



## **WAH KWONG VENTURE INKS LNG QUARTET**

New joint venture is sitting on options that could double its initial order. Shipowner Wah Kwong Maritime Transport Holdings, CSSC (Hong Kong) Shipping Company and China Gas Holdings have finally inked orders for up to four LNG carrier newbuildings at Dalian Shipbuilding Industry Co (DSIC). The new partners have also formerly established their new joint venture company Sea Jade Investment. The trio signed up to two firm orders for 175,000-cbm LNG carrier newbuildings for delivery dates in 2027. The vessels will be fitted with WinGD LNG dual-fuel engines, on-board reliquefaction and Mark III Flex membrane-type cargo containment systems. The deal also includes options for a further pair of vessels. TradeWinds first reported on Wah Kwong's break into the LNG sector in July. The ships are fixed on 20-year periods to serve China Gas Holdings unit China Gas Hongda Energy Trading Co, at rates in the range of \$80,000 to \$100,000 per day. Wah Kwong's arm Vantage Energy is taking a controlling 45% shareholding in Sea Jade Investments. New LNG entrant China Gas Holdings' subsidiary China City Gas will hold a 30% stake in the new company. Chinese leasing company CSSC Shipping's Fortune Clean Energy holds the remaining 25%. The venture is being set up with \$100m of capital from the partners and is seeking external financing for its first vessels. These latest orders bring DSIC's LNG carrier orderbook to at least 10 vessels. The yard is a new entrant to

this sector. To date, the yard's anchor customer for this vessel type has been China Merchants, which has contracted eight LNG carriers at DSIC. Source : [www.tradewindsnews.com](http://www.tradewindsnews.com)

## **TOTAL-MOZAMBIQUE BERTHS SET TO BE PUSHED FORWARD YET AGAIN**

Brokers detail that this is fifth postponement in long-running newbuilding saga. Delivery dates on a long-planned slew of 17 LNG carrier newbuilding berths for the TotalEnergies-led Mozambique LNG project look set to be postponed again, as the shareholders in the eastern African liquefaction project show no fresh signs of moving ahead with the development. Newbuilding sources said the Mozambique LNG project and its associated four shipowners for the vessels had a deadline at the end of July to declare on the 17 newbuilding slots — nine at Hyundai Samho Heavy Industries and eight at Samsung Heavy Industries. They said it is unlikely that these berths, which were spread across 2027 and 2028, will re-emerge and be marketed by yards as they are understood to have largely been committed to other buyers. LNG brokers said both Hyundai Samho and SHI have now sold the bulk of their berths for LNG carriers for 2027 with the pair, along with compatriot Hanwha Ocean, waiting to see how many pre-reserved slots QatarEnergy will declare this year under phase 2 of its massive newbuilding project. This would indicate that renegotiation of the Mozambique LNG berths would push out their delivery dates into 2028 to 2029. Shipbrokers pointed out that this is the fifth time the newbuilding slots for the 12.9-million tonnes per annum two-train Mozambique project have been renegotiated. In early December 2022, TradeWinds reported a fresh delay on the ships, with the final confirmation date on the 17 newbuildings being pushed out to July 2023. There was talk at the time that TotalEnergies, which led the newbuilding business for the project, could eventually re-tender for the ships when it finally opted to move ahead. Four shipowners were signed up to the vessels when the berths were first agreed with the shipyards in 2020. Japan's Mitsui OSK Lines was assigned to five of those at Hyundai Samho and K Line four, while NYK and Greece's Maran Gas Maritime were pencilled in against four berths each at SHI. Those working closely with LNG carrier newbuilding business said the two shipbuilders applied a price premium to carry on holding the slots. Yards would also need to renegotiate prices on the vessels, which were sitting at around \$180m when they were first ordered but have climbed again since the December postponement and are now sitting at about \$265m apiece. Consultants have said TotalEnergies may also want to review the specifications on the ships as there has been such a long time lag since these were first drawn up. There have been on-off rumours that TotalEnergies, which holds a leading 26.5% stake in the development, could be ready to move forward with the land-based Mozambique LNG project. On 26 April 2021, the French energy major declared force majeure on the project as the security situation in the north of the Cabo Delgado province near Mozambique LNG's Afungi site worsened. In May this year, the company said it was putting an action plan in place for the project following a report. But it said there was, as yet, no date for a restart. In the interim, floating LNG production has moved ahead off Mozambique. Eni's Coral-Sul FLNG project, for

which BP is the sole offtaker, has exported 21 cargoes and there is talk that the Italian energy company will give the green light to a second LNG floater in the region before the end of this year. Source : [www.tradewindsnews.com](http://www.tradewindsnews.com)

## **ENERGY GIANT TAKES FIRST EXTENSION OPTION ON SEAPEAK VESSEL**

Sale of four LNG carriers during 2023 nets gas shipowner more than \$78m. An energy major charterer has taken up the three-year extension option on a Seapeak LNG carrier, as portfolio players and traders move to keep control of tonnage in an uncertain market. In a first-half results statement, gas shipowner Seapeak said in June that the charterer of its 173,545-cbm Myrina LNG (built 2018) exercised the first of four three-year extension options at a fixed rate. Seapeak — formerly Teekay LNG before it was bought by equity fund manager Stonepeak in January 2022 — said this first optional period starts in May 2024. Shell is named as the charterer of the vessel on databases. Seapeak also detailed in April that it had chartered out its 138,000-cbm LNG carrier Seapeak Catalunya (built 2003) for one year from this coming October, with an option for the charterer to extend the hire by another 12 months. The company said its 173,000-cbm Seapeak Creole (built 2016) started a 23-year fixed-rate contract in February. Seapeak has previously said the vessel and a sister ship are fixed to Chinese charterers. Charterers have been moving to take up options to extend the hire of vessels in their fleets to guard against the spikes seen in the LNG market last winter and amid demand uncertainties. In July, Seapeak president and chief executive Mark Kremin said to TradeWinds he had flagged up a shift by charterers towards longer-term deals. In its statement, Seapeak also revealed that it was exercising its ship repurchase option for the 83,757-cbm ethane and LPG carrier Ineos Marlin (built 2019) for a total cost of \$60.5m. It expects to complete this in March next year. Seapeak has sold four LNG carriers so far in 2023, netting the company a total of \$78.3m. The organisation sold two to cash buyers for green recycling, netting \$14.9m from the sale of the 89,880-cbm Seapeak Arctic (ex-Arctic Spirit, built 1993) and \$14.7m from the disposal of the 89,880-cbm Seapeak Polar (built 1993) in June. Seapeak also offloaded its multi-gas carriers to bunker supplier Titan during the period. The 12,000-cbm Seapeak Vision fetched \$24.7m in March and the similar-size Seapeak Unikum (both built 2011) \$24m in April. Seapeak's first-half net income for 2023 climbed to \$197.9m from \$148.1m in the same period a year earlier. Income from vessel operations more than doubled to \$183.1m from \$71.5m in the corresponding six months of 2022. In the second quarter of 2023, Seapeak nudged its net income higher to \$99.9m from \$83.4m a year ago. The company's income from ship operations for the three months rose to \$75.1m from \$53.4m in the same quarter of 2022. Seapeak said total ship days for its LNG fleet for the first half of 2023 were 3,851, compared to 4,137 in the same period a year ago. It said the decrease is largely due to the sale of the Seapeak Arctic and the re-delivery of the 165,500-cbm Seapeak Magellan (built 2009) at the end of its charter in June last year. At the end of June, Seapeak's fleet comprised 49 LNG carriers, including five under-construction newbuildings, and has a 30% stake in an LNG regasification terminal in Bahrain. The company said its interests in the vessels ranged from 20% to 100%.

In addition, Seapeak, which bought Evergas in December 2022, owns a 50% stake in 23 LPG, ethane and multi-gas carriers, of which four are under construction, and wholly owns a further 14 ships, and bareboat charters in another six. Source : [www.tradewindsnews.com](http://www.tradewindsnews.com)

## **HOEGH LNG'S FSRUS TO START WORK IN BRAZIL AND FRANCE**

FSRU owner Hoegh LNG Holdings said on Wednesday that its near-term focus is to ensure its FSRU projects start operations as planned by its customers in France and Brazil over the coming months. The group's fleet comprises ten FSRUs and three LNG carriers. Hoegh LNG said in its second-quarter results report that the entire fleet is either operating under or committed to long-term contracts with "strong" counterparties, except for the recently acquired Hoegh Gandria which is currently employed on a one-year LNG carrier trading contract. Besides projects in France and Brazil, Hoegh LNG also said that its 170,000-cbm FSRU Hoegh Gannet, which serves the Elbehafen LNG import terminal, is "currently performing its commissioning work in Germany before entering regular commercial regas operations." "The vessel remains operational and earns hire from its charterer while this work is ongoing," the firm said. German energy firm RWE, which developed the Elbehafen LNG project with Hoegh LNG, Brunsbüttel Ports, and other partners on behalf of the German government, said in May that the FSRU-based terminal started commercial operations. After that, Lithuanian LNG terminal operator KN became the commercial operator of the Elbehafen LNG terminal in northern Germany. In addition to this project, Hoegh LNG is planning to start the contract with Australian Industrial Energy (AIE) in Australia towards the end of this year. Last year, Hoegh LNG and AIE, a unit of Squadron Energy, confirmed a long-term FSRU charter deal for the latter's Port Kembla import terminal in New South Wales. The 2019-built Hoegh Galleon will serve this contract and it is currently employed on a time charter contract in the LNG carrier market which is scheduled to end in September, Hoegh LNG said. Brazilian terminal expected to start by end of this year Hoegh LNG said in February it planned to send its 170,000-cbm FSRU Hoegh Giant in the second quarter of this year to Brazil to start the previously signed contract with a unit of Brazilian energy company Cosan. Back in December 2021, Hoegh concluded the 10-year FSRU charter with Terminal de Regaseificacao de GNL de Sao Paulo (TRSP), a unit of Cosan's Compass Gas & Energia, to serve the latter's project in the Port of Santos with a regasification capacity of 14 million cbm/day. Hoegh Giant finalized its interim LNG carrier time charter party by the end of the first quarter and was idle during most of the second quarter, according to Hoegh LNG. "The FSRU commenced its long-term FSRU contract with TSRP/Compass in Brazil from beginning of the third quarter," Hoegh LNG said, without providing any further information. According to Kosan's recent second-quarter results report, the terminal is nearing completion, with operations expected to start by the end of 2023. Hoegh Giant's AIS data, provided by VesselsValue, showed on Thursday that the unit was located off San Pedro de Macoris in the Dominican Republic. The 2010-built 145,130-cbm FSRU Cape Ann, chartered by France's TotalEnergies, is ready to start serving the FSRU-based facility in France's Le Havre later this year. France's TotalEnergies charters this vessel from Hoegh LNG, which has a 50 percent stake in Cape Ann, Japan's MOL, which owns a 48.5 percent stake, and Tokyo LNG Tanker

holds the rest. As previously reported, the FSRU departed China's Tianjin LNG import terminal in the northern port city Tianjin near Beijing on March 30. The vessel then sailed to a yard in Singapore for modification work ahead of its job in France. "Cape Ann, which is employed on a long-term charter with TotalEnergies, has left the yard after completing modifications and class renewal and is currently being repositioned for FSRU operations in France later this year," Hoegh LNG said in the report. Cape Ann's AIS data shows that the FSRU was located in Algeciras, Spain on Thursday. TotalEnergies launched in March a binding open season for capacities at the FSRU-based facility in Le Havre and said that it expects to start operations in September. LNG Prime contacted TotalEnergies to provide an update regarding the arrival of the FSRU in Le Havre and the start operations, but we did not receive a reply by the time this article was published.

### **New FSRU projects**

Hoegh LNG said that the demand for FSRUs is expected to "remain strong." While Hoegh LNG has secured long-term contracts for its entire fleet of FSRUs, the business development team is in "active dialogue with several potential new projects looking for FSRU capacity," the firm said. The acquisition of the LNG carrier Hoegh Gandria earlier this year provides flexibility to pursue FSRU conversion opportunities, Hoegh LNG noted. The group reported a total income of \$126.8 million and an Ebitda of \$78.7 million for the second quarter of 2023, compared to \$137.4 million and \$91.9 million for the preceding quarter. "The group expects that the Ebitda for the third quarter of 2023 will be somewhat higher than for the second quarter mainly due to Hoegh Giant and Hoegh Gandria being fully employed in the third quarter," it said. Source : [www.lngprime.com](http://www.lngprime.com)

## **WOODSIDE REACHES DEAL WITH UNIONS TO AVOID NWS LNG STRIKE**

Australian LNG producer Woodside and unions representing its workers at North West Shelf offshore gas platforms have reached an in-principle agreement. Earlier this month, Woodside and Chevron said they were in talks with unions as they worked to avoid strikes that could affect operations at the North West Shelf, Gorgon, and Wheatstone LNG projects in Western Australia. These three projects have a combined capacity of about 40.8 million tonnes of LNG per year, or some 10 percent of the global LNG imports in 2022. Most of the LNG supplies from these plants are landing in Japan and South Korea. Woodside's workers at North West Shelf offshore gas platforms voted on Sunday to take industrial action, giving Woodside seven working days' notice to strike if their bargaining claims are not met. "Woodside continues to engage actively and constructively in the bargaining process," a Woodside spokesperson told LNG Prime late on Wednesday. "Substantial progress was made at talks held on Wednesday and the parties have reached in-principle agreement on a number of issues that are key to the workforce," the spokesperson said. Also, the spokesperson added that Woodside has not received any notices of protected industrial action. Australian LNG player Woodside operates the North West Shelf LNG terminal in the Pilbara region of Western Australia. The plant has five LNG trains, launched between 1989 and 2008, with a capacity of 16.9 million tonnes

per year and most of these volumes supply customers in Japan. It also has domestic gas trains, condensate stabilization units, and LPG units. Australia's oldest LNG plant has been liquefying gas from fields located off the north-west coast of Australia since 1989. The project includes the North Rankin complex, the Goodwyn A platform, and also the Angel platform. Workers to review settlement The Offshore Alliance, which includes the Maritime Union of Australia and Australian Workers' Union, said on Thursday via its social media that it has reached an in-principle agreement with Woodside on an enterprise agreement to cover the GWA, NRC, and Angel platforms. Moreover, the alliance said that its representatives have endorsed the in-principle agreement reached with Woodside and "members will be meeting this evening to go through the offer of settlement." Details of the settlement will be released after the meeting with members. "The union has committed to not filing a notice of protected industrial action, with the final drafting of the agreement being provided by Woodside for review by the union lawyers on Monday, it said. The Woodside spokesperson said on Thursday that the company welcomes the "union's reported statement this morning and will continue to work to finalize an agreement." Source : [www.lngprime.com](http://www.lngprime.com)

## **TECNICAS REUNIDAS WINS MORE LNG EXPANSION WORK FROM QATARGAS**

LNG producer Qatargas, a unit of QatarEnergy, has awarded Spanish engineering and construction firm Tecnicas Reunidas additional work on its giant LNG expansion project. According to a statement by Tecnicas Reunidas, the engineering, procurement and construction (EPC) work including the pipelines, interconnections, ancillary systems, and other supporting components for the LNG off-plot facilities for the North Field South project. Total contract value is around \$560 million. Tecnicas Reunidas said the new scope includes the engineering, procurement, construction, and commissioning of a range of off-plot facilities. These include the LNG rundown lines, boil-off gas (BOG) recovery and utility pipelines that will connect the southern part of Ras Laffan Industrial City to new storage tanks and export facilities in RLIC. The scope of the project also includes the commissioning of LNG tanks, an LNG loading berth, BOG compressors, and associated equipment.

This award reinforces the relationship between QatarEnergy and Tecnicas Reunidas which is currently executing the EPC works for the expansion of the condensate, LPG, and MEG storage, distribution, and associated facilities for the North Field Expansion project. Tecnicas Reunidas is also executing the EPC works for the sulfur handling facility for the North Field expansion project in a joint venture with Wison Engineering. State-owned QatarEnergy is significantly increasing LNG production from the North Field. This first phase of the expansion project will increase Qatar's LNG production capacity from 77 to 110 MTPA, while the second phase will further boost capacity to total 126 MTPA. Source : [www.lngprime.com](http://www.lngprime.com)

## GREAT LAKES CLINGHES PORT ARTHUR LNG DREDGING GIG

US firm Great Lakes Dredge & Dock has secured a dredging contract from compatriot Bechtel for the first phase of Sempra's Port Arthur LNG export project in Texas. LNG player Sempra Infrastructure, a unit of Sempra, took a final investment decision on March 20 for the first phase of its Port Arthur LNG export project worth about \$13 billion. Bechtel won the EPC contract which includes building two trains with a total capacity of about 13 million tonnes per annum and two storage tanks with a capacity of 160,000 cbm. Great Lakes said in statement on Wednesday it has won the Port Arthur LNG Phase 1 marine dredging and disposal contract. The scope of work on this project is to dredge the Port Arthur LNG berthing pocket on the Port Arthur ship canal. Great Lakes said the berthing pocket and turning basin will connect to the Port Arthur canal and allow LNG vessels to berth, load, and depart safely. A significant portion of the dredged materials will be placed by Great Lakes within designated beneficial use of dredged material areas to restore and enhance marshlands within a local wildlife refuge, it said. Great Lakes expects to start this project later this year. The company's backlog and recent pending awardable work now exceed \$1 billion, the firm said but it did not provide the price tag of the newest contract. Besides this project, Great Lakes also expects to start dredging work related to NextDecade's Rio Grande LNG export project in Texas later this year. Source :

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

## CHEVRON BOOSTS WHEATSTONE DOMESTIC GAS PRODUCTION

Chevron's unit in Australia is boosting production rates at the Wheatstone domestic gas facility near Onslow. According to a statement by Chevron Australia, the official nameplate capacity of Wheatstone's domestic gas plant will increase from 205 terajoules per day to 215 terajoules per day – an increase of 5 percent. This follows technical enhancements and plant modifications to increase production rates at the domestic gas facility. Chevron Australia managing director **Mark Hatfield** said in the statement that the plant modifications and subsequent high-rate production trial undertaken over the past year had confirmed the facility was able to maintain safe and reliable domestic gas production at increased rates across a range of temperature conditions and operating environments. "Chevron is one of WA's major domestic gas suppliers, currently operating facilities that produce almost half of the state's gas supply, helping to underpin energy security and economic prosperity," Hatfield said. "The gas we produce is used in the electricity that powers homes and businesses, and supports key industries like mining, minerals processing and manufacturing, which is why we are pleased to have the confidence to increase domestic gas capacity from the Wheatstone project on an ongoing basis."

### Further capacity increase

Hatfield said that Chevron would undertake further work over coming months to trial even higher domestic gas production rates. "Recognizing the critical role of natural gas for WA industry and communities, we will continue to explore operational efficiencies and equipment enhancements at Wheatstone that could increase domestic gas capacity even further," he said. The Wheatstone

LNG facility, which shipped its first cargo in 2017, features two trains and the domestic gas plant located at the Ashburton North Strategic Industrial Area in Western Australia's Pilbara region. Natural gas arrives from the offshore Wheatstone, Iago, Julimar, and Brunello gas fields. The Chevron-operated Wheatstone project is a joint venture between the Australian subsidiaries of Chevron (64.14 percent), Kuwait Foreign Petroleum Exploration Company (13.4 percent), Woodside (13 percent), and Kyushu Electric Power Company (1.46 percent), together with PE Wheatstone, part-owned by Jera (8 percent). Source : [www.lngprime.com](http://www.lngprime.com)

## **GROUNDING LNG CARRIER STRUCK BY TANKER IN SUEZ CANAL**

BW LNG's BW Lesmes was transiting the Suez Canal southbound after 21:30 local time when the vessel grounded, according to a statement from BW LNG. In a post on the SCA's Facebook page, the authority attributed the grounding to "a technical failure in steering" that caused the vessel to lose the ability to steer. The SCA reported that a strong current drove Burri into an allision with BW Lesmes, which the SCA said was not carrying cargo. BW LNG said "Following the grounding, another vessel subsequently allided with BW Lesmes. The allision occurred at a low speed and the vessel's operational capabilities have not been affected. Initial observations from the crew on board have reported the vessel remains structurally sound. BW Lesmes is now under pilotage and proceeding to Suez anchorage for further inspections. The BW LNG technical team from Oslo will arrive this afternoon to commence investigations." The SCA said it sent four tugs to assist the vessels, and cleared the navigation channel to allow traffic in the global shipping shortcut to resume. BW LNG confirmed that in conjunction with the local authorities, crew on board BW Lesmes successfully refloated the vessel at 03:30 local time on 23 August. SCA chief Admiral Osama Rabee said, "The authority's marine rescue boats successfully dealt with the emergency navigation and technical breakdowns that two carriers experienced while crossing the channel within the North convoy in the early hours of Wednesday morning." Admiral Rabee said the distressed vessels did not incur significant damage, but that the crew of Burri reported "a sudden breakdown" requiring tug assistance while the crew repaired 'the break'. TMS Tankers, a division of Greece-based Cardiff Marine, lists Burri as a Cayman Islands-flagged, 2019-built Aframax crude and product tanker of 115,000 dwt. TMS Tankers has been contacted for further comment on the condition of its tanker vessel. In 2021, the world's attention turned to a grounding in the Suez Canal when **ultra-large container ship Ever Given became wedged diagonally** across the canal near kilometre-marker 151. Refloating operations took more than six days, costing global trade somewhere between US\$6-10Bn, according to weekly estimates at the time from German insurer Allianz. Source : [www.lngprime.com](http://www.lngprime.com)



**FLEX LNG INKS TIME-CHARTER EXTENSION, SEES FULL FLEET ON WATER BY YEAR-END**

In November 2022, Cheniere extended the vessel's charter to Q4 2030 having previously chartered the 2021-built 174,000m<sup>3</sup> capacity vessel for between three and three and a half years. The Texan LNG exporter has now declared the option period for Flex Vigilant, which extends the firm charter by an additional 200 days to 2031. Five of Flex LNG's 13 LNG carriers are on charter with Cheniere. The company recorded US\$39M in Q2 profits this year, declaring a dividend of US\$0.75 per share. Flex Management chief executive Øystein M Kalleklev said revenues came in US\$2.5M higher the corresponding second quarter in 2022, despite the company having three ships off-hire for their scheduled 5-year special survey in drydock. He credited improving time charter equivalent (TCE) rates for driving revenues. TCE rates stood at US\$77,000/day for Q2 2023 compared with US\$71,000/day in Q2 2022. Mr Kalleklev said, "Today, we are presenting our second quarter results and we are pleased to announce quarterly revenues of US\$87M in line with our guidance of US\$85-90M." Four vessels have been drydocked, with three completed in Q2. The company said it has completed the drydocking schedule for the year. In the second half of the year, Flex LNG expects revenues to grow with all 13 vessels on water, benefiting from a stronger spot market which should boost the earnings from the variable hire time charter for Flex Artemis. The company said it is reiterating the revenue guidance provided in February with guided revenues of US\$90-95M for Q3 and US\$90-100M in Q4. Flex LNG said "This is expected to add up to approximately US\$370M of revenues for the year, also in line with our guidance." Source :

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

**DSIC TO BUILD LNG CARRIER TRIO FOR COSCO AND SINOPEC**

China's Dalian Shipbuilding Industry (DSIC) will build three LNG carriers for a joint venture consisting of units of Cosco Shipping Energy Transportation and Sinopec, according to shipbuilding sources. DSIC will construct the vessels for CESI, the Hong Kong-based JV in which Sinopec's unit Kantons Investment holds a 49 percent stake and Shanghai Cosco Shipping LNG holds a 51 percent share. Sinopec Kantons said in a statement that CESI intends to invest in the construction of three 175,000-cbm LNG carriers, while the total investment will reach about \$760.8 million. About 74.4 percent of the funds will be raised through project financing and the rest through capital injection from the two partners.

**Vessels to transport US LNG volumes**

Following delivery, the vessels will serve Sinopec under long-term charters deals to ship US LNG volumes Sinopec contracted from Venture Global LNG in November 2021. Under the 20-year sales and purchase agreements, Venture Global will supply of a total of 4 million tonnes per annum of LNG from its Plaquemines LNG export facility in Louisiana to Sinopec. "In order to meet the annual transportation demand of 2.8 million tonnes of LNG FOB cargoes in the above project, Sinopec Corp. has made additional demand to CESI for the LNG vessels," the statement said. Sinopec Kantons did not reveal the name of the yard or any additional information regarding the vessels. Shipbuilding sources told LNG Prime that DSIC will construct these

three 175,000-cbm LNG carriers. Moreover, the vessels will feature WinGD dual-fuel engines and GTT's Mark III Flex membrane containment system, according to the sources. DSIC is expected to deliver two LNG carriers in 2027 and one vessel in 2028, the sources said.

### **DSIC's LNG carrier orders rising**

This announcement took a while as shipbuilding sources told this publication last year that DSIC would build three LNG carriers for Sinopec charter. DSIC won its first large LNG carrier order for two ships from CMES in March 2022 and after that CMES added six more vessels. Also, DSIC recently signed a deal to build two LNG carriers for a joint venture consisting of China Gas, Wah Kwong Maritime Transport, and CSSC Shipping. Including these three new vessels, DSIC will have 13 LNG carriers on order. Source : [www.lngprime.com](http://www.lngprime.com)

### **GASUNIE, VOPAK TAKE FID ON FOURTH GATE LNG TANK**

Dutch gas grid operator Gasunie and compatriot storage tank firm Vopak have taken a final investment decision to build the fourth storage tank and add more regasification capacity at their Gate LNG terminal in the port of Rotterdam. The expansion consists of a new LNG storage tank of 180,000 cubic meters and additional regasification capacity of 4 Bcm per year. Gasunie and Vopak will invest about 350 million euros (\$380.1 million) in this project and the two firms expect to complete the project financing by the end of 2023, according to a joint statement. About 15 percent of the costs will be funded with equity and 85 percent of the costs will be funded via a non-recourse project financing. Also, the new capacity is already rented out under long-term commercial agreements and is expected to be ready for operation by the second half of 2026. UK-based energy giant BP and a unit of PetroChina have previously agreed to book long-term capacity at the Gate LNG import terminal. They will each acquire 2 Bcm per year of regasification and also corresponding storage capacity for a period of 20 years. Vopak and Gasunie are the founders and owners of Gate terminal in Rotterdam which has been operational since 2011. The terminal plays a crucial role in the supply and availability of gas in the Netherlands and its neighboring countries. Once all planned projects at Gate terminal have been completed, the terminal will have a total regas capacity of 20 billion cubic meters per year and four LNG tanks with 720,000 cbm of storage capacity. Increasing Dutch LNG import capacity **Hans Coenen**, on behalf of the board of directors of Gasunie, said the investment in this new tank is part of a broader package of proposed and already realized measures to increase LNG import capacity in the Netherlands. "This is necessary to compensate for the loss of Russian natural gas and to reduce the scarcity of natural gas on the European gas market," he said. "We are excited to build upon our successful partnership with Gasunie," **Dick Richelle**, CEO at Vopak, said. "This investment fits well with Vopak's strategy to grow in LNG infrastructure," he said. The Netherlands now has two LNG import terminals with the the addition of the FSRU-based facility in the port of Eemshaven. Gasunie, recently said that its FSRU-based LNG import facility in the port

of Eemshaven has received its 50th shipment since the launch in September last year. The company signed a deal in April with Vopak to sell 50 percent of the LNG hub which features two FSRUs. Source : [www.lngprime.com](http://www.lngprime.com)

## DELFIN INKS FLNG PACT WITH WISON

Delfin Midstream, the US developer of a floating LNG export project in the Gulf of Mexico, is joining forces with China's Wison Offshore & Marine to develop floating LNG producers. In that regard, Delfin Midstream entered into a design and engineering contract with Wison to develop FLNG vessels for application on the company's Deepwater Port projects currently under construction in North America. "Given the strong market outlook for cleaner burning fuels in Asia and the continuing strong demand in Europe, Delfin is accelerating the development of the remaining FLNG vessel slots at the Delfin LNG project," the firm said in a statement. Merchant commodities firm Hartree Partners is conducting marketing operations to Chinese LNG buyers on the company's behalf and Delfin is also progressing the development of additional Deepwater Port projects in North America in cooperation with its existing midstream and financial partners, it said. Teaming up with Wison will allow Delfin to construct new FLNG vessels to support these projects and the export of US natural gas to worldwide markets, the firm noted. "Wison has been visionary to develop its design, engineering, and construction capabilities for the LNG industry and in particular the floating LNG segment," **Wouter Pastoor**, COO of Delfin, said. Wison is currently building Eni's 2.4 mtpa FLNG and recently completed a large self-supporting prismatic shape IMO type B LNG tank for the project. "Sharing our commitment and entrepreneurial spirit, Wison's goal is to continue into a full FEED later this year such that FLNG vessel construction can start at their shipyard in mid 2024," Pastoor said. Delfin has been developing the Delfin LNG Deepwater Port project, which can support four FLNG vessels with a combined export capacity of up to 13.3 million tons per annum. The company has secured commercial agreements for LNG sales and liquefaction services and is in the final phase towards FID on its first two FLNG vessels, it said. Last month, Delfin Midstream said it expects to take a final investment decision on its first floating LNG producer in October this year. Delfin has been quite busy this year and it recently sealed a supply deal with UK-based Cetnrica worth about \$8 billion. Prior to that, the firm secured an investment from Japan's shipping giant MOL and previously signed supply deals with Hartree Partners and Vitol. In addition to these agreements, Delfin LNG entered into a heads of agreement in September last year with US oil and gas producer Devon Energy for long-term liquefaction capacity, but also a pre-financial investment decision strategic investment. Source : [www.lngprime.com](http://www.lngprime.com)

## **CHENIERE SEALS LONG-TERM LNG SUPPLY DEAL WITH GERMANY'S BASF**

US LNG exporter Cheniere has signed a long-term deal to supply liquefied natural gas to German chemicals giant BASF. Under the SPA, BASF has agreed to buy up to 0.8 million tonnes per annum (mtpa) of LNG from Cheniere Marketing on a free-on-board (FOB) basis, according to a statement by Cheniere. In addition, the Henry Hub-indexed deal includes a fixed liquefaction fee. Cheniere said deliveries will start in mid-2026 and, subject to a positive final investment decision with respect to the first train of the Sabine Pass liquefaction expansion project in Louisiana, will increase to about 0.8 mtpa upon the start of commercial operations of the seventh train. Also, the term of the SPA extends through 2043, the LNG exporter noted. “With this agreement, we are supporting the objectives of one of Europe’s key industrial end-use consumers to ensure stability of its supply chain,” **Anatol Feygin**, Cheniere’s executive VP and chief commercial officer, said. “By establishing our own dedicated LNG supply chain with Cheniere, we are diversifying our energy and raw materials portfolio at a time of critical changes in the European gas market, which is marked by increased demand and volatile prices for LNG,” **Dirk Elvermann**, BASF’s chief financial officer, said. “While we are reducing our dependence on fossil fuels to reach our goal of net zero CO2 emissions by 2050, this agreement will ensure reliable supply of natural gas at competitive terms,” Elvermann said.

### **Sabine Pass expansion**

This is the third long-term LNG supply agreement for Cheniere since June following the deal with Norway’s Equinor and the deal with Chinese independent gas distributor ENN. Both of these contracts include volumes from the proposed Sabine Pass Stage 5 expansion project. Sabine Pass currently has a capacity of about 30 mtpa following the launch of the sixth train in February last year, while Cheniere’s three-train Corpus Christi plant in Texas can produce about 15 mtpa of LNG and is undergoing expansion. In February this year, Cheniere initiated the pre-filing review process with the US FERC for the Sabine Pass Stage 5 expansion project. The project will include up to three large-scale liquefaction trains, each with a production capacity of about 6.5 mtpa of LNG, a boil-off-gas (BOG) re-liquefaction unit with a production capacity of 0.75 mtpa of LNG, and also two 220,000-cbm LNG storage tanks. Source : [www.lngprime.com](http://www.lngprime.com)

## **BAKER HUGHES TO PROVIDE EQUIPMENT FOR COMMONWEALTH LNG'S LOUISIANA PLANT**

Houston-based Commonwealth LNG said that its liquefied natural gas facility under development in Cameron Parish, Louisiana will use gas turbines and other equipment from energy services firm Baker Hughes. In that regard, Commonwealth LNG signed a strategic agreement with Baker Hughes related to the 9.3 mtpa plant in Cameron, according to a statement by Commonwealth LNG. Baker Hughes will work with Commonwealth LNG on “maximizing the project’s output and minimizing emissions through the use of Baker Hughes’ LM9000 aeroderivative gas turbine technology – the most efficient in the 65+ MW power range,” it said. The LM9000 equipment order is expected to be granted in conjunction with financial close of the Commonwealth LNG

project, which is expected in the first quarter of 2024, the firm said. Also, the collaboration will feature other key Baker Hughes equipment, services and software in support of the project, including its compressor technology, spare parts, maintenance services and Cordant asset performance management suite. “Commonwealth LNG views its relationship with Baker Hughes as vital to ensuring that Commonwealth LNG commences production in early 2027,” the LNG terminal developer said. Commonwealth LNG recently announced it had closed an investment of development capital from private funds managed by Kimmeridge Energy Management and the investment completes the development funding required for the firm to reach FID. The two firms have also agreed in principle on terms for a 20-year, 2 mtpa LNG offtake commitment from the facility along with the associated gas supply. In November last year, Commonwealth LNG received approval from the US Federal Energy Regulatory Commission to build its facility in Louisiana. Prior to that, Commonwealth LNG finalized a supply deal with Australian LNG firm Woodside in September. The deals are for the supply of up to 2.5 mtpa of LNG over 20 years to Woodside Energy Trading Singapore from Commonwealth’s LNG export facility. Commonwealth LNG is planning to build the liquefaction and export facility on the west bank of the Calcasieu Ship Channel at the mouth of the Gulf of Mexico near Cameron, Louisiana. The facility also includes six 50,000-cbm LNG storage tanks, one jetty with the capacity to service vessels from 10,000 cbm to 216,000 cbm, and a pipeline. Source : [www.lngprime.com](http://www.lngprime.com)

## WOODSIDE’S PROFIT CLIMBS IN H1

Australian LNG producer Woodside reported a rise in its first-half profit and production. The Perth-based firm, which is now a top 10 global independent energy company by hydrocarbon production after the completion of the merger with BHP’s oil and gas business, reported record first-half net profit after tax (NPAT) of \$1.74 billion. This marks a 6 percent rise compared to \$1.64 billion in the same period last year. Underlying net profit after tax reached about \$1.89 billion, a rise of 4 percent compares to the last year, reflecting a full period of results with Woodside’s expanded operations portfolio. Woodside said it had delivered record H1 production of 91.3 MMboe due to contribution from former BHPP assets. The company declared an interim dividend of 80 US cents per share, representing a half-year annualized dividend yield of 6.9 percent. Woodside’s CEO **Meg O’Neill** said the company’s “strong financial performance and our focus on disciplined capital management has enabled us to maintain our interim dividend payout ratio through the cycle.” “Production for the first half was a record at 91.3 million barrels of oil equivalent. The Pluto LNG facility delivered an outstanding 99.9 percent reliability rate in the five months prior to the planned maintenance turnaround, which was completed on schedule,” she said. Woodside’s Scarborough and Pluto LNG Train 2 project, worth about \$12 billion, is now 38 percent complete. In November 2021, Woodside took a final investment decision on the Scarborough and Pluto LNG Train 2 developments. The projects also include new domestic gas facilities and modifications to the first train. Woodside’s Pluto LNG terminal currently has one train with a capacity of 4.9 mtpa and Woodside and US engineer Bechtel started building the second Pluto train last year. Pluto Train 2 will get gas from the Scarborough gas

field, located about 375 km off the coast of Western Australia, through a new trunkline long about 430 km. Woodside recently entered into a deal to sell a 10 percent stake in its Scarborough project to a joint venture consisting of Japan's Sojitz and Sumitomo. O'Neill said two "significant milestones" were achieved for Scarborough subsequent to the end of the first half, with Nopsema approving the environmental Ppan for the marine seismic survey and the announcement of the sale of a 10 percent interest in the offshore joint venture to LNG Japan. "The new strategic relationship with LNG Japan also includes the potential for LNG offtake and collaboration on opportunities in new energy," she added. Source : [www.lngprime.com](http://www.lngprime.com)

## **INDIA'S LNG IMPORTS DOWN IN JULY**

India's liquefied natural gas (LNG) imports dropped in July 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 2.23 billion cubic meters, or about 1.7 million tonnes of LNG, in July, a drop of 1.1 percent compared to the same month in 2022, PPAC said. During April-July, India took 9.98 bcm of LNG, or some 7.6 million tonnes, up by 4.7 percent, PPAC said. India paid \$2.1 billion for July LNG imports, up from \$1.9 billion last year, while costs rose from \$6.6 billion in the April-July period last year to \$6.7 billion during the same four months this year, it said. As per India's natural gas production, it reached 3.12 bcm, up by 8.3 percent compared to the corresponding month of the previous year. During April-July, gas production rose by 2.2 percent to 11.68 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, as part of the terminal's commissioning phase. During April-July, Petronet LNG's 17.5 mtpa Dahej terminal operated at 95.7 percent capacity, while Shell's 5 mtpa Hazira terminal operated at 33.3 percent capacity, PPAC said. The Dhamra LNG terminal operated at 19 percent capacity, it said. Source : [www.lngprime.com](http://www.lngprime.com)

## **GREECE'S MARAN GAS WELCOMES NEW LNG CARRIER IN ITS FLEET**

Greece's Maran Gas, the gas shipping unit of Angelicoussis, has added another newbuild liquefied natural gas carrier to its large LNG fleet. South Korea's shipbuilding giant Samsung Heavy Industries delivered the 174,000-cbm, Maran Gas Marseille, on Monday, according to a social media post by Angelicoussis. The Greek-flagged and BV-classed vessel has an optimized hull form, shaft generators, high-efficiency gas screw compressors, an air lubrication system, and LNG sub-cooler, the group led by Maria Angelicoussis said. According to VesselsValue data, Maran Gas ordered this LNG carrier at Samsung Heavy in November 2020 for about \$186 million. The LNG carrier will serve French energy giant TotalEnergies under a charter deal, the data shows. Maran Gas has 45 ships under management and 13 vessels on order, its website shows. The firm ordered

in total 11 LNG carriers at South Korea's Daewoo Shipbuilding and Marine Engineering, now Hanwha Ocean, since November 2021. This includes the two LNG carriers it ordered at Hanwha Ocean in March this year. Source : [www.lngprime.com](http://www.lngprime.com)

## **THE LNG INDUSTRY SHOULD SHOW MORE PRIDE**

The energy crisis in Europe drew LNG away from Asia last year, leading to a reduction in regional LNG imports. This year many analysts forecast a rebound in the key Chinese market as Beijing unwound its restrictive Covid-19 policies. However, the rebound proved short-lived, according to Lynnsey Yuqian Lin, Analyst, Global Fundamentals and Corporate Research, Cheniere Energy. Weak Chinese industrial gas demand was exacerbated by a slow domestic real estate market and limited export orders from key markets in North America and Europe, she said at the LNG2023 conference in Vancouver, Canada.

The great majority of factors remain bearish for the Chinese economy, according to Yuqian Lin. The real estate sector is struggling and export order levels remain low. She added that spot LNG prices may have fallen from recent highs, but still remain too steep for gas-fired generators and other domestic Chinese gas buyers, limiting Chinese purchases in the LNG spot market. However, in the next few years, Chinese LNG demand is likely to return to its pre-pandemic growth trajectory, Yuqian Lin said, pointing to the huge build out of gas infrastructure approved under Beijing's most recent five-year plan. The government's desire to increase gas' share of the energy mix and the likelihood that domestic gas production will grow no quicker than it has in recent years, suggests Chinese LNG import demand will return to its former robust levels of growth.

### **LNG demand gap to grow in south and southeast Asia**

It is not just the Chinese market which underpins high-growth forecasts for Asian LNG demand. Gen Kunihiro of Mitsubishi Corp. points to a major import gap emerging in South and Southeast Asia. The region is expected to see 22% growth in population by 2050, adding some 500mn people. At the same time, domestic gas production across the region is in terminal decline, Kunihiro said. He forecasts that gas generation capacity in south and southeast Asia will increase two and half times by 2050. Industrial gas use will also expand, leading to a doubling of gas consumption across the region overall. This is being accompanied by a lack of supply-side investment. Spending levels in the upstream oil and gas sector have not returned to pre-pandemic levels, Kunihiro said. With domestic gas production declining, even increasing levels of investment in renewables will be insufficient to meet the region's energy demand growth. As a result, LNG imports from outside the region will have to fill the gap, he said. Source : [www.naturalgasworld.com](http://www.naturalgasworld.com)

## ENERGY TRANSFER FILES APPLICATION FOR NEW LAKE CHARLES LNG EXPORT AUTHORIZATION

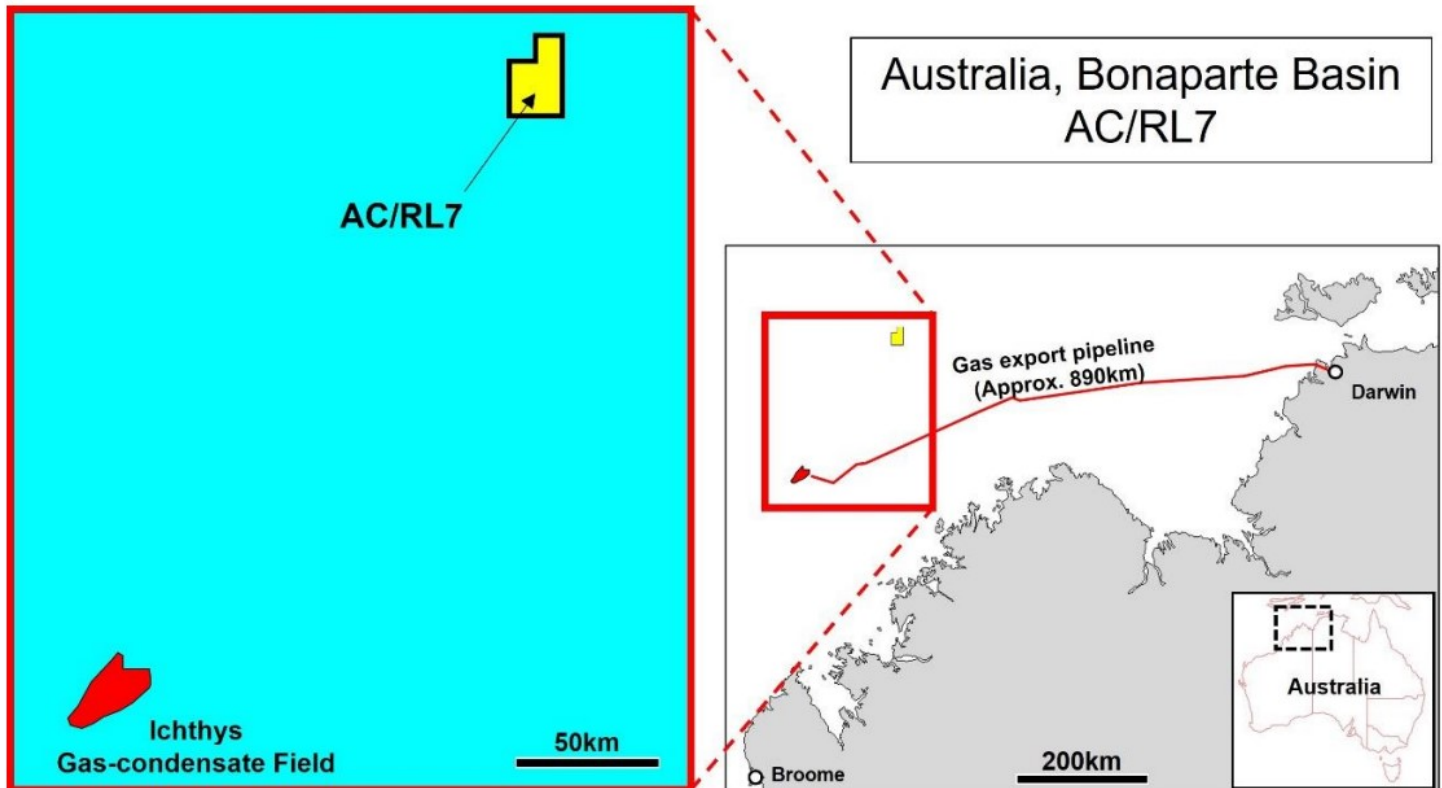
Texas-based Energy Transfer has filed an application with the US DOE for a new export authorization for the company's proposed Lake Charles LNG export facility in Louisiana. In April this year, the department declined Lake Charles LNG's request to extend the deadline to start exports by December 2028. After that, the DOE also declined a rehearing request in June. "We have had discussions with the DOE subsequent to this decision, and we believe the best path forward with the DOE is to file an application for a new export authorization. We expect to file this application in August," Energy Transfer's co-CEO, **Tom Long**, said during the company's recent earnings conference call. Lake Charles Exports filed the new application with the DOE on August 18. Energy Transfer's unit is seeking long-term multi-contract authorization to export up to 851 Bcf per year to any country with which the US does not have a free trade agreement for a term ending December 31, 2050. LCE said that it will not be able to start export operations using the planned liquefaction facilities by December 16, 2025, and is asking DOE to extend that period. The firm is filing for a new export authorization that "presumably will have a condition that LCE must commence export operations using the planned liquefaction facilities within 7 years from the date of the new authorization (presumably sometime in 2031)," it said. LCE anticipates that it may commence export operations approximately mid-2028. Nevertheless, LCE requests that the DOE issues a 7-year start of export operations condition in order to account for any delays in the date of commencement of export operations that may occur for a project of this requested authorization on or before February 19, 2024, it said. Deals for 11.5 mtpa, EPC contract talks The company said it has entered into definitive long-term LNG offtake contracts for 7.9 mtpa of LNG. Energy Transfer announced six SPAs during the last year and the customers include China Gas, Gunvor, ENN, SK Gas, and Shell. In July, the company also entered into three non-binding HOAs related to the long-term LNG offtake from this project for an aggregate of 3.6 mtpa of LNG, Long said. One of the deals is with Chesapeake and Gunvor, the second deal is with EQT, and the third HOA is with a Japanese customer. The company's Lake Charles LNG project seeks to convert the company's existing regasification terminal to an LNG export facility. It has a proposed liquefaction capacity of 16.45 mtpa and includes three trains and also modifications to the Trunkline Gas pipeline. Energy Transfer has invested about \$350 million in the LNG export project so far, according to the new application. In addition, Energy Transfer obtained EPC bids from two contractors in May this year. "Subsequent to receiving final EPC bids in May 2023, LCE has been negotiating an EPC contract with one of the bidding EPC contractors and expects to conclude these negotiations by the end of September 2023," it said. Source : [www.lngprime.com](http://www.lngprime.com)

## INPEX, TOTALENERGIES SECURE MORE GAS SUPPLIES FOR ICHTHYS LNG TERMINAL

Japan's Inpex and its partner France's TotalEnergies have signed a deal with Thailand's PTTEP to buy a block located offshore Western Australia in order to secure additional resources for the Ichthys LNG export plant near Darwin. Under the deal, Inpex Cash Maple, a new Inpex unit, has agreed to acquire 74 percent of the participating interest held by PTTEP



Australasia in the AC/RL7 block in Australia percent of the participating interest held by PTTEP Australasia in the



AC/RL7 block in Australia, while TotalEnergies Exploration Australia, a subsidiary of TotalEnergies, has agreed to acquire the remaining 26 percent. TotalEnergies also has a 26 percent stake in the Inpex-operated Ichthys LNG project. Inpex said in a statement that the completion of the transaction remains subject to regulatory approvals. The AC/RL7 block is located off the northern coast of Western Australia and covers a surface area of approximately 418 square kilometers, where the water depth ranges between about 120 and 240 meters. It lies about 250 kilometers northeast of the Ichthys gas condensate Field, which supplies natural gas to the Ichthys LNG project.

### Long-term supply to Ichthys LNG plant

This permit includes the Cash and Maple gas and condensate fields, discovered in 2002 and 1989 respectively, and subsequently appraised by several wells. The development of these fields is expected to contribute to the long-term supply of the Ichthys LNG natural gas liquefaction plant, TotalEnergies said in a separate statement. Inpex shipped 65 LNG cargoes from its Ichthys export plant during the first half of this year, up by one cargo compared to the same period last year. The Japanese firm said in February that it plans to ship record 132 cargoes of LNG, or 11 per month, from the Ichthys plant in 2023. The facility at Bladin Point near Darwin has two trains and a nameplate capacity of 8.9 mtpa but it is expected to reach a production of about 9.3 mtpa this year due to debottlenecking. Besides operator Inpex and major partner TotalEnergies, other partners include Australian units of CPC, Tokyo Gas, Osaka Gas, Kansai Electric Power, Jera, and Toho Gas. Source :

www.lngprime.com

## **MARAN TANKERS ORDERS LNG-POWERED QUARTET IN CHINA**

China's New Times has won a new order for LNG-powered Suezmax tankers from Maran Tankers Management, the oil tanker unit of Greece's Angelicoussis Shipping Group. Earlier this year, Maran Tankers ordered four LNG dual-fuel Suezmax tankers with an option for four additional vessels. The Greek firm has now exercised this option, according to the website of Maran Tankers. Also, the 155,500-dwt vessels will be delivered during 2027. Maran Tankers expects to take delivery of the first four ships during June–November 2026 and the other four ships during January–May 2027. The first four vessels were reported each to be worth about \$87 million. This year, Maran Tankers took delivery of its first four LNG dual-fuel very large crude carriers from South Korea's Samsung Heavy Industries. In January, Maran Tankers took delivery of the LNG-powered VLCC, Antonis I. Angelicoussis, the second vessel, Maria A. Angelicoussis, in February, and the third vessel, Maran Danae, joined the fleet in April. The latest vessel, Maran Dione, joined the company's fleet last month. Maran Tankers currently operates 55 vessels and it has these eight Suezmax tankers on order at NTS, its website shows. Source : [www.lngprime.com](http://www.lngprime.com)

## **K LINE NAMES NEWBUILD LNG CARRIER IN CHINA**

China's Hudong-Zhonghua has hosted a naming ceremony for the 79,960-cbm LNG carrier, Lagenda Setia, which it built for Japan's K Line. The naming ceremony for the 239 meters long vessel took place on Monday. Last month, Lagenda Setia completed its trials, while Hudong-Zhonghua launched this vessel in November last year. This is the third medium-sized LNG carrier K Line ordered at Hudong-Zhonghua back in 2021 and it will serve Malaysia's Petronas under a charter deal, such as the previous two vessels. Hudong-Zhonghua said in a statement that the vessel is jointly owned by K Line, ICBC Financial Leasing, and Shenergy. The new LNG carrier is a sister vessel to the 79,960-cbm Lagenda Serenity and Lagenda Suria, delivered in May and June last year, respectively. K Line chartered both of these ship to Petronas for a period of 12 years. They transport LNG from Malaysia to China under a long-term deal Petronas signed with China's Shenergy. The Wuhaogou-Max (W-Max) vessels are optimized for the delivery of LNG cargoes to Shenergy's Wuhaogou terminal in Shanghai. The ships feature WinGD's dual-fuel X-DF propulsion and GTT's NO96 L03+ containment system. Source : [www.lngprime.com](http://www.lngprime.com)

## **POLAND'S ORLEN BOOKS GDANSK FSRU CAPACITY**

Poland's Orlen has booked 6.1 bcm per year of regasification capacity at Gaz-System's planned FSRU-based LNG import facility in Gdansk. The two firms signed the capacity agreement on August 18. Orlen, previously known as PKN Orlen, is already in charge for all of the supplies coming to Gaz System's LNG import terminal in Swinoujscie, Poland's first such facility, via PGNiG. Orlen completed in November last year its merger with Poland's dominant gas firm, PGNiG. Prior to that, PGNiG placed an order to book regasification capacity at Gaz-System's planned FSRU-based LNG terminal in Gdansk Bay under the

first phase of the open season procedure. Orlen said on Friday that the capacity reservation agreement, entered into within the framework of the open season procedure carried out by Gaz-System, is for a period of 15 years. The firm booked all of the available capacity offered by Gaz-System. According to Orlen, it will be able to unload up to 58 shipments of LNG per year at the FSRU-based terminal. Together with the already operational LNG terminal in Swinoujscie, this will enable the firm to receive all the LNG supplied under its previously signed long-term contracts which total almost 14 bcm of gas. This includes the 20-year deal Orlen signed earlier this year with Sempra Infrastructure for volumes from the latter's Port Arthur LNG project in Texas.

**"Advanced design stage"**

Gaz-System said in a separate statement that the FSRU terminal in Gdansk is currently at an "advanced design stage". In July, the firm completed the process of obtaining administrative decisions for all three onshore gas pipeline projects implemented as part of the FSRU project. Gaz-System expects the construction of these connections to start in 2024. As part of the offshore part of the FSRU project, the pending works include the design of a mooring berth for the FSRU-based terminal together with the offshore section of the gas pipeline, which will run on the sea bed in the Gulf of Gdansk. Gaz-System plans to launch the project, backed by the EU, on January 1, 2028. Besides this FSRU, the company recently launched a binding season for capacity bookings at the planned second FSRU as part of the LNG import project in Gdansk Bay. The first FSRU will have a capacity of 6.1 bcm, while the second unit will have a capacity of 4.5 bcm per year. Source : [www.lngprime.com](http://www.lngprime.com)

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