LNG-powered containerships and 78 LNG-powered crude oil tankers in operation, and these vessels are followed by 64 oil/chemical tankers, and 57 bulk carriers. As per vessels on order, LNG-powered containerships and car carriers account for a big part of the orders with 171 and 157 units respectfully. Shipping firms also ordered 48 oil and chemical tankers, 40 crude oil tankers, and 22 cruise ships. These statistics do not include smaller inland vessels or dual-fuel LNG carriers.

Besides LNG-powered vessels, there are 56 LNG bunkering vessels in operation and 14 on order, the platform shows. source:www.lngprime.com

CHINA'S ZHEJIANG ENERGY, BP START LNG SUPPLIES VIA TRUCKS

China's Zhejiang Energy and a unit of UK-based energy giant BP have started supplying liquefied natural gas (LNG) via trucks in China. According to separate statements by BP China and Zhejiang Energy, the first truck supplied by their new joint venture Zhejiang Yingneng LNG left on Monday Zhejiang Energy's Wenzhou LNG terminal in Zhejiang. The trucked LNG supplies will be used by industrial and commercial users, according to the two firms. Last year, BP China and Zhejiang Energy agreed to establish a company to supply and sell LNG via trucks. BP China said this is the first cooperation between the two firms and BP's third marketing and sales venture in China for trucked LNG, including Shenzhen Dapeng LNG Marketing. In 2021, BP started to directly supply customers in China with regasified LNG from the Guangdong Dapeng LNG terminal in Shenzhen, where it has a 30 percent stake.On the other hand, Zhejiang Energy launched its 3 mtpa Wenzhou LNG terminal in August last year. The terminal has four 200,000 cbm storage tanks, a jetty for ships of up to 266,000 cbm capacity, a truck loading facility, and a 25km pipeline linked to the grid. Zhejiang Energy holds a 51 percent stake in the terminal, while Sinopec holds a 41 percent stake, according to GIIGNL data. In July last year, Zhejiang Energy signed a long-term deal to buy LNG from Mexico Pacific, the developer of the planned Sonora LNG export project. Under the 20-year SPA, Zhejiang Energy International plans to offtake 1 million tons per year LNG on a FOB basis from Mexico Pacific's anchor LNG export facility, Saguaro Energia, located in Puerto Libertad, Sonora. source:www.lngprime.com

TOTALENERGIES SAYS AVERAGE LNG PRICE SLIGHTLY DOWN IN Q2

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 second quarter of this year. TotalEnergies said on Tuesday the average LNG price was $9.32/MMBtu in the April-June period, down by 2.7 percent compared to $9.58/MMBtu in the previous quarter. The average price decreased compared to $9.84/MMBtu in the second quarter of 2023, while the company's average price was $9.56/MMBtu in the third quarter last year and $10.28/MMBtu in the fourth quarter. TotalEnergies said in its Q1 results report that its average LNG selling price should be between $9 and $10/MMbtu in the second quarter 2024 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 $1.22 billion in the first quarter, a drop of 41 percent compared to the first quarter in 2023. Also, TotalEnergies sold 10.7 million tonnes of LNG in the first quarter, down 3 percent compared to 11 million tonnes in the same period last year, and down 9 percent compared to 11.8 million tonnes in the prior quarter.

Integrated LNG results to be "broadly in line" with first quarter

"In a context of low volatility in the markets, integrated LNG results are expected to be broadly in line with first quarter, while reflecting a slight decrease in realized prices," TotalEnergies said on Tuesday. Moreover, the French firm said it expects its oil and gas production to be "within the high end of the guidance range, close to 2.45 Mboe/d". "Exploration and production results are expected to reflect this production level and the positive evolution of the oil price environment, partially offset by a decrease in gas realizations," TotalEnergies said. TotalEnergies plans to release its results for the second quarter on July 25. source:www.lngprime.com

EXCELERATE: PAKISTAN FSRU WRAPS UP 600TH STS LNG TRANSFER

The 150,900-cbm FSRU Exquisite, jointly owned by US FSRU player Excelerate Energy and Qatari LNG shipping giant Nakilat, has completed its 600th ship-to-ship transfer in Pakistan's Port Qasim. Excelerate said in social media post on Monday that the FSRU has completed the milestone STS operation last month. The US firm did not provide further details. The 2009-built unit works in Port Qasim at the country's first LNG import terminal. It started serving Engro Elengy Terminal, a joint venture of Engro and Vopak, back in 2015. In October 2021, Exquisite completed its 400th ship-to-ship transfer in Port Qasim. The FSRU Exquisite currently fulfills as much as 15 percent of Pakistan's domestic daily natural gas requirements, according to Excelerate. It has a peak regasification rate of 690 million cubic feet per day. Nakilat took over the management of this vessel in 2020, the first-ever FSRU to join its in-house shipping management.

Two FSRUs

Port Qasim currently hosts two LNG import facilities both utilizing FSRUs. Besides the FSRU Exquisite, the second floating LNG import facility uses the FSRU BW Integrity. Pakistan gets most of its supplies under long-term contracts from Qatar, but also from the spot marker when the prices are affordable for the country to fuel its power plants. The country also has a 15-year deal with Italy's Eni for 0.75 mtpa per year and this contract started in 2017. In July last year, Pakistan also signed a one-year deal to buy one LNG cargo per month from Azerbaijan's Socar. According to GIIGNL data, Pakistan increased its imports by 3.1 percent last year as the affordability of spot LNG in 2023 revived LNG demand in price sensitive countries. Pakistan imported 7.1 million tons of LNG, with majority of the supplies coming from Qatar, the data shows. State-owned Pakistan LNG has not issued spot cargo tenders this year, according to its website. In March, Geneva-based energy trader Gunvor has resolved a dispute with Pakistan LNG over issues related to contracted LNG supplies. source:www.lngprime.com

GTT SCORES TANK GIG FOR CANADIAN FLNG

French LNG containment giant GTT has secured a tank design order from South Korean shipbuilder Samsung Heavy for one FLNG being built for Canada's Cedar LNG. GTT said in a statement on Monday it has secured the contract during the second quarter of this year. Under the deal, GTT will design the tanks of this FLNG, which will have a total capacity of 180,000 cbm,

and will incorporate GTT's Mark III Flex membrane containment system, it said. The delivery of this FLNG is scheduled for the first quarter of 2028. Last month, Canada's Pembina Pipeline and the Haisla Nation took a positive final investment decision on their $4 billion Cedar LNG project. The Haisla Nation has a 50.1 percent stake and Pembina owns 49.9 percent in the project which includes the construction of a floating LNG facility with a nameplate capacity of 3.3 million tonnes per annum (mtpa), located in the traditional territory of the Haisla Nation, on Canada's West Coast. In April, Cedar LNG 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. SHI is responsible for the hull of the FLNG and topside plant processes, while Black & Veatch will provide its PRICO technology. The facility, which will be powered by renewable electricity from BC Hydro, is expected to be in service in late 2028. source:www.lngprime.com

SOUTH KOREA'S KOGAS UPS GAS SALES IN JUNE

South Korean LNG importer Kogas boosted its gas sales year-on-year for the second month in a row in June. State-owned Kogas sold 2.28 million mt last month, a rise of 8.7 percent compared to 2.10 million mt in May 2023, according to a stock exchange filing. June sales were almost flat compared to the previous month's 2.27 million mt, which rose 6 percent year-on-year, In April, sales dropped 7.5 percent to 2.3 million mt, while in March sales rose 10.9 percent to 3.48 million mt, marking the first monthly increase since August last year. Purchases by power firms rose 10.5 percent year-on-year to 1.31 million mt in June. These purchases increased 13.6 percent compared to the previous month. Moreover, Kogas said its city gas sales rose 6.4 percent year-on-year to 0.96 million mt, while these sales dropped 13.5 percent compared to the month before. The company recently said in a press release that city gas rates for residential and general use will rise by 6.8 percent starting on August 1 to address its growing receivables. According to Kogas, this rate is the first increase since May 2023 and will help reduce the financial burden on the company, which has been supplying gas at below-cost prices following the rise in prices due to the Russia-Ukraine war. Kogas previously said in its first quarter earnings report that city gas demand rose 5.5 percent during the period. Residential demand increased due to a lower average temperature and economic recovery, and industrial demand rose due to strong exports which improved manufacturing demand, it said. Kogas said total power generation decreased 13.6 percent in the first quarter due to higher power generation by direct LNG sourcing companies.

Korean LNG imports

Kogas operates 77 LNG storage tanks at five LNG import terminals in South Korea. The large terminals include Incheon, Pyeongtaek, Tongyeong, and Samcheok, while the firm has a small-scale regasification terminal at the Aewol port on Jeju island as well. In addition to these facilities, the firm is building a large terminal in the western port city of Dangjin and expects to launch the first phase in 2025. In May, Kogas completed lifting the roof on the first 270,000-cbm tank at its Dangjin LNG

import facility. South Korea imported 44.1 million mt of LNG in 2023, down from 46.3 million mt in the year before, according to customs data. Official data for South Korean LNG imports in June this year is not yet available. During January-May, South Korean LNG terminals took 20.37 million mt, a rise from 20.16 million mt in the same period last year. Australia was the biggest supplier during the period with 5.28 million mt of LNG, and the country was followed by Malaysia with 2.39 million mt and Oman with 1.95 million mt, the data shows. South Korean LNG imports in May rose to 3.58 million mt from 3.10 million mt in May 2023, the data shows. In January, LNG imports rose to 4.85 million mt from 4.78 million mt in January 2023, and LNG imports in February dropped to 4.20 million mt from 5.08 million mt in the same month last year, while LNG imports in March dropped to 3.57 million mt from 4.03 million mt, and LNG imports in April rose to 4.15 million mt from 3.15 million mt in April 2023, the data shows. source:www.lngprime.com

SINGAPORE LNG BUNKERING VOLUMES REACH NEW RECORD IN JUNE

Singapore's liquefied natural gas (LNG) bunkering sales reached a new record in June, according to Singapore's Maritime and Port Authority. Preliminary bunkering data posted on MPA's website shows that LNG bunkering sales in the world's largest bunkering port reached 51,662 mt in June this year. This compares to 17,920 mt in June 2023 and 48,752 mt in May this year, which also marked a new monthly record. LNG bunkering sales in January this year reached 10,420 mt, in February 26,883 mt, 38,618 mt in March, and 35,552 mt in April. During January-June, LNG bunkering volumes reached 211,877 mt, 91.1 percent more compared to 110,850 mt during the entire last year when LNG bunkering sales jumped compared to 16,300 mt in 2023 and 49,190 mt in 2022.

Three bunkering vessels

The surge in the bunkering volumes can be attributed to new bunkering vessels working in the Singapore port as well as the growth of the global fleet of LNG-powered vessels and lower LNG fuel prices. In June, Singapore's FueLNG, a joint venture consisting of Shell and Seatrium, completed its 200th ship-to-ship (STS) LNG bunkering operation. FueLNG Bellina is Singapore's first LNG bunkering vessel and it wrapped up its first operation with a CMA CGM container vessel in March 2021. In June last year, the 18,000-cbm FueLNG Venosa completed its first LNG bunkering operation to the 210,000-dwt bulk carrier, Mount Tai. This is FueLNG's second bunkering vessel and the JV charters it from Korea Line LNG, a unit of SM Group's Korea Line. In addition to these two vessels, Singapore's Pavilion Energy, which is being acquired by Shell, completed in February this year the first bunkering operation with MOL's LNG bunkering vessel, Brassavola. The newbuild is on charter to Pavilion LNG Bunker I, a wholly-owned subsidiary of Pavilion, and it has a capacity of 12,000-cbm. Both FueLNG and Pavilion have completed hundreds of truck-to-ship LNG bunkering operations in Singapore since they received a license from MPA in 2016. TotalEnergies Marine Fuels, a unit of France's TotalEnergies, is also among three licensed suppliers of LNG

bunkering fuels in the port and will use Brassavola to supply its customers under a long-term agreement with Pavilion. source:www.lngprime.com

NOVATEK'S GAS SALES DROP IN Q2

Russian LNG exporter Novatek reported a 2.6 percent decrease in its natural gas sales, including LNG, in the second quarter of this year. Novatek said in its preliminary report issued on Monday that the company's natural gas sales reached 17.83 bcm during the April-June period. During the first half, Novatek's gas sales dropped 3.3 percent year-on-year to 39.30 bcm. The company did not break down the gas sales just to LNG. This was the case in the previous three quarterly reports. Novatel reported a 47.3 percent rise in its LNG sales for the second quarter of the last year to 3.24 bcm, while in the first quarter Novatek's LNG volumes rose 60 percent to 2.97 bcm. During 2023, Novatek's gas sales rose 2.7 percent to 78.63 bcm last year.

Gas production climbs

As per Novatek's gas production, it reached 20.60 bcm in the second quarter this year, a rise of 1.2 percent compared to 20.35 bcm in the year before, the company said. Gas production rose 1.2 percent to 41.73 bcm in the first half of this year. Moreover, the company's total hydrocarbon production rose 2.8 percent to 163.3 million barrels of oil equivalent (mmboe) i the second quarter, while it rose 2.7 percent to 330.7 mmboe in the first half of this year.

LNG projects

Novatek currently exports LNG via its 17.4 mtpa Yamal LNG plant and the mid-scale facility in Vysotsk with a nameplate capacity of 660,000 tons. The firm is also building the 19.8 mtpa Arctic LNG 2 plant and in August last year completed the installation of the first of three trains which will serve the project. According to reports in Russia, Novatek started production of LNG from this unit in December but it is not shipping LNG from the project due to US and EU sanctions and lack of vessels. The first GBS, or train, has a capacity of about 6.6 mtpa, such as the the two other units which are under construction. The resource base of the Arctic LNG 2 project is the Utrenneye field located on the Gydan Peninsula in the YaNAO, about 70 km from Novatek's Yamal LNG project across the Gulf of Ob. Novatek is the LNG project's operator with a 60 percent stake, TotalEnergies owns 10 percent, while CNPC and CNOOC of China have 10 percent, each. Japan Arctic LNG, a consortium of Mitsui & Co and Jogmec, owns a 10 percent stake in the project as well. In January, TotalEnergies initiated a force majeure process on the Novatek-operated Arctic LNG 2 project in Russia due to sanctions. In March 2022, TotalEnergies said it would no longer provide capital and book proven reserves for the Arctic LNG 2 project due to the uncertainty created by the technological and financial sanctions on the ability to carry out the development. After that, TotalEnergies wrote down its 19.4 percent stake in Novatek and withdrew the representatives of the company from the board of Novatek. source:www.lngprime.com

COSCO SHIPPING JV WRAPS UP FIRST LNG BUNKERING OP IN CHINA

A joint venture led by Cosco Shipping has completed its first liquefied natural gas (LNG) bunkering operation with a newbuild pure car and truck carrier in China. Guangzhou Yuanhai Automobile Shipping, the JV formed by Cosco Shipping Specialized Carriers, Shanghai International Port Group Logistics (SIPGL), and SAIC Anji Logistics, said in a statement the maiden LNG bunkering operation took place on July 13 at the Luhuashan Anchorage in Shanghai. During the bunkering operation, the LNG dual-fuel 7,500-ceu PCTC, Liao He Kou, took some 2,188 cbm of LNG from the the 20,000-cbm bunkering vessel, Hai Gang Wei Lai, owned by Shanghai SIPG Energy Service (SSES), a unit SIPG and Shenergy, This PCTC and the LNG dual-fuel 7,500-ceu, Min Jang Kou, built by China's Xiamen Shipbuilding Industry (XSI), are the first LNG-powered PCTCs operated by COSCO Shipping Specialized Carriers and its JV. XSI and Fujian Mawei Shipbuilding, both part of Fujian Shipbuilding Industry Group, are building in total 12 LNG-powered PCTCs which will serve the JV.

24 LNG-powered PCTCs

Cosco Shipping said in a separate statement released last week that Liao He Kou will carry more than 5,000 commercial vehicles from brands such as BAIC, Liuzhou Motor, BYD, and Chery to start its European voyage. At the same time, its sister ship, Min Jang Kou, will carry more than 4,800 commercial vehicles to the Persian Gulf. Cosco Shipping claims these are the world's largest dual-fuel car roll-on/roll-off ships with 7,500 parking spaces. Since 2022, Cosco Shipping Specialized Carriers and its joint venture Guangzhou Yuanhai Automobile Ship Transport have placed orders for 24 large modern LNG dual-fuel PCTCs with a capacity of 7,000 to 8,600 units. According to the plan, 5 new ships will be delivered in batches and put into operation in the second half of this year, 11 ships are expected to be delivered next year, and 6 ships will be delivered in 2026, Cosco Shipping said. By then, a fleet of about 30 ships will be formed with an annual transportation capacity of 700,000 units, it said. source:www.lngprime.com

ITALY'S SNAM TO LAUNCH RAVENNA FSRU TERMINAL IN Q1 2025

Italy's Snam expects to launch its FSRU-based LNG import terminal offshore Ravenna in the first quarter of 2025. In December last year, Snam completed the purchase of BW LNG's 2015-built FSRU BW Singapore for about $400 million. The FSRU with a maximum storage capacity of about 170,000 cubic meters of LNG and a nominal continuous regasification capacity of about 5 billion cubic meters per year will serve the Ravenna terminal in the Adriatic Sea. Last year, the FSRU worked in Egypt under a charter with Egas which expired in November. After that, the vessel departed to Dubai, UAE. According to a statement by Snam, the unit is in a shipyard in Dubai for the necessary adjustments prior to its positioning on the coast opposite Marina di Ravenna. Snam's CEO Stefano Venier provided an update on the Ravenna project during a press conference held in Ravenna on July 12.

New mooring platform, breakwater

Snam said the unit is expected to arrive at a jetty 8.5 km from Punta Marina at the end of the year and become operational in the first quarter of 2025. Since February 2024, work has been underway on the dismantling of the existing Petra platform, a phase that was followed, since mid-May, by the installation of the structures of the new mooring platform, according to the firm. This new structure will be about 440 meters long and weigh over 14,000 tonnes. Snam previously awarded a contract for the offshore facilities to compatriot Saipem and Rosetti Marino and Micoperi. In addition, Snam said work on the new 900 meters long breakwater, which is currently in the tender phase, will begin in August 2024 and end in October 2026, ensuring the safety and continuous operation of the terminal even in "particularly adverse weather and sea conditions". Overall progress is about 90 percent for land works (with 450,000 hours worked) and more than 50 percent for sea works (800,000 hours worked), Snam said.

More than $1 billion

Of the more than 240 suppliers involved in the project, more than 80 come from the province of Ravenna or Emilia-Romagna, Snam said. Contracts have been awarded to companies in the Ravenna area for over 300 million euros ($327 million). This corresponds to about 30 of the entire investment, Snam said. This means that the entire project is worth about $1 billion euros ($1.09 billion). Moreover, every year, Snam will then sustain costs of 30 million euros (maritime services, O&M activities, weather services, and monitoring), which in turn will fuel the economy of the territory, it said. From an employment point of view, there will be more than 1,200 workers working on the project at the peak, Snam said.

Italy's regas capacity to rise to 28 bcm

With the entry into service of BW Singapore, the Italy's overall regasification capacity will rise to 28 billion cubic meters per year, a volume corresponding to about 45 percent of Italy's gas demand in 2023, Snam said. This figure is also equal to what was imported from Russia in 2021, and will help further consolidate the security of supplies in Italy, Snam noted. Besides this FSRU, Snam in 2022 purchased the 2015-built Golar Tundra with a regasification capacity of 5 bcm from Golar LNG to install it in Piombino. This FSRU received its first commercial shipment in Piombino from Eni in July last year and more than 29 cargoes up to date. Snam's 170,000-cbm FSRU is now also listed in the Italian ship registry and renamed to Italis LNG.

source:www.lngprime.com

INDIA UPS LNG IMPORTS IN JUNE

India's liquefied natural gas (LNG) imports rose in June compared to the same month last year, according to the preliminary data from the oil ministry's Petroleum Planning and Analysis Cell. The country imported about 2.64 billion cubic meters, or about 2 million metric tonnes of LNG, in June via long-term contracts and spot purchases, a rise of 11.4 percent compared to the same month in 2023, PPAC said. In May this year LNG imports dropped compared to the previous year, while in April this year LNG imports rose year-on-year. In March LNG imports dropped slightly following a year-on-year rise in January and

February, PPAC's data previously showed. During April-June, India took some 7.79 bcm of LNG, or about 5.9 million metric tonnes, up by 0.6 percent compared to the same period last year, according to PPAC. India paid $1.1 billion for June LNG imports, up compared to $1 billion in June last year, and the country paid $3.2 billion in the April-June period, down from $3.4 billion in the same period last year, PPAC said. As per India's natural gas production, it reached about 2.99 bcm in June, a rise of 2.9 percent compared to the corresponding month of the previous year. Natural gas production of 9.05 bcm in April-June was up by 5.7 percent compared to the same period in 2023. At the moment, India imports LNG via seven facilities with a combined capacity of about 47.7 million tonnes. 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. The Chhara LNG import terminal in Gujarat should also receive its commissioning cargo later this year after it failed to unload the cargo from the 2015-built 159,800-cbm, Maran Gas Mystras. India's Hindustan Petroleum, a unit of state-owned ONGC, aims to launch its delayed Chhara LNG import terminal by October this year, according to its management. During April-May this year, the 17.5 mtpa Dahej terminal operated at 107.2 percent capacity, while the 5.2 mtpa Hazira terminal operated at 38.3 percent capacity, PPAC said. The 5 mtpa Dhamra LNG terminal operated at 25 percent capacity, the 5 mtpa Dabhol LNG terminal operated at 73.8 percent capacity, the 5 mtpa Kochi LNG terminal operated at 20.6 percent capacity, and the 5 mtpa Ennore LNG terminal operated at 25.8 percent capacity, it said. In May, Petronet said it expects a 15 percent rise in the country's imports of LNG during this financial year. The company's executives said during the company's earnings call that Petronet expects India's LNG imports to rise to 27 millions tonnes in the fiscal year 2025/2026 which ends in March next year. source:www.lngprime.com

CHINA'S LNG IMPORTS UP 14% IN H1 2024

China imported 38mn tonnes of LNG during the January-June period (H1), marking a 13.9% increase compared to last year, according to data published by the customs department on July 18. In June alone, LNG imports were 5.62mn tonnes, a 4.6% decrease year/year. China's pipeline gas imports in H1 amounted to 26.7mn tonnes, up 15% year/year. In June, total pipeline gas imports reached 4.8mn tonnes, an 8.4% increase compared to the same month last year. source: www.naturalgasworld.com

TOTALENERGIES SELLS INTEREST IN NIGERIAN JV

French energy major TotalEnergies announced on July 17 that its subsidiary, TotalEnergies EP Nigeria, has signed an agreement with Mauritius-based Chappal Energies to sell its 10% interest in the SPDC JV licences in Nigeria. The SPDC JV is an unincorporated joint venture consisting of the Nigerian National Petroleum Corporation (55%), Shell (30%, operator), TotalEnergies EP Nigeria (10%), and NAOC (5%), holding 18 licences in the Niger Delta. As part of the agreement, TotalEnergies EP Nigeria will transfer its 10% participating interest and all associated rights and obligations in 15 licences of the SPDC JV,

which primarily produce oil, to Chappal Energies. These licences accounted for approximately 14,000 barrels of oil equivalent/day in 2023. Additionally, TotalEnergies EP Nigeria will transfer its 10% participating interest in three other licenses (OML 23, OML 28, and OML 77), which mainly produce gas, while retaining a full economic interest in these licences that currently supply 40% of Nigeria LNG's gas. The transaction, valued at $860mn, is subject to customary conditions, including regulatory approvals. "TotalEnergies continues to actively manage its portfolio in Nigeria, in line with its strategy to focus on its oil offshore and gas assets," said Nicolas Terraz, president exploration & production of TotalEnergies. "After the launch of the Ubeta gas development on OML58 licence last month, this divestment of our interest in SPDC JV licences allows us to focus our onshore Nigeria presence solely on the integrated gas value chain and is designed to ensure the continuity of feed gas supply to Nigeria LNG in the future." This marks the third major divestment by TotalEnergies in recent weeks. Last month, the company agreed to sell its wholly-owned subsidiary, TotalEnergies EP (Brunei), to Malaysian independent oil and gas company Hibiscus Petroleum for $259mn. Additionally, in June, TotalEnergies signed an agreement to sell its entire stake in the West of Shetland gas assets in the UK to The Prax Group.source: www.naturalgasworld.com

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