



QATAR MULLS \$5BN DEAL FOR EXTRA 20 LNG CARRIERS

Middle East producer QatarEnergy is mulling ordering another tranche of up to 20 LNG carrier newbuildings worth about \$5bn to add to the 122 it has already secured under its massive shipbuilding project. Those following the business closely said QatarEnergy is still hungry for additional extra-large vessels of its new 271,000-cbm Qatar-China-Max (QC-Max) design, of which it has already secured 18 newbuildings. They said the company is considering building a further four QC-Max LNG carriers in China and another quartet of similar-size vessels at one or more of the three shipyards it has been working with in South Korea. In addition, QatarEnergy is said to be considering adding a further 10 conventional-size LNG carrier newbuildings of about 174,000-cbm capacity. Newbuilding sources widely talk about a possible further 20 vessels for the Doha-headquartered company. But QatarEnergy is said to be in no particular rush to move on these ships. In the second quarter of 2020, the Qatari giant reserved berth space for 151 LNG carriers at four shipbuilders — Hudong-Zhonghua Shipbuilding (Group) in China and HD Hyundai Heavy Industries, Hanwha Ocean and Samsung Heavy Industries in South Korea. At the time, QatarEnergy said the vessels were to support LNG production from its North Field Expansion project, to lift its volumes from the much-delayed Golden Pass LNG project in the US and for fleet renewal purposes. But in the interim, the LNG producer

chose to increase its expansion plans further by adding an extra 16m tonnes per annum of LNG to its planned production and increasing its demand for tonnage. To date, QatarEnergy has booked a total of 122 LNG carriers worth nearly \$30bn under two phases of what must rank as the world's largest single shipbuilding project. All the vessels have been contracted by single shipowners or consortia selected by QatarEnergy and matched with the pre-reserved slots. QatarEnergy signed up to 60 vessels in Phase 1, which concluded in 2022, and inked deals on a further 62 ships this year under Phase 2 of the programme, which kicked off in 2023. All the vessels are chartered by QatarEnergy on a long-term basis. Delivery dates on the Chinese-built QC-Max ships, which were priced at about \$333m each, already extend out to 2031 so any further supersize vessels ordered at the yard would unlikely deliver until the early 2030s. Brokers said the South Korean yards will likely be able to offer significantly earlier delivery slots with a few berths remaining for 2027 and capacity open for handover dates in 2028 and 2029. QatarEnergy negotiated a price of about \$230m on its last batch of 174,000-cbm LNG newbuildings. But with current prices for this size of vessel sitting stubbornly at about \$260m, it is unclear what the company might be able to negotiate for these ships in a possible Phase 3 of its project. Qatar's LNG production is set to expand from its current 77 mtpa to 142 mtpa by 2030. Source: www.tradewindsnews.com

GOLAR LNG SET TO ACTIVATE FLNG UNIT

Golar LNG is set to begin commissioning operations on its second floating LNG production unit as it resolves its dispute with project operator BP and awaits the delayed start-up of a related floating storage production and offloading vessel. Announcing what it described as a "commercial reset" on Monday, Tor Olav Troim-controlled Golar said all disputes, including the current arbitration process, are now settled, and the parties are realigned towards reaching commercial operations date (COD) for the Greater Tortue Ahmeyim project on the maritime border of Mauritania and Senegal. "To shorten the time to COD the parties have also agreed to start the commissioning of FLNG Gimi with an LNG cargo prior to the availability of gas from the FPSO," it said. Originally, the LNG floater was due to be commissioned after hook-up of the production unit in the current quarter. TradeWinds understands the cargo will be delivered on a BP-controlled LNG carrier and a vessel has mobilised for the job. Golar said the reset agreement simplifies contractual cash flows and settles previous disputes related to payment mechanisms for pre-COD cash flows. It said it has agreed to an updated schedule of daily payments with BP, which is partnering Kosmos Energy on the project, with step-up mechanisms based on project milestones up to COD. "Golar will also be entitled to certain lump sum bonus payments subject to achievement of certain project milestones," it added. "These pre-COD cash flows are expected to be deferred on the balance sheet and amortised over the 20-year contract term from COD." The 2.3m tonne per annum capacity FLNG Gimi arrived off the project site in January this year and moved onto its location a month later. The unit, which was converted from an LNG carrier in Singapore, is being permanently moored to the breakwater built for the project. But the project's FPSO, which will take in gas from reservoirs 120 km offshore, was delayed by modification work and

needs to be connected by pipeline to the FLNG Gimi. Production is expected to start this year or early in 2025, which is much later than originally planned. Source: www.tradewindsnews.com

GALP SIGNS 20-YEAR DEAL WITH CHENIERE FOR LNG SUPPLY

Portugal's Galp has signed a 20-year agreement with Cheniere to purchase US LNG, the company announced on August 5. Under the deal, Galp will buy 0.5mn tonnes/year of LNG, contingent on the final investment decision of the second train of the Sabine Pass project, currently under development. Galp's volumes will be bought on a free on board (FOB) basis and priced indexed to Henry Hub plus a fixed liquefaction fee. The agreement also includes access to a limited number of early cargoes starting from 2027 and continuing until the second train becomes operational. "This agreement further enhances Galp's LNG sourcing basket with access to competitive US volumes, adding flexibility and diversity to its portfolio," Galp stated. The Sabine Pass expansion project aims to develop up to approximately 20mn tonnes per year of LNG capacity. Cheniere operates one of the largest liquefaction platforms in the world, consisting of the Sabine Pass and Corpus Christi liquefaction facilities on the US Gulf Coast. Together, these facilities have a total production capacity of approximately 45mn tonnes/year of LNG in operation, with an additional 10mn tonnes/year of expected production capacity under construction. Source: www.naturalgasworld.com

'UNDERCOVER' CARRIER IS ARCTIC LNG 2'S FIRST CALLER

A first LNG carrier has called at Russia's sanctioned Arctic LNG 2 liquefaction project amid expectation that operator Novatek is preparing to export an initial shipment. On Wednesday, data from iGIS/LNG showed the Dubai-controlled 138,000-cbm Pioneer (built 2005) moving southbound into Norwegian waters and apparently resuming normal AIS reporting. The steam turbine ship was sold to Dubai-based Nur Global Shipping in April by Chinese trader Jovo Group and is one of at least four vessels being linked to Russian business. In a note, Eikland Energy managing director Kjell Eikland said an LNG carrier was observed entering Ob Bay on 31 July and was berthed at Arctic LNG 2's gravity-based structure 1 (GBS1) the following morning. The vessel remained berthed at the plant on 3 August. "We expect some extra time used for the initial ship 'vetting', testing and commissioning of loading equipment," Eikland said. His company's assessment is that the ship is the Pioneer "of the dark LNG fleet, chartered by Novatek". The LNG data expert added: "Following extensive retrospective analysis using the tools available in iGIS/LNG, we believe the Pioneer has systematically spoofed its position and intention since at least 21 July when it left Norwegian territorial waters." He explained that by using cloud-penetrating synthetic-aperture radar imagery, iGIS/LNG has not detected the Pioneer in the small area of Russian territorial waters west of Novaja Semlja where the vessel — according to its AIS data — has circled since 21 July. "On 31 July, however, we found an escorted southbound LNG carrier with compatible profile and dimensions entering Ob Bay and saw the same ship profile berthed at ALNG2 GBS1 on 1 August," Eikland said. Several other LNG carriers have been waiting in similar holding patterns, including another Nur Global Shipping vessel, the

137,200-cbm steam turbine Asya Energy (ex-Trader IV, built 2002), which was west of Novaja Semlja on Sunday. Arctic LNG 2 has been sanctioned by the US and the UK, along with specialised Arc7 ice-breaking LNG carrier newbuildings that are under construction for the project. Arctic LNG 2 was originally due to start up at the end of 2023. Novatek admitted that the 19.8m tonnes per annum three-train project had been delayed by the sanctions but has said a first cargo would be exported this year. The company started production in late 2023 but has apparently reined it back as storage filled. In July, the second gravity-based structure began being towed to the project site. Eikland said: “The timing of a clandestine sanction-breaking GBS1 loading seems ideal, since industry focus has been on the 25 July launch and tow of GBS2, [which is] expected to reach Arctic LNG 2 after around 22 days.” He added that last week also saw the disappearance of the last remaining ice around the Arctic LNG 2 site, clearing the route for the non-ice-classed Pioneer. “We expect the GBS1-berthed ship — Pioneer, if confirmed — to attempt to leave similarly clandestinely as it arrived,” he said. “Since the ship is not permitted for NSR [Northern Sea Route] travel, we believe it will reappear along the Norwegian coast, to seamlessly tie into a return from its current AIS-reported circling pattern.” Eikland speculated that the Pioneer and the other newly Dubai-owned LNG carriers, such as the 138,000-cbm Everest Energy (ex-Metagas Everett, built 2003), which are believed to make up a shadow fleet for Novatek, could be sanctioned in separate upcoming packages from US sanctions regulator the Office of Foreign Assets Control and the European Union. The US sanctioned Arctic LNG 2 in November. Source: www.tradewindnews.com

SEA-LNG: METHANE SLIP BEING ELIMINATED AS LNG UPTAKE ACCELERATES

Significant progress is being made to eradicate methane slip as uptake of the LNG pathway accelerates, and this is worth underlining. With continued collaborative efforts across the value chain, methane slip will be eliminated for all engine technologies within the decade. Today, two-stroke diesel cycle engines account for approximately 75% of the LNG-fuelled vessel order book. These engines have effectively eliminated slip already. For low-pressure engine technologies where methane slip remains a challenge, manufacturers have already cut the levels of slip from low-pressure four-stroke engines by more than 85% over the past 25 years. It is worth noting that methane slip has been eradicated for the similar LNG dual-fuel engine technologies used in the heavy-duty vehicle sector. The science is clear, the technologies exist, and ongoing engineering will soon solve the problem. Peter Keller, Chairman of SEA-LNG, said: “We congratulate the efforts and initiatives such as the Methane Abatement in Maritime Innovation Initiative (MAMII) and the GREEN RAY project. As LNG continues to gain widespread recognition as the current practical and realistic alternative fuel pathway, it is reassuring to see growing evidence that the challenge of methane slip will be eliminated within this decade.” There is a growing momentum for LNG as a marine fuel. Clarksons’ data shows that 109 LNG dual fuel vessels have been ordered in 2024 up to June. There are now more than 550 LNG-fuelled vessels in operation, a number expected to double by 2027. Keller concluded: “There is universal agreement that the science is understood, and we have the necessary tools and technology to abate methane emissions, it is the final

to data collected from the ship. Green Winds, a 63,896-dwt Ultramax bulk carrier which is part of the MOL Drybulk Ltd fleet, was fitted with an electric hoisting version of the Wind Challenger WAP in July 2024. Seven newbuilding bulk carriers and multi-purpose vessels operated by MOL Drybulk Ltd are to be fitted with Wind Challenger WAPS. MOL plans to launch 25 vessels equipped with the Wind Challenger by 2030 and 80 vessels by 2035. The issuance of the AiP underscores the vessel's compliance with rigorous safety and design standards and the review process, based on existing regulations and ship classification rules, ensures the Wind Challenger WAP meets all necessary requirements. This approval confirms the project vessel adheres to international conventions, providing a technical basis for the design status and preventing a rework of regulatory aspects in later stages. ClassNK, the classification society that issued the AiP, has published comprehensive guidelines to address the risks associated with wind-assisted propulsion systems. [source:www.rivieramm.com](http://www.rivieramm.com)

IS IT TIME TO CONSIDER THE STANDARDISATION OF LNG BUNKER VESSELS?

Standardising LNG bunkering vessels can enhance safety and efficiency. The integration of CO₂ capture systems offers strategic advantages amid decarbonisation efforts. The use of LNG as a marine fuel is here to stay, at least for the duration of the lifecycle of the current crop of dual-fuel enabled newbuildings, and this surge in LNG adoption brings into focus the need for an efficient and standardised LNG bunkering infrastructure, capable of supporting the growing number of dual-fuel vessels. In my opinion, the case for standardisation in LNG bunkering vessels is compelling. Standardised fueling systems could streamline operations, reduce the training burden on crew members, and minimise the risk of errors during bunkering processes. Uniform standards across the global fleet would not only enhance operational efficiency but also improve safety measures, ensuring that bunkering procedures are consistently executed to high standards. The potential cost savings from standardisation are also significant, as it would reduce the need for customised vessel designs and specialised training programmes. However, I admit, the path to standardisation is fraught with challenges. The diversity in port infrastructure and regional regulations presents a significant hurdle. Ports around the world vary widely in their capabilities and the types of vessels they accommodate, complicating efforts to implement a one-size-fits-all standard. But it can be done. Speaking to TotalEnergies Marine Fuels global sales and business development director, Denis Bonhomme, on the sidelines of the LNG Bunkering and Future Fuel Global Summit in Amsterdam (14-15 May 2024), I was struck by his insights into "bunkering" in the aviation industry, in which the company is a major player. Fuel supply and fueling equipment are highly standardised worldwide. This standardisation encompasses the types of fuel trucks, hoses, and fueling procedures, ensuring consistent and safe operations at airports globally. Beyond the immediate operational concerns, there is a growing interest in integrating CO₂ capture and storage capabilities within LNG bunkering vessels. A delegate at the Riviera CO₂ Shipping & Terminals conference, which took place in London in June 2024, asked a panel from the floor if it saw a future for bunker vessels acting as CO₂ off-takers for deep-sea vessels? The panel responded that factors such as multiple handling, port fees, access to vessels, and so on, must be

considered but overall, the concept was considered credible by the experts. The bunkering and CO2 collection concept is not new and this dual functionality could offer a strategic advantage, aligning with broader decarbonisation goals and through the integration of CO2 handling systems, such as gas combustion units (GCUs) or reliquefaction units, would address both LNG bunkering and carbon capture needs. However, this adds another layer of complexity, requiring advanced safety protocols and possibly new regulatory frameworks to ensure safe and efficient operations. The IGF Code and relevant ISO standards provide a foundation, but more specific guidelines tailored to the unique challenges of LNG and CO2 handling are needed. And as we know, if there is one this shipping is good at, it is finding solutions to unique challenges. I look forward to hearing your thoughts on the subject of standardisation of LNG bunkering vessels and the notion of combined CO2 collection at the LNG Shipping & Terminals Conference 2024 being held in London 12–13 November 2024. [source:www.rivieramm.com](https://www.rivieramm.com)

SEAPEAK INKS 16-YEAR LIFECYCLE AGREEMENT FOR 10 LNG CARRIERS

Rising global demand for LNG means there is a growing need for fewer maintenance interventions for LNG carriers in operation. This is especially key as the vessels under this service agreement operate in a highly dynamic and fast-moving market environment, with ongoing challenges around predicting vessel schedules and voyage times. The new 16-year lifecycle agreement with Wärtsilä is an extension of an earlier lifecycle agreement signed with the same company for these vessels. The agreement, which is based on 72,000 running hours, is designed to increase the engines' time between overhauls to 30,000 operating hours. The enhanced maintenance performance enabled by this agreement will result in a new level of support for the operator. Seapeak fleet manager Michael McNaul said, "We are focused on improving performance and optimising our fleet's maintenance concept. This is why we have entered into this new agreement with Wärtsilä, as a trusted support provider. This agreement goes beyond what we had before and will take us into a new era of maintenance efficiency." The work scope entails remote 24/7 operational support from Wärtsilä experts, dynamic maintenance planning, the use of Wärtsilä's predictive maintenance service Expert Insight, scheduled spare parts, and field service for larger, more complex issues. Wärtsilä will also provide a full-time contract manager in Seapeak's Glasgow office. Seapeak (formerly Teekay LNG Partners) is among the largest independent owner-operators of liquefied gas vessels, with more than 45 vessels in its fleet.

[source:www.rivieramm.com](https://www.rivieramm.com)

GOLAR LNG, BP REACH AGREEMENT ON COMMERCIAL RESET FOR FLNG GIMI

Golar LNG and BP, the operator of the Greater Tortue-Ahmeyim (GTA) LNG project situated on the maritime border of Mauritania and Senegal, have executed agreements to implement a commercial reset for FLNG Gimi. Golar LNG announced on August 5. The commercial reset agreement aims to simplify contractual cash flows and resolve previous disputes related to payment mechanisms for pre-commercial operations date (COD) contractual cash flows. Under this agreement, Golar and BP

have agreed to an updated schedule of daily payments until the COD. These daily payments include step-up mechanisms based on project milestones leading up to the COD and are secured by long stop dates. Additionally, Golar will receive certain lump sum bonus payments contingent on achieving specific project milestones. These pre-COD cash flows are expected to be deferred on the balance sheet and amortized over the 20-year contract term starting from the COD. "The commercial reset settles all ongoing disputes, including the current arbitration process, and re-aligns the parties towards reaching COD," the company stated. To expedite the time to COD, the parties have also agreed to commence the commissioning of FLNG Gimi with an LNG cargo before the availability of gas from the floating production storage and offloading (FPSO) unit. BP announced on June 4 that the FPSO vessel had reached the final site of the GTA LNG project. The GTA Phase 1 development is expected to produce approximately 2.3mn tonnes/year of LNG for more than 20 years. It marks the first gas development in this new basin offshore Mauritania and Senegal. The FPSO will process over 500mn ft³/day of gas, removing water, condensate, and impurities before transferring it via pipeline to the floating LNG vessel at the hub terminal approximately 10 km offshore. At the FLNG vessel, which arrived at the site earlier this year, the gas will be cryogenically cooled, liquefied, and stored before being transferred to LNG carriers for export. Some of the gas is allocated to meet the growing demand in the two host countries. In February of the previous year, BP and its partners confirmed the development concept for the second phase of the GTA LNG project. Known as the GTA Phase 2 expansion project (GTA2), this development will be evaluated for a gravity-based structure (GBS) foundation, with an anticipated total capacity ranging between 2.5 and 3mn tonnes/year. Source: www.naturalgasworld.com

GERMANY'S DET GETS 100TH LNG CARGO

State-owned German LNG terminal operator DET has received in total of 100 LNG cargoes at its two FSRU-based LNG terminals in Wilhelmshaven and Brunsbüttel. DET announced the milestone cargo in an emailed statement sent to LNG Prime. According to the firm, the first Wilhelmshaven LNG terminal will receive on Wednesday 165,000 cubic meters of LNG, marking DET's 100th LNG cargo delivered. Data by Niedersachsen Ports shows that the 174,000-cbm Dorado LNG is scheduled to deliver a cargo from Venture Global LNG's Calcasieu Pass plant in Louisiana to Wilhelmshaven later on Wednesday. In January last year, the 170,000-cbm FSRU Hoegh Esperanza, owned by Norway's Hoegh LNG and chartered by the German government, received its first LNG cargo in Wilhelmshaven from the US. The FSRU received 42 LNG cargoes in its first year of operations. Besides this terminal, DET also operates the Brunsbüttel FSRU-based facility. The 170,000-cbm FSRU Hoegh Gannet, which serves the Elbehafen LNG import terminal in Brunsbüttel, started supplying regasified LNG to the German grid on March 22, 2023 as part of the commissioning phase. This terminal recently reached a record sendout rate. Since the beginning of DET's operations in January last year, DET has cooperated with a group of partners on these two terminals. These are Gasfin Development, Reganosa Deutschland, Hoegh, LTeW, Brunsbüttel Ports, KN Energies, and Niedersachsen Ports. "Out of the 100 deliveries now reached, 71 cargoes arrived at Wilhelmshaven and 29 at Brunsbüttel," DET said. "Together,

we are not just delivering LNG; we are making an indispensable contribution to a reliable energy supply for households and industries within Germany and Europe,” DET said.

Two more FSRUs

Besides these two operational terminals, DET is also working to launch the Stade terminal and the second Wilhelmshaven facility. DET recently told LNG Prime that it expects to receive the first cargo at its FSRU-based LNG import terminal in Stade in the second half of this year. In March, the 2021-built 174,000-cbm FSRU, Energos Force, owned by Apollo’s Energos Infrastructure, arrived at the AVG jetty in Germany’s Stade. DET also expects commissioning to start at the its second terminal in Wilhelmshaven during the second half of this year. Excelsior’s 138,000-cbm FSRU Excelsior arrived at the Navantia yard in El Ferrol, Spain last year for a planned stopover before its job in Wilhelmshaven. The FSRU is still located there. DET recently said it will launch new capacity auctions for its FSRU-based facilities in Brunsbüttel and Wilhelmshaven after it did not receive any bids in the latest marketing round. source:www.lngprime.com

KOSMOS CEO TALKS TORTUE FLNG LAUNCH, EXPANSION

Kosmos Energy’s chairman and CEO, Andy Inglis, has provided further details regarding the launch of BP’s Greater Tortue Ahmeyim FLNG project located offshore Mauritania and Senegal, as well as the planned second phase of the project. In February, Golar LNG’s 2.5 mtpa FLNG Gimi, which was converted from a 1975-built Moss LNG carrier with a storage capacity of 125,000 cbm, arrived at the GTA hub. After that, the project’s floating production, storage, and offloading (FPSO) unit also arrived in May at the GTA project off the coasts of Mauritania and Senegal. With eight processing and production modules, the FPSO will process around 500 million standard cubic feet of gas per day. The gas supplies will then be transported by pipeline to the FLNG unit at the GTA hub where it will be cryogenically cooled in the vessel’s four liquefaction trains and stored before transfer to LNG carriers.

Cool down

Kosmos revealed in its second-quarter earnings results on Monday that the FLNG is expected to receive a pre-commissioning cargo to accelerate the cool down of the unit later this month. Asked about to further explain the cargo during the company’s earnings call on Monday, Inglis said the safest way to commission a gas facility is with buyback of gas because “you’re using a sort of known source of gas.” “There’s no production upsets as you start the commissioning process. So, it allows us to have a much smoother start to that initial step to cool down the FLNG vessel before introducing sort of the high pressure gas that would come from the field,” he said. “So, from an efficiency point of view and a safety point of view, it’s the right thing to do, but clearly, what it allows us to do is accelerate that pre commissioning process,” Inglis said. He said the objective is to have that cargo connected later this month, and then the partners can start the cooldown process.

LNG cargoes in Q4

“So, as you sort of go through the steps, the first thing is to sort of the subsea mechanical completion to enable the gas to flow from the well through to the FPSO. We are on track to do that this quarter,” he said. “The next step is clearly the finishing of all of the work by Technip, to pre-commission, hand over to BP so they can take operational control of the FPSO,” Inglis said. Inglis said that, again, is targeted in September with first gas “shortly thereafter.” “And in advance of that, you’ve enabled the cooldown of the LNG tanks to have occurred, which means, in essence as that gas is introduced from the FPSO, you’re into the process of making LNG, which clearly leads to the cargoes in the fourth quarter,” he said. “So that’s sort of how it all fits together. And I think the cooldown cargo is an important step just to accelerate the process and allow us to do things in parallel rather than purely in sequence,” Inglis said.

Second phase

In February last year, BP and partners Kosmos, PETROSEN, and SMH confirmed the development concept for the second phase of the GTA LNG project that they will take forward to the next stage of evaluation. The partnership will evaluate a gravity-based structure (GBS) as the basis for the GTA Phase 2 expansion project (GTA2) with total capacity of between 2.5-3 million tonnes per annum. GBS LNG developments have a static connection to the seabed with the structure providing LNG storage and a foundation for liquefaction facilities. The concept design will also include new wells and subsea equipment, integrating with and expanding on existing GTA infrastructure. BP and its partners said at the time they are working with contractors to progress the concept towards the pre-FEED stage. Inglis also discussed the second phase during the earnings call. “We’ve built the infrastructure to enable Phase 1. The Phase 2 expansion as a result is low cost,” he said. “It is a brownfield modification of the FPSO to enable us to process more gas through the facility. And clearly, we’re not far away from getting the early production results from the initial development wells,” he said.

“Most capital efficient way”

“So obviously, the conversation is about how do we now progress Phase 2 and do it in the most capital efficient way and in a timely fashion,” he said. “And that’s also important to the government of both countries, both in Mauritania and Senegal, because the economics, clearly, of the next phase are superior to the initial phase,” he said. “And therefore, for all parties, the expansion of the project is a win-win. So that’s actually the conversation that’s ongoing at the moment with both of the NOCs and with the government is, how do we progress that project and with a real focus on capital efficiency, because the next phase has to be a rigorous project,” Inglis said. “The execution has to be in the most capital-efficient way that enables us to take the best advantage of the infrastructure that we built in,” he said. “We need to finish Phase 1 and get it on. And we’re not there yet, but we’re very close,” he said. “And then of course the conversation naturally then is to how do we optimize everything that we put in and get to the next phase, which is clearly a very good project,” he said. “So, yeah, we’re

not waiting, and those conversations are occurring within the partnership. But first gas is clearly a step on that journey,” Inglis concluded. [source:www.lngprime.com](http://source.www.lngprime.com)

CAPITAL TAKES DELIVERY OF LNG CARRIER TRIO

Capital Product Partners, which will be this month renamed Capital Clean Energy Carriers, recently took delivery of three new liquefied natural gas (LNG) carriers in South Korea. The LNG carriers in question are the 174,000-cbm ME-GA LNG carriers Assos, Apostolos, and Aktoras. These LNG carriers are part of CPLP’s previously announced umbrella agreement to buy 11 LNG carriers from its sponsor Capital Maritime, led by Evangelos Marinakis, for a total acquisition price of \$3.13 billion. Besides MAN ME-GA engines, the vessels are equipped with the latest available technologies, including an air lubrication system, shaft generators, and increased filling limits (above 99 percent). According to CPLP’s quarterly report, it took delivery of Apostolos from HD Hyundai Heavy on June 28 and Assos on May 31, while HD Hyundai Samho delivered Aktoras on June 5. CPLP said Assos is chartered by Japan’s Tokyo Gas, Apostolos is chartered by Japan’s Jera, and Aktoras is chartered by Nigeria’s Bonny Gas Transport. Earlier this year, CPLP took delivery of the 174,000-cbm MEGA LNG carrier, Axios II, the ninth LNG carrier in CPLP’s fleet and the second vessel delivery of the fleet acquired under the umbrella agreement. CPLP now has 12 LNG carrier in its fleet and the remaining six vessels are expected to be delivered in 2026 and 2027. Capital Gas, also controlled by Marinakis, manages all of these LNG carriers. [source:www.lngprime.com](http://source.www.lngprime.com)

UAE’S ADNOC, JAPAN’S OSAKA GAS INK RUWAI’S LNG SUPPLY DEAL

UAE’s Adnoc has signed a heads of agreement with Japan’s Osaka Gas to supply the latter with liquefied natural gas from its planned LNG terminal in Al Ruwais. Under the deal, Osaka Gas will buy 0.8 million metric tons per annum of LNG, according to Adnoc. Adnoc did not provide the duration of the contract. The LNG supplies will primarily be sourced from Adnoc’s Ruwais LNG project, which is currently under development, and is expected to start commercial operations in 2028. Under the agreement, LNG cargoes will be shipped to the destination ports of Osaka Gas and its Singapore-based subsidiary, Osaka Gas Energy Supply and Trading. The agreement with Osaka Gas is one of several long-term LNG sales commitments Adnoc has signed with international partners for Ruwais LNG, which take the long-term sales commitments to 70 percent of the project’s total production capacity, it said. Also, this is Adnoc’s first long-term LNG deal with a Japanese energy company since the early 1990s. Osaka Gas said in a separate statement the two firms will work together to conclude a detailed sale and purchase agreement in the coming months based on the terms of the HoA. In June, state-owned Adnoc took a final investment decision to build the LNG export terminal in Al Ruwais. Adnoc also awarded the \$5.5 billion EPC deal to a joint venture led by France’s Technip Energies. 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. BP, Mitsui & Co., Shell, and TotalEnergies recently also agreed to buy a 10 percent equity stake in Adnoc's LNG export terminal in Al Ruwais. Adnoc will retain a 60 percent majority stake. source:www.lngprime.com

GOLAR, BP SETTLE TORTUE FLNG DISPUTE

Floating LNG player Golar LNG and energy giant BP, the operator of the delayed Greater Tortue Ahmeyim project located offshore Mauritania and Senegal, have resolved a dispute related to daily payments for Golar's converted FLNG, Gimi. Back in 2019, the two firms signed a 20-year lease and operate agreement for the FLNG to work on the GTA field. In November last year, the FLNG, which was converted from a 1975-built Moss LNG carrier with a storage capacity of 125,000 cbm, left Seatrion's yard in Singapore, and Golar announced in January this year the arrival of the FLNG at the site of BP's GTA project. However, the FLNG then proceeded to moor offshore Tenerife while awaiting completion of the necessary preparatory activities. BP said the unit arrived at the GTA hub in February. BP's project has been delayed due to the subsea scope and the project's FPSO arrived at the GTA project in May.

"Commercial reset"

Golar said in a statement on Monday that the two firms have executed agreements to implement a "commercial reset" for Gimi. "The commercial reset agreement simplifies contractual cash flows and settles previous disputes related to payment mechanisms for pre-commercial operations date (pre-COD) contractual cash flows," Golar said. Golar and BP have agreed an updated schedule of daily payments until the commercial operations date. According to Golar, the daily payments have step-up mechanisms based on project milestones up to COD and are secured by long stop dates. Golar will also be entitled to certain lump sum bonus payments subject to achievement of certain project milestones, it said. These pre-COD cash flows are expected to be deferred on the balance sheet and amortized over the 20-year contract term from COD. "The commercial reset settles all ongoing disputes including the current arbitration process and re-aligns the parties towards reaching COD," Golar said.

Commissioning of FLNG

"To shorten the time to COD the parties have also agreed to start the commissioning of FLNG Gimi with an LNG cargo prior to the availability of gas from the FPSO," Golar said. The firm did not provide further information. Golar LNG's FLNG Gimi is expected to receive a pre-commissioning cargo to accelerate the cool down of the unit later this month, GTA project partner Kosmos Energy said on Monday. The FLNG unit is at the heart of the GTA Phase 1 development, operated by BP with partners, Kosmos, PETROSEN, and SMH. First LNG is expected in the fourth quarter of 2024. The project is set to produce around 2.3 million tonnes of LNG per year. It is expected to produce LNG for more than 20 years, enabling Mauritania and Senegal to become a global LNG hub, BP said. source:www.lngprime.com

CHEVRON TO COMPLETE GORGON TRAIN 2 MAINTENANCE ON AUGUST 19

Chevron Australia, a unit of US energy giant Chevron, remains on schedule to complete planned maintenance at the second Gorgon LNG train on August 19, a Chevron Australia spokesperson told LNG Prime. The company previously stated on its website that it plans “shutdown of greater than one half of an LNG train but not greater than one LNG train” from July 12 until August 19. “A planned maintenance turnaround event at the Gorgon gas facility on Barrow Island, Western Australia, is underway as scheduled,” Chevron’s spokesperson said. The spokesperson said the planned maintenance focuses on one of the facility’s three LNG production trains, train two, while the facility’s remaining two LNG production trains and domestic gas plant are operating at full rates. The maintenance is expected to be completed on August 19. Chevron’s Gorgon LNG plant has a production capacity of about 15.6 mtpa. The project is a joint venture of Chevron (47.3 percent), ExxonMobil (25 percent), Shell (25 percent), Osaka Gas (1.25 percent), MidOcean Energy (1 percent), and also JERA (0.417 percent). Chevron resumed full Gorgon LNG production on May 29 after a “mechanical fault” occurred on April 30 in the second train’s turbine. After that, Chevron also suspended operations on the Wheatstone offshore platform on June 10 to repair the platform’s fuel gas system and closed the LNG plant. The firm resumed operations on June 24. The Wheatstone foundation project consists of two LNG trains with a combined capacity of 8.9 mtpa, and the domestic gas plant. Chevron’s finance chief Eimear Bonner discussed the downtime at Gorgon and Wheatstone during the company’s second quarter earnings call on August 2. She said Chevron still expects both of those assets to run with “good reliability this year with top quartile performance.” “The Gorgon asset turnaround is currently underway, and that’s going really well. So, we expect that to come in under the planned duration this quarter,” she said. “And even with or despite the downtime, we expect to close the full year and deliver on the planned production for the combined Australia assets,” Bonner said. source:www.lngprime.com

DENMARK’S MAERSK CONFIRMS LNG FUEL MOVE

Danish shipping giant Maersk is in the process of signing newbuilding orders and charter deals for up to 60 dual-fuel containerships, including LNG dual-fuel vessels. Maersk revealed this in a statement on Wednesday. With this, the world’s second largest container shipping firm after MSC, confirmed a recent report by LNG Prime, citing shipbuilding sources, that Maersk will take on charter a fleet of LNG dual-fuel containerships which will be built at Chinese yard. This move represents a significant turn for the shipping company which has been one of the biggest supporters of methanol-powered ships. Maersk did not provide the names of the yards, or the number of LNG dual-fuel vessels in the new statement. The orders will reach a total of 50-60 combining both owned and chartered dual-fuel vessels equaling 800,000 teu and ensuring a steady flow of needed capacity for Maersk’s network for the years 2026-2030, it said. About 300,000 teu will be owned capacity while the remaining 500,000 teu is planned through time-charter agreements. The exact split of propulsion technologies will be determined considering the future regulatory framework and green fuels supply, Maersk said.

Bio-LNG

Maersk has started the work of securing offtake agreements for liquefied biomethane (bio-LNG) to ensure that the new dual-fuel gas vessels provide greenhouse gas emissions reductions in this decade, the firm said. The company has previously announced the orders of 25 owned dual-fuel methanol vessels. Out of these, 5 are in service and 20 on order providing around 350,000 teu of dual-fuel capacity. “While green methanol is likely to become the most competitive and scalable pathway to decarbonization in the short term, Maersk also foresees a multifuel future for the industry which includes liquefied biomethane,” the company said. Once all of the vessels have been delivered, around 25 percent of the Maersk fleet will be equipped with dual-fuel engines, the company added. Maersk is the world’s second largest container shipping firm after MSC and CMA CGM is the third, according to Alphaliner. CMA CGM is one of the world’s largest backers of LNG as fuel, while MSC is also heavily investing in LNG dual-fuel vessels. [source:www.lngprime.com](http://www.lngprime.com)

CHINA’S GAS IMPORTS UP IN JULY

China boosted its natural gas imports, including pipeline gas and LNG, in July, according to customs data. Natural gas imports during the last month reached about 10.86 million tonnes, rising 5.3 percent compared to 10.30 million tonnes in July 2023, the data from the General Administration of Customs shows. China paid about \$5.19 billion for gas imports last month. During January–July, China’s gas imports reached 75.44 million tonnes, a rise of 12.9 percent year-on-year. The world’s largest LNG importer paid about \$36.9 billion for gas imports in January–July, flat compared to the same period in 2023. There is currently no official data for LNG imports in July. In January this year, China’s LNG import terminals took 7.25 million tonnes of LNG, up by 22.9 percent year-on-year, in February LNG imports rose by 15.2 percent to 5.95 million tonnes, in March LNG imports increased by 25.1 percent to 6.65 million tonnes, in April LNG imports increased 31.5 percent to 6.22 million tonnes of LNG, and in May LNG imports increased by 3.4 percent to 6.57 million tonnes, customs data previously showed. China’s LNG imports increased by 13.9 percent to 38 million tonnes in January–June, while June LNG imports decreased 4.6 percent to 5.62 million tonnes. The slowdown in May LNG imports and the decrease in June LNG imports could be attributed to the rise in prices. Chinese buyers were buying spot LNG cargoes during this year due to low JKM prices. Asian spot LNG prices were below \$10/MMBtu from the second half of January and until the second half of April. However, front month JKM rose in May for the first time this year above \$12/MMBtu and it remains to be above \$12/MMBtu. China’s LNG imports rose 12.6 percent in 2023, and the country overtook Japan as the world’s largest LNG importer. The country received about 71.32 million tonnes in the January–December period last year. [source:www.lngprime.com](http://www.lngprime.com)

ARAMCO CEO: LNG IS ‘ON OUR RADAR SCREEN’

Energy behemoth Aramco is working on new deals to further increase its expanding liquefied natural gas (LNG) business, according to Aramco’s CEO, Amin Nasser. “LNG is on our radar screen. We are making big investments globally in LNG,”

Nasser said on Tuesday during Aramco's H1 results call. Saudi Arabia's Aramco made its first international investment in LNG last year to capitalize on rising LNG demand. In September, Aramco agreed to buy a minority stake in MidOcean Energy, the LNG unit of US-based energy investor EIG for \$500 million. The agreement includes the option for Aramco to increase its shareholding and associated rights in MidOcean in the future. Moreover, Aramco recently signed a head of agreement with US LNG exporter Sempra to buy 5 mtpa of LNG for 20 years from the second phase of the latter's Port Arthur LNG export project in Texas. The HoA further contemplates Aramco's 25 project participation in the project-level equity of the second phase. Aramco also signed a head of agreement with NextDecade to buy 1.2 mtpa of LNG for 20 years from the planned fourth Rio Grande LNG train in Texas. "We have big ambitions in regard to growing our LNG portfolio," Nasser said during the call. This includes increasing offtake agreements and boosting the company's trading capabilities. "We are looking at either offtake agreements or equity injection. We continue to look for attractive opportunities globally," he said. Nasser mentioned the two US agreements and the MidOcean deal. "We do have other agreements and other opportunities that we are currently reviewing, and we will hopefully announce them in due course," he said. source:www.lngprime.com

ICHTHYS LNG PRODUCTION REMAINED STABLE IN H1

Japan's Inpex has shipped 66 LNG cargoes from its Ichthys export plant in Australia during the first half of this year, one cargo more compared to the same period last year. Inpex said on Thursday in its financial report that the project "conducted stable production operations overall." Besides the 66 LNG cargoes, the Ichthys project also sent 12 plant condensate cargoes, 16 offshore condensate cargoes, and 17 LPG cargoes during the first half of this year. This compares to 65 LNG cargoes, 11 plant condensate cargoes, 15 offshore condensate cargoes, and 17 LPG cargoes during the first half of 2023. Inpex also provided shipment data for July, and the Ichthys project sent 10 LNG cargoes, 2 plant condensate cargoes, 2 offshore condensate cargoes, and 3 LPG cargoes during the last month. Last year, the LNG plant shipped record 129 LNG cargoes, 17 cargoes more compared to 2022, as part of the company's plans to boost production to about 9.3 mtpa due to debottlenecking. "We have confirmed the enhancement of the facility's capacity required to produce 9.3 million tons of LNG per year and will aim to achieve this production volume going forward," a spokesman for Inpex previously told LNG Prime. The plant shipped 11 LNG cargoes in 2018, 104 LNG cargoes in 2019, 122 LNG cargoes in 2020, 117 LNG cargoes in 2021, and 112 LNG cargoes in 2022.

Production rate at one train "largely back on track"

The facility at Bladin Point near Darwin has two trains and a nameplate capacity of 8.9 mtpa. Inpex confirmed recent reports that one train was shut down last month. "The train restarted operations following a production loss event in July," Inpex said. Inpex said the production rate is "largely back on track." LNG Prime contacted Inpex to comment whether this production loss would affect this year's target for cargoes. "We expect Ichthys LNG to ship about 10 LNG cargoes per month for the second half of this year," the Inpex spokesman said. This means that Inpex expects to ship about 126 cargoes this year, three less

compared to 129 cargoes in 2023. Ichthys LNG is a joint venture between operator Inpex and major partner TotalEnergies. Earlier this year, Inpex also purchased a small stake in Ichthys LNG from compatriot Tokyo Gas to boost its stake from 66.245 percent to 67.82 percent. Besides TotalEnergies, other partners in the Ichthys project include Australian units of CPC, Osaka Gas, Kansai Electric Power, Jera, and Toho Gas. Natural gas arrives to the LNG plant at Bladin Point from the giant Ichthys field offshore Western Australia via an 890 kilometres long export pipeline. Inpex sent last year the 500th cargo of LNG from its Ichthys terminal since the start of operations in 2018. [source:www.lngprime.com](http://www.lngprime.com)

EXXONMOBIL CEO SAYS GOLDEN PASS PLANT TO DELIVER FIRST LNG IN H2 2025

Energy giants QatarEnergy and ExxonMobil are now expecting to start LNG production at their Golden Pass LNG export terminal on the US Gulf Coast near Sabine Pass, Texas in the second half of 2025, according to ExxonMobil's CEO Darren Woods. State-owned QatarEnergy owns a 70 percent stake in the Golden Pass project with a capacity of more than 18 mtpa and will offtake 70 percent of the capacity, while US energy firm ExxonMobil has a 30 percent share. A joint venture of Chiyoda, McDermott, and Zachry won the EPC contract to build the tree Golden Pass trains worth about \$10 billion next to the existing LNG import terminal. However, Zachry Holdings said on May 21 it has filed for bankruptcy, initiating a structured exit from the Golden Pass LNG export project due to "financial challenges" related to the construction of the facility. Golden Pass told LNG Prime on July 25 that it will ramp up construction activities at the LNG terminal after a bankruptcy court approved a settlement agreement with Zachry. The JV also said that project is 75 percent complete.

"Getting back to work"

Asked about the Golden Pass project during ExxonMobil's second-quarter results call on Friday, Woods said the joint venture "is in the process of kind of restaffing and getting started back up again." "Obviously, we're in the very early days of that. So there's still more work to be done. And of course, the teams are very focused on getting back to work, effectively executing and bringing that project in as quickly as they can and as close to the original schedule as they can," he said. In February, Woods said that "train 1 mechanical completion is expected at the end of 2024 with first LNG in the first half of 2025." "Right now, our estimate is we're going to see about a 6-month slippage," Woods said during the call. Woods said that the JV had anticipated "kind of first LNG in the middle of next year." "We now are looking at probably the back end of 2025 for first LNG," he said. "And that's kind of where the current schedule is. But I would just condition that with the teams are just getting back up and running, and they have a clear mandate to try to bring that in as effectively as they can," he said. "And, my expectation is it will do better than we currently think, but we've got work to do," he said. [source:www.lngprime.com](http://www.lngprime.com)

KOSMOS: TORTUE FLNG TO GET COOL-DOWN CARGO THIS MONTH

Golar LNG's FLNG Gimi, which serves BP's Greater Tortue Ahmeyim FLNG project offshore Mauritania and Senegal, is expected to receive a pre-commissioning cargo to accelerate the cool down of the unit later this month, according to project partner Kosmos Energy. In February, Golar LNG's FLNG Gimi, which was converted from a 1975-built Moss LNG carrier with a storage capacity of 125,000 cbm, arrived at the GTA hub. Kosmos said in its second quarter results report on Monday that "the partnership is working with the vessel operator to advance commissioning work and plans to bring in a pre-commissioning cargo to accelerate the cool down of the vessel later this month." The FLNG unit is at the heart of the GTA Phase 1 development, operated by BP with partners, Kosmos, PETROSEN, and SMH. Kosmos confirmed that first LNG is expected in the fourth quarter of 2024.

Commissioning of FPSO

In May, the project's floating production, storage, and offloading (FPSO) unit also arrived at the GTA project off the coasts of Mauritania and Senegal. Kosmos said in the report that mooring of the FPSO is now complete. "All risers were installed in June and commissioning of the FPSO is ongoing with handover to operations targeted in September with first gas expected shortly thereafter," it said. With eight processing and production modules, the FPSO will process around 500 million standard cubic feet of gas per day. The gas supplies will then be transported by pipeline to the FLNG unit at the GTA hub where it will be cryogenically cooled in the vessel's four liquefaction trains and stored before transfer to LNG carriers.

Subsea work expected to be completed this month

Besides the FLNG and the FPSO, the subsea work scope is "progressing in line with expectations with final connection work ongoing," Kosmos said. According to Kosmos, mechanical completion for first gas is expected this month. As per drilling, Kosmos said the first batch of four wells has been completed with expected production capacity "significantly higher" than what is required for first gas. BP's CEO Murray Auchincloss recently said the company expects to achieve first gas from its delayed FLNG project over the next three or four months. The project is set to produce around 2.3 million tonnes of LNG per year. It is expected to produce LNG for more than 20 years, enabling Mauritania and Senegal to become a global LNG hub, BP said.

source:www.lngprime.com

RUSSIA'S SAKHALIN LNG TERMINAL WRAPS UP MAINTENANCE

Russia's Sakhalin Energy LLC, the operator of the Prigorodnoye LNG export plant controlled by Gazprom, has resumed operations at the facility after completing maintenance activities. The operator of the Sakhalin-2 project said in a statement on Monday it has fully resumed LNG production after completing maintenance and overhaul of process equipment as part of the planned shutdown of the integrated gas system (IGS) facilities. According to Sakhalin Energy, a special feature of this year's summer campaign was the first simultaneous shutdown of the entire integrated gas and oil system in the history of the Sakhalin-2 project. The possibility of implementing such a large-scale scope of work required lengthy preparations, which had been

underway since the beginning of 2023, it said. For the third year, Sakhalin Energy has been working with exclusively Russian contractors. Sakhalin Energy said more than 4,000 specialists took part in the project. Key technical activities included internal inspection of the flare separator at the LUN-A offshore gas production platform, internal inspection of the monoethylene glycol storage tank at the OPF, and overhaul of the auxiliary electric motor and refrigerant cooling compressor turbines at the Prigorodnoye production complex.

Sakhalin LNG stake sale

In March this year, 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. Under a government order, Gazprom's unit Sakhalin Project will buy the stake in Sakhalin Energy for 94.8 billion roubles (\$1.11 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. A Shell spokesperson said at the time that the company "reserves all its legal rights relating to its 27.5 percent (minus one share) interest in Sakhalin Energy Investment Company Ltd (SEIC)." 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

DUTCH GATE CONTINUES TO RECEIVE LNG CARGOES FROM PERU

The Dutch Gate LNG import terminal in the port of Rotterdam is expected to receive this week its seventh Peru LNG cargo since the end of May, according to shipping data. As previously reported by LNG Prime, the 4.4 mtpa Peru LNG plant shipped five cargoes of LNG to Gate during May and June. The first shipment was sent on May 31 onboard the 174,000-cbm LNG Ships Manhattan, the second onboard the 174,000-cbm Pan Americas on June 10, the third onboard the 173,400-cbm Valencia Knutsen on June 19, the fourth onboard the 170,000-cbm Methane Becki on June 21, and the fifth onboard the 174,000-cbm Malaga Knutsen on June 29. All of these LNG carriers delivered their cargoes to the Gate terminal, their AIS data provided by Vessels Value shows.

Two more cargoes shipped to Gate

The Peru LNG terminal shipped two more cargoes to the Gate terminal on July 7 and July 13, the shipment data by state-owned Perupetro shows. The 173,400-cbm Magdala is expected to deliver a cargo from Peru to Gate on Monday, while the

173,673-cbm Castillo de Santisteban is expected to arrive at the Dutch facility around August 7, their AIS data shows. If all of the shipments land at Gate, the LNG terminal would receive seven cargoes shipped from the Peru LNG plant in a row. Before these shipments, Gate received a cargo from Peru in September 2023 and has never received more than two cargoes shipped from the Peru LNG facility in a row, the Perupetro data shows. LNG giant Shell holds 20 percent in Peru LNG and offtakes all the volumes. Shell also has long-term regasification capacity booked at the Gate facility owned by Gasunie and Vopak. US-based Hunt Oil holds a 50 percent operating stake in the Pampa Melchorita LNG plant, while MidOcean Energy and Marubeni have 20 percent and 10 percent, respectively. MidOcean Energy, the LNG unit of US-based energy investor EIG, completed in April its previously announced purchase of the 20 percent stake in Peru LNG from a unit of South Korean conglomerate SK.

Four LNG shipments in July

Besides these two LNG cargoes that were sent to Gate in July, the Peru LNG plant shipped two more shipments during the month. The 174,000-cbm Pan Africa left the Peru LNG plant on July 18 and is expected to deliver its cargo to Japan, the Perupetro data shows. In addition, the 174,000-cbm GasLog Gibraltar left the plant on July 25 and is expected to deliver its cargo to Canada, the data shows. The four Peru LNG shipments loaded onboard the LNG carriers in July equal about 248,624 tonnes. These LNG cargoes compare to four LNG cargoes (224,264 tonnes) in July last year and four LNG cargoes (292,526 tonnes) in the prior month, while the plant shipped five cargoes in May, five cargoes in April, five LNG cargoes in March, four cargoes in February, and five cargoes in January. The facility increased its exports last year, and it also expects to boost the number of shipments in 2024. Peru LNG loaded 55 vessels in 2023, compared to 51 vessels in 2022. The LNG terminal operator previously told LNG Prime it expects to load 60 vessels in 2024. source:www.lngprime.com

MEYER WERFT LAUNCHES DISNEY'S SECOND LNG-POWERED NEWBUILD

Germany's Meyer Werft has floated out the second of three LNG-powered vessels it is building for Disney Cruise Line, a unit of the US-based Walt Disney Company. The new cruise ship, Disney Treasure, left Meyer Werft's large building dock in Papenburg on Saturday and is now berthed in the shipyard's harbor, according to social media posts by Meyer Werft and Disney Cruise Line. Over the next few weeks, Meyer Werft's team will be focusing on the final interior outfitting of the ship. Meyer Werft expects to deliver the LNG-powered vessel later this year. In March last year, the shipbuilder held a keel-laying ceremony for this vessel. The ship has 1,240 cabins and a size of 144,000 GT. Meyer Werft delivered the first LNG-powered cruise vessel in this batch, Disney Wish, in June 2022. Disney Wish arrived at Port Canaveral, Florida from Europe later the same month. Earlier this year, Meyer Werft held a keel-laying ceremony for the third and final LNG-powered vessel in this batch. Meyer Werft expects to deliver Disney Destiny in 2025. In addition to these three vessels, Meyer Werft recently secured



a contract from Japan's Oriental Land Company (OLC) to build a Disney Wish-class cruise ship powered by LNG for the Japanese market. This vessel is scheduled for delivery in 2028. source:www.lngprime.com

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CYGNUS ENERGY

GAS & OIL

LEVEL 43/44, CHAMPION TOWER,
3 GARDEN ROAD, CENTRAL, HONG KONG
SANDP@CYGNUS-ENERGY.COM (SALE AND PURCHASE)
GAS@CYGNUS-ENERGY.COM (GAS PROJECTS)