



## **TOTAL ENERGIES SHRINKS SHORTLIST FOR BUNKER VESSEL NEWBUILDING**

New entrants are taking an interest in sector, but it comes at a price Total Energies has cut its shortlist of shipowners bidding to build and supply a chartered LNG bunker vessel from five to two. Those following the process named Bernhard Schulte of Germany and Spain's maritime-focused Grupo Ibaizabal as the final two. This would imply that Dutch shipowner Anthony Veder, Avenir LNG and Japan's Mitsui OSK Lines, which were shortlisted earlier, are no longer in the running for the work. LNG bunker market players said the process is taking some time but added that this is in line with the way the French energy major undertakes these projects. Tradewinds reported in March that Total Energies had slimmed the number of bidders to five. The companies were offering a vessel of between 15,000 cbm and 18,000 cbm tendered for by Total Energies. It is expected to be sited in the Port of Long Beach, California. A charter hire period of between five and seven years is believed to have been offered. Those bidding were due to make their final offers on the business in May or June. But at the time the process appeared to have slipped back by at least a month. Both finalists in the bidding have some experience in LNG bunkering. Bernhard Schulte now controls the 7,500-cbm LNCBV Ascan Schulte (ex-Kairos, built 2018). The company has also presented plans for its own design of the vessel at industry conferences. Grupo Ibaizabal controls the 600-cbm LNG and oil bunkering vessel Oizmendi (built 2009). Louise Tricoire, new senior vice president for Total Energies' marine and aviation fuelling

businesses, told Tradewinds in May that the company plans to site a new LNGBV on the US west coast by 2027 and a second for its freshly sanctioned Marsa LNG project in the Port of Sohar in Oman a year later. She said Total Energies Marine Fuels, which currently has access to three large LNGBVs, is looking at vessels of between 12,000 cbm and 18,000 cbm for these two sites. But she ducked out of answering questions about the tender process for the newbuilding. Total Energies has forecast that with the growth in orders for LNG dual-fuel vessels, LNG bunkering demand will increase to a nominal 12m tonnes per annum by 2026 and more than 22 mtpa by the end of the decade, depending on which fuel ships sail on. Total Energies Marine Fuels global sales & business development director Denis Bonhomme told a conference last month that this will require between 35 and 40 new LNGBVs to cope with incoming bunker demand as dual-fuel newbuildings emerge from next year and ramp up into 2026. He said 51 LNGBVs are in operation globally, in Europe, Asia, the US and the Caribbean. Eight to 12 are due to come on line in the next two years. Europe is already well supplied, he added, with about 30 vessels, so new ships would probably be needed in other ports globally. Bunker brokers said the potential looming deficit of LNGBVs highlighted by several market players is tempting new entrants into the sector. Some see this as a positive, in that it could create a more liquid market. But one broker warned that shipyard prices for vessels are “crazy high”. “It’s a high-cost business for low margins,” he said. “Bunkers is bunkers.” source : [www.tradewindsnews.com](http://www.tradewindsnews.com)

## **BAHRAIN POISED TO RESTART DORMANT REGAS TERMINAL**

Storage vessel is being lined up for facility, which is poised to start year-round operations. Middle Eastern Gulf emirate Bahrain is expected to restart its dormant LNG regasification terminal, which has been idle for more than four years, as demand for gas in the region tips up. Tradewinds has learned that Bahrain LNG, the owner of the terminal, plans to bring in several commissioning cargoes from around September. These would be the first shipments since the facility was officially completed in 2020. The terminal, which was originally designed as a seasonal facility, is then expected to start year-round operation from 2025. It is unclear which vessel will be deployed as the floating storage unit (FSU) for the terminal. Project partner Seapeak’s 173,400-cbm Bahrain Spirit (built 2018) has previously been assigned this role. Brokers said the ship is fixed out until winter and could become available. But watchers of the Bahrain project indicated that other vessels could be under consideration. Bahrain LNG did not respond to requests for confirmation and further details about the relaunch plans. The Bahrain Spirit shipped in a cargo in late 2019 that is believed to have been used for commissioning purposes, but since receiving this shipment, the facility has sat idle. The terminal comprises a regasification platform 4 km offshore, with the LNG carrier permanently moored at the terminal serving as the FSU. Gas is transported to an onshore receiving plant via a subsea pipeline where nitrogen is produced and added before it is fed into the grid. The import facility has a regasification capacity of up to 800 mmscf per day. Shipowner Seapeak, formerly Teekay LNG, which supplied the original FSU, holds a 30% stake in Bahrain LNG. Bapco Energies also controls 30%, Gulf Investment Corp 24% and Samsung C&T Corp 16%. Seapeak covers the management and operations of the facility through its onsite team in Bahrain. The tiny emirate requires mostly gas to meet















acres of land at Port Fourchon. This strategic agreement paves the way for the development of Argent LNG's export facility with a projected capacity of up to 20 mtpa pending a waterway suitability assessment and overall Federal approval, it said. Jonathan Bass, CEO of Argent LNG said in the statement the company is "committed to leveraging the unique advantages of this location to meet the growing global demand for LNG." According to Argent LNG's website, the initial phase of the project would have a capacity of 10 mtpa and this would be then further increased to 20 mtpa. The facility is designed with Worley as program managers and Kiewit as the EPC contractor. Additionally, the project includes a smaller-scale liquefaction plant tailored to supply LNG for LNG-powered offshore supply vessels (OSVs) in the Gulf of Mexico, according to Argent LNG.

### 2029/2030

Initiated in August 2017, Fourchon LNG, a subsidiary of Energy World, applied to the Federal Energy Regulatory Commission (FERC) for the establishment of an LNG terminal at Port Fourchon. A waterway suitability assessment has been completed, with full authorization anticipated within the next two years, Argent LNG said. Following the termination of Fourchon LNG's lease, Argent LNG secured a 30-year lease with two additional 30-year options with the port, it said. The company said it expects to start commercial operations of the first phase in 2029/2030. "Phase 2, projected to add additional capacity, is in progress, with activities focused on advancing resource reports, obtaining FERC approval, formalizing gas supply agreements, and securing project funding," it said. source: [www.lngprime.com](http://www.lngprime.com)

## **JIANGNAN LAUNCHES ADNOC'S LNG CARRIER**

China's Jiangnan Shipyard has floated out the first 175,000-cbm LNG carrier it is building for a unit of UAE's Abu Dhabi National Oil Co (Adnoc). The launching ceremony for the LNG carrier Al Shelila (H2700) took place on June 24, according to CSSC's Jiangnan. Besides the LNG carrier, Jiangnan also launched the first of four 14,000-teu LNG-powered containership it is building for Singapore's Pacific International Lines. Jiangnan started building this LNG-powered containership with a working name H2785 in July 2023 and plans to deliver the vessel later this year. The shipbuilder also aims to deliver Adnoc's LNG carrier in December this year, one month ahead of schedule. This is the first of six LNG carriers Adnoc L&S ordered during 2022 from Jiangnan, and they will all be delivered by the end of 2026. The entire order is worth more than \$1.2 billion. These "LNG Jumbo" dual-fuel carriers feature GTT's Mark III Flex membrane system and a partial reliquefaction system. Adnoc is investing heavily in its LNG business and it recently took a final investment decision to build its LNG export terminal in Al Ruwais. The LNG project will consist of two 4.8 mtpa trains with a total capacity of 9.6 mtpa, more than doubling Adnoc's existing UAE LNG production capacity to around 15 mtpa, as the company builds its international LNG portfolio. Adnoc currently owns a 70 percent stake in Adnoc LNG, that produces about 6 mtpa of LNG from its facilities on Das Island. Adnoc L&S's existing fleet of Moss-type, steam turbine LNG carriers serves its terminal on Das Island. The company recently also selected two South Korean shipbuilders to build six LNG carriers following a tender. These LNG carriers are expected to serve Adnoc's second LNG terminal in Al Ruwais. source: [www.lngprime.com](http://www.lngprime.com)





LNG terminal. “This survey will not only look at LNG but is also intended to explore ways to bring about a future, rapid transition to a sustainable energy system; one where hydrogen and carbon capture and storage play key roles,” Gasunie said.

### **Security of supply**

The Eemshaven facility is the first FSRU-based terminal in the Netherlands and the second LNG import terminal in the country after Gate. The Gate LNG import terminal in the port of Rotterdam, also operated by Gasunie and Vopak, and the Eemshaven hub mostly receive LNG cargoes from the US. Following the loss of Russian gas and the end of gas extraction from the Groningen gas field, security of energy supply for the Netherlands and its neighbouring countries has changed “drastically”, Gasunie said. Currently, roughly 75 percent of Netherlands gas needs are met by imports, according to Gasunie. As LNG imports are expected to continue to be needed over the coming years, the LNG terminal is “set to play a key role in the transition to renewable energy,” it said. Gasunie and Vopak are “keen to affirm their joint ambition to harness this LNG infrastructure to contribute to security of energy supply in Europe.” According to Gasunie, the consultation is intended to gauge market interest in importing LNG through the the terminal beyond 2027, as well as to get an idea of the conditions market parties would set. It will also look at permit regulations and the required technical aspects. “The results of the consultation may lead to an ‘open season’ where the required capacity is offered to the market in a transparent manner,” Gasunie said.

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

## **ONGC AND INDIAN OIL PLAN HATTA SMALL-SCALE LNG PLANT**

India’s state-run ONGC and Indian Oil have signed a memorandum of understanding to establish a small-scale liquefied natural gas (LNG) plant near the Hatta gas field in the onshore Vindhyan basin. According to a statement by ONGC, the two firms signed the non-binding MoU on June 17. ONGC said the establishment of the Hatta LNG plant will “significantly enhance the Vindhyan basin’s status, upgrading it from a category II to a category I basin”. The plant will utilize “cutting-edge technology” to produce LNG, a cleaner alternative to traditional fossil fuels, reducing carbon emissions and aligning with India’s climate change mitigation goals, it said. ONGC did not reveal any additional details regarding the planned small-scale LNG facility in India’s Madhya Pradesh. The firm said the discovery at Hatta represents the culmination of five decades of exploration efforts. ONGC has already submitted its field development plan to the Directorate General of Hydrocarbons (DGH) to monetize its assets in the Hatta area. Indian Oil said in a separate social media post that under this “first-of-its-kind agreement” the two firms will monetize untapped small natural gas fields located away from conventional natural gas pipelines. This agreement aims to establish small-scale liquefaction plants, converting gas into LNG and supplying it to customers by LNG road tankers, Indian Oil said. At the moment, India imports LNG via seven facilities with a combined capacity of about 47.7 million tonnes. These include Petronet LNG’s Dahej and Kochi terminals, Shell’s Hazira terminal, and the Dabhol LNG, Ennore LNG, Mundra LNG, and Dhamra LNG terminal. India’s Hindustan Petroleum, a unit of ONGC, should also launch its Chhara LNG import terminal in Gujarat later this year. source: [www.lngprime.com](http://www.lngprime.com)

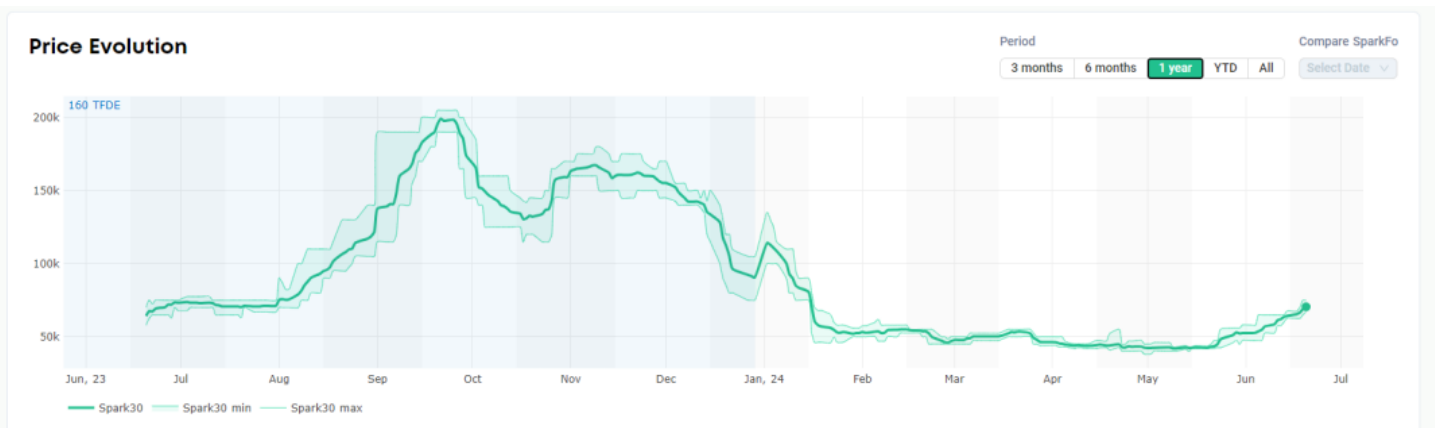


**Wheatstone LNG**

In October last year, Chevron and its workers at the Wheatstone and Gorgon LNG terminals agreed on new labor agreements following lengthy negotiations between Chevron and unions representing the workers. The Wheatstone foundation project consists of two LNG trains with a combined capacity of 8.9 mtpa, and the domestic gas plant. Also, the offshore processing platform is located in 70 meters of water, about 225km from the coast. The offshore facilities gather and partially process gas and associated condensate from the Wheatstone, Iago, Julimar, and Brunello gas fields, and deliver it onshore via trunkline for further processing. The project was sanctioned in late 2011, with first shipment of LNG announced in October 2017. Chevron operates the project with a 64.14 stake and other shareholders include KUFPEC (13.4 percent), Woodside (13 percent), and Kyushu Electric (1.46 percent), together with PE Wheatstone, part-owned by Jera (8 percent). source: www.lngprime.com

**ATLANTIC LNG SHIPPING RATES RISE TO \$75,000 PER DAY, EUROPEAN PRICES DROP**

Atlantic spot liquefied natural gas (LNG) freight rates jumped this week, while European prices decreased compared to the previous week. Last week, freight rates increased in both the Atlantic and Pacific basins. “Spark30s Atlantic rates experienced the largest week-on-week increase since October 2023, rising by \$10,750 to \$75,000 per day,” Qasim Afghan,” Spark’s commercial analyst told LNG Prime on Friday.



“After an extremely steady period in April and much of May, Spark30S rates have increased by over \$30,000 in the last month, amid increasing demand in the Atlantic basin and the US arb to NE-Asia (via COGH) remaining open for July and August,” he said. “Meanwhile, Spark25S Pacific rates stayed relatively steady, decreasing by \$250 to \$47,750 per day,” Afghan said.

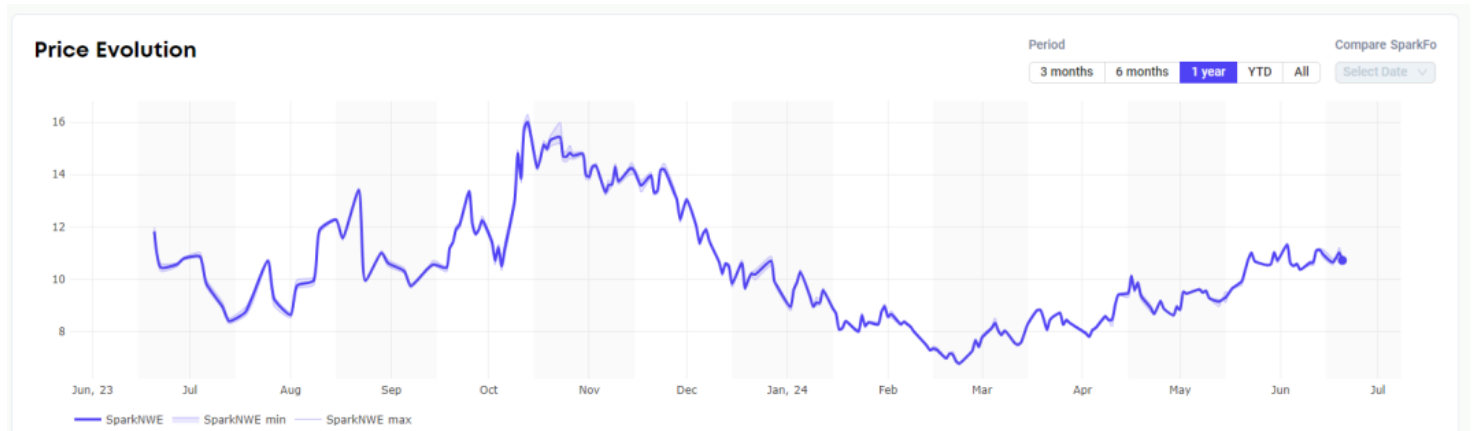
**LNG carrier via Suez Canal**

The 2002-built 137,231-cbm, Asya Energy, previously known as Trader IV, is reportedly the first LNG carrier to travel via the Bab al-Mandab Strait between Yemen and Djibouti since January this year. LNG carriers have been avoiding the route via

Egypt's Suez Canal due to rocket attacks in the Red Sea since mid-January. According to its AIS data provided by Vessels Value, Asya Energy was on Friday located in the Red Sea and heading towards the Mediterranean.

**European prices down**

In Europe, the SparkNWE DES LNG front month dropped compared to the last week. “SparkNWE DES LNG prices decreased this week, with the front month price for July delivery assessed at \$10.715/MMBtu and at a \$0.115/MMBtu discount to the TTF,” Afghan said. He said this is a \$0.407/MMBtu decrease in DES LNG price, and a \$0.04/MMBtu narrowing of the discount to the TTF.



Data by Gas Infrastructure Europe (GIE) shows that volumes in gas storages in the EU continued to rise and storages were 74.34 percent full on June 19. Gas storages were 72.50 percent full on June 12, and 74.65 percent full on June 19 last year.

**JKM climbs**

In Asia, JKM, the price for LNG cargoes delivered to Northeast Asia, for August settled at \$12.600/MMBtu on Thursday. Last week, JKM for July settled at 12.138/MMBtu on Friday. JKM rose to 12.575/MMBtu on Monday after switching from July to August and increased to 12.600/MMBtu on Wednesday.

**Wheatstone LNG**

Chevron's 8.9 mtpa Wheatstone LNG export facility in Australia remains offline. Chevron Australia said on June 13 it expects to complete repair activities on the Wheatstone offshore platform, which provides gas to the onshore LNG plant, in the coming weeks. The company suspended operations on the offshore platform on June 10 to repair the platform's fuel gas system. Chevron Australia has advised the WA domestic gas market (AEMO's Gas Bulletin Board) that supply is currently scheduled to return by June 27, 2024. According to AEMO data on Friday, the domestic plant is expected to start ramping up capacity on June 22. source: www.lngprime.com

**GOLDEN PASS LNG TO SPEED UP PIPELINE CONSTRUCTION**

QatarEnergy and ExxonMobil are seeking approval from US energy regulators to increase the peak workforce to speed up the construction of the pipeline project as part of the Golden Pass LNG export terminal in Texas. The pipeline project includes









sector emerges as a more important element of overall demand. As a share of total gas consumption, gas demand for power generation rose to a record 22.5% in 2023, having recorded a steady upward trend since 2013, in contrast to stable or slightly falling shares for other major end-use markets. There has also been a steady increase in the construction of new oil and gas fired. source: [www.naturalgasworld.com](http://www.naturalgasworld.com)

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