



OWNER NAMES EMERGE FOR QATAR'S VAST PHASE 2 HAUL

Nakilat set to score a total of 35 vessels as Chinese owners join the party, Shipowner names have started to emerge for what look set to be at least 62 LNG carrier newbuildings that QatarEnergy plans to construct under Phase 2 of its huge ship acquisition project for more than 120 vessels and counting. Qatari shipowner Nakilat's name features prominently with a total of 35 vessels, along with the names of several Chinese owners, reflecting Qatar's sales ambitions for its new LNG volumes. Sources close to the project detailed to TradeWinds that Nakilat has been assigned to all 17 berth slots declared by QatarEnergy at HD Hyundai Heavy Industries. In addition, Nakilat will build on eight of the 12 shipyard slots booked at Hanwha Ocean. In February, QatarEnergy said it had awarded 25 of its declared berths at its South Korean yards to Nakilat. The remaining four slots at Hanwha Ocean are understood to have been allotted to a grouping led by Japan's K Line, which is working in partnership with South Korean owner Hyundai Glovis. At Samsung Heavy Industries, where QatarEnergy declared 15 LNG berths under Phase 2 of its newbuilding programme, China's Shandong Shipping is said to have been given six berths, China Merchants Energy Shipping another six and Malaysian giant MISC three. In China, QatarEnergy has already declared eight berths at Hudong-Zhonghua Shipbuilding (Group) for its new generation of 270,000-cbm LNG carriers, akin to but slightly larger than its existing Q-Max vessels. Sources following the process said the Qatari giant has now "more or less decided" to

up its Q-Max-plus-size LNG newbuildings at the Chinese yard to 18 ships. Of these, Nakilat is said to be earmarked for 10 vessels, Shandong Shipping three, China LNG Shipping — a tie-up between China Cosco Shipping Corp and China Merchants Group — two and Cosco Shipping and Mitsui OSK Lines' partnership three vessels. Rumours on the price of the Q-Max ships — which will rank as the largest trading LNG carriers globally when they deliver — vary greatly. But those closest to the process price the new vessels at between \$305m and \$310m apiece, indicating a total spend for the 18 behemoths alone at just shy of \$5.5bn. If the 18 Q-Maxes at Hudong-Zhonghua are confirmed, this will bring Phase 2 of QatarEnergy's LNG newbuilding programme to 62 vessels in total. Added to the 60 orders firmed up in Phase 1, this will give the Qatari company a whopping 122 vessels under the combined phases of its project. Those familiar with the huge ship acquisition project said there is the possibility that more LNG carriers may be added. QatarEnergy is said to still be in talks with South Korea's big three yards on 270,000-cbm vessels, with up to 10 more Q-Maxes under discussion. However, to date, these shipbuilders have proved resistant to building these larger-sized vessels due to the dry-dock capacity they occupy while under construction. Hanwha Ocean has proved something of the exception, signing a number of approvals in principles with class for LNG carriers of 270,000 cbm. Talks are also said to be ongoing with HD HHI. QatarEnergy's new 270,000-cbm LNG carriers are technically larger than its existing 14 Q-Max vessels of 263,000 cbm and 265,000 cbm — all of which Nakilat owns. At a ceremony with classification societies in Singapore last year, Hudong-Zhonghua referred to the ships as "Q-type" vessels and showed illustrations of the newbuildings emblazoned with the words "LNG Max". Industry players said QatarEnergy will likely have ample demand for a huge raft of new tonnage. Industry players pointed to the Qatari giant's February announcement that it is to go ahead with a new liquefaction expansion — "North Field West" — that will add a further 16 million tonnes per annum to its production, boosting this to a whopping 142 mtpa in total before the end of this decade. The company has made very bullish statements on its expectations for LNG use for many decades to come. The Doha-headquartered company has also signed a long-term sales and purchase agreement (SPAs) with Chinese buyers which would be expected to specify the involvement of owners and yards in the shipping arrangements of these volumes. In 2022 and 2023, QatarEnergy inked 27-year SPAs with China Petroleum & Chemical Corp (Sinopec) for a total of seven mtpa of LNG from the North Field South expansion project, giving Sinopec a 5% stake in one of the liquefaction trains. source : www.tradewindsnews.com

BW LNG PICKS UP TWO OF STENA BULK'S THREE HIGH-SPEC CARRIERS

Deal leaves smaller Medmax steam turbine vessel and logistics business on sales block, BW LNG has bought two of Stena Bulk's three LNG carriers after the Swedish owner launched a sale of its gas shipping business assets last year. The Singapore and Oslo-based shipowner said it has acquired the two 174,000-cbm, tri-fuel diesel-electric vessels, which are now Singapore-flagged and renamed BW ENN Crystal Sky (ex-Stena Crystal Sky) and BW Clear Sky (ex-Stena Clear Sky, both built 2011). It has not revealed how much it paid for the vessels. Brokers priced the 13-year-old duo at around \$145m each.

Stena Bulk floated its three ice-class, winterised LNG carriers and its LNG technology business unit Stena Power & LNG Solutions for sale in June 2023, with the package valued at around \$500m. The sale of the two larger ships leaves the 18-year-old, 145,800-cbm steam ship Stena Blue Sky (built 2006) unsold, along with Stena Bulk's technology arm, which has developed a range of offshore solutions for transferring, storing, processing and regasifying LNG and other fuels. The Stena Blue Sky's charter to Cheniere Energy is due to expire in the second quarter of 2024. BW LNG said the sister ships, built at Hanwha Ocean — formerly Daewoo Shipbuilding & Marine Engineering — will be delivered directly into their ongoing charters. The BW Clear Sky is fixed to France's TotalEnergies on a charter that runs to 2027. The BW ENN Crystal Sky is chartered out to China's ENN Natural Gas until 2032. "The sister LNG carriers represent excellent versatility and capability for trading, in addition to potential conversion into floating storage and regasification units (FSRUs) in the future," BW LNG said, adding that the vessels offer high cargo capacity and provide solid flexibility with their retrofitted subcooler-systems. The double buy boosts BW LNG's owned fleet to 34 vessels, including four FSRUs and four newbuildings under construction. "This is an interesting growth opportunity for us; acquiring high-specification vessels on the water with solid charters to existing key clients," executive vice president Petter Lindvig Larsson said. "In BW LNG, we are committed to developing strategic floating LNG infrastructure to accelerate the global transition towards a low carbon society." Stena Bulk chief executive Erik Hanell said: "As part of our strategy to continuously look for new opportunities, Stena Bulk took the decision some time ago to sell Stena Crystal Sky and Stena Clear Sky. "We are pleased to have been able to find a solid buyer in BW LNG... "Following the sale of these two vessels, we have one LNG tanker — the Stena Blue Sky — still in our control. "We will continue to be pragmatic about Stena Blue Sky and the opportunities that slightly rationalising our fleet will bring. This news enables us to continue to build bridges towards a new era for Stena Bulk and our fleet." source : www.tradewindsnews.com

NAKILAT INKS TIME-CHARTER DEALS WITH QATARENERGY ON 17 NEWBUILDINGS

Agreements signed for South Korean-built ships with Doha shipowner expected to net Q-Max haul at Chinese yard. Gas shipowner Nakilat has signed time-charter agreements with compatriot QatarEnergy on 25 LNG carrier newbuildings under Phase 2 of the liquefaction giant's mammoth LNG fleet expansion programme. The time-charter party agreements, which were inked in Doha by Qatar's minister of state for energy affairs and QatarEnergy president and chief executive Saad Sherida Al-Kaabi and Nakilat chief executive Abdullah Al Sulaiti, covered 17 ships now on order at HD Hyundai Heavy Industries and eight at Hanwha Ocean. Nakilat said the 174,000-cbm vessels will be chartered to affiliates of QatarEnergy under 15-year time charters. The charter deals confirm QatarEnergy's announcement on 10 February on its selection of Nakilat for 25 of 44 LNG newbuilding berths it has declared across South Korea's big three shipbuilders. The addition of these 25 ships and two LNG newbuildings ordered by Nakilat in January will bring the Doha-listed shipowner's LNG fleet to 96 vessels. However, some of the vessels QatarEnergy is bringing in are for fleet replacement purposes so the total count may change as older ships are

retired. Nakilat is also expected to win other tonnage deals under Phase 2 of QatarEnergy's shipbuilding project. TradeWinds reported on Thursday that Nakilat is also being lined up to take on more than half of a new breed of 270,000-cbm Q-Max vessels QatarEnergy is expected to declare at its chosen Chinese yard Hudong-Zhonghua Shipbuilding (Group). Sources with knowledge of the huge shipbuilding project said Nakilat has been lined up for 10 of what is anticipated to be an increased order spree for 18 of the supersize vessels. Speaking about this weekend's signing of the time charters of these first 25 ships for Nakilat, Al-Kaabi said: "These agreements firm up last month's selection of Nakilat as the owner and operator of up to 25 conventional-size LNG carriers, underscoring our continued confidence in Qatar's flagship LNG shipping and maritime company." He added: "The agreements we signed today play an important role in implementing QatarEnergy's historic LNG shipping program, which will cater for our future requirements, as we move forward with the expansion of our LNG production capacity to 142 million tonnes per annum by 2030, ensuring additional cleaner and reliable energy supplies to the world." QatarEnergy has already signed up to time charters with a raft of shipowners on 60 LNG carrier newbuildings ordered under Phase 1 of its LNG fleet expansion plan. Phase 2 is expected to net the company at least 62 more ships — 18 of them being 270,000-cbm vessels — bringing the total to 122 LNG carriers. Negotiations are understood to be ongoing at South Korean yards for additional Q-Max vessels. source : www.tradewindsnews.com

QATARENERGY PICKS SHIOWNERS FOR 18 GIANT LNG CARRIERS

LNG giant QatarEnergy has selected shipowners to own and operate 18 Q-Max LNG carriers as part of its massive shipbuilding program, according to shipbuilding sources. In January, LNG Prime was the first to report that state-owned QatarEnergy has signed a shipbuilding deal with China's Hudong-Zhonghua for the construction of eight Q-Max LNG carriers. After that, this publication reported in February that QatarEnergy was looking to book ten more 271,000-cbm vessels at Hudong-Zhonghua. Sources said on Thursday that QatarEnergy has decided to select compatriot Nakilat to own and operate nine of these vessels, China Merchants Energy Shipping (CMES) will own four, Shandong Marine will own three, and China LNG Shipping (CLNG), a joint venture of Cosco Shipping and China Merchants will own two of these ships. All of these vessels, which will serve QatarEnergy under charter deals, are slated for delivery until 2031. The deals are expected to be finalized "soon", the sources said. The price tag of the vessels has not been revealed. They each could be worth about \$330 million and the total price for the 18 vessels could reach about \$5.94 billion.

SHI vessels

Besides this move, the sources said that QatarEnergy has also selected shipowners for the 15 174,000-cbm vessels it booked at South Korea's Samsung Heavy Industries in February this year. For the SHI vessels, QatarEnergy selected Shandong Marine and CMES each to own six ships, while Malaysia's MISC will own three ships, the sources said. The 15 vessels are worth about \$3.45 billion or some \$230 million per ship. SHI will sequentially deliver the LNG carriers by October 2028.

Nakilat deal

QatarEnergy recently signed time charter agreements with Nakilat for 25 conventional-size LNG carriers as part of the second phase of its shipbuilding program. Each of the 25 vessels will have a capacity of 174,000 cubic meters and will be chartered out by Nakilat to affiliates of QatarEnergy under the 15-year TCP agreements. According to the firm, seventeen of the 25 LNG vessels are being constructed at the Hyundai Heavy Industries (HHI) shipyards in South Korea, while the remaining eight are being constructed at Hanwha Ocean, formerly Daewoo Shipbuilding & Marine Engineering, also in South Korea. Last year, QatarEnergy signed a deal for 17 LNG carriers worth about \$3.9 billion with HD Hyundai Heavy, kicking off the second phase of the shipbuilding program. Hanwha Ocean previously signed a memorandum for 12 LNG carriers tied to QatarEnergy's shipbuilding program and it recently said it has secured an LNG carrier order worth about \$1.84 billion for 8 carriers. These vessels are also each worth about \$230 million per ship.

Huge expansion

In total, QatarEnergy now has signed or will sign deals for 40 174,000-cbm LNG carriers worth about \$9.2 billion and 18 Q-Max ships. This excludes the four vessels mentioned in the Hanwha Ocean memorandum. QatarEnergy previously entered into deals with Hudong-Zhonghua and South Korea's three shipbuilders to reserve LNG shipbuilding slots for its giant shipbuilding program which includes the construction of more than 100 vessels. The firm signed in 2022 a series of time charter deals for the long-term charter and operation of 60 conventional-size LNG ships, concluding the first phase of its program. Including both phases, the total number of vessels now stands at 118 ships. The shipbuilding program aims to support and meet future requirements of QatarEnergy's North Field East and North Field South expansion projects, as well as the Golden Pass LNG project in the US. In addition, part of the program is intended to cater for replacement requirements of the existing Qatar LNG fleet. The first phase of the North Field expansion project will increase Qatar's LNG production capacity from 77 to 110 Mtpa, while the second phase will further boost capacity to 126 Mtpa. Besides these projects, the company also recently announced the third North Field expansion phase to boost Qatar's capacity to 142 mtpa. source : www.lngprime.com

EIG'S MIDOCEAN WRAPS UP PURCHASE OF TOKYO GAS' INTERESTS IN AUSTRALIAN LNG PROJECTS

MidOcean Energy, the LNG unit of US-based energy investor EIG, has completed its previously announced deal to buy interests in a portfolio of Australian integrated LNG projects from Japan's Tokyo Gas. The acquisition includes Tokyo Gas' interests in Chevron's Gorgon LNG, Woodside's Pluto LNG, and Shell's Queensland Curtis LNG projects, EIG said in a statement on Thursday. EIG said the portfolio benefits from experienced operators, including Chevron, Woodside and Shell, and spans the LNG value chain from upstream operations to midstream, liquefaction, and sales. As part of the transaction, MidOcean will open an office in Perth, Australia, to support and oversee the projects, it said. Back in 2022, MidOcean Energy entered into a definitive agreement with Tokyo Gas to buy the latter's interests in a portfolio of four Australian integrated LNG

projects for \$2.15 billion. The portfolio was expected to generate about one million tonnes per annum of LNG net to MidOcean. Besides these three projects, the deal also included a 1.575 percent stake held by Tokyo Gas in the Ichthys LNG project through Tokyo Gas Australian project subsidiaries. However, Ichthys LNG operator Inpex said in January this year it had decided to exercise its preemptive rights to acquire Tokyo Gas's participating interest in the project. Although the contract amount remains unchanged from the previously announced \$2.15 billion, there "may be a difference between the realized transfer amount and the contract amount, depending on the terms of the contract," Tokyo Gas said in a separate statement on Thursday. De la Rey Venter, MidOcean's CEO said the acquisition of these "high quality, cash flowing LNG projects is a significant milestone in MidOcean's strategy to build a diversified, global 'pure play' integrated LNG company that supports the world's transition to a low-carbon future." "This transaction accelerates our ambition to be a leading player in the global LNG sector for decades to come, and we look forward to servicing key LNG customers in Japan, Asia and across the globe," he said. MidOcean is working to significantly expand its business and last year energy behemoth Saudi Aramco agreed to buy a minority stake in the firm. Besides this move, MidOcean recently purchased a stake in LNG terminal operator Peru LNG from a unit of South Korean conglomerate SK. SK Earthon, a unit of SK Innovation, agreed to sell its 20 percent share in Peru LNG to MidOcean for about \$256.5 million. source : www.lngprime.com

JAPAN'S NYK, KYUSHU ELECTRIC TAKE DELIVERY OF LNG BUNKERING NEWBUILD

Japan's NYK, Kyushu Electric Power, and two other partners have taken delivery of the 3,500-cbm LNG bunkering vessel, KEYS Azalea, from a yard owned by Mitsubishi Heavy Industries. According to a joint statement, the delivery ceremony for the 82.4 meters long vessel took place on Thursday at Mitsubishi Heavy's Shimonoseki Shipyard & Machinery Works' Enoura Plant. KEYS Bunkering West Japan Corporation, a joint venture in which NYK and Kyushu Electric each have a 40 percent stake, Itochu Enex has a 15 percent stake, and Saibu Gas owns a 5 percent stake, ordered this 82.4 meters long ship at Mitsubishi Heavy in March 2022. Mitsubishi Heavy's yard held a launching and naming ceremony for the vessel in July last year. The vessel will participate in the LNG coastal transportation business, in addition to LNG bunkering for oceangoing vessels calling at ports in the Kyushu-Setouchi area. This is Japan's first LNG bunkering project to supply LNG to vessels over the vast Kyushu and Setouchi area, the partners said. Also, KEYS Azalea is Japan's first LNG bunkering vessel to be equipped with a dual-fuel engine that can operate on both LNG and fuel oil, they said. source : www.lngprime.com

LNG EXPORT TERMINAL CONSTRUCTION PRESENTS UNIQUE CHALLENGES

No two LNG export facilities are alike, which brings construction challenges. This was emphasised at the Kitimat LNG export terminal under construction in Canada, where a facility is being built to handle the construction materials and construction equipment. A 550-m material offloading facility (MOF) was developed to receive building materials and support the construction

of this terminal. Vessels calling at the MOF have special requirements regarding pressure on the hulls when mooring. The fender design for the LNG terminal required several different load cases and berthing angles which led to LNG fenders with two distinct setups. A significant obstacle encountered during the MOF development involved the combi wall, which required a customised flange integrating the system chain's attachments. This approach eliminated the need for welding additional components to the combi wall, simplifying and accelerating the installation. Another significant challenge was the ro-ro terminal's design, particularly the hull pressure (HP) requirement for smaller vessels. This posed a unique problem as these vessels do not make full contact with the fender panel, affecting the HP calculations. Complicating things further, SPC fenders are buckling type fenders, meaning that the first peak of reaction force occurs early in the deflection process. The provided solution – wider panels – ensures sufficient contact area to meet the HP requirements. Shibata Fender Team has designed and delivered a customised solution comprised of different fender systems which includes 35 double cone fender systems for the MOF. For the ro-ro terminal, four double cone fender systems are employed and for the LNG export terminals, there are four cone fender systems. All of them with exceptionally large closed box panels which were shipped to Prince Rupert, British Columbia, and then transported by truck another 200 km before reaching final destination. The Kitimat LNG facility represents the largest private sector investment in Canadian history covering over 430 hectares. This export terminal will operate numerous process plant and marine installations to export 26M tonnes of LNG. source : www.rivieramm.com

VTTI, IKAV TO TAKE MAJORITY STAKE IN ITALY'S ADRIATIC LNG TERMINAL

Rotterdam-based storage terminal owner VTTI, co-owned by Vitol, IFM, and Adnoc, joined forces with German asset manager IKAV to buy a majority stake in Italy's Adriatic LNG terminal. According to a statement, VTTI and IKAV entered a consortium to acquire majority ownership of the JV which operates the regasification terminal located off the coastline of Veneto region in Italy. US energy firm ExxonMobil has a 70.7 percent stake in Adriatic LNG, while state-owned LNG giant QatarEnergy holds 22 percent and Italy's Snam owns 7.3 percent. The closing of the transaction is expected in the second half of 2024, VTTI said. The firm did not provide any additional information regarding the acquisition. Both VTTI and IKAV have a long-term strategic view on the terminal and aim to further explore growth opportunities in the country. VTTI brings operational knowledge of energy terminals and infrastructure, while IKAV contributes existing in-depth experience in the Italian energy market, as well as a long-term track record in managing and operating both renewable and conventional assets, it said. "The consortium will ensure seamless operations and continuous support to Adriatic LNG, to enhance security of energy supply in Italy, the second largest gas consuming country in the European Union," VTTI said. Snam's CEO **Stefano Venier** confirmed in November last year that ExxonMobil was working to sell its stake in the Adriatic LNG terminal. At the time, ExxonMobil and QatarEnergy were in talks with BlackRock to sell their stakes in the LNG terminal operator. Once the deal is complete, Snam will have the option to decide whether to exercise its right to increase its stake in Adriatic LNG, Venier said.

2023 was record year for Adriatic LNG

Launched in 2009, the world's first offshore gravity-based LNG import terminal sits about 14 kilometers offshore of Porto Levante and has regasification capacity of about 9.6 bcm per year. During the last year, the regasification terminal sent 8.5 billion cubic meters of natural gas into the national pipeline network, up 7 percent compared to 2022, covering over 14 percent of national gas consumption and confirming itself as the third entry source for Italian gas imports. The terminal broke its previous best annual record, scored in 2022, when it sent 7.9 billion cubic meters of gas into the national grid. It received 75 LNG carriers during the last year, mainly from Qatar and the United States but also from other geographical areas, including, for the first time, Mozambique. In March 2023, Adriatic LNG received its 1000th cargo of LNG since 2009. In total, from 2009 to 2023, 1,058 LNG carriers arrived at the regasification terminal, for a total of 92 billion cubic meters of gas sent into the national gas grid. source : www.lngprime.com

DEUTSCHE REGAS: MUKRAN FSRU WELCOMES FIRST LNG TANKER

LNG terminal operator Deutsche ReGas has received the first LNG tanker at its FSRU-based LNG import facility in Germany's port of Mukran as part of the commissioning phase. The 2015-built 161,870-cbm, Maran Gas Alexandria, owned by Greece's Maran Gas and Qatar's Nakilat, arrived on Tuesday at the 2021-built 174,000-cbm, Energos Power, in Mukran on the island of Rügen. Maran Gas Alexandria is loaded with a cargo from Equinor's Hammerfest LNG export plant in Norway. "According to the preliminary permission for test operations at the Energie-Terminal "Deutsche Ostsee", LNG from Norway will be loaded, regasified, and fed in for test purposes in the coming days," a spokesperson for Deutsche ReGas told LNG Prime late on Tuesday. "We expect to receive approval for regular operation in the coming weeks after completing the test operation," the spokesperson said. Last month, the German firm led by Ingo Wagner and Stephan Knabe kicked off commissioning activities at the LNG import facility following the arrival of the FSRU owned by US-based Energos Infrastructure at the designated berth 12 in the industrial port of Mukran. The FSRU, which has a regasification capacity of up to 7.5 bcm per year, also arrived loaded with a cargo of LNG from the Hammerfest LNG terminal. The aim of the trial operation is to test and commission all onshore and offshore systems. Besides the FSRU, the Mukran project includes the 50-kilometer-long pipeline Ostsee Anbindungsleitung (OAL). Germany's Gascade built this pipeline which connects the LNG terminal in the port of Mukran with the German gas transmission network in Lubmin.

Mukran LNG terminal will feature two FSRUs

In June last year, Deutsche ReGas signed a deal with the German government to sub-charter the FSRU delivered in 2021 by Hudong-Zhonghua. Deutsche ReGas took over the charter of Energos Power in October last year. Energos Power will work along the FSRU Neptune in Mukran as part of the second phase of the LNG terminal with a capacity of up to 13.5 bcm per year. Deutsche ReGas officially launched its Lubmin FSRU-based LNG import terminal, first private LNG terminal in Germany,

in January last year. It chartered the 2009-built 145,000-cbm, FSRU Neptune, from French energy giant TotalEnergies for this project. Deutsche ReGas previously said that Neptune is expected to leave the port in Lubmin in the spring of this year. Following necessary refitting work, this FSRU is expected to start operations in Mukran in the summer. source : www.Ingprime.com

FIRST GEN ISSUES TENDER FOR NEW SPOT LNG CARGO

Power producer First Gen is seeking one spot LNG cargo for its FSRU-based import terminal in Batangas, Philippines. The firm controlled by the Lopez family said it seeks to procure a single cargo of LNG via its unit First Gen Singapore on a DES basis, to be utilized by FGEN's existing gas-fired power plants in its complex in Batangas. According to First Gen, the selected bidder will deliver the LNG cargo of 100,000–135,000 cbm to the 162,000-cbm FSRU BW Batangas from May 25 to May 31, 2024. First Gen expects to award the tender on April 12.

Fifth tender

This is the fifth tender the company issued since last year. Prior to this tender, the firm launched a tender for a delivery from March 15 to March 31, 2024. However, the firm said in a filing to the stock exchange on February 28 that it will not award this emergency tender if it does not get firm commitment from Manila Electric regarding the costs of the LNG supply. Meralco said that it is constrained to not pay for certain LNG-related costs during commercial operations of the Santa Rita, San Lorenzo, and San Gabriel power plants in the absence of clearance from the Energy Regulatory Commission (ERC). These plants get supplies from the Malampaya gas field but the supplies are insufficient to meet the baseload requirements of the plants, according to First Gen. In case when Malampaya gas supply is curtailed, the Santa Rita and San Lorenzo power plants have the ability to operate on liquid fuel. However, "liquid fuel is currently more expensive than either Malampaya gas or LNG," First Gen said. First Gen said it launched the emergency tender process for a fourth LNG cargo in the interest of energy security. The firm said the LNG delivery would ensure that the gas plants have the option to have a full LNG inventory prior to the advent of the summer months, when a "shutdown should certainly be avoided."

ERC allows limited use of LNG

The ERC said on Wednesday it has resolved to allow First Gas Power (FGPC) and FGP Corporation (FGP) to use LNG as an alternative fuel supply source to run the Santa Rita and San Lorenzo gas plants, respectively, but only in the case of the occurrence of a fuel supply force majeure event. The ruling stems from Meralco's application seeking the Commission's approval to pass on to consumers the recovery and payment of LNG costs during "test and commissioning", LNG costs during commercial operations, and Malampaya natural gas costs under its new gas sale and purchase agreement, it said. Moreover, the Commission found that the subject PPAs allow for the supply from other sources of gas in cases of a "fuel supply force majeure event." The Commission further determined that the shortage of the Malampaya natural gas, the primary fuel being used to generate power for the gas plants, qualifies under the terms defined in the PPAs as a fuel supply force majeure event.

Shell, Trafigura, TotalEnergies

LNG giant Shell supplied the first LNG cargo for commissioning purposes to First Gen’s FSRU-based LNG terminal in August last year. Shell delivered the LNG cargo from Australia onboard the 2021-built 174,000-cbm, LNGShips Manhattan. Moreover, First Gen selected Trafigura to supply the second LNG cargo and the energy trader supplied the cargo with the 2021-built 174,000-cbm LNG carrier, Hellas Diana, owned by Latsco and chartered by Trafigura. TotalEnergies Gas & Power Asia, a unit of French energy giant TotalEnergies won a tender to supply the third cargo in December. The 2020-built 174,000-cbm LNG carrier, Qogir, owned by TMS Cardiff Gas and chartered by TotalEnergies, delivered the third LNG cargo to the FSRU from the Inpex-operated Ichthys LNG plant in Australia. As per the FSRU, First Gen awarded in 2021 the five-year FSRU contract to BW LNG, as it looks to replace declining volumes from the Malampaya gas field. BW Batangas arrived in the Philippines in June last year to start serving First Gen’s LNG import terminal developed by its unit FGEN LNG. This is the second LNG import facility in the Philippines as Singapore’s LNG firm AG&P kicked off commissioning activities in April 2023 at the country’s first import terminal following the arrival of the 137,500-cbm FSU Ish at the terminal’s jetty in Batangas Bay.^{source}

: www.lngprime.com

QATARENERGY LNG TO SUPPLY ONE CARGO TO PETROVIETNAM GAS

QatarEnergy LNG, previously known as Qatargas, will supply one liquefied natural gas cargo in April to the PetroVietnam Gas-operated Thi Vai LNG import terminal in Vietnam following the completion of a recent tender. PetroVietnam Gas, the unit of state-owned PetroVietnam, said in a statement it has signed a deal with the unit of state-run LNG giant QatarEnergy to buy 70,000 tons of LNG for delivery on April 12-13. QatarEnergy LNG operates the giant 77 mtpa LNG complex in Ras Laffan which is undergoing a massive expansion. The shipment, first for the Thi Vai LNG terminal this year, will be used for industrial production needs, ensuring national energy security, PetroVietnam Gas said. Last month, PetroVietnam Gas issued a tender inviting firms to submit bids for 1-2 spot LNG cargoes for delivery to the Thi Vai LNG import terminal, the country’s first such facility. PetroVietnam Gas said at the time the delivery window for the first spot LNG cargo is April 1-20 and the delivery window for the second cargo will be determined later. According to the firm, it received offers from “many reputable LNG suppliers” and chose QatarEnergy LNG to supply the shipment in April.

Thi Vai LNG terminal

PetroVietnam Gas officially launched its Thi Vai LNG terminal in the coastal area southeast of Ho Chi Minh City on October 29 after nearly 4 years of construction and commissioning. In July 2023, LNG giant Shell delivered the commissioning LNG cargo to the terminal from Indonesia’s Bontang LNG plant. PetroVietnam Gas also recently started supplying LNG via trucks from its Thi Vai LNG import terminal to industrial customers. The Thi Vai LNG import facility consists of one 180,000-cbm

LNG tank, a jetty, and regas area. The terminal has a capacity of 1 mtpa in its first phase, but PetroVietnam Gas plans to boost the capacity to 3 mtpa in the next stage. source : www.lngprime.com

VITOL'S 2023 LNG VOLUMES RISE ON EUROPEAN DEMAND

Energy trader Vitol boosted its liquefied natural gas (LNG) volumes in 2023 on the back of higher demand in Europe. Vitol said in its full-year report that its natural gas and LNG volumes grew by 19 percent and 24 percent respectively, but it did not reveal the quantities. In 2022, Vitol's traded LNG volumes increased to about 17.6 million tonnes of oil equivalent, or some 14 million tonnes of LNG, as the company's portfolio responded to increased demand from Europe. This means that Vitol's LNG volumes in 2023 reached some 17.3 million tonnes of LNG. The Geneva-based firm, which entered the LNG market in 2006, reported LNG volumes of 12.9 million tonnes in 2021, 10 million tonnes in 2020, and 10.5 million tonnes in 2019. In 2023, Vitol's turnover was \$400 billion, down from \$505 billion in 2022, while the company delivered 546 million tonnes of oil equivalent, up 4 percent on 2022 an increase largely driven by increases in gas and LNG volumes, it said. Vitol's crude oil and product volumes fell 1.6 percent to 349 million tonnes or 7.3 mbpd with a 10 percent decline in crude volumes.

European demand

"In gas, 120 bcm per annum of Russian pipeline gas which used to flow to Europe has, to date, been replaced by an additional 62 bcmpa LNG and significant demand destruction," Vitol's CEO **Russell Hardy** said in the report. "Flows of LNG to Europe in 2023 were equivalent to half the global LNG market volume as recently as 2010, illustrating the rapid evolution of this market," he said. Vitol has a global LNG portfolio with long-term LNG supply from North America, Africa, Middle East, and Asia, and charters a fleet of LNG carriers. The company recently signed a long-term deal to buy natural gas from US oil and gas producer EOG. It also signed a deal with India's GAIL to deliver 1 mtpa of LNG to the latter for a period of about 10 years starting in 2026. source : www.lngprime.com

HOEGH LNG TAKES OVER MANAGEMENT OF HOEGH GANDRIA

Norwegian FSRU player Hoegh LNG has taken over the management of the 2013-built LNG carrier, Hoegh Gandria, which it purchased last year from LNG carrier operator CoolCo. Hoegh announced the change of command in a social media post on Tuesday. "Last week, Hoegh LNG took over the management of the Hoegh Gandria, which was purchased last year and is currently employed as an LNG carrier. Thank you to the crew and management at Cool Company Ltd (CoolCo), for a smooth change of command," the firm said. Hoegh LNG bought this LNG carrier for about \$184.3 million saying the acquisition of the LNG carrier provides flexibility to pursue FSRU conversion opportunities. The 160,548-cbm vessel recently secured a new charter deal. "In February 2024, a 5-months LNGC charter was secured for Hoegh Gandria to keep the vessel employed and minimize potential idle time upon redelivery from its current charter towards the end of Q1 2024," Hoegh LNG said in its 2023 results report. It did not provide further information regarding the deal. Besides this LNG carrier, Hoegh owns the 2006-built

sister vessels, Arctic Princess and Arctic Lady. Hoegh's fleet comprises ten FSRUs and the entire fleet is either operating under or committed to long-term contracts. The average remaining contract length per vessel was 7.8 years at the end of December 2023, Hoegh said in the financial report. source : www.lngprime.com

RUSSIA'S GAZPROM TO BUY SHELL'S STAKE IN SAKHALIN LNG TERMINAL OPERATOR

Russia has approved the sale of a 27.5 percent stake, previously owned by LNG giant Shell, in the new operator of the Sakhalin LNG plant to a unit of state-owned Gazprom, according to a government order dated March 23. Under the order, Gazprom's unit Sakhalin Project will buy the stake in Sakhalin Energy for 94.8 billion roubles (\$1.02 billion). Gazprom already has a 50 percent operating stake in the LNG terminal operator. The government also declared null and void the order from April last year to approve Novatek's purchase of Shell's 27.5 percent stake in Sakhalin Energy LLC, but it did not provide further information on the reasons behind this decision. LNG Prime invited Shell to comment on the new decision by the government. "We cannot comment on matters relating to the Russian Federal Government's Decree process," a Shell spokesperson said. "Shell reserves all its legal rights relating to its 27.5 percent (minus one share) interest in Sakhalin Energy Investment Company Ltd (SEIC)," the spokesperson said. It remains unclear whether the Russian government would allow the transfer of the sale funds to Shell. Back in 2022, Shell said it will not take equity in the new Sakhalin LNG terminal operator. President Vladimir Putin signed a decree in June 2022 allowing Russia to take charge of the Sakhalin-2 project due to Western sanctions imposed on Russia. Sakhalin Energy LLC launched its operations on August 19, 2022 and the Sakhalin-2 LNG export terminal produced about 11.5 million tonnes of LNG in 2022. Previous reports suggest the LNG terminal produced more than 10 million tonnes of LNG in 2023. Besides Shell's 27.5 percent interest and Gazprom's 50 percent operating stake in the original entity, Japan's Mitsui owned 12.5 percent stake and compatriot Mitsubishi had 10 percent in the plant. Mitsui and Mitsubishi won approvals in 2022 from the Russian government to take stakes in the new operator. source : www.lngprime.com

SEAPEAK SAYS WORKING ON CHARTER AND OTHER OPPORTUNITIES FOR SIX LNG CARRIERS

Stonepeak's Seapeak is pursuing various opportunities relating to six of its liquefied natural gas (LNG) carriers which are scheduled to complete their current charter contracts between June 2024 and June 2025. The shipping company said in its 2023 results report that the six LNG carriers are Seapeak Hispania, Seapeak Catalunya, Seapeak Madrid, Seapeak Vancouver, Seapeak Methane, and Seapeak Magellan. "In anticipation of the scheduled expiry of these time charters, we are pursuing various opportunities relating to the vessels, which may include the exercise of extension options, redeployment under new time charters, disposition, or other opportunities, all of which will depend on evolving market conditions," it said. The report shows that the 2002-built 137,818 cbm, Seapeak Hispania, is currently on charter to Deutsche ReGas until June 2024, while

the 2003-built 135,423 cbm, Seapeak Catalunya, is currently on charter with Eni's unit LNG Shipping until October 2024, and the charterer has one option to extend the term by up to one year. In addition, the 2004-built 135,423-cbm, Seapeak Madrid, is currently on charter to Shell International Trading Middle East until December 2024. These three carriers feature steam turbine propulsion. Seapeak noted in the report that that "the higher emissions of our steam vessels relative to more modern vessels could make it more difficult to secure employment for these vessels and reduce the rates at which we can charter these vessels to its customers."

New charter deal

Besides these three steam LNG vessels, the 2008-built 165,000-cbm Seapeak Methane, will complete its current charter contract in June 2024. Seapeak said it has secured a new charter deal for this vessel in February 2024 with Qalhat LNG after its charter contract with Trafigura expired in January 2024. Also, the 2017-built 173,400-cbm, Seapeak Vancouver, is currently on charter to Petrobras and this contract expires in March 2025. As per the 2009-built 165,700-cbm, Seapeak Magellan, in August 2023, the MALT joint venture, in which Seapeak holds 52 percent, entered into an agreement with TotalEnergies to exchange the charter contracts for the remainder of the contract periods between Seapeak Magellan and Seapeak Marib effective May 2024, it said. Consequently, Seapeak Marib's contract is expected to expire in June 2025 and Seapeak Magellan's contract is extended to April 2026, the firm said.

49 LNG carriers

Teekay LNG Partners rebranded as Seapeak in 2022 following the completion of its \$6.2 billion merger deal with New York-based private equity firm Stonepeak Infrastructure Partners. As of December 30, 2023, the company's LNG fleet included 49 LNG carriers, including five LNG carriers under construction at South Korea's Samsung Heavy, and 38 NGL carriers. The LNG fleet includes 24 LNG carriers that are accounted for under the equity method, while Seapeak also has a 30 percent interest in one LNG receiving and regasification terminal in Bahrain. source : www.lngprime.com

HUDONG-ZHONGHUA LAUNCHES TWO LNG CARRIERS

Chinese shipbuilder Hudong-Zhonghua has on Sunday launched two liquefied natural gas carriers as it looks to deliver in total eight LNG vessels this year. The shipbuilder said in a statement that it is for the first time building four large LNG carriers at the same time at the No. 2 dock of the Changxing shipbuilding base, with two of these LNG carriers floated and two of them were half-floated on the same day. Hudong-Zhonghua said this is part of the shipbuilder's plans to double LNG carrier production capacity. It is currently building 16 LNG carriers. The shipbuilder plans to launch 11 ships and to complete 8 ships this year, marking a new record for the annual completion and delivery of LNG carriers in China, it said. Last year, Hudong-Zhonghua delivered record six LNG carriers. Hudong-Zhonghua said that it currently has more than 50 LNG carriers on order, including more than 30 fifth-generation vessels, with delivery dates stretching until 2028.

MOL and Cosco

The shipbuilder did not provide much information on the launched LNG vessels. Their hull names are H1792A and H1836A. In October last year, Hudong held keel-laying ceremonies for these two LNG carriers it is building for Japan's MOL and China's Cosco Shipping Energy Transportation. The LNG carrier with a hull number H1792A is the third vessel being built for MOL and Cosco Shipping Energy Transportation. In April 2022, state-run LNG giant QatarEnergy signed charter deals for four LNG carriers with MOL, completing the first batch of charter contracts awarded under its massive shipbuilding program. Also, the four vessels, part of Hudong-Zhonghua's fifth-generation Changxeng series, are 299 meters long and 46.4 meters wide. As per the LNG carrier with a hull number H1836A, this is the sixth LNG carrier Hudong-Zhonghua is building for Cosco Shipping Energy Transportation and PetroChina. All of the LNG vessels feature WinGD X-DF dual-fuel engines and also GTT's NO96 L03+ containment system. The 295 meters long ships will serve PetroChina under charter contracts. source : www.lngprime.com

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