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LNG NEWS WEEKLY 28TH JULY '24

FIRST SHADOW FLEET CARRIER LOADS LNG IN THE ARCTIC

Dubai-owned,ice-strengthened vessel picks up cargo at Russia's Yamal plant as others circleout-side ice limits. An ice-strengthened LNG carrier that mysteriously switched ownership to an unknown Dubai-based entity has loaded cargo at Russia's Yamal LNG plant in the Arctic. The loading comes as ship data trackers train their sights on other vessels identified as part of a shadow LNG fleet built up by Russian-related interests as the country pushes back against Western sanctions designed to limit its revenue from LNG exports. Data provider iGIS/LNG shows the 174,000-cbm newbuilding North Sky (ex-North Star) took on volumes at the Sabetta terminal on 18 July. On Wednesday, Kpler data showed the vessel indicating that it would be heading for north-west Europe. In June, Russian LNG producer Novatek sent its first Arc7 LNG carriers eastbound through the Northern Sea Route to Asia, opening the summer sailing season for ships on the Arctic passage. The North Sky is one of four ice-class 1A or Arc4 sister ships highlighted by TradeWinds in June as switching ownership and class and being issued permits by Russian authorities to sail on the NSR. To date, the four LNG carriers — the North Sky, newbuilding North Way (ex-North Wind), North Mountain and North Air (both built 2023) — have been shipping cargoes from Zeebrugge in Belgium, where Novatek has offloaded its Yamal volumes.

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All four vessels were originally contracted by Sovcomflot and NYK. Databases show that their ownership shifted to White Fox Ship Management, a company listed as based in a business park in Dubai, on their deliveries from Samsung Heavy Industries, with the management of the vessels transferring to the same company on 7 and 8 April 2024. The four Arc4 vessels were declassed by classification society DNV on the same dates and are now listed under the Indian Registry of Shipping and were reflagged from Singapore to Panama. Clarksons' Shipping Intelligence Network lists the ships as operated by Singapore-based Novatek Gas & Power Asia, a trading arm of Russian energy company Novatek. LNG industry players are also watching the 138,000-cbm LNG carrier Pioneer (ex-Pioneer Spirit, built 2005). Kpler data shows the vessel is holding to the north of Norway just outside ice limits for the ship. Other LNG tonnage controlled by Russian interests is also waiting in the area. The Pioneer was sold to Dubai-based Nur Global Shipping on behalf of Zara Shipholding Co in April by Chinese trader Jovo Group. Nur Global Shipping also emerged as the owner of Capital Gas' 137,200-cbm steamship Trader IV (built 2002), which has since been renamed Asya Energy. The Lloyd's Register-classed vessel changed hands for about $40m, which raised eyebrows for a 22-year-old steam turbine ship. It also made headlines by becoming the first LNG carrier to transit the Red Sea and Suez Canal northbound since January amid the wave of attacks on merchant shipping by Houthi militants. Nur Global Shipping is also listed as the new owner of the 149,000-cbm New Energy (ex-Neo Energy, built 2007), which was previously owned by Tsakos Energy Navigation. Kpler shows both the New Energy and Asya Energy as holding positions off the Strait of Gibraltar. Novatek is battling to start up its Arctic LNG 2 project on the Gydan Peninsula, which has been set back by a wave of sanctions that have blocked some of the specialised ice-breaking LNG carriers it is building for the project and delayed the construction of others. The company deploys a fleet of 15 specialised Arc7 ice-breaking LNG carriers to export cargoes from its existing Yamal plant. There is speculation that Novatek and its associates may use lesser ice-class or non-ice-class ships to either haul cargoes directly from the plant during the summer months or use them as transshipment vessels to move volumes on to other destinations. source : www.tradewindsnews.com

GAIL (INDIA) HUNTS LONG-TERM TONNAGE

Seven-year period hire could be extended out to 2038 as Indian gas buyer eyes vessel stake. Gas importer Gail (India) has returned to the market for an LNG carrier to take on a long-term charter that could cover a hire period extending out for 11 years. Brokers said the company is seeking a two-stroke vessel of between 159,000 cbm and 181,000 cbm for delivery within the year, starting on 1 January 2027. Gail wants to take a ship on charter for a minimum of seven years and is also considering extending the hire out through to the end of 2038. The company has specified delivery of the vessel at the Cove Point or Sabine Pass LNG terminals in the US and redelivery of the ship in the Atlantic basin or India. Gail has also floated the option of taking up to a 26% equity stake in the chartered vessel.

Firm offers on the business are due on 20 August.

Those following the business said it is difficult to make a rate estimate on tonnage for 2027 delivery over this period. One commented that technically a $260m LNG carrier newbuilding requires a rate in the region of $100,000 per day to provide a "decent return" on the investment. But he said redelivering vessels contracted at lower prices may require less, although their efficiencies are unlikely to match those of new ships. Gail has been a regular in the market with time-charter requirements on LNG carrier tonnage. As the company started ramping up its US LNG purchases around 12 years ago, Gail toyed with the best options for building up its own fleet of vessels to transport its volumes. Instead, the company opted to take a mix of vessels on long-term charter and spot hire while targeting trade swaps on its LNG imports to cut the cost of shipping and reduce its risk. Gail currently has five LNG carriers on time charter. Two of these vessels have been supplied by Japan's Mitsui OSK Lines and one by NYK. A Shell vessel will go on a two-year hire to the Indian company shortly. In May, Gail fixed a Cool Co newbuilding delivering towards the end of 2024 for 14 years with the option to extend the hire for a further two years. Gail is one of the world's top 10 buyers of LNG. The company needs shipping for the 5.8m tonnes per annum of LNG it is purchasing from the US. It also buys over 12.5 mtpa of LNG from companies including QatarEnergy, SEFE, Petronet, Vitol and Adnoc. Source : www.tradewindsnews.com

WHO IS BETTER FOR US LNG EXPORTS: TRUMP OR HARRIS?

Will current vice-president Kamala Harris's environmental focus or former president Donald Trump's expansionist energy policies better shape the future of US LNG exports? The significance of LNG exports to the US economy cannot be overstated. Under President Biden's administration, a pause on pending and future LNG export permits was implemented in February 2024, raising questions about the future of this crucial sector. With President Biden removing himself from the Democratic presidential candidate race, there is a possibility he will be stepping down as president, too, promoting the current vice-president Kamala Harris. With Vice President Harris potentially taking the helm and/or becoming the front runner for the Democratic nomination for the presidency, what is known about her stance on LNG exports and how does it compare to former president Donald Trump's policies? President Biden's moratorium was seen as a ploy to re-energise his weakening voter base for the forthcoming US presidential elections in November, but the decision also reflected the administration's broader commitment to combating climate change by limiting the expansion of fossil fuel infrastructure. The moratorium has led to delays and uncertainties in the development of new LNG export terminals, affecting both domestic and international stakeholders. LNG exports are vital for the US economy, contributing significantly to energy independence and generating substantial revenue through international trade. The industry's growth has been pivotal in positioning the United States as a global energy leader. Ms Harris has been a vocal advocate for environmental sustainability throughout her political career. Her policy positions emphasise the need for a transition to clean energy, aligning with the broader Democratic agenda. In speeches and written statements, Ms Harris has

highlighted the importance of reducing greenhouse gas emissions and investing in renewable energy sources. Her approach to energy policy suggests a cautious stance toward expanding LNG exports, prioritising environmental considerations over rapid industrial growth. If Ms Harris were to assume the presidency, it is likely her administration would continue to scrutinise LNG projects, balancing economic interests with environmental responsibilities. Mr Trump's presidency was marked by a starkly different approach to energy policy. He championed the expansion of the fossil fuel industry, including LNG exports, as a cornerstone of his economic strategy and viewed energy independence and dominance as critical to national security and economic prosperity. Mr Trump's administration facilitated the approval and development of numerous LNG export terminals, aiming to enhance the US's competitive edge in the global energy market. His speeches and policy actions consistently underscored a commitment to deregulation and industry growth, presenting a clear contrast to Ms Harris's more environmentally cautious stance. Comparing Ms Harris and Mr Trump on LNG exports reveals fundamental differences in their environmental and economic policies. Ms Harris's focus on environmental sustainability suggests a more measured approach to LNG exports, potentially imposing stricter regulatory frameworks and prioritising renewable energy investments. This could lead to a slower pace of growth for the LNG sector but would align with global efforts to combat climate change. On the other hand, Mr Trump's policies favoured rapid expansion and deregulation, aiming to maximise economic benefits and strengthen the US's position as a leading LNG exporter. While this approach fuelled industry growth, it often drew criticism for overlooking environmental impacts. Industry stakeholders have expressed diverse reactions to President Biden's moratorium. Some applaud the administration's commitment to environmental protection, while others warn of potential economic repercussions and lost opportunities in the global energy market. In my opinion, as a non-US onlooker and LNG trade observer, whoever is in the role must consider both the economic benefits of LNG exports and the imperative to address climate change. Expert opinions further highlight the complexity of this issue. Energy analysts argue that while Ms Harris's policies may slow the growth of the LNG sector, they could foster innovation and investment in cleaner technologies. Conversely, Mr Trump's approach, though economically aggressive, risked long-term environmental consequences. The future of US LNG exports hinges on the policy direction set by the nation's leaders, as shown by the relatively recent decision to re-open US crude oil exports. A Harris presidency would likely prioritise environmental sustainability, potentially constraining rapid industry growth, whereas a return of Mr Trump could revive the aggressive expansion seen during his tenure. Ultimately, the path forward must strike a delicate balance, ensuring economic prosperity without compromising the planet's health. As stakeholders and policymakers navigate this complex landscape, the need for a nuanced and comprehensive energy strategy becomes increasingly evident.

source:www.rivieramm.com

NEW FORTRESS ENERGY ACHIEVES FIRST LNG FROM MEXICO UNIT

New Fortress Energy has successfully produced the first LNG at its Fast LNG asset located offshore Mexico. Located offshore Altamira in Mexico, the Fast LNG floating LNG unit (FLNG) has a production capacity of 1.4M tonnes of LNG per annum and hopes to play a pivotal role in supplying low-cost, clean LNG to downstream terminal customers. In June 2023, New Fortress received an export permit that authorised the export of up to 7.8M tonnes through April 2028, providing ample capacity to support the operations. The project has suffered delays; it was first expected to introduce first gas in September 2023, and to sell the inaugural cargo in October that year. The date was later pushed to December 2023. In late April, a minor accident aboard the FLNG required additional maintenance work after the unit's cold box – the structure that protects the cryogenic equipment – suffered a pipe fracture just 72 hours before first LNG was due. With the successful inaugural cargo, chief executive Wes Edens said, "First LNG represents a transformative moment for our company and the industry as a whole, and reaffirms our position as a fully integrated leader in the global LNG market." NFE's proprietary Fast LNG design is the first of its kind, pairing the latest advancements in modular liquefaction technology with jack-up rigs or similar offshore infrastructure to enable a faster deployment schedule than traditional liquefaction facilities. The company says this completes the vertical integration of NFE's LNG portfolio. "We are immensely proud of the dedication and hard work by our team, who have completed more than 9M work hours, to bring this large-scale project to life at a record pace. In doing so, our downstream customers now benefit from additional access to clean and reliable LNG, enabling sustained growth well into the future," added New Fortress chief financial officer, Chris Guinta. Fast LNG adds more than US$2Bn of infrastructure to the company's asset base. source:www.rivieramm.com

LEVANTE LNG POWERS THOR HIGHWAY IN GIBRALTAR

Levante LNG successfully fuels Thor Highway, marking a milestone in sustainable shipping at Gibraltar's strategic port.Peninsula has provided fuel to K Line's car carrier Thor Highway, using its LNG bunker vessel Levante LNG in Gibraltar. Thor Highway, a newly built LNG dual-fuel car carrier delivered this year, is part of K Line's efforts to reduce carbon emissions in shipping. Levante LNG, a 12,500-m3 LNG bunker vessel, was ordered in 2021 from Hyundai Mipo Dockyard in South Korea and delivered in August under a seven-year charter to Peninsula. The vessel arrived in Gibraltar in September 2023. The Gibraltar government and the Gibraltar Port Authority granted Peninsula the LNG bunkering operator's licence, supporting Gibraltar's goal to become a key hub for LNG bunkering in the Mediterranean. Peninsula head of sustainability and alternative fuels Nacho de Miguel stressed the increasing demand for LNG-powered vessels, validating Peninsula's early investment in LNG bunkering solutions. Peninsula chief executive John Bassadone acknowledged the support from Gibraltar's authorities in securing the LNG bunkering licence, enabling Peninsula to offer lower-carbon solutions to vessels in the Mediterranean. By partnering with Scale Gas, a unit of Spain's Enagas, Peninsula aims to meet the growing demand for low-carbon products in the western Mediterranean. source:www.rivieramm.com

WOODSIDE TO ACQUIRE TELLURIAN AND DRIFTWOOD LNG FOR US$1.2BN

Woodside said the purchase of Tellurian would turn Woodside into a "global LNG powerhouse". Australian oil and gas company Woodside Energy has agreed a US$1.2Bn deal with American LNG company Tellurian that will see Woodside acquire Tellurian and its nascent US LNG export facility Driftwood LNG. The transaction is an all-cash payment of approximately US$900M, or US$1 per share of outstanding Tellurian common stock, with Tellurian's implied enterprise value, including debt, coming in at US$1.2Bn."The acquisition price represents a 75% premium to Tellurian's closing price on 19 July 2024, and a 48% premium to Tellurian's 30-day volume weighted average price, which reflects Driftwood LNG's premier site, fully permitted status, advanced stage of pre-FID development and strong relationships with [contractors] Bechtel, Baker Hughes, and Chart," a statement from Tellurian said. Tellurian has been forecasting a final investment decision (FID) slated for 2024 for several months, with its characterful then-chairman Charif Souki saying one could be forthcoming in an investor presentation in August 2023. Tellurian saw cancellations of long-term supply and purchse deals from oil and gas majors Shell and Vitol in October 2022 in a financing setback. And Mr Souki, a pioneer of US LNG and founder of US LNG player Cheniere until his exit from the firm amid reported disagreements with investor Carl Icahn, was replaced as Tellurian chairman in December 2023 by co-founder Martin Houston, while remaining on the company's board. Notably, current Tellurian chairman Mr Houston has overseen the US$260M sale in early July 2024 of the company's integrated upstream assets to Aetheon Energy Management Group. The sale allowed Tellurian to close senior secured debt of US$230M. Regarding the Woodside acquisition, Mr Houston said, "The attractive offer in hand outweighed the risks and uncertainty associated with going alone". Driftwood LNG received an extension through 2029 for authorisation of construction from the US Federal Energy Regulatory Commission and permit for development from the US Army Corps of Engineers. And as Woodside pointed out in its statement on the Tellurian acquisition, the Driftwood LNG facility, which lies along Louisiana's Calcasieu River, has already had investments totalling US$1Bn. "The acquisition of Tellurian and its Driftwood LNG development opportunity positions Woodside to be a global LNG powerhouse," said Woodside chief executive Meg O'Neill. "It adds a scalable US LNG development opportunity to our existing approximately 10 mta of equity LNG in Australia. Having a complementary US position would allow us to better serve customers globally." Ms O'Neill said Woodside intends to use its considerable LNG experience "to unlock this fully permitted development and expand our relationship with Bechtel which is the EPC contractor for both Driftwood LNG and our Pluto Train 2 project in Australia". Earlier in 2024, Woodside walked away from acquisition talks with Australia-based Santos, with a disagreement over the latter's valuation speculated as the cause. source:www.rivieramm.com

IS IT TOO LATE TO ENTER THE LNG MARKET?

What are the promising niches in the evolving LNG market, asks Small Scale LNG principal, Eduardo Perez Orue. With the proliferation of LNG projects worldwide and the mounting pressure to transition to renewable energies, it is understandable to assume that entering the LNG business now might be too late. One might question the viability of investing in a seemingly mature market where a rapid decline in global demand is anticipated due to the shift towards greener energy sources. While LNG is not a completely clean energy source, it is crucial to adopt a realistic perspective on the current global energy landscape and the available alternatives. Natural gas serves as an effective transition fuel towards a greener world and is presently available. Although future energy scenarios may reduce the need for LNG, a world entirely devoid of coal, natural gas, or nuclear energy is not imminent. LNG is currently a global player, and its role is significant in bridging the gap between fossil fuels and renewable energy. LNG demand is increasing at an unprecedented rate. For instance, 42% of the natural gas imported into the European Union now arrives via LNG tankers, up from about 20% a few years ago. This surge in demand is driven by several factors, including geopolitical considerations, diversification of energy sources, and the need for cleaner-burning fuels. Concurrent with this rising demand, LNG supply is expanding rapidly. Numerous producers are ramping up production and exports, thereby offering more choices to existing and potential customers. This expansion is not limited to traditional LNG powerhouses like Qatar and Australia; new players, such as the US and Mozambique, are making significant contributions to the global LNG supply. This increased supply is fostering competitive pricing and more flexible contract terms, making LNG an attractive option for a broader range of consumers. Given the persistent presence and growth potential of the LNG market, the question arises: where should investments be directed? Considering the global fleet of standard LNG carriers is doubling and will soon reach 1,000 vessels, are LNG tankers a secure investment? Floating LNG solutions, including Floating Liquefied Natural Gas (FLNG) facilities and Floating Storage and Regasification Units (FSRUs), offer distinct advantages. FLNG facilities allow for the development of gas fields that are too remote or too small to justify the construction of land-based plants. FSRUs, on the other hand, provide flexible and cost-effective options for importing LNG without the need for extensive onshore infrastructure. I am personally inclined towards the small and mid-scale LNG shipping markets, which present clear opportunities. Despite a steady increase in the number of units in recent years, the growth rate in these segments remains slower compared to standard ships. Small-scale LNG carriers not only cater to smaller markets but also serve as LNG bunkering ships, essential for the burgeoning fleet of LNG-fuelled vessels. Small-scale LNG carriers are particularly advantageous for regions with limited infrastructure or fragmented demand. They enable the distribution of LNG to isolated or underserved areas, thereby expanding the reach of natural gas. Additionally, these carriers can play a pivotal role in the growing LNG bunkering market, supplying fuel to LNG-powered ships. In the past three years, the fleet of LNG-powered ships has doubled, with further growth expected. There remain ample opportunities to invest in LNG. The key is to identify the right sub-niche. source:www.rivieramm.com

CONOCOPHILLIPS BOOKS CAPACITY AT ZEEBRUGGE LNG TERMINAL IN BELGIUM

US energy giant ConocoPhillips has signed a deal to book long-term capacity at the Fluxys-operated Zeebrugge LNG import terminal in Belgium. ConocoPhillips revealed the signing of this strategic LNG agreement and another deal in a social media post on Tuesday. The capacity booking at the terminal in Zeebrugge will allow ConocoPhillips to import and regasify 0.75 mtpa of LNG for delivery in Belgium and throughout Europe starting in April 2027, it said. In June, Belgium's Fluxys offered long-term capacity for 2027-2044 at its LNG import facility in the port of Zeebrugge. In operation since 1987, the LNG terminal is located in the outer port of Zeebrugge and currently has five tanks with a capacity of 566,000 cbm. Fluxys is expanding the facility and it already increased the terminal's capacity by 4.7 mtpa to 11.3 mtpa by adding three new open rack vaporizers. In addition, 1.3 mtpa of additional sendout capacity is expected to be available by early 2026.Besides this capacity booking, ConocoPhillips signed a long-term LNG sales and purchase agreement to supply the Asian market. ConocoPhillips said the agreement will begin in 2027, but it did not provide further information.

LNG expansion

ConocoPhillips said in May it was looking to sign more LNG offtake deals and to secure additional regasification capacities, as it continues to expand its LNG portfolio. Prior to this deal, ConocoPhillips secured 4.5 mtpa of regasification capacity in Europe. ConocoPhillips booked 2.8 mtpa of capacity at the planned onshore LNG import terminal in Brunsbüttel, Germany, and 1.7 mtpa of regas capacity at the Gate terminal in the Netherlands. Moreover, ConocoPhillips increased its stake in the Australia Pacific LNG export project back in 2022, and it purchased stakes in both Qatar Energy's giant North Field East (NFE) project and the North Field South (NFS) project. On the Gulf Coast, ConocoPhillips secured 5 mtpa of offtake from the first phase of Sempra Infrastructure's Port Arthur LNG project in Texas, and it also took a 30 percent equity interest in the project. Last year, ConocoPhillips also signed a deal with Mexico Pacific, the developer of the planned Saguaro Energia LNG export project, to buy 2.2 mtpa of LNG from the latter but this deal is pending FID. It also has 0.2 mtpa of offtake for five years starting in 2025 from Sempra Infrastructure's ECA Phase 1 in Mexico. In total, the company' offtake in North America is about 7.4 mtpa pending the FID at Saguaro Energia LNG. source:www.lngprime.com

NFE SECURES $700 MILLION LOAN FOR SECOND ALTAMIRA LNG UNIT

US LNG firm New Fortress Energy has closed its previously announced $700 million loan for its second FLNG unit which it aims to install onshore in Altamira, Mexico. According to a statement by NFE, the new loan will fully fund the construction of FLNG 2. NFE will develop the second FLNG project in partnership with Comision Federal de Electricidad (CFE) utilizing its in-place terminal infrastructure onshore in Altamira, Mexico. The new liquefaction unit will incorporate the same proprietary modular technology as FLNG 1 and is expected to complete construction in the first half of 2026, NFE said in the statement. The

company revealed in its fourth-quarter report in February it had secured financing commitments of $700 million for its second LNG project located onshore Altamira. The firm said at the time it expects to begin construction on this project in April and complete it in the first quarter of 2026. NFE previously signed a letter of intent with CFE to install FLNG units 2 and 3 onshore at the existing Altamira terminal. The firm said that there is sufficient land for up to two 1.4 mtpa units, while the Altamira facility features two LNG tanks and a jetty.

First LNG cargo offshore Altamira in August?

NFE also revealed in the new statement that it expects to deliver the first LNG cargo from the first FLNG project in August and enter full production thereafter. The company announced last Friday that it has achieved first LNG for its initial Fast LNG asset, but it did not mention the first cargo. NFE's proprietary Fast LNG design pairs the latest advancements in modular liquefaction technology with jack up rigs or similar offshore infrastructure to enable a faster deployment schedule than traditional liquefaction facilities. NFE sent its liquefaction rig Pioneer II on September 26, 2023 to Altamira to start serving the FLNG project. Prior to this, NFE's utilities and accommodation rig, Pioneer III, arrived off Altamira, as well as the gas treatment rig. The 1.4 FLNG project consists of three rigs, Pioneer I, II, and III. Besides the three rigs, the 160,000-cbm Penguin FSU serves the project as a floating storage unit. "Our FLNG complex is advancing at a rapid pace as we have now produced LNG at our first unit, and fully financed our second," Wes Edens, chairman and CEO of NFE said. "These are large infrastructure projects that add considerable financial and operational value to our company, and we are thrilled with the progress to date," he said. source:www.lngprime.com

CARNIVAL ORDERS THREE LNG-POWERED CRUISE SHIPS AT FINCANTIERI

Italian shipbuilder Fincantieri has secured an order to build three giant LNG-powered vessels for Miami-based Carnival Cruise Line, a unit of Carnival. The world's largest cruise company said on Tuesday it has signed an agreement with Fincantieri to build the three ships for its namesake Carnival Cruise Line brand. Carnival did not provide the price tag of the deal.

According to Carnival, this order is contingent upon financing, which is expected to be completed later this year. The new class of vessels, at nearly 230,000 gross registered tonnes, will be delivered in the summers of 2029, 2031 and 2033, respectively. Including this order, there have been five new ship orders for Carnival Cruise Line announced in 2024. Earlier this year, Carnival placed its first newbuild orders in five years for two more Excel-class ships that will join the Carnival Cruise Line fleet in 2027 and 2028. With over 3,000 guest staterooms, the new ships will be the largest in the Carnival global fleet. Once delivered in 2033, Carnival will have a total of 16 LNG-powered ships – including eight Carnival Cruise Line ships – making up almost 30 percent of Carnival's global capacity, it said. Fincantieri also said in a separate statement that these vessels will be the largest ships ever built by Fincantieri and an Italian shipyard. source:www.lngprime.com

CONOCOPHILLIPS ANNOUNCES NEW LNG AGREEMENTS FOR EUROPE, ASIA

US energy major ConocoPhillips announced on July 23 the signing of two new LNG agreements to supply markets in Europe and Asia. Under the first agreement, ConocoPhillips has booked long-term capacity at Fluxys' LNG import terminal in Zeebrugge, Belgium. This arrangement will enable ConocoPhillips to import and regasify 0.75mn tonnes/year of LNG, starting in April 2027, for delivery throughout Belgium and Europe, the company said in a statement published on LinkedIn. In 2021, Fluxys decided to double the terminal's capacity to over 12mn tonnes/year. The expansion project is expected to be fully complete by 2026.ConocoPhillips' second agreement involves a long-term LNG sales and purchase agreement to supply the Asian market, also set to begin in 2027. It did not disclose further details about this agreement. Source: www.naturalgasworld.com

NFE CLOSES $700MN LOAN FOR SECOND FLNG UNIT IN MEXICO

US energy infrastructure firm New Fortress Energy (NFE) has closed a $700mn loan for its second Fast LNG (FLNG) unit in Mexico, the company announced on July 23. This announcement follows the recent production of LNG at NFE's first FLNG unit, which is now operational and expects to deliver its first cargo in August before entering full production. The new loan will fully fund the construction of the second FLNG unit, which will be developed in partnership with Mexican utility Comision Federal de Electricidad, utilising its existing terminal infrastructure onshore in Altamira, Mexico. This new liquefaction unit will employ NFE's proprietary technology and is expected to complete construction in the first half of 2026. NFE's proprietary Fast LNG technology is the first of its kind, combining modular liquefaction technology with jack-up rigs or similar offshore infrastructure to enable faster deployment compared to traditional liquefaction facilities. In April this year, NFE signed an engineering, procurement, and construction (EPC) contract for a 1.6 GW gas-fired power plant adjacent to the Barcarena LNG terminal in Brazil. Barcarena LNG is the second import terminal commissioned by NFE this year. Commercial operations also began in March at Terminal Gas Sul near Santa Catarina, southwest of Sao Paulo. Source: www.naturalgasworld.com

POLISH LNG TERMINAL RECEIVES 300TH CARGO

Poland's Orlen has received the 300th cargo of liquefied natural gas (LNG) at the Swinoujscie terminal since the start of operations in 2016.The 2021-built LNG carrier Prism Courage delivered the milestone shipment to the President Lech Kaczynski LNG terminal in Swinoujscie from the US, Orlen's PGNiG said in a statement on Monday. This LNG carrier owned by SK Shipping delivered about 70,000 tonnes of LNG from Cheniere's Corpus Christi LNG terminal. PGNiG has a long-term agreement with US LNG exporting giant Cheniere. Orlen completed in November 2022 its merger with Poland's dominant gas firm, PGNiG, which is in charge for all of the LNG supplies coming to the Swinoujscie facility operated by Gaz-System. The Swinoujscie LNG terminal received its first commercial cargo in June 2016. Prior to that it also received two commissioning LNG cargoes. Orlen previously said that the 50th LNG cargo arrived at the facility in January 2019, the 100th delivery landed in July 2020, the 200th cargo arrived in December 2022, and the 250th shipment arrived in September last year.

Qatar and US

Poland's LNG imports via the Swinoujscie terminal rose almost 6 percent in 2023 compared to the year before, boosted by shipments from the US. The Swinoujscie LNG terminal received 62 cargoes or about 4.66 million tonnes of LNG in 2023. The growth of LNG imports was possible due to the expansion of Gaz System's facility in Swinoujscie, where PKN Orlen booked a regasification capacity of 6.2 bcm per year since 2022. This is some 1.2 bcm more than before. Thanks to further investments, the capacity will increase to 8.3 bcm of gas per year in 2024 and Orlen booked all of these volumes as well. In addition, Orlen booked 6.1 bcm per year of regasification capacity at Gaz-System's planned FSRU-based LNG import facility in Gdansk. Qatar and the US are the leading suppliers of LNG to Poland as part of long-term contracts, while the US is the dominant supplier in the last two years. Since 2016, Qatar supplied 143 LNG cargoes to the terminal, while 134 deliveries arrived from the US, according to PGNiG. Other suppliers includes Norway, Nigeria, Trinidad and Tobago, Equatorial Guinea, and Egypt.These 300 cargoes total about 24 million tonnes of LNG, PGNiG said. source:www.lngprime.com

HD HYUNDAI HEAVY AWARDS NEW LNG TANK GIG TO GTT

South Korean shipbuilder HD Hyundai Heavy Industries has awarded a new contract to French LNG containment giant GTT. According to a statement by GTT, the firm has secured the contract for the tank design of two new 174,000-cbm LNG carriers in the second quarter of 2024,The tanks will be fitted with GTT's Mark III Flex membrane containment system, while delivery of the LNG carriers is scheduled between the first and second quarters of 2028. HD Hyundai will build the vessels for a European ship-owner, GTT said without providing further details. This order could be related to an announcement by HD Hyundai Heavy's parent HD KSOE on May 3.HD KSOE said that HD Hyundai Heavy will build two 174,000-cbm LNG tankers for an owner in Africa for about $532 million or per vessel, which is the probably the highest price for a single 174,000-cbm LNG carrier for the shipbuilder. Shipbuilding sources told LNG Prime at the time that Greece's Evalend Shipping was behind this order. Hyundai Heavy won an order worth about $530 million for two LNG carriers from Evalend in August 2023, marking the latter's entry into the LNG sector, and another order for two LNG carriers worth about $530 million in November 2023. source:www.lngprime.com

EPS TAKES DELIVERY OF NEW LNG-POWERED PCTC IN CHINA

Singapore's Eastern Pacific Shipping has taken delivery of the second LNG-powered pure car and truck carrier which will serve a charter deal with CMA CGM's unit CEVA Logistics. China Merchants Jinling Shipyard in Weihai on Monday handed over the LNG dual-fuel PCTC, CMA CGM Silverstone, to Idan Ofer's EPS. Also, the shipbuilder owned by China Merchants said this is the second ship of its 7000 ceu dual-fuel car carrier series. China Merchants Jinling Shipyard in Weihai is building in total six LNG-powered PCTCs for EPS. At nearly 200 meters in length, the new vessel has the capacity to transport 7,000 cars

and its deck surface is spread across 12 levels. With a width of 38 meters, the ship has a gross tonnage of 72,000 tons and will move at a max speed of 19 knots. The RoRo vessels' hybrid power system includes both LNG and electric battery capabilities and it is equipped with two 2000 cbm LNG tanks.

CEVA Logistics

Last year, CMA CGM's unit CEVA Logistics entered the car carrier segment with a charter deal for four of these LNG-powered PCTCs owned by EPS and CMA CGM Silverstone is the second vessel in this batch. The Chinese shipbuilder delivered the first PCTC, CMA CGM Indianapolis, in December 2023.These four vessels will allow CEVA to transport about 140,000 vehicles annually between global markets, especially China and Europe, it previously said. CEVA said at the time that it expects to take delivery of all of the vessels by the end of 2024. source:www.lngprime.com

FINLAND'S GASGRID OFFERS INKOO FSRU CAPACITY FOR 2025

A unit of Finland's Gasgrid is offering regasification capacity for 2025 at the FSRU-based LNG import terminal in Inkoo. According to a statement by Gasgrid, Floating LNG Terminal Finland has started the annual capacity allocation process for calendar year 2025 on July 15. The company is offering a total of 22 terminal slots of 950 GWh each. Applicants need to submit their terminal capacity requests by August 15, 2024, it said. Gasgrid's documents also show that the company plans to send the FSRU to a drydock for maintenance from the second half of August 2025 until the beginning of October in 2025.In May this year, Gasgrid said that companies have booked 95 percent of the offered regasification capacity at the terminal in 2024. Excelerate Energy's 150,900-cbm FSRU Exemplar, which serves the Inkoo terminal under a charter deal, has a regasification capacity of more than 5 bcm per year. Finnish state-owned energy firm Gasum and Eesti Gas, a unit of Estonian investment firm Infortar, delivered LNG cargoes to the FSRU during the winter period. Finland relied on LNG imports via the FSRU and the small Hamina LNG terminal to meet domestic demand for households, industry, and power since the Baltic connector gas pipeline between Finland and Estonia suffered a rupture and was shut down in early October 2023.In April, the Baltic connector offshore gas pipeline, owned by Gasgrid and Estonian gas system operator Elering, resumed commercial operations. source:www.lngprime.com

DSIC KICKS OFF WORK ON CMES LNG CARRIER

China's Dalian Shipbuilding Industry (DSIC) has officially started building a new 175,000-cbm LNG carrier for compatriot China Merchants Energy Shipping (CMES), a unit of China Merchants Group. The shipbuilder held a keel-laying ceremony on July 19 for the LNG carrier with a working name G175K-7. DSIC said this is the seventh of eight LNG carriers it is building for CMES. In May this year, DSIC launched the first 175,000-cbm LNG carrier in this batch, Sea Spirit. CMES placed an order in March 2022 for two dual-fuel LNG carriers for $380 million, DSIC's first order for large LNG carriers, and these vessels will serve charter deals with Sinochem. After that, CMES exercised an option for two more LNG carriers worth $400 million,

and added two more vessels in December 2022 with a price tag of about $470 million. These two LNG carriers ordered in December 2022 will go on charter to PetroChina. CMES placed the most recent order for two LNG carriers worth some $470 million in May last year, and the new steel-cutting ceremony was held for the first vessel in this batch. According to DSIC, the LNG carriers will be 295 meters long and 46.4 meters wide, with a design draft of 11.5 meters and a speed of 19.5 knots. The vessels feature the latest LNG dual-fuel low-speed main engine with integrated ICER system, a reliquefaction unit, and GTT's Mark III Flex membrane containment system, it said. CMES will take delivery of all of these LNG carriers during 2025-2027. source:www.lngprime.com

SOUTH KOREA'S KOMIPO CANCELS PLANS FOR LNG IMPORT TERMINAL

South Korea's Korea Midland Power Co (KOMIPO) has cancelled plans to build a liquefied natural gas (LNG) import terminal on the western coast of the country due to high costs and declining demand for the fuel. KOMIPO said in a statement to Reuters on Monday that its board had approved the plan to withdraw a LNG terminal construction project in Boryeong on June 28. Construction costs for the project had been expected to rise by about 22% from 732.1 billion won ($527.40 million) to 894.6 billion won. The company also added that it expected its annual LNG demand to reduce by 67% to 384,000 tonnes. KOMIPO had decided to build the LNG terminal in 2022, and construction was supposed to start last month, according to Yonhap news agency. South Korea is the world's third largest LNG importer after China and Japan and shipped in 45 million tons of the fuel last year, according to data from analytics firm Kpler. Analysts expect South Korea's LNG imports to remain steady or decline this year as more usage of nuclear power displaces gas. source: www.naturalgasworld.com

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