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TOTALENERGIES ANNOUNCES INVESTMENT DECISION FOR RIO GRANDE LNG PROJECT

TotalEnergies, Global Infrastructure Partners, NextDecade Corp and partners have made the final investment decision to develop phase 1 of the Rio Grande LNG project in South Texas. The first phase encompasses the construction of three liquefaction trains with a collective capacity of 17.5M tonnes per annum (mta) and an estimated cost of US$14.8Bn. The engineering, procurement, and construction contract for the project has been awarded to Bechtel, a renowned name in the industry. Project funding will be secured through equity contributions from the partners and a debt contribution facilitated by an international banks' consortium. As a direct outcome of their investment decision, TotalEnergies will acquire a 16.67% stake in the joint-venture responsible for the first phase of the project, with a total investment of US$1.1Bn. Additionally, TotalEnergies will hold a total stake of 17.5% in NextDecade, amounting to US$219M. The acquisition of the stake will occur in three tranches. The first tranche of 5.06% was acquired in June, while the second tranche will be acquired soon to increase the stake to 12.47%, followed by the acquisition of the third tranche of 5.03% before the end of the year. Furthermore, TotalEnergies has secured a 20-year agreement to offtake 5.4 mta of LNG produced during this phase. This agreement enables TotalEnergies to benefit from a significant volume of LNG production to support its business operations. The investment decision made by TotalEnergies and its partners in the Rio Grande LNG project marks a significant milestone

towards enhancing LNG capabilities and expanding this vital energy sector in South Texas. TotalEnergies chairman and chief executive Patrick Pouyanné said, “We are delighted with this final investment decision that enables us to launch the construction of this new LNG liquefaction plant in the Unites States, to which TotalEnergies will contribute its expertise in the development of major LNG projects.” He added, “This project gives TotalEnergies access to competitive LNG thanks to its low production costs. LNG from this first phase will boost TotalEnergies US LNG export capacity to more than 15 mta by 2030, and thus our ability to contribute to European gas security, and to provide customers in Asia with an alternative form of energy that is half as emissive as coal.” NextDecade chairman and chief executive Matt Schatzman said, “Having TotalEnergies as a key partner in the Rio Grande LNG project is an honour. Their long-standing reputation as a leader in the LNG and energy industry makes this a great partnership.” He added, “Working together with TotalEnergies, we will be able to fulfil our mission to deliver lower carbon-intensive LNG to customers around the globe and we look forward to working together as construction on Phase 1 of Rio Grande LNG begins.” The LNG plant is scheduled to be commissioned in 2027. source : www.rivieramm.com

FIRM ORDERBOOK ANTICIPATES 1,000-STRONG LNGC FLEET

The second quarter of 2023 saw 34 gas carrier orders placed, comprises 15 LNG carriers and 19 LPG carriers, with more on the way. In April 2023, Greece’s Capital Gas inked a deal with Hyundai Samho Heavy Industries (HSHI) for two 174,000-m3 LNG carriers, priced at US$259.5M. Both vessels have a delivery date of September 2026. With this deal, the Evangelos Marinakis-controlled Capital Gas increased its newbuilding programme to 13, with six being built at Hyundai Heavy Industries (HHI) and seven at HSHI. Another April 2023 order came from Taiping Finance, which booked two 175,000-m3 LNG carriers at US$235M apiece from Jiangnan Shipyard, with deliveries in March 2027 and July 2026, respectively. Shipping newbuilding tracking journal, BRL Weekly Newbuilding Contracts (BRL), reported that the two LNG carriers were committed to Shandong Marine Energy (Singapore) on charter for a minimum 15 years. In May 2023, over US$2Bn in gas carrier newbuilding orders were reported in just one week. Leading South Korean shipbuilding giant HHI clinched major LNG contracts to build 12 gas carriers worth about ₩2.79Tn (US$2.10Bn). According to HHI’s parent company, HD Korea Shipbuilding & Offshore Engineering (HD KSOE), the deals were announced 2 May in a statement and filings to the stock exchange. HD KSOE signed a contract with Dynagas of Greece to build two 200,000-m3 LNG carriers, worth ₩742Bn (US$556M). According to a stock filing, the shipbuilder also inked a ₩1.408Tn (US$1.10Bn) contract with another European customer to build four 174,000-m3 LNG carriers. Other LNG carrier newbuilding export contracts came from US exporter Venture Global LNG, which ordered five 200,000-m3 LNG carriers from Daewoo Shipbuilding & Marine Engineering. These are due for delivery in 2025, leading to anticipation that the global LNG fleet will exceed 1,000 ships by 2026. Japanese owners were also active in the second quarter of 2023, with K-Line and NYK Line having ordered five LNG newbuilds at South Korean shipyards, to be delivered into long-term charters. K-Line has agreed a 15-year charter with

Diamond Gas International Pte, a subsidiary of Mitsubishi Corp, for a ME-GA-propelled LNG carrier newbuild for global operations. K-Line has an option to extend the contract up to 10 additional years. The 174,000-m3 LNG carrier will have an overall length of 290 m, beam of 46 m and will be built by Samsung Heavy Industries, with delivery H2 2026. The newbuild will have MAN Energy Solutions' two-stroke, low-pressure, Otto-cycle dual-fuel engine technology.Meanwhile, NYK Line ordered four 174,000-m3 LNG carriers from HD Hyundai Heavy Industries for US$260M per vessel, according to BRL. These four LNG newbuilds will go on long-term charter to German utility EnBW Gas. One ship will be delivered every six months, with the first in the series set for handover in March 2027. The last in the series will be delivered in September 2028. Staying with Japan, Mitsui OSK Lines (MOL) has also agreed terms for a long-term charter contract for a newbuilding LNG carrier, with a vessel operation management company funded by JERA. The vessel will be built at Geoje Shipyard, part of South Korean shipbuilder Hanwha Ocean Co (formerly Daewoo Shipbuilding & Marine Engineering - DSME) and is scheduled for delivery in 2025. MOL will manage the vessel and transport LNG for JERA. The new vessel will feature a 174,000-m3 membrane tank, and a cutting-edge MAN Energy Solutions engine to help improve its fuel consumption efficiency, and has specifications that enhance its environment friendliness, compared with conventional LNG carriers. Through this long-term charter contract, MOL will contribute to the realisation of a stable supply of LNG in partnership with JERA. The Japanese operator already owns and operates two LNG-fuelled ferries and is seeking to add more LNG-fuelled ships as part of the company's long-term action plan and efforts to reduce carbon emissions. LNG is seen as the pathway to the eventual uptake of newer fuels. This is the fifth contract, following a time charter contract for four LNG carriers that were signed with JERA. MOL and JERA have also signed a memorandum of understanding to launch a study regarding transporting ammonia for use as a marine fuel.

Ammonia-capable carriers on order

The seaborne ammonia trade is expected to grow significantly in the coming years, due to numerous blue and green ammonia projects. Ammonia-capable LPG carriers ordered in the second quarter of 2023 include a series of Very-Large Ammonia Carriers (VLACs) to be constructed for the account of Singapore's Eastern Pacific Shipping (ESP) at CSSC's Jiagnan subsidiary; these mark the first VLAC orders placed in China. These 230-m, 93,000-m3 ships will feature LPG dual-fuel propulsion and can transport ammonia as well as liquefied petroleum gases, including propane and butane. The VLACs will be based on Jiangnan's Panda 93A design, a fourth-generation VLGC model independently developed and designed by the yard. The first ship is expected to be built in 2026. Orders for ammonia-capable gas carriers of a smaller size were announced by Oslo-listed Avance Gas, which has agreed a US$123M contract with China's CIMC Sinopacific Offshore & Engineering to build two mid-sized LPG/ammonia carriers with dual-fuel engines. The 40,000-m3 carriers, capable of operating on LPG or compliant fuel oil, are scheduled for delivery in Q4 2025 and Q1 2026. Avance Gas reported the ships will be equipped with shaft generators to further improve opex costs and their environmental profile. In addition to transporting traditional LPG cargoes, the newbuildings will be equipped to carry ammonia. Avance Gas said the contract price for the newbuildings, of approximately US$61.5M per ship, compared favourably to similar orders. Under the

contract, Avance Gas holds options to order two further newbuildings at the same terms. The two new mid-size carriers will increase the Avance Gas fleet newbuilding programme to five. The publicly traded owner has three LPG dual-fuel, ammonia-ready 91,000-m3 LPG carriers under construction at South Korea's Hanwha Ocean Shipbuilding. source : www.rivieramm.com

HUDONG-ZHONGHUA BOOKS MORE LARGE LNG CARRIERS

Leading Chinese LNG carrier shipyard Hudong-Zhonghua is reported to have won an order for two 174,000-m3 units from a Chinese owner at a new high of US$245M. United Liquefied Gas Shipping, a joint venture majority owned by Cosco Shipping Energy and Petro China, is reported to have agreed a price of US$245M each for a pair of 174,000-m3 LNG carriers to be constructed at Hudong-Zhonghua shipyard, according to a report in BRL Weekly Newbuild Newsletter. This is believed to be the highest price agreed by a Chinese owner for large LNG carriers at a Chinese shipyard, and possibly marks a new escalation in prices. Clarksons Research Services lists the price of 174,000-m3 LNG carriers newbuilding contracts at US$261M and reported NYK had ordered two 174,000-m3 LNG carriers are Hyundai Samho for US$261M each. In other news, Danish owner Celsius continues to expand its fleet toward a stated aim of 20 gas carriers (LPG and LNG) with another four 180,000-m3 LNG carriers ordered from China Merchants Heavy Industry at US$235M each. source : www.rivieramm.com

LOOK AGAIN AT MID-SCALE LNG CARRIERS

'Mid-scale LNG carriers' refers to any vessel with a capacity of between 40,000 and 100,000 m3, which means that the price of building a mid-scale ship is much lower than that of a full-size LNG carrier; furthermore, mid-scale LNG carriers can discharge at smaller terminals, avoiding breaking bulk. Over the last few months the market has changed and there is now another factor at play: the global LNG fleet will expand by a massive 36% between now and 2027 and there are no newbuild slots left at yards for 2025 and most of 2026. This creates an opportunity for mid-scale LNG carriers, since they can be built in other shipyards not big enough for the standard size LNG carrier, but with capacity for building smaller tonnage. It will require some transfer of expertise and some training, but many of the shipyards in that size range are already building LPG gas carriers and even Ethane carriers; therefore, they already have some knowledge about the challenges involved. A reasonable counter-argument to this is that mid-scale LNG carriers are relatively more expensive to build per cubic metre of cargo capacity than standard size LNG carriers. That is generally true, but in a busy market in which the shipyards are so congested, the prices of standard LNG carriers will grow much faster than the price of mid-scale LNG carriers. There is also the issue of demand and inventory management, especially in Europe. After the Russian invasion of Ukraine, several countries have realised they need long-term alternatives to the supply of natural gas by pipeline that once came from Russia. That is the reason behind the expansion of import LNG terminals across Europe, mainly via the use of existing floating storage and regasification units (FSRUs). Such floating terminals can be positioned and operational in just a few months, as we have seen in several locations in Germany and The Netherlands over recent months. All those

new terminals have a more limited storage capacity, which will not be easy to expand, so inventory management will be key. Mid-scale LNG carriers could deliver smaller parcels to Europe's new FSRUs, allowing them to manage those inventories more efficiently and better accommodate demand.Personally, I believe that the right size for those new mid-scale LNG carriers will be around 80,000 m3. That is a good size that could be combined with the new fleet of 80,000 m3 Ethane carriers being built to serve the Indian and Chinese markets. Nowadays, there are also alternative containment systems that might offer a competitive advantage for audacious shipowners. There are some risks, no doubt, but also huge potential rewards for adopting such a strategy. source : www.rivieramm.com

LONGBOAT ENERGY FORMS JV WITH JAPAN'S JAPEX IN NORWAY

Longboat Energy, a full-cycle exploration and production (E&P) company, has successfully completed its transaction with Japan Petroleum Exploration Co. (JAPEX) to establish a joint venture in Norway, it said on July 17. The initial investment of $16mn has been received by the newly renamed entity Longboat JAPEX Norge. A portion of the JAPEX investment will be used to repay a NOK 45.5mn intercompany loan to Longboat Energy. The contingent consideration of $4mn, associated with the recently announced production acquisition, will be paid by JAPEX into the joint venture upon completion of the transaction, which is expected later this year. The third tranche, known as the Velocette Tranche, amounts to up to $30mn and is contingent upon a successful discovery from the Velocette well. The well is scheduled to be drilled in September. The payment under the Velocette Tranche will depend on a sliding scale based on the gross resources approved for development by the Norwegian ministry of petroleum and energy. With the completion of the transaction, the acquisition financing facility of $100mn, intended for financing acquisitions and associated development costs, has been established and is available for drawing by the joint venture, the company stated. "We are pleased that the creation of the Longboat JAPEX joint venture has completed as scheduled and now look forward to pursuing further acquisitions and opportunities on the Norwegian Continental Shelf to follow on from the first joint transaction announced at the beginning of this month," Helge Hammer, CEO of Longboat, said. "In the near term, we are looking forward to the drilling of the high-impact Velocette exploration well (JV 20%) which is expected to spud in September," Hammer added. Longboat JAPEX is owned 50.1% by Longboat Energy and 49.9% by JAPEX. source : www.naturalgasworld.com

CHINA OVERTAKES JAPAN AS WORLD'S LARGEST LNG IMPORTER IN JANUARY-JUNE

China has overtaken Japan to become the world's top importer of liquefied natural gas (LNG) in the first half of this year. Data from China's General Administration of Customs showed on July 18 that China took 33.44 million tonnes of LNG during January-June, up by 7.2 percent compared to the same period last year. According to the provisional data released by Japan's Ministry of Finance on Thursday, Japan's LNG imports dropped by 13.3 percent year-on-year in January-June to 32.62 million tonnes. This is 0.82 million tonnes less then China imported during the same period. Japan was the world's top LNG importer in 2022, overtaking China, but both of the countries took fewer volumes when compared to the year before.

Japan's June LNG imports down 22 percent

Japan's LNG imports dropped 22 percent in June to 4.53 million tonnes, the data shows. China imported 5.96 million tonnes in June, a rise of 24.4 percent. Japan's coal imports for power generation also decreased in June when compared to the last year. Coal imports were down by 17 percent to 7.25 million tonnes, and Japan paid about $1.64 billion for these imports, a drop of 42.3 percent when compared to the last year, the data shows.

LNG import bill drops

According to the preliminary data, the June LNG import bill of about $2.82 billion decreased by 33.2 percent when compared to the same month last year, while the January-June bill dropped by 2.7 percent to $24.8 billion. State-run Japan Oil, Gas and Metals National Corp (JOGMEC) did not publish both the contract-based and the arrival-based spot LNG price in January, February, March, April, May, and June as there were less than two companies that imported spot LNG. The average price of spot LNG cargoes for delivery to Japan contracted in December was $30.8 per mmBtu. However, spot LNG prices dropped considerably this year. JOGMEC said in a report earlier this week that the "Northeast Asian assessed spot LNG price JKM for the previous week (July 10 – July 14) fell for four consecutive business days to the high $10s on July 13 from the high $11s the previous week due to ample inventories." On July 14, JKM rebounded to hit $11/MMBtu on the expectation of increased demand following the heat wave in Asia, it said. According to a METI release on July 12, Japan's LNG inventories for power generation totaled 2.07 million tonnes as of July 9, down 0.01 million tonnes from the previous week, down 0.21 million tonnes from the end of the same month of last year, and down 0.01 million tonnes from the average of the past five years.

LNG deliveries

As per LNG shipments going to Japan in June, deliveries from Asia decreased by 38.4 percent to 919,000 tonnes, the ministry's data shows. In the January-June period, deliveries from Asia dropped by 8.9 percent to 8.55 million tonnes. Middle East LNG shipments dropped by 14.5 percent to 442,000 tonnes in June, while they dropped by 27.9 percent in January-June to 2.74 million tonnes. Moreover, shipments from Russia dropped by 21.4 percent to 485,000 tonnes, while US deliveries rose by 115.7 percent to 518,000 tonnes in June. During the first half, shipments from Russia dropped by 16.5 percent to 3.10 million tonnes, and US volumes rose by 0.8 percent to 2.11 million tonnes. Source : www.lngprime.com

ROTTERDAM LNG THROUGHPUT UP 10 PERCENT IN H1

LNG throughput in the Dutch port of Rotterdam rose by 9.8 percent in the first half of this year, boosted by volumes from the US. The port, home to Gasunie's and Vopak's Gate LNG import terminal, said that total LNG throughput reached 5.94 million tonnes in the first half, compared to 5.41 million tonnes in the January-June period last year. In the first quarter of this year, total LNG throughput reached 3.01 million tonnes, up by 14.3 percent. Incoming LNG volumes rose 10.1 percent in the January-June period to 5.85 million tonnes, while outgoing volumes dropped by 6.6 percent to 86,000 tonnes, according to the Rotterdam port's report. The port said that most of the LNG supplies, or 62 percent, came from the US.

Total LNG throughput in the port reached 11.49 million tonnes in 2022, compared to 7 million tonnes in the year before. As previously reported by LNG Prime, Dutch Gate LNG terminal received a record number of LNG cargoes last year on the back of high demand and a surge in US deliveries. Gate unloaded a total of 183 LNG cargoes, mainly from large LNG carriers, while the facility loaded 84 cargoes, mainly to small vessels. BP and a unit of PetroChina recently agreed to book long-term capacity at the Gate terminal. The two firms will each acquire 2 Bcm per year of regasification and also corresponding storage capacity for a period of 20 years. At the end of 2022, Gate terminal organized an open season to gauge market interest in new storage capacity of 180,000 cubic meters of LNG as well as a regasification capacity increase of 4 Bcm per year. Gate now has three LNG tanks and with the fourth tank it will have 720,000 cbm of storage capacity, while its regasification capacity will rise to 20 Bcm per year. Gate expects to take the final investment decision to build the fourth tank by September 1 this year. source : www.lngprime.com

SANTOS REPORTS LOWER SALES REVENUE IN Q2

Australian LNG player Santos reported a drop in its sales revenue in the second quarter of this year due to lower LNG volumes and prices. The independent LNG producer said on Thursday that its April-June sales revenue of $1.33 billion dropped 18 percent when compared to the prior quarter. Compared to $1.87 billion in the second quarter last year, sales revenue fell about 29 percent. Santos reported a record sales revenue of $7.8 billion in 2022 on the back of high LNG prices and increased PNG LNG position after the merger with Oil Search. The company said its Q2 sales revenue was lower than the prior quarter primarily due to lower LNG sales volumes, and lower commodity prices for all products. Sales volumes of 23.3 mmboe were 2 percent lower then the prior quarter. Santos attributed this to lower LNG volumes primarily due to seasonal shaping at GLNG ensuring more domestic volumes were available to customers during colder periods and lower crude oil and condensate volumes due to the timing of liftings, offset by higher domestic gas sales in Western Australia. Second quarter production of 22.8 mmboe was higher than the prior quarter primarily due to increased domestic gas volumes in Western Australia, but it dropped from 25.5 mmboe last year.

53 LNG cargoes

The Australian LNG player said its average realized LNG price of $11.96 per MMBtu in the second quarter dropped when compared to 14.46 per MMBtu in the prior quarter and 14.66 per MMBtu in the same quarter last year. According to Santos, the average realized LNG price was lower than the prior quarter, reflecting the link of sales contracts to a lower lagged Japan Customs-cleared Crude (JCC) price and lower average JKM spot prices. Three-month lagged JCC averaged $87/bbl in the second quarter of 2023 compared to $100/bbl in the first quarter. Moreover, Santos' LNG projects shipped 53 cargoes in the second quarter, of which eight were sold on a JKM-linked basis, three from Darwin LNG and five from PNG LNG. Santos managing director and CEO, Kevin Gallagher, said that "our underlying business remains strong and has continued to perform well in a volatile oil price environment." "Free cash flow of more than $1.1 billion in the first half

positions the company well to deliver shareholder returns, backfill and sustain our existing business while also investing in our decarbonization projects," he said. source : www.rivieramm.com

TELLURIAN, BLUE OWL MOVE FORWARD WITH $1 BILLION LAND SALE AND LEASEBACK DEAL

US LNG firm Tellurian, the developer of the Driftwood LNG export project, said it had entered into a binding commitment letter with a fund of Blue Owl Real Estate Capital regarding the sale and leaseback of Driftwood land. Tellurian announced in April it entered into a binding letter of intent worth $1 billion with an unidentified New York-based institutional investor regarding the sale and leaseback of about 800 acres of land owned and/or leased by its unit Driftwood LNG. This land will be used for the proposed Driftwood LNG terminal in Lake Charles, Louisiana. Tellurian said in filling with the US SEC that this commitment letter effectively replaced the previously announced letter of intent between the company and the investor. Subject to signing the purchase deal and closing of the transaction, a special purpose entity to be formed by Blue Owl will buy Driftwood LNG's interests in the property for $1 billion, and lease the property for 40 years to Driftwood LNG. Moreover, Tellurian said that terms of the master lease will include, among others, a capitalization rate of 8.75 percent, annual rent escalators of 3 percent, a requirement that Driftwood LNG posts a letter of credit equal to 12 months of rent, etc.

Securing equity and debt commitments

Pursuant to the commitment letter, the period in which Blue Owl may be obligated to consummate the transaction will start on July 18, 2023, and terminate upon the earliest to occur of January 14, 2024, Tellurian said. Also, the closing of the transaction will occur "upon the satisfaction of the closing conditions in the purchase agreement, including the company or its affiliates securing equity and debt commitments in a sufficient amount with respect to the development of the Driftwood project on terms satisfactory to the purchaser," Tellurian said. Tellurian is expecting the development costs for the first phase of its Driftwood LNG export plant in Louisiana to reach $14.5 billion. Under the first phase, Tellurian aims to build two LNG plants near Lake Charles with an export capacity of up to 11 mtpa. The US LNG firm issued a limited notice to proceed to compatriot engineering and construction giant Bechtel in March last year. Tellurian's shareholders recently also approved doubling the number of its common shares, as the US LNG firm continues to work on financing the first phase of its Driftwood LNG export plant and signing deals with equity partners. source : www.lngprime.com

COSCO'S YARD NEARS COMPLETION OF CYPRUS FSRU CONVERSION JOB

Cosco Shipping Heavy Industry in Shanghai said it had completed the conversion work on the FSRU which will serve the first Cyprus LNG import terminal in Vasilikos and the yard expects to deliver the unit "soon". The unit of Cosco Shipping said in a statement that it held the sea trial ceremony on Wednesday for the 2002-built 137,000-cbm LNG vessel, Etyfa Prometheas, previously known as Galea. Officials from Cosco Shipping Heavy Industry, China Petroleum Pipeline Engineering, ETYFA, LR, and others attended the ceremony. "The sea trial of Galea converted into FSRU is a major

milestone of the project, marking the completion of Galea conversion schedule," it said. After the completion of the sea trial, Galea will carry out the gas trial, renaming, and redelivery "soon", Cosco Shipping Heavy Industry said. Cyprus announced the start of construction of its first LNG import facility at Vassilikos in July 2020. The Natural Gas Infrastructure Company (ETYFA), a unit of DEFA, previously signed an EPCOM (engineer, procure, construct, operate, and maintain) contract with a consortium for the project. The consortium comprises of state-owned China Petroleum Pipeline Engineering, a unit of CNPC, Metron Energy Applications, Hudong-Zhonghua, and Wilhelmsen Ship Management. Besides the converted FSRU, the project includes a jetty, a pipeline, and other onshore and offshore related infrastructure in Vasilikos. From there, gas will be piped to shoreside infrastructure with links to the country's energy grid mainly for power generation purposes. ETYFA previously expected to launch the LNG import project for power generation in summer 2022, but the project has been delayed. Recent local media reports suggest that the project worth some 315 million euros ($353 million) is now expected to be completed at the end of 2023 or the beginning of 2024. source : www.lngprime.com

TUSCAN LNG TERMINAL TO BE MOVED OFFSHORE BY 2026

A liquefied natural gas (LNG) vessel moored in the Tuscan port of Piombino will be moved off the coast of Vado Ligure and Savona in Italy's northwestern region of Liguria, the president of Liguria said on Tuesday. Italian gas grid operator Snam bought the floating storage and regasification unit (FSRU) last year as part of the Italian government's plan to reduce dependence on Russian gas, but the infrastructure was opposed by the local administration in Piombino. The decision on the proposed site was made after Liguria President Giovanni Toti met Snam's chief executive, a spokesperson for the Liguria president said. The decision on the new site where the vessel will be positioned by the end of 2026 is expected to ease such resistance and an Italian administrative court is expected to decide on a complaint against the LNG unit on December 20. The FSRU, which is expected to cover 7% of Italy's annual gas needs for 17 years, began commercial operations this month as energy group Eni delivered a cargo produced at the Sonatrach liquefaction plant in Betihoua, Algeria. Apart from the Piombino FSRU, Snam manages three more LNG terminals, one of which is in Liguria. source : www.naturalgasworld.com

SHELL'S LNG CANADA HITS NEW MILESTONE

A joint venture of JGC and Fluor has completed the module fabrication program for Shell's giant LNG Canada project in Kitimat, British Columbia. According to a statement by US engineering firm Fluor, the final module arrived by ship on Monday from COOEC-Fluor's fabrication yard in Zhuhai, China. This "significant milestone" marks the completion of a "critical phase" in the construction of the large LNG export plant in Kitimat, Fluor said. Fluor, along with its joint venture partner JGC, is delivering multiple aspects of the LNG Canada project. This includes engineering, procurement, fabrication and delivery of modules, and construction of the project's infrastructure and utilities, marine structures, and LNG storage tank. Fluor said the first major module, measuring 44.1 meters tall and weighing more than 5,000 tons was received in March 2022. Overall, a total of 215 modules of varying sizes have been received and are being set at the project site, it

said. This includes 35 large modules built by China Offshore Oil Engineering (COOEC), a unit of CNOOC, at its Qingdao yard. LNG Canada's CEO Jason Klein recently said that the project is almost 85 percent complete. Besides Shell, other partners in Canada's first LNG export terminal include Malaysia's Petronas, PetroChina, Japan's Mitsubishi Corporation, and South Korea's Kogas. The first phase of the LNG Canada project includes building two liquefaction trains with a capacity of 14 mtpa in Kitimat. Shell and its partners in the project expect to deliver the first cargo by the middle of this decade, and they are also evaluating the second phase of the project. source：www.lngprime.com

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