



## **GOLAR'S FLNG LEAVES SINGAPORE TO START TORTUE JOB**

Golar LNG's converted floating LNG producer, Gimi, which will serve the first phase of BP's Greater Tortue Ahmeyim FLNG project offshore Mauritania and Senegal, has finally left Seatrium's yard in Singapore. According to a statement by Golar, the FLNG departed the yard on Sunday. Gimi is now sailing under its own propulsion, supported by an escort tug, toward BP's

*"Estimates for China's gas use this winter vary but under a normal winter temperature scenario, consumption could increase by 8.9% year-on-year in Q4."*

purpose-built Greater Tortue Ahmeyim hub offshore Mauritania and Senegal, it said. Golar expects the voyage to take around 60 days, including refueling stops in Mauritius prior to rounding the Cape of Good Hope and in Namibia prior to its arrival. Upon arrival, Gimi

will notify BP that it is ready to be moored and connected to the hub, which is expected to trigger the start of contractual cash flows under the 20-year lease and operate agreement on the GTA field, Golar said. Back in February 2019, Golar entered into the deal with BP for the charter of the FLNG. Gimi was converted from a 1975-built Moss LNG carrier with a storage capacity of 125,000 cbm. This is the world's second converted floating LNG producer and joins Golar's Hilli, also converted























The company also said it continues with construction-related orders for a 3.5-mta MKII FLNG project and expects to take delivery of the Fuji LNG carrier intended for FLNG conversion during Q1 2024."Engineering and detailed design is fully developed and ready for project initiation. The complexity of offshore gas developments drives the timeline for these contemplated FLNG growth projects. Until commitments on a gas field and secured debt financing are in place, we do not plan to take a final investment decision or incur significant incremental MKII FLNG capex beyond current committed levels," Golar said. The company said it is also considering conversion as an option for its uncontracted Golar Arctic LNG carrier. source :

[www.rivieramm.com](http://www.rivieramm.com)

## **INDIA UPS LNG IMPORTS IN OCTOBER**

India's liquefied natural gas (LNG) imports rose in October 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 2.34 billion cubic meters, or about 1.71 million tonnes of LNG, in October, a rise of 18.2 percent compared to the same month in 2022, PPAC said. During April-October, India took 17.75 bcm of LNG, or some 13 million tonnes, up by 13.4 percent, PPAC said. India paid \$1.2 billion for October LNG imports, down from \$1.4 billion last year, it said. As per India's natural gas production, it reached 3.16 bcm in October, up by 9.3 percent compared to the corresponding month of the previous year. During April-October, gas production rose by 4.8 percent to about 21 bcm, PPAC said. At the moment, India imports LNG via seven facilities with a combined capacity of about 47.7 million tonnes. India's Adani and France's TotalEnergies started supplying natural gas in April to the grid from their 5 mtpa Dhamra LNG import facility located in Odisha, on India's east coast. In August, the partners completed the first truck loading operation at the facility. During April-October, Petronet LNG's 17.5 mtpa Dahej terminal operated at 94.3 percent capacity, while Shell's 5 mtpa Hazira terminal operated at 39.8 percent capacity, PPAC said. The Dhamra LNG terminal operated at 26.4 percent capacity, it said. source : [www.lngprime.com](http://www.lngprime.com)

## **MALAYSIA'S MISC REPORTS HIGHER Q3 LNG EARNINGS**

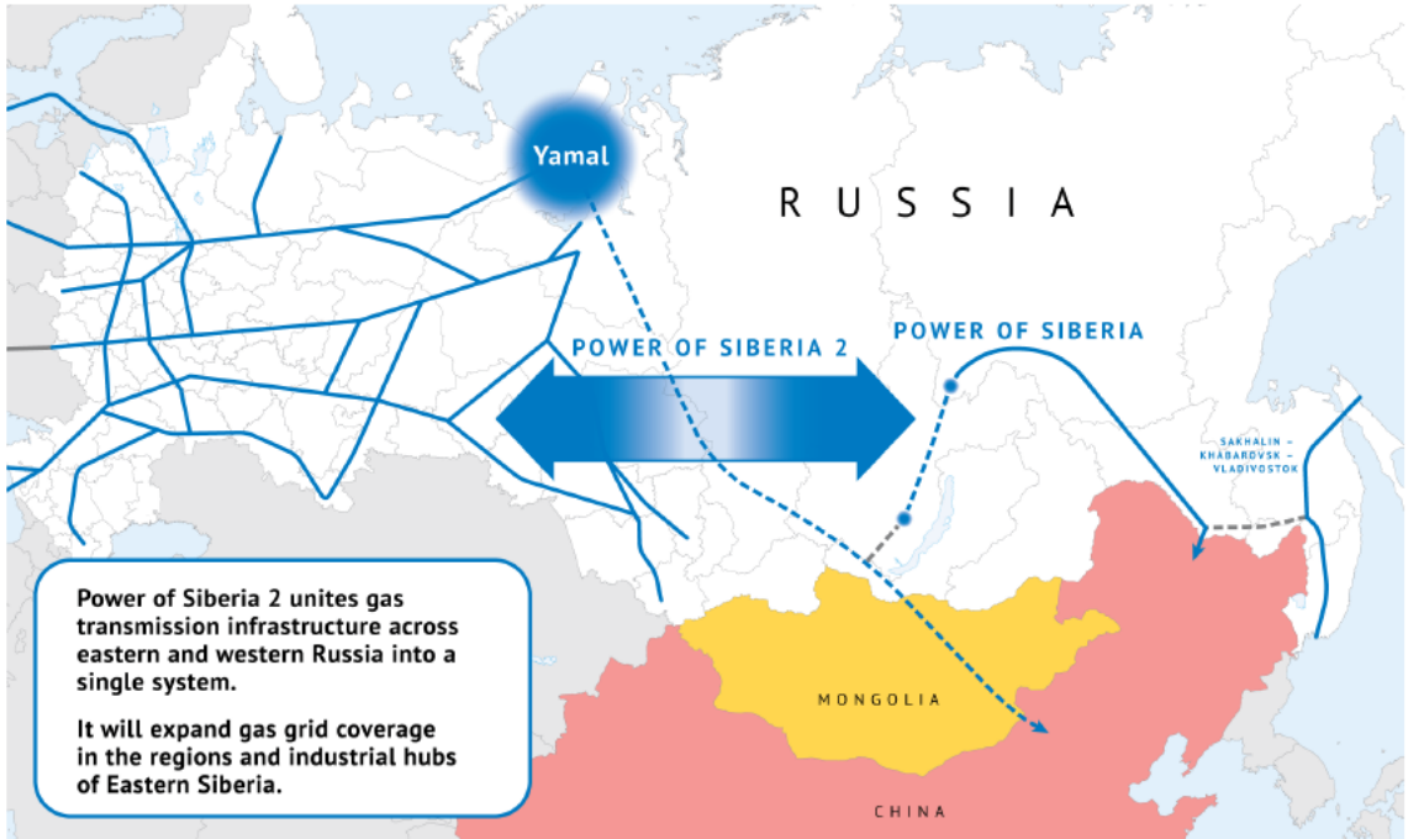
Malaysia's LNG shipper MISC, a unit of Petronas, said its LNG business logged a rise in both revenue and operating profit in the July-September period. The shipping firm said its gas assets and solution business, which includes a fleet of LNG and ethane carriers, posted third-quarter revenue of 860.6 million ringgit (\$184 million), a rise of 8.9 percent compared to the same period last year. MISC said revenue rose due to higher charter rates in the current quarter coupled with higher earning days following deliveries of two LNG carriers in the first quarter of 2023. Revenue also rose compared to 771.8 million ringgit in the prior quarter. Moreover, MISC's gas assets and solution business reported an operating profit of 427.9 million ringgit (\$91.5 million) in the third quarter. Operating profit rose by 20.5 percent compared to the same period last year mainly due to higher revenue in the current quarter. It also rose from 418.6 million ringgit in the second quarter. MISC is one of the largest







Map depicting current and planned Russian gas pipelines to China. Source: Gazprom.



While Gazprom did not leave Beijing empty-handed, China’s steady unwillingness to sign up for a second pipeline that would double Russian imports raises questions about the “no limits” friendship touted by Beijing and Moscow – especially after Kazakhstan capitalised on the lack of progress to sign its own supply agreement.

**Beijing demurs**

The proposed pipeline would be a gamechanger for Gazprom, which now pipes only 10–15% of the gas to Europe that it used to before the Ukraine conflict. The decimation of Gazprom’s European sales was unwittingly underlined by Miller, who said in an interview that the company’s pipeline gas supplies to China could soon overtake volumes sent to Europe. The development of PoS 2 has major geopolitical ramifications and would reshape China’s energy landscape, but it has proven hard to close. China kept Gazprom waiting for more than a decade before the PoS pipeline was agreed and built, and appears to be dragging its feet again through long and painstaking negotiations. China has no urgent need for the pipeline and Beijing knows Russia has limited export options for pipeline gas following the collapse in supplies to Europe, so it wants to secure a good price before signing a deal. China’s pragmatic leaders will also have observed Europe’s trouble with overreliance on Russian gas and taken in the lesson of depending heavily on one source. At the same time there are good reasons why China may finally decide to contract for PoS 2. A new pipeline would reduce the need for seaborne LNG imports, which are more exposed to global tensions. For instance China imported 17.23mn tonnes of LNG from the Middle East last year that made up 27.1% of



