



RUSSIAN LNG CARRIER SHADOW FLEET SNAPS UP FIRST NEWBUILD

An LNG carrier newbuilding has started trading under the ownership of a company linked to Russia's so-called "shadow fleet" of vessels as an Indian management company steps in to take some of the ships. The Chinese-built, 79,833-cbm newbuilding *Mulan* (ex-*Mulan Spirit*, built 2024) is listed as under the ownership of Dubai-based Nur Global Shipping. The Lloyd's Register-classed medmax-size LNG carrier was ordered by Chinese trader Jovo Energy and built by Jiangnan Shipyard. It appears to have been delivered on 1 April but it is listed under the control of Nur Global from 15 May. The vessel was originally flagged in Singapore but was reflagged to Palau on 1 May following a play made by Nur Global involving other LNG carriers. Kpler data shows the *Mulan* has rounded the Cape of Good Hope on its delivery voyage from China, apparently calling at India en route. In August last year, TradeWinds reported that Jovo had put its as-then under-construction LNG newbuilding up for sale. At the time brokers said Jovo was asking about \$175m for the vessel after contracting the medmax-size ship in 2021 for about \$120m. Nur Global has now bought two of its ships from Jovo. In early 2021, Jovo paid about \$37m to buy the 138,000-cbm steam-turbine *Pioneer Spirit* (ex-LNG *Pioneer*, built 2005) from Mitsui OSK Lines of Japan. The LNG carrier was bought by Nur Global in April and renamed *Pioneer*. Similarly Nur Global also bought the 137,231-cbm steamship *Asya Energy* (ex-

Trader IV, built 2002) in May. This month, the Pioneer and Asya Energy have loaded some of the first cargoes from Russian energy company Novatek's newly operational Arctic LNG 2 project that has been sanctioned by the US. The Pioneer is currently steaming eastwards through the Mediterranean with shipping players tracking where the vessel might head to discharge its cargo. The Asya Energy appeared to be following the Pioneer's voyage. The Mulan will be the most modern vessel acquired by Nur Global. Clarkson's Shipping Intelligence Network lists the Dubai-based company as the owner of four older steam turbine vessels. Some of these have exchanged hands on the secondhand market at prices that appeared to be elevated above prevailing market levels. All the vessels have been reflagged to Palau. Aside from the Pioneer and Asya Energy, these are the 138,000-cbm Everest Energy (ex-Metagas Everett, built 2003) and the 149,700-cbm New Energy (ex-Neo Energy, built 2007) — the latter is listed as for storage. But while the vessels were logged to Nur Energy on the Equasis database, their managers appear to have been changing. Equasis now lists the commercial manager for the Pioneer, Asya Energy and Everest Energy as Indian-based Ocean Speedstar Solutions of Mumbai. The Indian company's website says it provides technical management, commercial support and crew management of oil tankers, bulk carriers, container ships and gas carriers. A recorded message on Ocean Speedstar's contact phone number said: "This number is switched off." Other attempts are being made to contact the company. Source: www.tradewindsnews.com

SANCTIONED NOVATEK SHIP CROSSES NORTHERN SEA ROUTE

An Arc4 LNG carrier newbuilding on charter to Russia's Novatek has completed a laden passage through the Arctic waters of the Northern Sea Route (NSR) to deliver a shipment to China. Kpler data shows the 174,000-cbm North Sky (ex-North Star, built 2024) as heading for Rudong. The vessel is shown loading a cargo at Novatek's Yamal LNG plant and departing on 9 August. It is the first of four ice-strengthened LNG carriers originally contracted by NYK and Sovcomflot at Samsung Heavy Industries, which started trading under new Dubai-registered company White Fox Ship Management from their deliveries in late 2023 and the first quarter of this year. The vessels were re-classed to the Indian Registry of Shipping and reflagged from Singapore to Panama. They are listed as operated by Singapore-based Novatek Gas & Power Asia, a trading arm of Russian energy company Novatek and have been granted permission to sail on the NSR. Russia uses vessels of lower ice-class to export cargoes through the NSR during the summer months when there is less ice cover in the region. The North Sky's passage comes as industry eyes are focused on a number of LNG carriers apparently being assembled to work for Russian interests. Sanctions have shut-in specialised vessels or made their construction difficult to complete for Novatek which had lined up a 21-vessel LNG carrier fleet for its recently started up Arctic LNG 2 project. Six of those vessels — three controlled by Hanwha Ocean and another trio by Mitsui OSK Lines — had been stuck at the South Korean shipyard. But this week one of the Hanwha Ocean vessels, the 172,600-cbm Arc7 newbuilding Zhores Alferov (built 2024), is showing up on tracking data as being in Vietnam exciting some ship watchers which are following vessels built or working Russian business. However, the voyage pattern of the vessel appears to move it overland which had thrown its position into doubt. Hanwha Ocean has since

clarified that this tracking data is incorrect, and the ship remains at the yard. The single shipowner companies controlling the Zhores Alferov, along with two sisterships — the Pyotr Kapitsa and Lev Landau — has been sanctioned by the US authorities. The other five Arc7s appear to remain at Hanwha Ocean. MOL's trio have not been sanctioned. Elsewhere, all LNG players are watching five shadow LNG carriers comprising four old steam turbine vessels and one newbuilding, which appear to be working for Russian interests. Two of these vessels have loaded cargoes at Novatek's Arctic LNG 2 project with one heading east through the Mediterranean with its shipment, but the data becoming increasingly difficult to interpret for the second vessel.

Source: www.tradewindsnews.com

GLOBAL LNG IMPORTS UP IN JANUARY-JULY

Global liquefied natural gas (LNG) imports rose slightly in January–July this year, according to a new report by the Gas Exporting Countries Forum. From January to July 2024, global LNG imports rose by 0.9 percent (2.07 Mt) year-on-year to 239.30 Mt, Doha-based GECF said in its monthly gas market report. In July, global LNG imports reached 32.72 Mt, representing a 1.8 percent (0.57 Mt) y-o-y increase and reversing two consecutive monthly y-o-y declines, it said. GECF said this is a record high for global LNG imports in July. The Asia Pacific and MENA regions led the increase, offsetting lower LNG imports in Europe and Latin America & the Caribbean (LAC). GECF noted that a significant spot LNG price spread between Asia Pacific and Europe pulled more LNG cargoes into the Asia Pacific region.

European LNG imports continue to decrease

GECF said that European LNG imports continued to slide in July, falling by 26 percent (2.28 Mt) y-o-y to 6.34 Mt, the lowest level since September 2021. The weaker LNG imports in Europe was attributed to lower gas consumption, high gas storage levels, stable pipeline gas imports, and a significant spot LNG price spread between Asia Pacific and Europe. France, Germany, Greece, Italy, the Netherlands and Spain accounted for the bulk of the decline in the region's LNG imports. During the January–July period, Europe's LNG imports decreased by 21 percent (15.59 Mt) y-o-y to 60.63 Mt. In France, the decline in LNG imports was driven by lower gas consumption, increased pipeline gas imports from Norway, planned maintenance at the Montoir regasification terminal, and ample gas storage. Despite an uptick in Germany's gas consumption, the drop in its LNG imports was attributed to planned maintenance at the Wilhelmshaven regasification terminal and decreased pipeline gas exports to neighbouring countries, GECF said. In Greece and Italy, LNG imports fell in July due to stronger pipeline gas imports from Azerbaijan and Russia. In the Netherlands, lower gas consumption, higher pipeline gas imports from Norway, and a drop in pipeline gas exports to Germany led to a decline in LNG imports. Meanwhile, lower gas consumption curbed Spain's LNG imports. Furthermore, a price spread of \$1.80/MMBtu between spot LNG prices in Europe and Asia Pacific supported the flow of flexible LNG cargoes into Asia Pacific over Europe, GECF said.

Asia Pacific LNG imports jump

In July 2024, LNG imports in the Asia Pacific region jumped by 14 percent (2.80 Mt) y-o-y to 23.40 Mt. Heatwaves across several Asian countries boosted the region’s LNG imports, GECF said. At a country level, India, Indonesia, Japan, South Korea, Taiwan and Thailand drove the increase in LNG imports. Between January and July 2024, Asia Pacific’s LNG imports stood at 164.51 Mt, representing a growth of 11 percent (15.81 Mt). India, Japan, and South Korea experienced significant heatwaves in July, which boosted gas consumption in the electricity sector for cooling, GECF said. This, in turn, led to stronger LNG imports in these countries. In Indonesia, stronger gas consumption supported the rise in LNG imports, particularly from Australia and the US, and higher intra-country trade. An increase in gas consumption in the electricity sector, due to lower nuclear availability following the retirement of the Maanshan 1 nuclear facility in July, fueled the growth in Taiwan’s LNG imports, GECF said. Furthermore, stronger gas consumption and lower pipeline gas imports from Myanmar continued to drive the increase in Thailand’s LNG imports, it said.

Latin America and MENA

GECF said that LNG imports in the LAC region fell by 23 percent (0.37 Mt) y-o-y to 1.24 Mt, which is the lowest level for the month of July since 2020. Argentina and Jamaica recorded significant declines in LNG imports. During the period January to July 2024, LNG imports in the LAC region was up marginally by 2.7 percent (0.20 Mt) y-o-y to reach 7.68 Mt. Despite increased gas consumption for heating due to colder-than-usual weather, stronger domestic gas production and recent pipeline gas supply agreements with Bolivia and Chile curbed Argentina’s LNG imports, GECF said. In Jamaica, disruptions in LNG deliveries and damage to electricity infrastructure caused by Hurricane Beryl in July, along with the drop in LNG reloads to Puerto Rico, led to a decline in LNG imports, GECF said. In July 2024, LNG imports in the MENA region surged by 46 percent (0.53 Mt) y-o-y to 1.67 Mt, marking the highest monthly imports since July 2018, GECF said. This increase was primarily driven by Egypt, which resumed LNG imports for the first time since 2018 to compensate for a shortfall in domestic gas availability, GECF said. Additionally, Egypt is utilizing the Aqaba LNG import terminal in Jordan to meet its gas demand. From January to July 2024, the MENA region’s LNG imports rose sharply by 39 percent (1.55 Mt) y-o-y to 5.49 Mt, GECF said.

LNG exports up 1.1 percent

According to GECF, global LNG exports increased marginally by 1.1 percent (0.36 Mt) y-o-y to 33.36 Mt. This growth was supported by higher exports from non-GECF countries and an uptick in LNG re-exports, which offset lower exports from GECF member countries, it said. Non-GECF countries maintained their dominance in global LNG exports with a market share of 53 percent, up from 52.8 percent in July 2023. The market share of LNG re-exports also increased from 0.6 percent to 1.2 percent during the same period, while GECF’s market share declined slightly from 46.6 percent to 45.8 percent. Between January and July 2024, global LNG exports reached 239.41 Mt, representing

an increase of 1.1 percent (2.63 Mt) y-o-y, GECF said. The US, Qatar, and Australia were the top three LNG exporters globally in July 2024, GECF said. source:www.lngprime.com

CDB LEASING INKS DEAL FOR ANOTHER GASLOG LNG CARRIER

China Development Bank Financial Leasing (CDB Leasing) has signed a sale and leaseback deal for another GasLog liquefied natural gas (LNG) carrier. The Hong-Kong listed firm revealed this in a stock exchange filing last week. CDB Leasing's unit entered into a vessel purchase deal with an entity owned by GasLog Partners, Gas-four, on August 16. This entity owns the 2013-built 155,000-cbm, GasLog Santiago. According to the filing, CDB Leasing will buy the LNG carrier for \$151 million. After the completion of the transaction, CDB Leasing's unit will enter into a separate operating lease agreement with the seller to lease the vessel with fixed rent, the filing said. GasLog Partners, a part of Greek LNG shipping firm GasLog, recently said in its quarterly results report that it is working on a sale and lease back deal for one of its tri-fuel diesel electric (TFDE) LNG carriers. The company did not reveal the name of the LNG carrier or any other information. Last year, CDB Leasing has entered into deals to purchase two LNG carriers from GasLog and GasLog Partners for \$248 million. These vessels are the 2013-built 155,000-cbm, GasLog Sydney, and the 2014-built, GasLog Saratoga. In March 2022, GasLog and a unit of CDB Leasing also completed the sale and lease-back of the 2013-built 155,000-cbm, GasLog Skagen. In total, the fleet of both GasLog and GasLog Partners consists of 38 LNG carriers with four vessels under construction, according to GasLog's website. GasLog recently named a new LNG carrier at Hanwha Ocean's yard in Geoje, South Korea. source:www.lngprime.com

HOEGH LNG PUTS FOCUS ON DEVELOPING DUTCH FSRU TERMINAL, OTHER PROJECTS

Norwegian FSRU player Hoegh LNG says its focus remains on developing a new Dutch FSRU-based facility with VTTI, while the company is working on other projects as well. The group's fleet comprises ten FSRUs and three LNG carriers. Hoegh LNG's entire fleet is operating under long-term contracts, except the LNG carrier Hoegh Gandria which is currently employed on a five-month LNGC charter ending in September 2024. The company's 170,000-cbm FSRU Hoegh Galleon is currently serving a contract in Egypt's Ain Sohna. Following the execution of the agreement with Australian Industrial Energy and EGAS for FSRU deployment of Hoegh Galleon in Egypt in May, the vessel was delivered to EGAS in June in accordance with the delivery window and completed its commissioning as planned, Hoegh LNG said in its second-quarter report. "Otherwise, activity levels remain high with focus remaining on the Zeeland energy terminal in Vlissingen, Netherlands as well as other origination leads both in Europe and other parts of the world," the company said. "In addition, there are several formal tender processes that we expect will be coming to the market shortly and commence processes for selection of terminal solution and partners," Hoegh LNG said. In December last year, Rotterdam-based storage terminal owner VTTI, co-owned by Vitol, IFM, and Adnoc, joined forces with Hoegh LNG to develop and operate the Zeeland energy terminal, in the Vlissingen port area, southern

Netherlands. The terminal will be based on an FSRU, which in time, plans to transition from import of LNG to hydrogen, the partners said.

Fleet delivered “stable” operating performance

Hoegh LNG said the fleet overall has delivered a “stable” operating performance in the second quarter. The average remaining contract length per vessel was 7.3 years at the end of June 2024. As previously mentioned, only Hoegh Gandria trades on a LNGC time charter. Höegh LNG intends to employ Hoegh Gandria on another LNGC time charter upon expiry of the existing contract, it said. During the second quarter, Hoegh Galleon, Independence, PGN FSRU Lampung, and Hoegh Gallant completed class renewal surveys and related maintenance, Hoegh LNG said. All vessels remained on hire during the survey and maintenance work. Additionally, Hoegh Giant completed FSRU commissioning in Santos, Brazil on April 26.

Results

Höegh LNG reported a total income of \$130.2 million and an Ebitda of \$74.9 million. This represents a slight increase in total income from the previous quarter's \$128.6 million, while Ebitda decreased from \$79.0 million. The decrease in Ebitda is primarily due to positioning and project cost for Hoegh Galleon before operations in Egypt, as well as lower income from Hoegh Gandria, Hoegh LNG said. However, this was partially offset by higher charter income from Hoegh Galleon and lower administrative expenses, it said. In the second quarter of 2024, the group's profit after tax was \$18.7 million, reflecting a \$1 million decrease from the preceding quarter's \$19.7 million. source:www.lngprime.com

QATARENERGY'S LNG CARRIER NEARING DELIVERY IN CHINA

The 174,000-cbm LNG carrier, Umm Ghuwailina, owned by Japan's MOL and chartered by QatarEnergy, has completed its sea and gas trials, according to China's Hudong-Zhonghua. Hudong-Zhonghua said in a statement issued on Wednesday that the vessel returned to the yard after completing the “two-in-one” trial. The shipbuilder said this is the second LNG carrier MOL ordered as part of the giant QatarEnergy project. In January last year, the CSSC-controlled shipbuilder officially started building this vessel (H1791A). State-run LNG giant QatarEnergy signed charter deals in April 2022 for these four LNG carriers with MOL, completing the first batch of charter contracts awarded under its massive shipbuilding program. The vessels, part of Hudong-Znoghua's fifth-generation Changxeng series, are 299 meters long and 46.4 meters wide. Also, the LNG carriers feature a reliquefaction system as well. The first vessel in this batch of four ships is the 174,000-cbm LNG carrier, Rex Tillerson. QatarEnergy said in a statement in February this year that it has named the first LNG carrier to be delivered as part of its new LNG fleet expansion program Rex Tillerson in recognition of the former chairman and CEO of US energy giant ExxonMobil, who also served as the 69th US Secretary of State. The firm said that the LNG carrier is expected to be put in service in September 2024. It is a part of a 12-ship construction program at Hudong-Zhonghua that makes up the first batch of orders from China in QatarEnergy's shipbuilding program. Besides these vessels, QatarEnergy has signed a major

LNG import bill climbs

The July LNG import bill of about \$3.69 billion increased by 19.6 percent compared to the same month last year. During January–June, Japan paid \$19.8 billion for LNG imports, down 9.9 percent year-on-year. Earlier this month, state-run Japan Oil, Gas and Metals National Corp (JOGMEC) published the monthly spot LNG prices for delivery to Japan in July. The average price of spot LNG cargoes for delivery to Japan contracted in July was \$12.1/MMBtu. The average price of spot LNG cargoes that were delivered in Japan within the month of July regardless of the month when the contracts were made (arrival-based price) was not disclosed as there were less than two companies that imported spot LNG. Also, the confirmed figures for June 2024 were not changed from the preliminary figures, with the contract-based price not disclosed and the arrival-based price at \$10.0/MMBtu, JOGMEC said.

LNG inventories

METI previously announced that Japan's LNG inventories for power generation as of July 7 stood at 1.99 million tonnes, down from 2.10 million tonnes from the previous week. Inventories were at 2.20 million tonnes on July 14, 2.35 million tonnes on July 21, 2.14 million tonnes on July 28, 1.91 million tonnes on August 4, 1.98 million tonnes on August 11, and 1.92 million tonnes on August 18, according to METI.

Deliveries to Japan

As per LNG shipments going to Japan in July, deliveries from Asia increased by 29 percent to 1.53 million tonnes, the ministry's data shows. Middle East LNG shipments rose by 14.8 percent to 435,000 tonnes in July. Moreover, shipments from Russia decreased by 63.9 percent to 94,000 tonnes, while US deliveries decreased by 1.6 percent to 637,000 tonnes in July.

Second largest LNG importer

China has overtaken Japan to become the world's top importer of LNG last year. China's LNG imports rose 12.6 percent to about 71.32 million tonnes in the January–December period, and the country imported some 5.17 million tonnes of LNG more than Japan in 2023. During January–July this year, China imported 43.83 million tonnes of LNG, a rise of 11.9 percent year-on-year. Japan imported some 5.8 million tonnes of LNG less than China during the January–July period. source:www.lngprime.com

AWILCO SEEKS NEW CHARTER FOR ONE LNG CARRIER

Norway's Awilco LNG is looking to secure longer-term employment for its 2013-built 156,000-cbm LNG carrier, WilForce, which is currently working in the spot market. In November 2022, Awilco LNG secured a charter deal with a firm duration of about 18 months for WilForce. This medium-term contract started at the end of January 2023 and WilForce was redelivered to Awilco LNG at the very end of June, the LNG shipping firm said in its second-quarter results report. "WilForce is currently trading in the spot market while we are actively seeking longer-term employment for the vessel," Awilco LNG's CEO, Jon Skule Storheill, said. Besides WilForce, Awilco LNG also owns its sister vessel, WilPride. In June 2022, the firm revealed a charter deal for a firm period of three years and the 2013-built WilPride serves this contract. This contract started in December

gas commitment. Over the course of the year, the number of cargoes shipped are seasonally shaped to be higher in the first and fourth quarters and lower in the second and third quarters to support the east coast domestic gas market.

Results

During the first half, the independent LNG producer reported sales revenue of \$2.71 billion, Ebitdax of \$1.84 billion, underlying profit of \$654 million, and free cash flow from operations

of \$1.06 billion. Underlying profit decreased 18 percent compared to the same period last year, while sales revenue decreased 9 percent year-on-year. Guidance for 2024 remains unchanged. [source:www.lngprime.com](https://www.lngprime.com)

DET: STADE FSRU RETURNS TO JETTY

The 174,000-cbm FSRU Energos Force has returned to the AVG jetty in Stade following the completion of dredging work in the area, according to state-owned German LNG terminal operator DET. From August 7, Niedersachsen Ports carried out planned dredging work at the jetty for liquefied gases (AVG) in the port of Stade-Bützfleth. As a result, DET moved Energos Force to a waiting position on the Outer Elbe. DET said in a statement that the vessel returned to its berth at the Elbe port on August 15. The FSRU will be further prepared for commissioning, which is planned for the second half of the year, DET said. In March, the 2021-built FSRU, owned by Apollo's Energos Infrastructure, arrived at the AVG jetty in Stade. The FSRU is ready for commissioning, but "there is still remaining work to be done and documentation to be drawn up, which we need for safe operation," DET told LNG Prime in June. Once operational, the almost 300 meters long ship will feed up to 5 bcm of gas per year into the German gas network. This is the third of DET's four FSRU-based LNG terminals following the launch of the Brunsbüttel and Wilhelmshaven 1 terminals. DET previously said it expects commissioning to start at its second terminal in Wilhelmshaven during the second half of this year. The company recently also announced it has received in total of 100 LNG cargoes at its two FSRU-based LNG terminals in Wilhelmshaven and Brunsbüttel since January 2023. [source:www.lngprime.com](https://www.lngprime.com)

ALEXANDROUPOLIS LNG: COMMENCING OPERATIONS SOON

The Alexandroupolis LNG terminal, a pivotal energy infrastructure project in Greece, is on track to commence commercial operations in October 2024. This development follows the successful arrival of the first liquefied natural gas (LNG) cargo at the floating storage regasification unit (FSRU) for commissioning purposes, marking a critical phase in the project's operational readiness. FSRU Alexandroupolis arrived from Singapore 17 December 2023, after an extensive conversion process at Seatrium in Singapore. Originally a GasLog LNG carrier, the unit underwent a 10-month transformation, a project valued at approximately US\$386M. The FSRU can store 153,500 m³ of LNG and has a regasification capacity of 23M cubic meters per day, contributing significantly to the Greek national gas transmission system with an annual capacity of approximately 5.5Bn cubic meters. The terminal is strategically connected to the Greek National Natural Gas Transmission System via a 28-km subsea and onshore pipeline, enhancing the flow of natural gas to countries in southeast Europe including Bulgaria, Romania and extending further

advancements, coupled with Morocco's ambitions in the green energy sector, position the nation favourably for future energy competitiveness. Morocco's renewed focus on LNG import terminals marks a pivotal step in securing its energy future. By diversifying import sources and enhancing infrastructure, the country aims to meet growing domestic demand and support its expanding industrial base. The strategic developments in Nador, Mohammedia and Dakhla underscore Morocco's commitment to transforming its energy landscape and securing a prominent position in the global LNG market. In combination with its ambitions in the green energy market, this looks like good timing for the future of Morocco. source:www.rivieramm.com

AG&P, GAS ENTEC SCORE JORDAN LNG TERMINAL GIG

AG&P and its unit Gas Entec and local partners Issa Haddadin have secured a contract from Aqaba Development Corporation to build an onshore regasification LNG terminal at the port of Aqaba in Jordan. The consortium was selected by ADC from a competitive pool of companies following the completion of a tender. The project's scope encompasses full engineering, procurement, construction, installation, and commissioning (EPCIC) of a 720 mmscf/d onshore LNG regasification facility, marine works, jetty topside work and other associated components, according to a statement by South Korea-based Gas Entec. Also, the LNG terminal is expected to be completed, commissioned, and delivered within 22 months. Gas Entec did not provide the price tag of the deal, but local reports in Jordan suggest the contract is worth \$125 million. Jordan currently imports LNG via the 160,000-cbm FSRU, Energos Eskimo, located in Aqaba. The country has chartered the FSRU until 2025, while Egypt also uses this unit to secure natural gas supplies. Gas Entec said Jordan relies heavily on natural gas for its power and industrial needs but faces challenges with supply reliability. The new LNG terminal will provide Jordan with the flexibility to access LNG from various global suppliers, ensuring a stable and secure energy source, it said. This award complements Gas Entec and AG&P's portfolio, including LNG terminals in Indonesia and the Philippines, four FSRU conversions globally, two LNG FSU carrier conversions, and three LNG bunkering ships in North America, Japan, and Singapore respectively, it said. source:www.lngprime.com

CIMC SOE HANDS OVER SEASPAN'S FIRST LNG BUNKERING SHIP

China's Nantong CIMC Sinopacific Offshore & Engineering has delivered the first 7,600-cbm LNG bunkering vessel to Canada's Seaspan Energy. CIMC SOE announced on Tuesday the delivery of the LNG bunkering vessel, Seaspan Garibaldi. The vessel has 112.8 meters in length, 18.6 meters in width, 5 meters in draft, and a design speed of 13 knots. The Chinese shipbuilder launched this LNG bunkering ship in December 2023. It is the first of three Seaspan's LNG bunkering vessels scheduled for delivery by the end of this year. CIMC SOE won a contract in 2022 to build two 7,600-cbm LNG bunkering vessels for Seaspan, while the latter exercised its option for the third vessel after that. Each of the vessels feature two IMO type C cylindrical tanks and an LNG sub-cooling system to facilitate cargo conditioning during transit and anchorage. Designed by Vard Marine, the bunkering vessels will provide ship-to-ship LNG transfer as well as coastal/short sea shipping operations.

Panama

Seaspan ULC is a group of Canadian companies that are primarily involved in coastal marine, transportation, bunker fueling, ship repair, and shipbuilding services on the West Coast of North America, and Seaspan Energy is part of this group. Seaspan Energy previously said that Seaspan Garibaldi will be based in the Panama region as part of its deal with AES. The company signed in October last year a memorandum of understanding with US energy firm AES to provide LNG as fuel for vessels from the Costa Norte LNG terminal in Panama. On the other hand, Seaspan Energy said in April that the second bunkering vessel, Seaspan Lions, will provide LNG fueling services for vessels on the West Coast of North America. With this, Seaspan Energy will become the first company to provide LNG bunkering in the Pacific Northwest, the firm claims. The third vessel, Seaspan Baker, will service the Long Beach container ship market and will join Seaspan Lions in providing LNG fueling services for vessels on the West Coast of North America, according to the firm. [source:www.lngprime.com](http://www.lngprime.com)

TRINIDAD'S ATLANTIC LNG APPOINTS NEW CEO

Trinidad and Tobago's Atlantic LNG, the operator of the Point Fortin export terminal, has appointed a new chief executive officer, effective October 1. Back in August 2021, Shell's Ronald Adams took over the role of Atlantic LNG's CEO from Philip Mshelbila. Adams will be succeeded by BP's Jean Andre Celestain, who is currently Atlantic LNG's chief operating officer, according to a statement by Trinidad's energy ministry. Celestain and Adams met with Trinidad's energy minister, Stuart Young, on August 19 in Port of Spain. Discussions included the "major" accomplishments of Atlantic LNG for the period 2021 to 2024, the statement said. Among these were the execution of complex 'turn arounds' with the train 2 turnaround in 2023 and the train 4 turnaround in 2024. Atlantic LNG is also now at the implementation stage of a new asset management system and a fabric integrity campaign geared towards accelerating the company's asset integrity upgrade, the statement said. Adams also took the opportunity to officially introduce Celestain as Atlantic LNG's CEO designate effective October 1. Minister Young thanked outgoing CEO Adams for his "dedication and keen business sense in steering the company through its complex restructuring and welcomed Celestain with a promise of more work due to the new arrangement for third party access to the LNG trains which is projected to increase the output of the company's natural gas liquefaction facility."

Restructuring and gas supplies

In December 2023, Trinidad and Tobago has finally signed a restructuring deal with the shareholders of Atlantic LNG, Shell, BP, and NGC. The new commercial structure has resulted in an increase of government shareholding through NGC from 10 percent and 11.2 percent in trains one and four respectively to 10 percent government shareholding for each of the four LNG trains. The Point Fortin facility, which recently shipped its 4800th cargo of LNG since 1999, features four trains with a total capacity of about 15 million tonnes per annum of LNG, but the facility has been experiencing supply issues due to dwindling domestic gas reserves. Atlantic LNG's first train has been idled since 2020 due to reduced gas supplies. Shell recently took the final investment decision for the development of the Manatee gas field to supply the LNG export plant. The undeveloped

gas field is located in the East Coast Marine Area (ECMA) in Trinidad and Tobago. Manatee will allow Shell to competitively grow its integrated gas business by building on development efforts in the ECMA, one of the country's most prolific gas-producing areas, it said. Shell said the Manatee gas field will provide backfill for the country's Atlantic LNG facility, adding that increasing utilization at existing LNG plants is an "important lever" to maximize potential from Shell's existing assets.

source:www.lngprime.com

INDIA'S PETRONET SEES 'HUGE' POTENTIAL IN LNG AS FUEL FOR ROAD TRANSPORT

India's largest importer Petronet LNG sees "huge" potential in LNG use as fuel in the road sector, as the company works to build a network of filling stations in the country.

India aims to build a network of LNG stations, as part of a move to shy away from diesel and slash emissions. Petronet, the operator of the Dahej and Kochi LNG import terminals, has been advocating the use of LNG in India's road transport for years. The company is investing in its small-scale LNG business, and has been supplying small industrial customers which are not connected with pipeline for years via trucks. Currently, Petronet has a total of six truck loading bays, including four bays at the Dahej terminal and two bays at the Kochi terminal which adds up to a cumulative capacity of 60 truck loadings per day, according to the company's website. Petronet plans to double its truck loading bay capacity to be able to load 120 tanker trucks per day.

Four LNG stations

Asked about the progress made on LNG as fuel for heavy-duty vehicles during Petronet's recent quarterly results call, Petronet's finance chief Vinod Kumar Mishra said the company had been putting a lot of effort into that sector and "we have put up four LNG stations and all are on the verge of commissioning." "And it is along with one of the offtakers we have tied up," he said. He said that Petronet plans to set up "more" LNG stations, adding that once this sector "is instigated perhaps this will have huge consumption." "Because if somebody is having a fleet of 200 trucks and they convert it to LNG fuel trucks, perhaps it will be a huge benefit to the fleet owner as well as to the sector because LNG, in any case, will be around 15 per to 20 percent lower in terms of prices," he said. He said that is a "big gain" for the fleet owners and it will help "in also just inciting this sector in future and we can further propagate in other areas of the country because it's only showcasing something before the customers, before the public that this is the benefit you are getting like it happened in case of CNG."

Fleet owners, OMCs

"So, we are making all efforts, but it has huge potential. And we are hopeful that it will come in the near future," Mishra said. "But we have started it, and we are talking to various fleet owners also," he said. Also, Mishra said that "more and more OMCs (oil marketing companies) have come in this field." "They now also want to put up some LNG stations," he said. "So, we are also doing some stations. But most of the LNG stations will be put up by offtakers. And we will be happy in supplying

LNG to these offtakers to their stations,” Mishra said. “So, this is our endeavor that more and more LNG usage should be done in future. So, that will happen whether we put up the LNG station or it is put up by OMCs,” he added. source:www.lngprime.com

KNUTSEN NAMES NEW LNG CARRIER IN SOUTH KOREA

Norway’s Knutsen named one newbuild liquefied natural gas (LNG) carrier in South Korea. The naming ceremony for the 174,000-cbm LNG carrier, Nantes Knutsen, took place at Hyundai Samho’s yard in Mokpo on Monday, according to a social media post by Knutsen. “This represents the city where we have our France Knutsen office,” the shipping firm said. Knutsen did not provide further information. According to VesselsValue data, Knutsen ordered this LNG carrier at Hyundai Samho in December 2020. Following delivery, the vessel will serve a long-term charter deal with LNG giant Shell. In November last year, Knutsen took delivery of the 174,000-cbm, Paris Knutsen, from Hyundai Samho. Knutsen said at the time Paris Knutsen is the 7th vessel in the Shell series, 8th vessel delivered by Hyundai Samho, and the 10th vessel delivered to the company within the last 15 months. Knutsen and Poland’s Orlen also named two newbuild LNG carriers at Hyundai Samho in October last year. The vessels in question are Saint Barbara and Ignacy Lukasiewicz. source:www.lngprime.com

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