



QATARENERGY SUPERSIZES CARRIER ORDER TO 24 VESSELS IN \$8BN DEAL

Doha giant's LNG newbuilding tally now at a staggering 128 ships — 24 of them QC-Maxes. QatarEnergy has ordered six more of its trademark 271,000-cbm QC-Max LNG carriers at China's Hudong-Zhonghua Shipbuilding, boosting its total number of supsize vessels at the yard to 24 ships worth about \$8bn. The Middle East producer signed an agreement on Monday with China State Shipbuilding Corp, bringing the total number of LNG carriers on order under its mammoth fleet expansion programme to 128, including these 24 QC-Max mega vessels. The QC-Max — which stands for Qatar China-Max — will rank as the largest trading LNG carrier in the world fleet when delivered. QatarEnergy said they are due for delivery from CSSC subsidiary Hudong-Zhonghua between 2028 and 2031. The company did not state who would own the vessels. The agreement was signed during a ceremony held in Shanghai that was attended by Qatar's minister of state for energy affairs and QatarEnergy president and chief executive Saad Al-Kaabi, Hudong-Zhonghua chairman Chen Jianliang and China Shipbuilding & Trading Co president Hu Kai. Al-Kaabi said: "The signing of today's agreement is underscored by the strategic importance of QatarEnergy's historic LNG fleet expansion programme and its commitment to maintaining a leadership position in the global LNG market." He added: "We look forward to receiving these advanced LNG vessels and expanding our role in providing the

Mediterranean, prompting talk that it could head to the Saam FSU or another buyer. Followers of Russian LNG exports are now watching the Pioneer and the 79,833-cbm newbuilding Mulan (ex-Mulan Spirit) for their next moves. Shipbrokers report that there is still strong buying interest for elderly LNG carrier tonnage from some buyers who appear to be prepared to pay inflated prices, suggesting Russian interests are keen to acquire more vessels. Russia has been left short of specialised tonnage after Western sanctions set back the construction of, or put a block on the delivery of, newbuildings designed for the Arctic LNG 2 project. source : www.tradewindsnews.com

JORDAN'S NEPCO TO CHARTER FSU TO SHORE UP ENERGY NEEDS

BW LNG, a subsidiary of BW Group, has signed a 10-year charter agreement with the National Electric Power Co of Jordan (NEPCO) for the deployment of an FSU to serve the energy security of the Kingdom. Under the agreement, BW LNG will deploy an FSU at Sheikh Sabah LNG Terminal, Aqaba for 10 years. In addition, NEPCO will acquire ownership of the vessel at the end of the charter period. An unnamed LNG carrier will undergo conversion to an FSU ahead of the charter and is expected to start operations Q3-Q4 2026. "As part of our fleet of 34 LNG carriers and FSRUs, our (unnamed) vessel will be converted ahead of its 10-year charter in the Hashemite Kingdom of Jordan," said BW LNG chief executive Yngvil Ásheim.

BW LNG's fleet includes four existing FSRUs and four newbuildings under construction. The vessel to be converted is unlikely to be one of the two tri-fuel LNG carriers, 2011-built, 173,600-m³ Stena Crystal Sky (now BW Enn Crystal Sky) and 2011-built, 170,989-m³ Stena Clear Sky (now BW Clear Sky), which Stena Bulk sold to LNG BW in early 2024. These vessels are said to include "solid charters to existing key clients" according BW executive vice president for LNG shipping Petter Lindvig Larsson at the time. However, no mention of an existing charter was made when, a short time later Stena Bulk announced the sale of 2006-built 143,632-m³ Stena Blue Sky (now Blue Dragon 1) to BW LNG. Jordan has been using an FSRU (the 160,000 cbm Golar Eskimo since renamed Energos Eskimo) at Aqaba since 2015. Last year Jordan and Egypt signed an energy co-operation agreement that would see the FSRU at the disposal of Egyptian energy companies during the remainder of the vessel's charter period with NEPCO, which ends in 2025. Meanwhile Jordan will be expanding its LNG importing capabilities, installing onshore gasification facilities to convert natural gas stored in the FSU from a liquid state into compressed natural gas. "We are pleased to work with the National Electric Power Company to provide a reliable long-term solution for energy security, powering electrical generation and industrial use," said BW LNG CEO Yngvil Ásheim. Source : www.rivieramm.com

VENTURE GLOBAL'S PLAQUEMINES LNG GETS OK TO START COOLDOWN ACTIVITIES

US LNG exporter Venture Global LNG has received approval from the US FERC to start reverse cooldown activities at its Plaquemines LNG export plant in Louisiana, as part of the terminal's commissioning phase. According to a FERC filing dated

September 6, the regulator granted Venture Global Plaquemines LNG’s request to “introduce hazardous fluids to the jetty 2 and associated marine terminal transfer piping, LNG storage tank 1, BOG compressor system A, and temporary LP flare area, for the LNG storage tank 1 reverse cooldown activities.” This approval is based on FERC staff inspections, and review of the information filed on July 29, August 13, 21, 23, 28, and 29, and September 3 and 5, 2024, it said. The regulator also noted this approval does not grant Venture Global the authority to construct, commission, or introduce hazardous fluid to other project facilities at the LNG terminal.

Qogir

Venture Global posted an image via its social media on August 23 of the 2020-built 174,000-cbm, Qogir, at the Plaquemines LNG export facility. The company said in its August construction report filed with FERC that the LNG carrier docked at the second Plaquemines LNG loading platform (LP2). According to Venture Global, it has completed jetty 2 loading arm commissioning. This LNG carrier, owned by TMS Cardiff Gas and chartered by TotalEnergies, is laden with a cargo from Equinor’s Hammerfest LNG terminal in Norway, its AIS data provided by VesselsValue shows. The vessel was on Monday located at the Plaquemines LNG facility. LNG Prime previously contacted Venture Global to comment on the arrival of the LNG carrier and provide further information, but we did not receive a reply. In April last year, Venture Global sought approval from the from the US DOE to export previously imported LNG from its terminal under construction in Plaquemines Parish in volumes of up to the equivalent of 600 million cubic feet of natural gas over a two-year period starting upon issuance of the authorization. Plaquemines LNG sought this authorization to allow it to re-export natural gas imported to the terminal as part of the cool-down of terminal facilities during the start-up of those facilities. The firm said it has determined that the optimal method for this part of the start-up of its terminal facilities is to import foreign sourced LNG by vessel and it may receive up to three LNG carrier cargoes for this purpose. Plaquemines LNG expects that all of its LNG imports will occur this year, as part of its start-up operations. Besides Qogir, Venture Global’s first LNG carrier, Venture Gator, was on Monday also located near the Plaquemines LNG terminal, its AIS data shows. This 174,000-cbm LNG carrier appears to be empty and it may be used for re-export of the remaining volumes. In June, Venture Global took delivery of this vessel in South Korea, the first of nine LNG carriers.

Plaquemines LNG production

Venture Global LNG recently revealed in a FERC filing that it expects to start LNG production at its Plaquemines LNG plant in Fall this year. According to Venture Global, the company’s second project has completed nearly 80 percent of the project’s construction. Venture Global is targeting first production of LNG this Fall, with “exports of LNG on a pre-commercial operation basis beginning soon thereafter,” it said. In April, the company said it expects to start LNG production at its Plaquemines LNG export plant in mid-2024. Venture Global expects the commissioning process for the Plaquemines LNG terminal to take about 24 months.

Two phases

Venture Global took a final investment decision in May 2022 on the first phase of the Plaquemines project with a capacity of 13.3 mtpa and the related pipeline. It also secured \$13.2 billion in project financing. In March last year, the company sanctioned the second phase of the Plaquemines LNG export plant in Louisiana and also secured \$7.8 billion in project financing. The full project, including the second stage, will have a capacity of 20 mtpa coming from 36 modular units, configured in 18 blocks.

Worth mentioning here, the US Pipeline and Hazardous Materials Safety Administration (PHMSA) recently gave the green light to Venture Global LNG for its proposed Plaquemines LNG uprate project. PHMSA issued a letter of determination on June 21 for the project aimed at increasing the peak liquefaction capacity at the Plaquemines LNG terminal from about 24 mtpa to 27.2 mtpa. Venture Global’s Plaquemines LNG plant received in August last year its first liquefaction modules. Baker Hughes ships these modular units to the US from its manufacturing facility in Italy, the same as the firm did for Venture Global’s Calcasieu Pass project. In December, Venture Global LNG completed raising the roof on the fourth and final storage tank. The firm completed raising the roof on the first tank in February, the second tank in April, and the third tank in September. McDermott’s unit CB&I won a contract from a unit of Venture Global to build the first two LNG storage tanks as part of the first phase while the second phase includes two tanks as well. Source : www.lngprime.com

UTM ONE STEP CLOSER TO DECIDING ON NIGERIA’S FIRST FLNG, CEO SAYS

Nigeria’s UTM Offshore is one step closer to making a final investment decision on Nigeria’s first FLNG after it received approval from the government to build the project, according to CEO Julius Rone. The Nigerian Midstream and Downstream Petroleum Regulatory Authority (NMDPRA) handed over a license to construct (LTC) to UTM during a ceremony in Abuja on Friday. The FLNG facility is expected to have up to 2.8 million metric tonnes per annum (mtpa) of capacity, including up to 0.5 mtpa of LPG which will be dedicated to the domestic market. Rone told LNG Prime on Sunday the LTC awarded by NMDPRA means UTM “can start construction of the project.” This is one of the conditions needed for UTM to take FID, he said.

FLNG expected to arrive in Nigeria in 2028

Rone told journalists after the ceremony in Abuja that the sail away of the FLNG from the shipyard is expected to take place in 2028. After that, the FLNG is expected to arrive in Nigeria and start the commissioning phase during the same year. He said UTM expects to achieve first gas from the project in the first quarter of 2029. Asked about the price tag of the project, he said “the costs are still being worked out.” “This is just the engineering phase, and there are other variables. So it is not possible to give you the cost, but it is a multibillion dollar project,” he said. In 2021, UTM joined forces last with the African Export-Import Bank (Afreximbank) to secure up to \$5 billion for the development of Nigeria’s first floating LNG production unit,

including about \$2 billion for the project's first phase. Following this memorandum, UTM and Afreximbank signed a project preparation facility in June 2023 to progress the project.

Capacity boost

UTM boosted the project's capacity as the company previously expected the FLNG to have a capacity of 1.5 mtpa, while the company also aims to install a second FLNG offshore Nigeria. Rone previously said that this capacity boost is the result of the front-end engineering and design (FEED) work completed by France's Technip Energies and Japan's JGC. UTM awarded the FEED contract to the two firms in November 2022. The firm also selected US-based KBR as the owner's engineer. Under the FEED, Technip Energies worked on the hull and the mooring system design, while JGC worked on the topsides design.

Cosco yard

Following the EPCIC contract award, Technip Energies and JGC will subcontract a shipbuilder in China to build the hull and integrate topsides. Shipbuilding sources previously told LNG Prime that China Merchants Heavy Industry and Cosco Shipping (Qidong) Offshore were competing to win the contract. Rone confirmed to LNG Prime on Sunday that Cosco Shipping (Qidong) Offshore has been selected to work on the FLNG. Last year, French LNG containment firm GTT signed a technical assistance and license agreement with the unit of Cosco Shipping. This new agreement enables the yard to construct GTT's technologies for offshore LNG units, such as FLNGs or FSRUs, as well as for LNG carriers, according to GTT.

GSPA with NNPC/Seplat JV

The FLNG will process associated gas from the Yoho field currently flared in order to cut carbon emissions and monetize additional reserves for the domestic and global market. Yoho field lies in Oil Mining Lease (OML) 104, offshore Nigeria. State-owned Nigerian National Petroleum Company (NNPC) holds a 60 percent stake and ExxonMobil's unit MPN previously held a 40 percent interest in the joint venture. Seplat Energy, listed on both the London and Nigerian stock exchanges, now owns the 40 percent stake after it bought MPL from ExxonMobil. Rone said the next step for the FLNG project would be signing a gas sale and purchase agreement (GSPA) with the joint venture consisting of NNPC and Seplat Energy. After that, UTM plans to take FID on the project, possibly by the end of this year, and also sign the EPCIC deal with Technip Energies and JGC, he said.

Partners

As per the project's partners, Rone said in March UTM has requested the Nigerian Content Development and Monitoring Board (NCDMB) to invest in the project and to accelerate key approvals that would fast-track the project's development. With an equity investment, NCDMB would join NNPC and the Delta State government as a partner in UTM's FLNG project. In December last year, UTM signed a shareholders agreement (SHA) for the FLNG project with NNPC and the Delta State government. Under the deal, UTM holds 78 percent equity of the FLNG project, NNPC owns 20 percent, and the Delta State government owns 8

percent. source : www.lngprime.com

GLOBAL LNG-FUELED FLEET CONTINUES TO EXPAND

The number of LNG-fueled vessels continues to increase, boosted by orders for new dual-fuel containerships. The global LNG-fueled fleet will grow to 1154 vessels by 2033, according to DNV's Alternative Fuels Insight platform. DNV's data shows that the classification society has added at least 96 new LNG-powered vessels to its platform during July and August. Most of these vessels are LNG dual-fuel containerships. The classification society did not release its regular monthly reports for June, July, and August. DNV's platform showed in July that the global LNG-fueled fleet will rise to 1058 vessels by 2028. The classification society added eight LNG-powered ships to its platform in May, and previously reported orders for seven-LNG powered ships in April, one LNG-powered ship in March, 17 LNG-powered ships in February, 10 LNG-powered ships in January, and 130 LNG-powered vessels in 2023. This means that 2024 orders for LNG-powered vessels are already higher compared to 2023, while 2022 was a record year with 222 orders. In addition to 1154 confirmed LNG-powered ships, the fleet powered by alternative fuels also includes 347 methanol-fueled vessels, 258 LPG-powered ships, 40 hydrogen-fueled vessels, and 30 ammonia-fueled vessels, according to the platform.

590 LNG-powered ships in operation

There are now 590 LNG-powered ships in operation and 564 LNG-fueled vessels on order, DNV's platform shows. Moreover, there are 119 LNG-powered containerships and 78 LNG-powered crude oil tankers in operation, and these vessels are followed by 65 oil/chemical tankers, and 57 bulk carriers. As per vessels on order, LNG-powered containerships and car carriers account for a big part of the orders with 229 and 160 units respectfully. Shipping firms also ordered 48 oil and chemical tankers, 44 crude oil tankers, and 25 cruise ships. These statistics do not include smaller inland vessels or dual-fuel LNG carriers. Besides LNG-powered vessels, there are 61 LNG bunkering vessels in operation and 12 on order, the platform shows.

Source : www.lngprime.com

QATARENERGY ORDERS MORE GIANT LNG CARRIERS IN CHINA

State-owned LNG giant QatarEnergy has ordered more QC-Max liquefied natural gas carriers in China. According to a statement by QatarEnergy on Monday, the company has signed an agreement with China State Shipbuilding Corporation (CSSC) for the construction of six additional QC-Max vessels, This brings the total number of LNG vessels on order under its fleet expansion program to 128, including 24 QC-Max mega vessels, it said. Also, CSSC's Hudong-Zhonghua will build the ships and deliver them between 2028 and 2031. This order is worth about \$2 billion, QatarEnergy said. In April this year, QatarEnergy signed a major shipbuilding deal worth \$6 billion with CSSC for the construction of 18 271,000-cbm LNG carriers. CSSC's Hudong-Zhonghua will also build these vessels worth about \$333 million each. Eight of the 18 QC-Max size LNG vessels will be delivered in 2028 and 2029, while the other ten will be delivered in 2030 and 2031. Each of the world's largest LNG vessels will be 344 meters long, 53.6 meters wide, and will have a draft of 12 meters. The vessels feature WinGD

dual-fuel propulsion, a reliquefaction system, an air lubrication system, and GTT's NO96 Super+ containment tech. The vessels have five storage tanks.

Charter deals

QatarEnergy did not mention charter deals in the new statement. Shipbuilding sources said QatarEnergy will later pick owners of these new vessels. The company previously signed long-term time charter party (TCP) agreements with four ship owners for the operation of the 18 QC-Max vessels. Nine of these vessels will be operated by affiliates of China Merchants Group, Shandong Marine Group, and China LNG Shipping. CMES will operate four vessels, Shandong Marine Energy three, and CLNG two. QatarEnergy also signed a time charter and operation agreement with compatriot shipping firm Nakilat for nine 271,000-cbm LNG carriers. Currently, the world's largest LNG carriers are Qatar's Q-Max vessels that are about 345 meters long and have a capacity of 263,000-266,000 cbm. Qatar's Nakilat owns 14 Q-Max LNG carriers built by Hanwha Ocean (DSME) and Samsung Heavy between 2008 and 2010, and they all transport LNG from the giant Ras Laffan LNG complex in Qatar to customers around the globe.

More vessels

Last month, LNG Prime also reported that QatarEnergy was looking to order a new batch of the world's largest LNG carriers in South Korea. Sources said at the time that Samsung Heavy and Hanwha Ocean were competing to win these orders. The total number of vessels may reach 15 ships, while the orders will probably be split by these two shipbuilders, the sources said. However, QatarEnergy may now push back these plans due to the new order in China, according to the sources.

Huge LNG expansion

QatarEnergy is currently working on the giant North Field LNG expansion program that includes the North Field South and North Field West projects, which together will raise Qatar's LNG production capacity from the current 77 mtpa to 142 mtpa in 2030. The first two projects include six mega trains, each with a production capacity of 8 mtpa of LNG, four of which are part of the North Field East expansion project, and two are part of the North Field South expansion project. QatarEnergy officially started construction on its North Field expansion project in the giant Ras Laffan complex in October last year. Qatar Energy LNG currently operates 14 LNG production trains with a capacity of about 77 mtpa in Ras Laffan. Qatar Energy's partners in the expansion project are Shell, ConocoPhillips, ExxonMobil, Total Energies, Eni, Sinopec, and CNPC. Technip and Chiyoda won the EPC award for the North Field East project, while Qatar Energy awarded the contract for the North Field South project to a joint venture of Technip Energies and Consolidated Contractors Company. Source : www.lngprime.com

SUMMIT SAYS BANGLADESH FSRU READY TO RESUME OPS

Excelerate Energy's 138,000-cbm FSRU Summit LNG is ready to resume sendout to the grid in Bangladesh, according to Summit. The FSRU, which serves Bangladesh's second LNG import terminal, sustained damage on May 27 during cyclone Remal. "During the peak of cyclone Remal, a stray broken floating pontoon weighing hundreds of tonnes repeatedly hit Summit's

FSRU causing damage to the ballast water tank,” Summit said. On July 10, the FSRU returned from Singapore to Moheshkhali, Cox’s Bazar after completing repairs at the Seatrium yard. US LNG player Excelerate told LNG Prime on June 14 that it expects its FSRU Summit LNG to complete repairs and resume operations by the end of July.

DTM buoy

Following its arrival in Bangladesh on July 10, the FSRU sustained damage again. “On the next day, July 11, during the preparation for mooring, the FSRU with the disconnectable turret mooring (DTM) plug in the subsea landing pad, there was an unexpected entanglement and damage to the DTM buoy messenger line,” Summit said. Summit’s unit Summit LNG appointed MacGregor, CAN System, and also Shelf Subsea, to “safely moor the FSRU by rectifying the mishap of offset DTM on the subsea landing pad.” “At that time eastern Bangladesh was experiencing its worst floods in 34 years. The silt flowing into the sea made underwater visibility almost zero. This posed a significant obstacle to the undersea damage identification and rectification by the internationally licensed subsea diving team,” Summit said. “After 131 daunting and exhausting dives in challenging weather and sea conditions, engineers from Norway, Australia, and the Summit LNG Terminal team managed to restore the terminal’s subsea assets to normal condition,” it said.

“Millions of dollars in repair”

On September 11, the FSRU was successfully connected to the holdback anchors and Summit LNG Terminal “is now ready for regasification and ship-to-ship operation,” Summit said. “During the period of over three months when Summit’s FSRU was initially damaged by cyclone Remal, Summit has spent millions of dollars in repair-related expenditure,” the company said. The terminal can send out 500 million cubic feet per day (mmcf) of regasified LNG to the national grid. In August 2017, Summit entered into a 15-year charter agreement with Excelerate for the FSRU, and the unit began operations at the facility in April 2019. Excelerate’s FSRU also serves Bangladesh’s first LNG import facility, Moheshkhali Floating LNG or MLNG, operated by Petrobangla. Launched in 2018, the 138,000-cbm FSRU Excellence completed its 100th STS transfer offshore Bangladesh in 2021. source : www.lngprime.com

BELGIUM’S FLUXYS GETS 3000TH LNG CARGO AT ZEEBRUGGE TERMINAL

Belgium’s Fluxys has received the 3000th cargo of liquefied natural gas at its LNG import facility in the port of Zeebrugge. According to Fluxys, the milestone delivery took place on August 31. The 2024-built 174,000-cbm LNG carrier, Energy Fortitude, owned by Greece’s Alpha Gas, brought the LNG cargo from Qatar to the Zeebrugge facility. In operation since 1987, the Zeebrugge LNG terminal mostly receives shipments from Qatar, USA, and Russia. “In 2023, we had about 210 large-scale LNG tankers in the Zeebrugge terminal for unloading or loading operations, and we had about 80 small-scale LNG

tankers vessels for unloading or loading operations,” a spokesperson for Fluxys told LNG Prime. Due to high demand for LNG, Fluxys is expanding the facility and it has already increased the terminal’s capacity by adding three new open rack vaporizers. The capacity has been increased since January 1, 2024 to 11.3 mtpa (15 bcma). “The additional sendout capacity (1.3 mtpa / 2 bcma) is scheduled to be available on January 1, 2026,” the spokesperson said. US energy giant ConocoPhillips recently signed a deal with Fluxys to book long-term capacity at the Zeebrugge LNG terminal. The capacity booking at the terminal will allow ConocoPhillips to import and regasify 0.75 mtpa of LNG for delivery in Belgium and also throughout Europe starting in April 2027, it said. This deal came after Fluxys in June offered long-term capacity for 2027-2044 at its LNG import facility in the port of Zeebrugge. source : www.lngprime.com

CROWN LNG EXPECTS FID ON SCOTTISH FSRU TERMINAL IN Q2 2025

US-listed Crown LNG expects to make a final investment decision to build its planned FSRU-based LNG import terminal in the Firth of Forth, Scotland in the second quarter of 2025. The company is also exploring the development of an LNG export facility in the US. Crown LNG revealed this in a corporate update released on Wednesday. The company delayed the decision on the Grangemouth FSRU project, as it said in July it expects to decide on the facility in late 2024. Crown LNG did not provide further details in the update. In July, the company selected UK-based IKM Engineering & Environmental Consultants as its partner for the design and engineering of the FSRU project. IKM’s mandate will include the pre-FEED and FEED (front end engineering and design) phases, including project management and execution planning. Specific services to be provided include consenting, overall process design, facility layout optimization, detailed engineering, and procurement support, Crown LNG said. The Grangemouth FSRU project will have a capacity of 5 mtpa and will cost about \$533 million. It will supply a natural gas-fired power plant. Crown LNG said the Grangemouth project, located on the east coast of Scotland, seeks to support the UK’s increasing drive for energy security post-Brexit and in the context of geopolitical impacts on energy markets. Currently, the UK relies on just three facilities for all of the country’s LNG imports, which increased 74 percent from 2021 to 2022, the company said. The three onshore LNG import terminals include South Hook LNG, Dragon LNG, and Grain LNG. Crown LNG said that a site study for location of the import facility and LNG vessel access has been completed, and Crown will progress with the consenting process with the Scottish and UK governments.

Kakinada

In July, Crown LNG and Catcha Investment completed their previously announced agreement for a business combination that resulted in Crown becoming a US publicly listed company. Crown said at the time it is advancing development of two projects toward FID – Kakinada, on the east coast of India, and Grangemouth. According to the update on Wednesday, Crown LNG

re-affirmed its target of Q3 2025 for the project in Kakinada, India. This terminal will utilize gravity-based structure (GBS) facilities, and will have a capacity of 7.2 mtpa. It is expected to cost about \$1 billion.

US LNG export facility

Crown LNG also said in the update it is “actively exploring and evaluating opportunities for strategic acquisitions and inorganic growth.” This would “enable near-term revenue generation and an expansion of our capabilities to include elements of the LNG value chain beyond regasification and liquefaction,” the firm said. “As part of our ongoing discussions with production partners, Crown is also exploring the development of building export facilities in key production markets like the United States of America and Canada,” the company said. Crown LNG said this approach would “complement our existing access to pipeline networks in key growth markets for LNG consumption.” The company previously said it plans to develop LNG projects in Vung Tau, Vietnam, and Newfoundland, Canada. The FSRU-based project in Vietnam would have a capacity of 10 mtpa and cost about \$1.2-1.3 billion, while the liquefaction project in Canada would have a capacity of 9 mtpa and cost \$8-9 billion, according to Crown. Source : www.lngprime.com

DUTCH BIO-LNG PLANT LAUNCHED

Dutch firms Nordsol and Attero launched the bio-LNG plant in Wilp. The facility will produce bio-LNG for the maritime sector. Tech firm Nordsol announced the opening of the bio-LNG facility in a social media post on Wednesday. In May last year, Nordsol announced the launch of groundwork at the Wilp site for the FirstBio2Shipping project supported by the European Climate, Infrastructure and Environment Executive Agency (CINEA). Nordsol, Attero, and Titan took a final investment decision to build the LNG plant in November 2022. The FirstBio2Shipping project, which received 4.3 million euros (\$4.7 million) from the EU, was previously expected to start delivering bio-LNG in early 2024. Attero will process domestic biowaste into 6 million Nm3 of biogas per year, while Nordsol and Attero will jointly produce 2,400 tons/year of bio-LNG and 5,000 tons/year liquid bio-CO2 from this biogas using Nordsol’s patented iLNG technology. Also, Titan, the exclusive long-term off-taker, will supply the bio-LNG to the maritime industry. This facility will not be the first bio-LNG facility in the Netherlands as Nordsol already operates the bio-LNG plant in Amsterdam Westpoort. However, it will be the first bio-LNG plant for shipping as the Amsterdam Westpoort facility provides fuel for the transport sector. Besides these facilities, Titan also signed deals in 2022 for a large bio-LNG plant in the Amsterdam port. Source : www.lngprime.com

SEASPAN TAKES DELIVERY OF LNG BUNKER VESSEL FOR PANAMA

The first of three 7,600-m³ LNG bunker vessels has passed gas trials and been delivered to Canada’s Seaspán ULC. It will operate in and around the Panama Canal supplying bunkering services. Designed in close co-operation with Vard Marine and

built by Nantong CIMC Sinopacific Offshore & Engineering (CIMC SOE), Seaspan Garibaldi has an overall length of 113 m, beam of 19 m, draught of 5 m, and a design speed of 13 knots. Leading gas handling and fuel gas system designer TGE Marine Gas Engineering reports the LNG bunker vessel has two IMO Type C tanks comprising a fuel gas system, in-tank and cargo pumps for each tank as well as two compressor systems for boil off gas (BOG) handling. It is equipped with an LNG subcooler unit, which is controlled by a TGE Marine control system, supporting the tank pressure beside BOG treatment. It has a static and a dynamic custody transfer system and various manifolds enable full flexibility of the bunkering operations. Under a memorandum of understanding signed by Seaspan ULC and AES in 2023, the two parties plan to co-operate on the supply of LNG bunkering services to ships transiting the Panama Canal, and explore opportunities to provide similar services to other vessels operating regionally near the Costa Norte LNG terminal, Colón, Panama, owned by AES. CIMC SOE is expected to deliver Seaspan Lion later this year, and a sister vessel in 2025. source : www.rivieramm.com

SPANISH LNG IMPORTS, RELOADS DOWN IN AUGUST

Spanish liquefied natural gas (LNG) imports and reloads decreased last month compared to August 2023. Russia continues to be the main LNG supplier to Spain, according to Enagas. LNG imports decreased by 41 percent year-on-year to 13.2 TWh in August and accounted for 54.9 percent of the total gas imports. Previously, Spanish LNG imports decreased by 33.1 percent year-on-year to 13.7 TWh in July, while imports dropped by 24.4 percent year-on-year to about 16.1 TWh in June. In May, LNG imports decreased by 30.6 percent to about 17.1 TWh, in April, LNG imports reached 16.1 TWh and 18.1 TWh in March, while in February LNG imports reached 18.4 TWh and in January imports reached 20 TWh. Including pipeline imports from Algeria (8.86 TWh), France, and Portugal, gas imports to Spain reached about 27 TWh last month, a drop from some 33.8 TWh in August last year, according to the monthly report by Enagas. Moreover, national gas demand in August decreased by 9.5 percent year-on-year to 22.7 TWh. Demand for power generation dipped by 28.3 percent year-on-year to 7.49 TWh last month, while conventional demand increased by 3.9 percent to 15.2 TWh, the LNG terminal operator said. Storage facilities were 100 percent full in August, compared to 97 percent in the same month last year and 98 percent in the prior month. Enagas operates a large network of gas pipelines in Spain and has three wholly-owned LNG import plants in Barcelona, Huelva, and Cartagena. It also owns 75 percent in the Musel LNG facility, 50 percent in the BBG regasification plant in Bilbao, and 72.5 percent of the Sagunto plant, while Reganosa operates the Mugardos plant. In August last year, Spanish power group Endesa delivered the first commercial cargo to the El Musel LNG terminal in Gijon. Endesa completed in April this year the first reloading operation at the facility. There were no ship unloading or loading operations at the facility during August.

Russia and US biggest LNG suppliers

The seven operational Spanish LNG regasification terminals, unloaded 14 cargoes last month, down by 11 cargoes compared to July last year, the data shows. Russia was the biggest LNG supplier to Spain in August with 6.37 TWh, up from 3.32 TWh last year, and the country was followed by the US with 4.93 TWh, a drop from 10.9 TWh last year. During August, Spain also

received 0.87 TWh from Qata, flat compared to August 2023, 0.84 TWh from Nigeria, down from 6.86 TWh last year, 0.73 TWh from Congo, 0.62 TWh from Trinidad, and 0.49 TWh from Algeria. Russia was also the biggest LNG supplier to Spain in April, May, June, and July, while the US was the biggest supplier in January and February. Also, Russia was the biggest LNG supplier in December last year and the US was the biggest supplier to Spain in October and November.

LNG reloads dip

Spanish LNG terminals loaded just 0.35 TWh in August, the lowest monthly figure this year. Reloads dropped by 84.7 percent compared to 2.26 TWh in the same month last year. Reloads also decreased compared to 2.49 TWh in July, the highest monthly figure this year. The LNG terminals loaded 1.81 TWh in June, 1.19 TWh in May, 0.45 TWh in April, 0.56 TWh in March, 1.07 TWh in February, and 0.92 TWh in January. During August, the Barcelona terminal reloaded 0.22 TWh, and the Huelva terminal reloaded 0.13 TWh. Moreover, truck loading operations at the LNG terminals rose 12.3 percent year-on-year to 1006. The Huelva LNG terminal completed 307 truck loads in August, while the Barcelona terminal completed 183 truck loads and the Sagunto terminal completed 171 truck loads, the data shows. Source : www.lngprime.com

DYNAGAS LNG PARTNERS REPORTS LOWER NET INCOME

Dynagas LNG Partners, the operator of six LNG carriers which work under long-term charters, reported a drop in its net income in the second quarter and the first half of this year. The NYSE-listed limited partnership formed by shipowner Dynagas posted a net income of \$10.7 million for the three months ended June 30, 2024. This marks a drop of \$3.7 million, or 25.7 percent, compared to \$14.4 million in the same quarter last year, the LNG shipper said in a statement. Net income also decreased compared to \$11.7 million in the prior quarter. Dynagas LNG attributed this drop mainly due the decrease in the gain on its interest rate swap transaction which matures on September 18, 2024 and the increase in the loss on debt extinguishment as a result of the full prepayment of outstanding amounts under the \$675 million credit facility on June 27. Net income for the first half decreased to \$22.5 million from \$24 million last year.

Voyage revenues almost flat

The company said its adjusted net income jumped 113.8 percent to \$12.4 million in the second quarter mainly due to the increase in the cash voyage revenues of LNG carrier Arctic Aurora. Voyage revenues for the three-month period reached \$37.6 million, down just 0.3 percent compared to the same quarter last year. Dynagas LNG said this is mainly due to the increase in voyage revenues of Arctic Aurora following its time charter party agreement with Equinor, which started in September 2023. The partnership reported average daily hire gross of commissions of about \$72,010 per day per vessel for the three-month period ended June 30, 2024, compared to about \$61,800 per day per vessel for the corresponding period of 2023. The partnership's vessels operated at 100 percent fleet utilization during the three-month period. Also, vessel operating expenses were \$7.7 million, which corresponds to a daily rate per vessel of \$14,141 for the three-month period, as compared

to \$8.1 million, or a daily rate per vessel of \$14,824, in the second quarter of 2023. This decrease is mainly attributable to lower planned technical maintenance on the partnership’s vessels in the second quarter this year compared to the corresponding period in 2023.

Next phase of growth

Chief executive Tony Lauritzen said all six LNG carriers in the company’s fleet are operating under their respective long-term charters with international gas companies with an average remaining contract term of about 6.4 years. “Assuming no unforeseen events, the partnership expects no vessel availability until 2028,” he said. Lauritzen said the company’s estimated contract backlog currently stands at about \$1.04 billion equating to some \$173 million per vessel as of September 10, 2024. In June, Dynagas LNG signed a sale and leaseback deal with China Development Bank Financial Leasing (CDB Leasing) for its four LNG carriers. The four LNG carriers in question are the 2007-built 149,700-cbm, Clean Energy and Ob River, the 2008-built 149,700-cbm, Amur River, and the 2013-built 155,000-cbm, Arctic Aurora. “The \$345 million financing, along with \$63.7 million from the partnership’s existing cash reserves, was used to fully repay amounts outstanding under our previous credit facility of \$408.7 million on June 27, 2024, ahead of its schedule maturity in September 2024,” Lauritzen said. “Following a sustained period of strategic deleveraging, we now have substantially reduced our debt levels and secured a more flexible financing structure. With two of our LNG carriers now debt-free, we believe the partnership is well-positioned for the next phase of growth and development,” Lauritzen added. Source : www.lhgprime.com

CHENIERE’S SABINE PASS LNG TERMINAL PREPARES FOR TROPICAL STORM FRANCINE

Cheniere’s Sabine Pass LNG export terminal in Louisiana, the largest LNG terminal in the US, continues with storm preparations as Tropical Storm Francine is expected to reach the Louisiana coast by Wednesday. According to the US National Hurricane Center, Tropical Storm Francine is expected to strengthen into a Category 1 hurricane Tuesday and make landfall Wednesday over Louisiana. “Cheniere continues to monitor TS Francine’s progress,” a spokesman for Cheniere told LNG Prime on Tuesday. He said the Sabine Pass Liquefaction (SPL) facility in Cameron Parish, Louisiana continues with storm preparations. “LNG production at Sabine Pass remains uninterrupted,” the spokesman added. Cheniere’s Sabine Pass facility in Louisiana currently has a capacity of about 30 mtpa following the launch of the sixth train in February 2022. Besides this facility, Sempra’s Cameron LNG export plant is also located in Louisiana. The Cameron LNG plant has three liquefaction trains with a total capacity of about 12 mtpa of LNG. “Cameron LNG has a phased approach to managing day-to-day operations when any tropical weather system enters the Gulf of Mexico,” a spokeswoman for Cameron LNG said. “We are closely monitoring the weather situation and will take the necessary actions to ensure the safety of personnel and plant operations,” she said. Venture Global LNG’s Calcasieu Pass LNG export terminal is also located in Louisiana. This facility is still in the commissioning phase

and has a capacity of 10 mtpa. LNG Prime contacted Venture Global, but we did not receive a reply by the time this article was published. source : www.lngprime.com

CHINA’S COSCO SHIPPING TO ORDER LNG CARRIER DUO

China’s Cosco Shipping Energy Transportation said it will order two liquefied natural gas (LNG) carriers from compatriot Dalian Shipbuilding Industry (DSIC). Cosco Shipping Energy Transportation revealed on Monday that its board of directors has approved the construction of two 175,000-cbm LNG carriers. The company’s unit Cosco Shipping LNG Investment (Shanghai) will order the vessels at DSIC. Two special purpose LNG carrier companies will be created and the total project investment will reach about \$509.23 million, it said. Cosco Shipping Energy Transportation said the shipbuilding contract will be signed in the “near future”. Shipbuilding sources told LNG Prime on Tuesday that the shipbuilding deal is expected to be signed this week. In July this year, LNG Prime was the first to report that Cosco Shipping Energy Transportation signed a letter of intent with DSIC for two 175,000-cbm LNG carriers. Also, the vessels would be equipped with WinGD dual-fuel engines with integrated ICER system, a reliquefaction unit, and GTT’s Mark III Flex membrane containment system. Based on the most recent LNG carrier order at DSIC, each LNG carrier is expected to be worth more than \$235 million. DSIC is already building three 175,000-cbm LNG carriers with the same specifications for a joint venture consisting of units of Cosco Shipping Energy Transportation and Sinopec under a deal signed in August last year. The deal is worth about \$700 million or some \$233.3 million per vessel and the delivery of the vessels is expected in 2027 and 2028. Following delivery, these LNG carriers will serve Sinopec under long-term charters deals to ship US LNG volumes Sinopec contracted from Venture Global LNG in November 2021, Sinopec previously said.

17 LNG carrier orders for DSIC

In March 2022, DSIC won its first large LNG carrier order for two ships from China Merchants Energy Shipping (CMES), a unit of China Merchants Group, and after that CMES added six more vessels. Earlier this year, the shipbuilder launched the first CMES LNG carrier. Moreover, DSIC signed a deal in August last year to build two LNG carriers for a joint venture consisting of China Gas, Wah Kwong Maritime Transport, and CSSC Shipping. The three firms ordered two more LNG carriers at DSIC in April this year. Including these Cosco Shipping Energy Transportation vessels, the shipbuilder would have 17 LNG carriers on order. source : www.lngprime.com

QATAR ENERGY WELCOMES FIRST LNG CARRIER OF ITS MASSIVE SHIPBUILDING PROGRAM

China’s Hudong-Zhonghua hosted a naming ceremony for the first liquefied natural gas (LNG) carrier built as part of QatarEnergy’s massive shipbuilding program. The 174,000-cbm LNG carrier, Rex Tillerson, is the first conventional-size LNG

vessel built under the program and the vessel was named after the former chairman and CEO of US energy giant ExxonMobil. Besides this vessel, QatarEnergy also celebrated the naming of a second vessel - Umm Ghuwailina. Last month, this 174,000-cbm LNG carrier completed its sea and gas trials. The two vessels are part of 12 conventional-size LNG vessels contracted with Hudong-Zhonghua. State-run LNG giant QatarEnergy signed charter deals in April 2022 for these two LNG carriers with Japan's MOL, completing the first batch of charter contracts awarded under its massive shipbuilding program. The vessels are owned by MOL and China's Cosco Shipping Energy Transportation. Set to be delivered ahead of their contracted delivery schedule, the LNG carriers are under long-term charter by QatarEnergy Trading, QatarEnergy said. 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. Besides these vessels, QatarEnergy has signed a major shipbuilding deal in April this year worth \$6 billion with China State Shipbuilding Corp for the construction of 18 271,000-cbm LNG carriers at Hudong-Zhonghua. Qatar Energy also just announced a new order for six of these giant vessels at Hudong-Zhonghua, bringing the total number of LNG vessels on order under its fleet expansion program to 128, including 24 QC-Max mega vessels. source :

www.lngprime.com

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NOVATEK SAYS IT IS NOT INVOLVED IN ESTABLISHING ‘SHADOW FLEET’ OF LNG CARRIERS

Russian LNG producer Novatek denied on Tuesday it is establishing a "shadow fleet" of LNG carriers to transport LNG from its Arctic LNG 2 project. "Due to increasing instances of misinformation being published in the media affecting the operations and the reputation of Novatek, please be informed that Novatek is one of the participants in Arctic LNG 2 LLC, while employees of the company are not employed by the project," the company said in a statement on Tuesday. Novatek said all of the project's activities, including operational and commercial activities, are "controlled solely by the management of Arctic LNG 2." "The allegations made in the media, namely that the company is involved in the establishment and management of a shadow fleet, as well as in loading products from the Arctic LNG 2 project, are untrue and do not stand up to facts," the company said. "Novatek will take all steps to thwart publication and dissemination of misinformation intended to cause damage to the company, and will protect its interests in court," it said.

Sanctions

The US government recently imposed sanctions on two more LNG carriers saying they are tied to the Novatek-operated Arctic LNG 2 project. The Department of State said in a statement it is targeting two entities and two vessels connected to attempts to export LNG from the US-sanctioned Arctic LNG 2 project. According to the statement, the Department is sanctioning Gotik Energy Shipping Co (Gotik) and Plio Energy Cargo Shipping OPC PVT LTD (Plio Energy). Gotik and Plio Energy are the registered owner and commercial manager, respectively, of the LNG carrier New Energy, the Department said. The 2007-built LNG carrier has a capacity of 150,000 cbm. "LNG/C New Energy used deceptive shipping practices, including shutting off its automatic identification system, to load cargo from the US-sanctioned Arctic LNG 2 project via a ship-to-ship transfer on August 25, 2024, with LNG/C Pioneer, a vessel blocked by the United States on August 23, 2024," it said.

"We are also identifying one additional vessel managed and operated by Plio Energy, LNG/C Mulan, as property in which Plio Energy has an interest," the Department said. This 2024-built vessel has a capacity of 79,800 cbm. Last month, the US government has imposed sanctions on seven LNG carriers saying they are tied to the Novatek-operated Arctic LNG 2 and Yamal LNG projects. According to the US Treasury and the Department of State, the LNG carriers include Asya Energy,

Everest Energy, Pioneer, North Air, North Mountain, North Sky, and North Way. With these two vessels, this now puts the total to nine LNG carriers.

Arctic LNG 2

Novatek recently delivered the second gravity-based structure platform from its yard near Murmansk to the site of the Arctic LNG 2 project located on the Gydan peninsula, according to reports. The second GBS left the Belokamenka yard under tow on July 26, and the installation of the unit at the Arctic LNG 2 site was expected to start in mid-August, Kommersant said in a previous report. Novatek completed the second GBS despite sanctions by the US and the EU related to the Arctic LNG 2 project. The first GBS left the Belokamenka yard in July last year and Novatek completed the installation on the underbase foundation on the seabed at the Utrenniy terminal in August. The first and second GBS each have a capacity of about 6.6 mtpa, while the Arctic LNG 2 project also previously included the construction of the third GBS. Novatek is the LNG project's operator with a 60 percent stake, France's TotalEnergies owns 10 percent, while CNPC and CNOOC of China have 10 percent, each. Japan Arctic LNG, a consortium of Mitsui & Co and Jorgmec, owns a 10 percent stake in the project as well. In January, TotalEnergies initiated a force majeure process on the Arctic LNG 2 project in Russia due to sanctions. In March 2022, TotalEnergies said it would no longer provide capital and book proven reserves for the Arctic LNG 2 project due to the uncertainty created by the technological and financial sanctions on the ability to carry out the development. After that, TotalEnergies wrote down its 19.4 percent stake in Novatek and withdrew the representatives of the company from the board of Novatek. Source : www.ingprime.com

UAE'S ADNOC, INDIAN OIL INK RUWAIS LNG SUPPLY DEAL

UAE's Adnoc has signed a heads of agreement with Indian Oil to supply the latter with liquefied natural gas from its planned LNG terminal in Al Ruwais. The two firms signed the 15-year deal for 1 million metric tonnes per annum of LNG. The deal was first announced by the Abu Dhabi Media Office and the Indian government on Monday. State-owned Adnoc released a statement on Tuesday saying the LNG supplies will be primarily sourced from its Ruwais LNG project, which is currently under development in Al Ruwais Industrial City, Abu Dhabi, and is expected to start commercial operations in 2028. The LNG cargoes will be shipped to Indian Oil's destination ports in India. Both Indian Oil and GAIL had previously signed long-term agreements for 1.2 mtpa and 0.5 mtpa, respectively, with Adnoc. In July last year, Adnoc Gas, Adnoc's new gas and LNG unit, said it had signed a long-term deal to supply LNG to India's top state oil refiner Indian Oil. Adnoc Gas said will supply up to 1.2 million mt to Indian Oil over a period of 14 years. According to the firm, the agreement is worth in the range of \$7 billion to \$9 billion. The new agreement "further strengthens Adnoc's position in India's fast-growing energy market," Adnoc said. "By 2029, Indian Oil is expected to become Adnoc's biggest LNG customer, with a total offtake of 2.2 mtpa, comprising 1.2 mtpa from Das Island and 1 mtpa from Ruwais LNG," it said. Prior to this deal, Adnoc signed a heads of agreement with

Japan's Osaka Gas for 0.8 mtpa of LNG. The agreement with Indian Oil is one of several long-term LNG sales commitments Adnoc has signed with international partners for Ruwais LNG for over 70 percent of the project's total production capacity, it said.

Ruwais LNG

State-owned Adnoc announced in June the final investment decision on the Rproject and the EPC award. Prior to that, Adnoc issued in March this year a limited notice to proceed for early engineering, procurement, and construction activities to the joint venture. Besides this EPC deal, Adnoc Gas also awarded US energy services firm Baker Hughes a contract for the LNG export terminal. Baker Hughes will provide two electric liquefaction systems (e-LNG) for the Ruwais LNG project. BP, Mitsui & Co., Shell, and TotalEnergies also agreed to buy a 10 percent equity stake in Adnoc's LNG export terminal. Adnoc will retain a 60 percent majority stake. The LNG project will more than double Adnoc's existing UAE LNG production capacity to around 15 mtpa, as the company builds its international LNG portfolio. Adnoc currently owns a 70 percent stake in Adnoc LNG, that currently produces about 6 mtpa of LNG from its facilities on Das Island. source : www.lngprime.com

PETROVIETNAM GAS WRAPS UP FIRST LNG DELIVERY BY RAIL

PetroVietnam Gas, a unit of state-owned PetroVietnam, has completed its first liquefied natural gas (LNG) delivery by rail from southern to northern Vietnam. In March this year, PV Gas started supplying LNG via trucks from the truck loading facility at its Thi Vai LNG import terminal to PV Gas CNG's LNG satellite station in Thuan Dao in the southern Vietnamese province of Long An. PV Gas recently announced it is ready to start supplying LNG to industrial customers in northern Vietnam. According to a statement by PV Gas on Monday, the company completed the first delivery of LNG by rail to northern Vietnam. On September 6, PV GAS held a ceremony at the Trang Bom train station in the Dong Nai province to launch the first train carrying LNG in ISO containers from southern to northern Vietnam. The train successfully transported 16 ISO tanks filled with LNG to the Dong Anh station in Hanoi. It arrived at the station on September 9, covering about 1,700km, PV Gas said. From the station, LNG will be transported by trucks to serve industrial consumers in the north, it said. PV Gas has collaborated with the Vietnam Railway Corporation (VNR) for this LNG delivery by rail. The expansion of rail and road transport is crucial for meeting the rising energy requirements of industrial production in the northern region, which is lacking LNG import infrastructure, PV Gas said.

Thi Vai LNG

PV Gas officially launched its Thi Vai LNG terminal in the coastal area southeast of Ho Chi Minh City on October 29, 2023 after nearly 4 years of construction and commissioning. In July 2023, LNG giant Shell delivered the commissioning LNG cargo to the terminal from the Bontang LNG plant. PetroChina International delivered in June this year the fifth LNG cargo to the Thi Vai LNG import terminal. Vietnam's first LNG import facility consists of one 180,000-cbm LNG tank, a jetty, and regas



area. The terminal has a capacity of 1 mtpa in its first phase, but PV Gas plans to boost the capacity to 3 mtpa in the next stage. Source : www.lngprime.com

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