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LNG NEWS WEEKLY 20TH OCTOBER 2024

SK SHIPPING OFFERS STEAM TURBINE SHIPS FOR SALE AS REDELIVERIES NEAR

Up to five steam turbine-driven LNG carriers controlled by South Korea's SK Shipping are being floated for sale as they near the end of their long-term charters. Brokers said SK Shipping has started by inviting offers on the 138,306-cbm SK Sunrise (built 2003) held in a joint venture with Japan's Iino Kaiun. But others also name four South Korean-built sister ships — the 138,000-cbm SK Summit (built 1999), SK Supreme, SK Splendour and SK Stella (all built 2000) — as potentially up for sale. They said domestic charterer Kogas is set to start redelivering the ships from their long-term contracts as they start to expire at the end of this year.SK Shipping and other South Korean owners contracted a raft of LNG carrier newbuildings in the 1990s to serve Kogas' requirements. But the state-controlled importer, long expected to re-enter the market for replacement tonnage, has reportedly decided not to renew the charter contracts. Brokers said the vessels are coming up for scheduled special surveys and dry dockings. Several pointed to a growing mass of steam turbine LNG tonnage due to come off long-term charters towards the end of this year and into 2025, with the expectation that the number of these ships being offered for sale will start to rack up.They point to owners such as BW LNG, which has eight 138,000-cbm steam ships. Last month, the shipowner was seen offering one vessel — the 138,059-cbm BW Boston (built 2003) — for sale and announcing a conversion

project for another to a floating storage unit. But brokers said the number of opportunities for conversions is limited as are interested secondhand buyers. Owners and brokers have also become more concerned about compliance issues after Russian-related buyers picked up at least nine LNG carriers for trading — four of which were elderly vessels. "If you can't sell to Russians, no one else is buying [second-hand LNG] ships," one said. But it has emerged that one owner has found a buyer. Brokers reported that NYK had sold its large LNG steamship, the 149,700-cbm Grace Cosmos (built in 2008), to Chinese buyers. The South Korean-built, membrane-type vessel that passed its last special survey in March 2023 is said to have fetched a price in the mid-$50m range. Sino Commerce Offshore is the name being mentioned as the purchaser of the vessel. The ship is among the larger-capacity, more modern LNG steamships, and brokers said other 138,000-cbm vessels over 20 years old, which have not been acquired by Russian-linked interests, have sold for between $30m and $40m each. Elsewhere, fresh offers have been invited on an Adnoc Logistics & Services LNG steamship, the 137,500-cbm Ghasha (built 1995). Bids are due at the end of this week on the Moss-type vessel, which is being offered on a charter-free basis in Fujairah. The vessel was originally pushed out for sale around the middle of this year. source: www.tradewindsnews.com

SHELL SPARKS BUNKER MARKET WITH MULTI-SHIP BID

Offers are due today for up to five LNG bunker vessel newbuildings for charter to energy major Shell. Those following the rapidly growing sector said Shell is seeking bids on two firm LNGBVs of between 18,000 cbm and 20,000 cbm.Shell is said to have requested delivery dates in the first half of 2027 and may consider later handover options. The major is said to be offering charters of between five and seven years on the vessels, which it said will be for worldwide trading. Offers were originally due in on the newbuildings on 9 October. Shell has been contacted about its LNGBV enquiry. What has been described as an "enormous amount" of shipowners are being invited to offer in on the newbuildings, with one source putting the number of those approached by the major at between 30 and 40. He said some of those are described as serious owners but with a large sprinkling of others who have yet to be serious contenders in the business. Similarly, a number of shipyards in China, South Korea and Singapore are said to be fielding offers from would-be owners for the newbuildings. Sources named China's Nantong CIMC Sinopacific Offshore & Engineering Co, and possibly Huangpu Wenchong Shipbuilding Co and Jiangnan Shipyard, as likely participants, along with HD Hyundai Mipo in South Korea and Singapore-based Seatrium. But they said other tier-two Chinese yards could also be in the frame. Newbuilding prices are currently super-strong for most vessel sectors and LNGBVs are no exception. Brokers said South Korean-built ships of Shell's specifications are coming in at between $92m and $93m while Chinese yards are closer to $86m. In 2021, the major chartered in two large LNGBV newbuildings contracted that year by South Korean owners at prices in the $50m range. Shell's enquiry for a tranche of LNGBVs is being widely welcomed as giving impetus to the build-out of LNG bunkering infrastructure. The surge in LNG dual-fuelled newbuildings, many of them large container ships, will start delivering later in 2025, and there is a perception that there is a deficit in the

number of LNGBVs available. It is also expected to give the major what one market player described as "phenomenal benchmarking" on LNGBV newbuildings. But some have expressed concerns that Shell's enquiry could result in "a race to the bottom", with newcomers prepared to take sub-market charter rates for entry into the sector. They said the major is in a position to offer low returns and it will depend on whether owners are willing to do an accelerated depreciation on newbuildings over more conventional charters paying sustainable rates to existing owners. source: www.tradewindsnews.com

CHINA'S LNG SWITCH SHAKES MARKETS

China's increasing use of LNG-fuelled trucks has taken a bite out of the tanker market. Flex LNG chief executive Oystein Kalleklev pointed out on social media that natural gas-powered trucks have secured 42% market share, driving down demand for diesel and pushing up demand for LNG. "While LNG-fuelled trucks are about 25% more expensive than diesel-fuelled trucks, LNG is also about a quarter cheaper than diesel, making the total cost of ownership lower thus fuelling demand," said Kalleklev, citing a story in the Financial Times. "Hence, diesel demand in China is declining with sales down 6% in July compared to a year earlier while pipeline gas and LNG imports volumes rose 12% in the same period." That is good news for the John Fredriksen-backed LNG carrier owner Kalleklev runs, but bad news for tanker owners who are looking to China to boost their fortunes. Kpler freight analyst Matt Wright said domestic clean product demand in China slowed considerably in the third quarter, rising just 210,000 barrels per day versus the 610,000 bpd in the first half. Normally, that would spur exports, but that has not happened, he said. "A weaker international market, particularly for gasoline and diesel has limited exports over the second half of 2024," Wright said, noting MR rates in North Asia have only posted modest gains since China published new export quotas, only 55% of which were used in September. Together, that lowers crude demand, which has helped hold down VLCC rates. Many owners have looked towards rising Chinese demand to push up rates for the largest crude carriers as they head into the final stanza of the year, which is typically a strong period for the vessels. Wright said that those imports declined so far in 2024 versus 2023 by 135,000 bpd, but that the declines were weighted towards the second half as imports were higher year over year earlier on. "Early indications for October show an increase, with Chinese crude imports for the month currently at 11 Mbd, up from 9.9 Mbd in September," he said. "However, some of this will be due to restocking, rather than rising demand, meaning it will not provide sustained tanker demand." The benchmark Middle East to China VLCC route has been volatile since mid-July, peaking multiple times before falling back to earth. The most recent climb saw rates start at $20,609 per day on 30 August before climbing to $39,068 per day on 19 September. source: www.tradewindsnews.com

TOTALENERGIES PARTNERS WITH IBAIZABAL TO EXPAND LNG BUNKERING FLEET

TotalEnergies is expanding its global LNG bunkering capabilities through a charter agreement with Spanish shipowner Ibaizabal for a new 18,600m³ LNG bunker vessel. The vessel, currently being built at Hudong-Zhonghua Shipbuilding in China, will be

delivered by late 2026. The vessel will strengthen TotalEnergies' ability to meet the growing demand for LNG as a marine fuel, particularly in key hubs such as the Middle East, where the company is advancing the Marsa LNG project in Oman to serve the shipping sector in the Gulf. This new vessel, owned by Ibaizabal, is designed to supply LNG to a range of vessel types, including containerships, tankers, cruise ships, and ferries. The vessel will join TotalEnergies' existing LNG bunker fleet, which includes Gas Agility (Rotterdam), Gas Vitality (Marseille), and Brassavola (Singapore), extending the company's global reach in providing LNG services across major maritime routes. TotalEnergies' senior vice president of aviation and marine fuels, Louise Tricoire, emphasised the company's commitment to supporting the decarbonisation of the shipping sector. "With new LNG-fuelled vessels coming on stream at a rapid pace, we are committed to playing our part in responding to the sector's increasing demand for this fuel," Ms. Tricoire stated. Ibaizabal Group CEO Jorge Zickermann noted that this project aligns with the company's strategy to transition to cleaner fuels while strengthening its partnership with TotalEnergies. This agreement is closely linked to the Marsa LNG project in Oman, where TotalEnergies and Oman's OQ are developing the region's first LNG bunkering hub. LNG production from the Mabrouk North-East field is expected to begin in early 2028 at the Sohar facility, primarily serving the Gulf's marine fuel market. Source: www.rivieramm.com

2024 SEES CONTRASTING FLEET MAINTENANCE STRATEGIES FOR LNG SHIPPING COMPANIES

In the first half of 2024, publicly listed LNG carrier operators used a range of strategies to manage the costs associated with maintaining their fleets, executing retrofits and scheduling essential dry-docking activities. With the LNG market experiencing increased demand due to rising energy needs and the push towards cleaner fuel sources, the operational efficiency of these fleets remains crucial. Examining some of the financial results, it becomes clear how companies are positioning themselves for both operational readiness and long-term profitability.

GasLog Partners: leaning towards fleet optimisation

GasLog Partners reported a revenue of US$87.3M for Q2 2024, a 10% decrease compared to the same period in 2023. However, its profit improved to US$38.6M, up from US$35.7M in Q2 2023, reflecting an 8% increase. The company's strategy in 1H 2024 focused on optimising its fleet by reducing the number of older vessels, which has had a direct impact on maintenance and dry-docking costs. GasLog, in its Q2 report, highlighted a sale and leaseback arrangement for an unnamed tri-fuel diesel-electric (TFDE) LNG carrier, which is expected to reduce future maintenance expenditures. As the company noted: "The sale is expected to be completed within the third quarter of 2024," reflecting its intent to streamline operational expenses related to older vessels.

Navigator Holdings: focus on newbuilds, minimising immediate costs

Navigator Holdings reported US$37.6M in voyage revenue for Q2 2024. While newbuild investments continue to shape Navigator's strategy, the company's focus has been on expanding its fleet, rather than incurring substantial repair and retrofit

costs for its existing vessels. This approach has allowed the company to keep immediate maintenance costs under control. With contracts for new ethylene gas carriers expected to bear fruit by 2027, Navigator is poised for long-term growth but is avoiding the short-term costs of retrofitting older vessels.

Höegh Evi: sustaining efficiency through fleet upgrades

Höegh Evi posted a total revenue of US$258.8M for 1H 2024, representing a slight decline from US$264.2M in 1H 2023. Similarly, EBITDA fell from US$170.6M in 1H 2023 to US$153.9M in 1H 2024, a decrease of approximately 10%. Despite the decrease, Höegh has maintained a steady focus on fleet efficiency, particularly with its floating storage regasification units (FSRUs). The company allocated funds for upgrades: "Net cash outflows from investing activities amounted to US$10.9M, driven by expenditures for FSRU equipment and class renewal costs," the 2H 2024 financial report stated.

Flex LNG: efficiency in dry-docking

Flex LNG reported US$174.9M in revenue for 1H 2024, alongside a total profit of US$55.0M. Notably, the company saw a 34% drop in quarterly profit from Q1 to Q2, reflecting fluctuations in market conditions. Nevertheless, Flex LNG successfully completed two major dry-docking operations in the second quarter: Flex Constellation and Flex Courageous. “We completed the five-year special survey of the sister ships Flex Constellation and Flex Courageous according to plan and budget,” said CEO Øystein Kalleklev.

Dynagas LNG Partners: lease financing eases financial strain

Dynagas LNG Partners generated US$75.7M in revenue for 1H 2024, slightly up from $74.9M in the same period in 2023. However, the company’s profit dropped by 6.25%, from US$24M in 1H 2023 to US$22.5M in 1H 2024. To alleviate some of the financial pressures, Dynagas secured a US$345M lease financing deal in June 2024. This allowed the company to fully prepay its US$675M credit facility, which was due to mature later in the year. Source: www.rivieramm.com

INDIA BOOSTS SEPTEMBER LNG IMPORTS

India’s liquefied natural gas (LNG) imports continued to rise in September, according to preliminary data from the oil ministry’s Petroleum Planning and Analysis Cell. The country imported about 2.90 billion cubic meters, or about 2.2 million metric tonnes, of LNG in September via long-term contracts and spot purchases, a rise of 12.4 percent compared to the same month in 2023. PPAC’s data previously showed that LNG imports rose in August, July, and June this year compared to the previous year. During April-September, India took 18.97 bcm of LNG, or about 14.1 million metric tonnes, up by 23.1 percent compared to the same period last year, according to PPAC. India paid $1.2 billion for September LNG imports, up from $1.1 billion in September last year. The country paid $7.7 billion in the April-September period, up from $6.5 billion in the same period last year, PPAC said. Moreover, India’s natural gas production reached about 2.97 bcm in September, a drop of 1.6 percent from the corresponding month of the previous year. Natural gas production of 18.16 bcm in April-September was up by 1.6 percent compared to the same period in 2023. India imports LNG via seven facilities with a combined capacity of about 47.7 million

tonnes per year. These include Petronet LNG's Dahej and Kochi terminals, Shell's Hazira terminal, and the Dabhol LNG, Ennore LNG, Mundra LNG, and Dhamra LNG terminal. The Chhara LNG import terminal in Gujarat should receive its commissioning cargo later this year after it failed to unload the cargo from the 2015-built 159,800-cbm, Maran Gas Mystras. India's Hindustan Petroleum, a unit of state-owned ONGC, aims to launch its delayed Chhara LNG import terminal in November or early December this year, according to its management. PPAC said that during April-August this year, the 17.5 mtpa Dahej terminal operated at 104.5 percent capacity, while the 5.2 mtpa Hazira terminal operated at 52.4 percent capacity. The 5 mtpa Dhamra LNG terminal operated at 48.2 percent capacity, the 5 mtpa Dabhol LNG terminal operated at 34 percent capacity, the 5 mtpa Kochi LNG terminal operated at 23 percent capacity, the 5 mtpa Ennore LNG terminal operated at 23.9 percent capacity, and the 5 mtpa Mundra LNG terminal operated at 28.8 percent capacity. Petronet recently launched two 180,000-cbm LNG storage tanks at its Dahej terminal in western Gujarat state. The company is expanding its Dahej LNG terminal with about 5 mtpa of new capacity, which should be available by March 2025. source: www.lngprime.com

FIRST GEN'S BATANGAS FSRU GETS NEW LNG CARGO

Power producer First Gen has received a new cargo of liquefied natural gas (LNG) at its FSRU-based terminal in the Philippines. The 162,000-cbm FSRU BW Batangas, owned by BW LNG and chartered by First Gen, received the cargo from the 174,000-cbm GasLog Greece, owned by GasLog and chartered by Shell. First Gen's executive VP and chief commercial officer, Jonathan Russell, confirmed the arrival of GasLog Greece in Subic Bay in a social media post on Tuesday. He did not provide further details. GasLog Greece's AIS data shows the vessel delivered the LNG cargo from Shell's QCLNG plant in Australia. BW Batangas is berthed at the First Gen Clean Energy Complex (FGCEC) in Batangas City. First Gen uses regasified LNG to fuel its gas-fired power plants located in the complex. The company has a portfolio of four gas-fired power plants with a combined capacity of 2,017 MW that have been supplied for many years with gas from the Malampaya offshore gas field. It is now buying LNG to replace declining volumes from the Malampaya gas field.

Seventh tender

Last month, First Gen issued a tender seeking to procure a single cargo of LNG via its unit First Gen Singapore on a delivered ex-ship (DES) basis. First Gen said the selected bidder will deliver the LNG cargo of about 154,500 cbm from October 14 to October 18, 2024. According to the company's website, the firm picked Shell to deliver this LNG shipment. This was the seventh tender the company issued since last year. Prior to this tender, First Gen launched tenders for delivery in May and July, while the fourth tender was not awarded as First Gen did not get firm commitment from Manila Electric regarding the costs of the LNG supply. Shell supplied the first LNG cargo for commissioning purposes to First Gen's FSRU-based LNG terminal in August last year, while Trafigura and TotalEnergies supplied the second and the third cargo. A unit of China's state-owned energy giant CNOOC supplied the fourth LNG cargo, while First Gen awarded the fifth LNG cargo to Japan's

Tokyo Gas for delivery in July. Japan's city gas supplier and LNG importer Tokyo Gas and First Gen are partners and the Japanese company in May entered a deal to buy a 20 percent stake in First Gen LNG, a unit of First Gen and the operator of the FSRU-based terminal in Batangas. Source: www.lngprime.com

WOODSIDE'S SCARBOROUGH PROJECT 73 PERCENT COMPLETE

Woodside's Scarborough and the second Pluto LNG train projects were 73 percent complete at the end of the third quarter. Australia's Woodside also announced it will delist from the London Stock Exchange. The Perth-based LNG player, which just completed its acquisition of US LNG developer Tellurian, said in its third-quarter report that the Scarborough project remains on track for first LNG cargo in 2026. The project was 67 percent complete at the end of the second quarter, and Woodside revised total project cost estimate to $12.5 billion ($8.2 billion Woodside share), a 4 percent increase from the previous cost estimate at FID of $12 billion. Woodside and Saipem recently completed the installation of the project's trunkline. When operational, the 433 km trunkline will transport gas from the offshore Scarborough field to the onshore Pluto LNG processing facility in Karratha. In November 2021, Woodside took a final investment decision on the Scarborough and Pluto LNG Train 2 developments. The project also includes new domestic gas facilities and modifications to the first train. Woodside's Pluto LNG terminal currently has one train with a capacity of 4.9 mtpa and Woodside and US engineering and construction firm Bechtel started building the second Pluto train in 2022.

41 modules delivered

In February, Woodside received the first three of 51 modules from Indonesia at the Pluto Train 2 project site in Western Australia. Woodside said in the report that 41 Pluto Train 2 modules have been delivered to the site, with 39 modules set in position at the end of the quarter and site works continuing to ramp up. Also, the company said that first steel was cut at the module yard on the Pluto Train 1 modifications project and site preparation works at the Pluto LNG facility started. According to Woodside, fabrication of the floating production unit (FPU) hull and topsides progressed, with installation of piping, electrical, and instrumentation packages continuing the topsides and the hull entering its second dry dock in preparation for FPU integration activities in 2025. Woodside said the drilling program continued with batch drilling of the development wells ongoing.

Higher revenue and record production

Woodside reported higher revenue and production in the third quarter of this year compared to the same period in 2023. The company said its sales revenue rose 13 percent year-on-year to $3.68 billion, and it rose 21 percent compared to $3.03 billion in the prior quarter. Woodside said revenue rose compared to the prior quarter primarily due to Sangomar cargo sales and higher average LNG prices. The company reported record quarterly production of 53.1 MMboe (577 Mboe/day), up 20 percent from the prior quarter due to ramp-up of Sangomar, increased uptime across operated assets including 99.9 percent LNG

reliability at Pluto and increased seasonal domestic gas demand. Production rose 11 percent compared to the third quarter in 2023. Full-year production guidance has been narrowed to 189-195 MMboe.

Average LNG price climbs

Woodside said its average LNG produced price reached $10.8 per MMBtu in the third quarter, up compared to $9.6 per MMBtu in the prior quarter and $10.3 per MMBtu in the same quarter in 2023. These realized prices include the impact of periodic adjustments reflecting the arrangements governing Wheatstone LNG sales, the firm said. LNG traded price, which excludes any additional benefit attributed to produced LNG through third-party trading activities, was at $11.2 per MMBtu in the third quarter. This compares with $9.1 per MMBtu in the second quarter and $8.2 per MMBtu in the same quarter last year. Woodside capitalized on increased gas-hub prices by selling 39 percent of produced LNG cargoes in the quarter on prices linked to gas hub indices. Full-year gas hub guidance has been increased to 33-37 percent of produced LNG.

London listing

Woodside said in a separate statement it has reviewed its current listing structure and decided to delist from the London Stock Exchange (LSE). The company's shares represented by depositary interests account for about 1 percent of Woodside's issued share capital. "Trading volumes of Woodside shares on the LSE are low and delisting from the LSE will reduce Woodside's administration costs," it said. The last day of trading of Woodside shares on the LSE will be November 19, 2024. Woodside added its primary listing on the Australian Securities Exchange (ASX) and its American Depositary Receipts (ADR) program on the New York Stock Exchange (NYSE) will not be affected by the delisting of its shares from the LSE. Source: www.lngprime.com

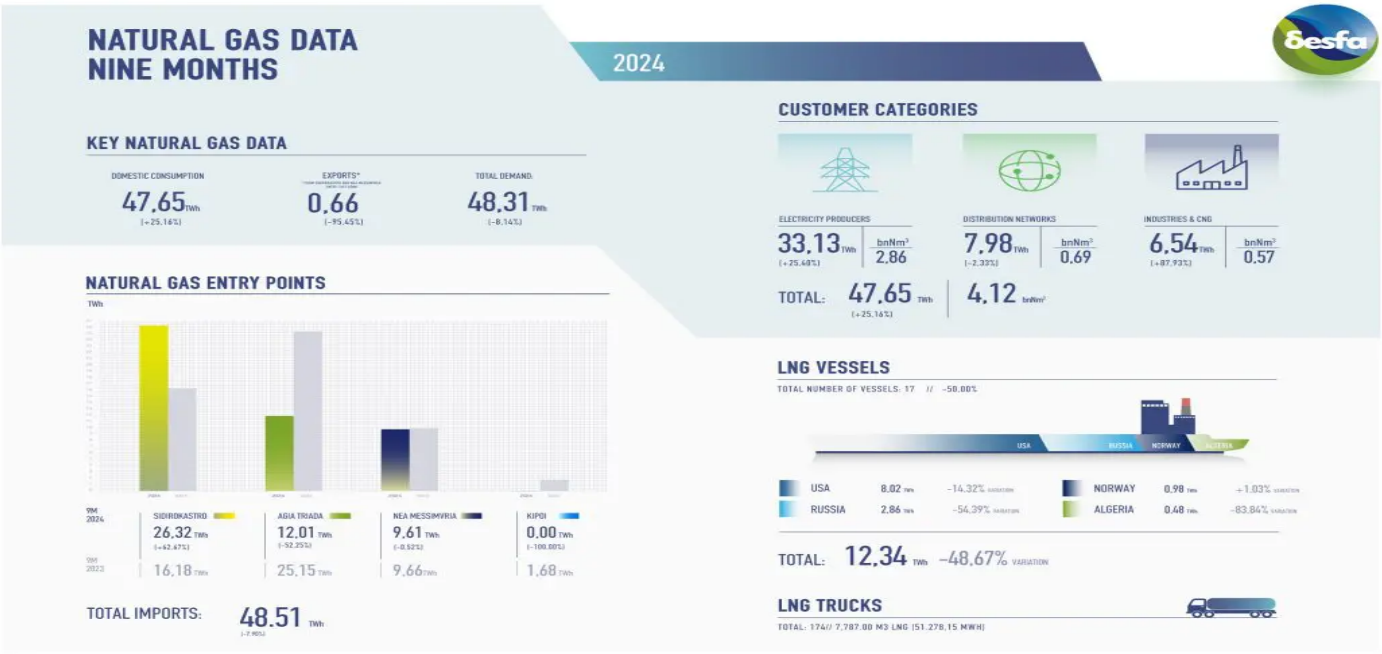
GREEK LNG IMPORTS DROP 49 PERCENT IN JANUARY-SEPTEMBER

LNG deliveries to Greece decreased by 48.7 percent from January to September, with the US supplying most of the volumes, according to DESFA. The Greek gas grid and Revithoussa LNG terminal operator said the LNG shipments in the nine-month period totaled 12.34 terawatt hours, or 17 tankers. This compares to 24.04 TWh, or 34 tankers, in the same period in 2023. Greek LNG imports totaled 8.96 TWh, or 12 tankers, in the first half of this year. This means that Greece received 3.38 TWh, or 5 tankers, during the third quarter. Besides LNG imports, DESFA said that since the start of the Revithoussa LNG truck loading service in November 2023, 174 LNG trucks have been loaded, transferring 7,787 cbm of LNG, or 51,278 MWh of equivalent energy. DESFA noted that the truck loading facility offers a flexible solution for transporting LNG to off-grid areas and users by road.

US, Russian volumes down

The US remained the largest LNG supplier to Greece in January-September. About 65 percent of the LNG volumes came from the US, reaching 8.02 TWh, a drop of 14.2 percent compared to the same period last year. Russia ranked second with

6.27 TWh, a decrease of 54.39 percent compared to the last year. Besides the US and Russia, Norway supplied 0.98 TWh and Algeria supplied 0.48 TWh to Greece during the period. Algerian volumes decreased 83.84 percent compared to the last year, while Norwegian volumes roase 1 percent year-on-year.



DESFA said that 24.7 percent of all imported gas to Greece in the nine-month period, including pipeline gas, came via the Revithoussa LNG terminal. Total gas imports to Greece amounted to 48.51 TWh, a drop of 7.9 percent from the January-September period in 2023. The entry point at Sidirokastro was the main gateway to the Greek market, with an increase of 62.67 percent compared to the same period last year, reaching 26.32 TWh. During the first nine months of 2024, natural gas consumption in Greece increased by 25.16 percent, reaching 47.65 TWh. According to DESFA's data, the total quantity transported through the national gas system decreased by 8.14 percent, reaching 48.31 TWh, a decrease mainly attributed to the 95.45 percent drop in natural gas exports through the NNGTS.

Alexandroupolis FSRU

LNG imports to Greece are expected to rise due to the launch of Gastrade's FSRU-based LNG import terminal off Alexandroupolis. This is the first FSRU-based LNG facility in Greece and the second LNG import terminal. DESFA is also a shareholder in this facility along with founder Copelouzou, DEPA, Bulgartransgaz, and GasLog. The 2018-built 174,000-cbm LNG carrier, GasLog Hong Kong, delivered on February 18 the commissioning cargo from the US to the 153,600-cbm Alexandroupolis. Gastrade's FSRU-based LNG import terminal received its first commercial LNG shipment on October 3. The 2009-built 165,500-cbm, Seapeak Magellan, delivered the shipment from Norway. Source: www.lngprime.com

GREECE'S COPELOUZOS, EGYPT'S EGAS INK LNG PACT

Greece's Copelouzos Group and Egypt's EGAS are joining forces to supply Egyptian LNG to the Alexandroupolis LNG terminal in Greece for onward delivery to customers in eastern Europe. Copelouzos said in a statement it entered a "significant" strategic partnership with the Egyptian state gas company. The signing took place in Egypt on Monday. Panos Moschandreou, business development director of Copelouzos, and president of EGAS, Yasseen Mohamed, signed the agreement in the presence of Egyptian Minister of Petroleum and Mineral Resources, Karim Badawi, and other Egyptian officials. According to Copelouzos, the two parties have agreed to establish a joint company that will focus on the marketing, supply, transportation, and regasification of Egyptian LNG. "This gas will be promoted to eastern European countries through the FSRU LNG terminal of Gastrade in Alexandroupolis, making Greece a strategic energy hub," Copelouzos said. "The strong partnership of Copelouzos Group with EGAS underscores the strategic importance of Egypt in the broader region, with an emphasis on the liquefaction plants in Damietta and Idku, as well as the business opportunities that are opening up for new initiatives in the future," the company said. Elmina Copelouzou, the daughter of Dimitris Copelouzos and founder of Copelouzos, has a 20 percent stake in Gastrade. Gastrade's shareholders also include DESFA, DEPA, Bulgartransgaz, and GasLog. Gastrade's FSRU-based LNG import terminal off Alexandroupolis received its first commercial LNG shipment on October 3. This is Greece's first FSRU and the second LNG import facility, adding to DESFA's import terminal located on the island of Revithoussa. The Alexandroupolis LNG terminal has a capacity of up to 5.5 bcm. On the other hand, EGAS has stakes in Egypt's two LNG export plants, the Eni-led 5 mtpa Damietta LNG terminal and the Shell-led 7.2 mtpa Idku plant. However, Egypt is now an LNG importer due to gas shortfalls in the country. Egypt imports LNG via Hoegh LNG's 170,000-cbm FSRU Hoegh Galleon in Ain Sokhna. In May, Norwegian FSRU player Hoegh LNG confirmed it had signed a deal with Australian Industrial Energy (AIE) and EGAS to deploy the 2019-built FSRU to Egypt to address potential gas shortages and fuel power plants. Egypt also imports LNG via Jordan's Aqaba LNG terminal. Source: www.lngprime.com

CHINA'S GAS IMPORTS CONTINUE TO RISE

China boosted its natural gas imports, including pipeline gas and LNG, in September, according to customs data. Natural gas imports during the last month reached about 11.99 million tonnes, rising 18.2 percent compared to 10.14 million tonnes in September 2023, the data from the General Administration of Customs shows. China paid about $5.96 billion for gas imports last month. During January-September, China's gas imports reached 99.08 million tonnes, a rise of 13 percent year-on-year. The world's largest LNG importer paid about $48.7 billion for gas imports in January-September, up 3.7 percent compared to the same period in 2023.

China's LNG imports

There is no official data for China's LNG imports in September. In January this year, China's LNG import terminals took 7.25 million tonnes of LNG, up by 22.9 percent year-on-year, in February LNG imports rose by 15.2 percent to 5.95 million tonnes, while in March LNG imports increased by 25.1 percent to 6.65 million tonnes. China's April LNG imports increased 31.5 percent to 6.22 million tonnes of LNG, in May LNG imports increased by 3.4 percent to 6.57 million tonnes, June imports were down 4.6 percent year-on-year to 5.62 million tonnes, and July LNG imports increased 1.1 percent to 5.90 million tonnes, customs data previously showed. The country's LNG imports increased by 10.7 percent to 50.29 million tonnes in January-August, while August LNG imports rose by 5.1 percent to 6.54 million tonnes. The slowdown in LNG import growth during May-July could be attributed to the rise in prices. Chinese buyers were buying spot LNG cargoes during this year due to low JKM prices. From the second half of January until the second half of April, Asian spot LNG prices were below $10/MMBtu. However, the front-month JKM rose in May for the first time this year above $12/MMBtu, and it currently trades at about $13/MMBtu. On the other hand, the increase in Chinese LNG imports in August was driven by stronger gas demand, supported by robust economic activity and higher LNG demand for trucks, according to GECF. China's LNG imports rose 12.6 percent in 2023, and the country overtook Japan as the world's largest LNG importer. The country received about 71.32 million tonnes in the January-December period last year. Source: www.lngprime.com

PETROVIETNAM GAS TO SUPPLY LNG TO EVN'S POWER PLANT

PetroVietnam Gas, a unit of state-owned PetroVietnam, has signed a memorandum of understanding to supply liquefied natural gas (LNG) to Vietnam's power utility EVN. According to separate statements by PV Gas and EVN, the duo signed the MoU on October 4. The deal includes LNG supply from the Vung Ang 1 LNG terminal to the Quang Trach II LNG power plant. EVN said the MoU "aims to maximize the capabilities and take advantage of each party's strengths in supplying LNG from the Vung Ang LNG terminal to the Quang Trach II LNG power plant project following the schedule and implementation plan of Power Development Plan VIII." The utility and PV Gas did not provide further details regarding the MoU.

Quang Trach II LNG power plant

EVN just received approval for its Quang Trach II LNG power plant in the province of Quang Binh. In 2021, Vietnamese government approved the 1200 MW Quang Trach II coal-fired power plant with a total investment of 48,156 billion Vietnamese dong ($1.96 billion). However, EVN proposed after that to amend the project and to switch from coal to LNG. The project was included in the national power development plan VIII (PDP VIII) issued in May 2023. The Quang Binh government approved the adjustment of the investment policy in a decision dated September 4, 2024. The Quang Trach II power plant will have a capacity of 1,500 MW, using the combined cycle gas turbine (CCGT) technology. It will feature two units with a capacity of

750 MW. EVN said the project also includes the construction of an LNG jetty. The total investment will reach 52,490 billion Vietnamese dong ($2.12 billion). EVN expects to complete the project's feasibility study in the first quarter of 2025, and to start construction in the third quarter of 2025. The power utility aims to launch the first unit in the fourth quarter of 2028, the second unit in the first quarter of 2029, and to complete the project in 2030. Besides this deal with PV Gas, EVN signed a power purchase agreement (PPA) with PetroVietnam Power, a unit of state-owned PetroVietnam, for the Nhon Trach 3 and Nhon Trach 4 LNG power plants. PV Power said this contract is an important step for launching commercial operations at the two LNG power plants. Vietnam's first LNG power plants will have a total capacity of 1.5 GW.

PV Gas

Earlier this year, PV Gas, the operator of the Thi Vai LNG terminal, signed a deal to supply 70,000 tons of LNG to EVN. This deal followed a government directive dated February 14 on ensuring electricity supply, and a sufficient amount of coal and gas for power generation. It supported EVN during the peak dry season of 2024. PV Gas launched its Thi Vai LNG terminal on October 29, 2023, after nearly 4 years of construction and commissioning. This is Vietnam's first LNG import terminal. In July 2023, LNG giant Shell delivered the commissioning LNG cargo to the terminal from Indonesia's Bontang LNG plant. PV Gas has received five LNG cargoes at the facility so far and recently issued a new spot LNG cargo tender for delivery in October. Besides Shell, PV Gas received cargoes from a unit of France's TotalEnergies, QatarEnergy LNG, previously known as Qatargas, and PetroChina. PV Gas also expressed its interest in LNG supplies from US LNG exporting giant Cheniere. The Thi Vai LNG import facility consists of one 180,000-cbm LNG tank, a jetty, and regas area. The terminal has a capacity of 1 mtpa in its first phase, but PV Gas plans to boost the capacity to 3 mtpa in the next stage. In addition to this facility, the Cai Mep LNG terminal, located in Vung Tau district in South Vietnam, is expected to be launched later this year. source: www.lngprime.com

KOGAS' SALES ALMOST FLAT IN SEPTEMBER

South Korean LNG importing giant Kogas reported slightly lower gas sales in September compared to the same month a year ago. State-owned Kogas sold 2.13 million mt last month, down 0.2 percent from 2.14 million mt in September 2023, the firm said in a stock exchange filing. September sales dropped 16.7 percent compared to the previous month's 2.56 million mt, which marked a rise for the fourth month in a row. In July, LNG sales increased 6.9 percent to 2.44 million mt, June LNG sales rose 8.7 percent to 2.28 million mt, May LNG sales increased 6 percent to 2.27 million mt, and April sales dropped 7.5 percent to 2.3 million mt. March sales rose 10.9 percent to 3.48 million mt, marking the first monthly increase since August last year. Purchases by power firms rose 2.6 percent year-on-year to 1.28 million mt in September, but they dropped 22 percent compared to the previous month. Moreover, Kogas said its city gas sales decreased 4.2 percent year-on-year to 0.85 million mt, and were down 7.2 percent from the previous month. Kogas said in its second-quarter earnings report in August that city gas demand rose 4.7 percent during the period. Residential demand increased due to a lower average temperature

and economic recovery, and industrial demand rose due to strong exports which improved manufacturing demand, it said. Kogas noted total power generation decreased by 7.7 percent in the second quarter due to higher power generation by direct LNG sourcing companies.

Korean LNG imports

Kogas operates 77 LNG storage tanks at five LNG import terminals in South Korea. The large terminals include Incheon, Pyeongtaek, Tongyeong, and Samcheok, while the firm has a small-scale regasification terminal at the Aewol port on Jeju Island as well. In addition to these facilities, the firm is building a large terminal in the western port city of Dangjin and expects to launch the first phase in 2025. In August, Kogas completed lifting the roofs on all four 270,000-cbm tanks at its Dangjin LNG import facility. Official data for South Korean LNG imports in September of this year has not yet been released. According to customs data, during January-August, South Korean LNG terminals took 30.34 million mt, a rise from 29.11 million mt in the same period last year. Australia was the biggest supplier during the period with 7.38 million mt of LNG, and the country was followed by Malaysia with 3.57 million mt and Oman with 2.97 million mt, the data shows. South Korean LNG imports in August rose to 3.85 million mt compared to 3.4 million mt in August 2023. LNG imports in July rose to 3.04 million mt from 2.61 million mt in July 2023, while LNG imports in June rose to 3.07 million mt from 2.93 million mt in June 2023, and May LNG imports rose to 3.58 million mt from 3.10 million mt in May 2023, the data shows. Source: www.lngprime.com

NOVATEK'S GAS SALES DOWN IN JANUARY-SEPTEMBER

Russian LNG exporter Novatek reported a 2.3 percent decrease in its natural gas sales, including LNG, in the January-September period of this year. Novatek said in its preliminary report issued on Monday that the company's natural gas sales reached 56.16 bcm during the nine-month period. According to the firm, Novatek's gas sales reached 16.87 cm during the third quarter, which is practically equal to the prior year's period. The company did not break down the gas sales just to LNG, as it had done in the previous four quarterly reports. Novatel reported a 47.3 percent rise in its LNG sales to 3.24 bcm in the second quarter of last year, while Novatek's LNG volumes rose 60 percent to 2.97 bcm in the first quarter. During 2023, Novatek's gas sales rose 2.7 percent to 78.63 bcm.

Gas production up

Novatek's gas production rose 2.1 percent to 62.30 bcm in the nine-month period. Also, the company said its gas production rose 4.1 percent year-on-year to 20.57 bcm in the third quarter.

Q3 2024	Q3 2023	Change, %		9M 2024	9M 2023	Change, %
20.57	19.76	4.1%	Natural gas, bcm	62.30	60.99	2.1%
3.41	3.00	14.0%	Liquids, mmt	10.24	9.09	12.6%
163.4	154.9	5.5%	Total hydrocarbons, mmboe	494.1	476.8	3.6%
1.78	1.68	5.5%	Total hydrocarbons, mmboe per day	1.80	1.75	3.3%

The company's total hydrocarbon production rose 3.6 percent to 494.1 million barrels of oil equivalent (mmboe) in the January-September period, while it rose 5.5 percent to 163.4 mmboe in the third quarter. As of September 30, 2024, Novatek had 1.7 bcm of natural gas, including LNG, and 1.7 mmt of stable gas condensate and petroleum products in storage or transit and recognized as inventory.

LNG projects

Novatek currently exports LNG via its 17.4 mtpa Yamal LNG plant and the mid-scale facility in Vysotsk with a nameplate capacity of 660,000 tons. In addition, Novatek is working on the sanctioned Arctic LNG-2 export plant. In August, Novatek 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. The company 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. Source: www.lngprime.com

GTT SECURES LNG TANK GIG FROM CHINA'S DSIC

French LNG containment giant GTT has secured a tank design order from China's shipbuilder DSIC for two 175,000-cbm LNG carriers. GTT won the contract in the third quarter of 2024. According to GTT, the LNG carriers' tanks will be fitted with GTT's Mark III Flex membrane containment system. DSIC will build the LNG carriers for Cosco Shipping and deliver the vessels in the third quarter of 2027. GTT did not provide further information. 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. Last month, Cosco Shipping Energy Transportation and DSIC signed the shipbuilding deal. Besides GTT's Mark III Flex membrane containment system, the vessels will be equipped with WinGD dual-fuel engines with integrated ICER system. DSIC noted that this marks another cooperation between the two firms as the shipbuilder is already constructing 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. Cosco Shipping Energy Transportation said the deal is worth about 3.46 billion yuan

($488 million). The company's unit Cosco Shipping LNG Investment (Shanghai) ordered the vessels via two special purpose LNG carrier companies.

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 has 17 LNG carriers on order. Source: www.lngprime.com

EXCELERATE MAKES BOARD CHANGES

US FSRU player Excelerate Energy has made changes to its board of directors. Excelerate announced the election of Tyler Todd to its board effective October 10, while Henry Kleemeier retired from the board effective October 9. Todd will serve on the compensation and nominating and corporate governance committees. He currently serves as senior vice president of business development at Kaiser-Francis Oil Company, an upstream oil and gas company owned by George Kaiser, Excelerate's controlling stockholder, which he joined in 2014. Prior to joining Kaiser-Francis Oil, Todd worked at WPX Energy, where he held various petroleum engineering roles. Todd currently serves as a director of Endeavor Natural Gas III (a Kaiser-controlled entity) and as a member of the industry advisory board for the Mewbourne School of Petroleum & Geological Engineering at the University of Oklahoma. "We are very pleased that Tyler Todd has agreed to join the Excelerate board," said Steven Kobos, president and CEO of Excelerate. "He brings a wealth of operational, technical and strategic planning experience to the board and we look forward to working with him as the company continues to expand its presence in both new and existing markets around the world. Former US ambassador Peter Haas recently also joined Excelerate as a strategic advisor, as the FSRU player continues to expand its business. Excelerate operates ten FSRUs, one of the world's largest fleets of such vessels, and these units are located worldwide. These FSRUs are in Bangladesh, Finland, Brazil, Dubai, Pakistan, while one FSRU will also start serving the second FSRU-based LNG import terminal in Germany's Wilhelmshaven later this year. In addition to these 10 FSRUs, Excelerate also ordered one 174,000-cbm FSRU at South Korea's Hyundai Heavy Industries in 2022. The FSRU is scheduled for delivery in June 2026. Source: www.lngprime.com

GECF SAYS GLOBAL LNG IMPORTS ROSE SHARPLY IN SEPTEMBER

Global liquefied natural gas (LNG) imports rose sharply in September, marking the strongest monthly year-on-year growth since November 2022, according to a new report by the Gas Exporting Countries Forum. In September 2024, global LNG

imports increased by 8.9 percent (2.77 Mt) y-o-y to reach 33.75 Mt, Doha-based GECF said in its monthly gas market report. GECF said the Asia Pacific region led the rise in global LNG imports, offsetting a decline in European LNG imports. Strong LNG demand in the Asia Pacific region supported the healthy price spread between spot LNG prices in Asia Pacific and Europe, which led to the influx of Asia Pacific's LNG imports and a drop in European LNG imports. The Latin America & the Caribbean (LAC) and MENA regions also recorded significant increases in their LNG imports. From January to September 2024, global LNG imports reached 306.81 Mt, representing an increase of 1.7 percent (5.24 Mt) y-o-y. GECF said this increase was driven mainly by the Asia Pacific region, which offset a decline in Europe.

European LNG imports down for 15th consecutive month

In September 2024, Europe's LNG imports declined for the 15th consecutive month, falling by 15 percent (1.10 Mt) y-o-y to 6.42 Mt. GECF said this decrease was due to increased pipeline gas imports from Norway, high gas inventories, and a significant NEA spot LNG-TTF price spread. The decline was driven by Belgium, France, the Netherlands, and Spain, while the UK saw an increase. In Belgium and the Netherlands, the decline in LNG imports was driven by increased pipeline gas imports from Norway and the UK, along with high gas storage levels, GECF said.n Weaker gas consumption in the Netherlands further contributed to the drop. In France, despite rising gas consumption, higher pipeline imports from Norway and ample inventories reduced LNG imports, according to GECF. Spain's decline in LNG imports resulted from lower gas consumption. In Poland, stronger pipeline gas imports weakened LNG demand. Meanwhile, the UK's LNG imports increased due to higher gas consumption, reduced domestic gas production, and rising pipeline gas exports to mainland Europe, GECF said. Between January and September 2024, Europe's LNG imports dropped by 20 percent (18.29 Mt) y-o-y, totaling 73.77 Mt.

Asia Pacific LNG imports surge

According to GECF, Asia Pacific's LNG imports surged by 14 percent (3.02 Mt) y-o-y in September, reaching 24.30 Mt—its third-highest monthly total ever. This growth was driven by stronger gas consumption, pre-winter LNG restocking, and the significant NEA spot LNG-TTF price spread. GECF said China, Indonesia, Japan, Malaysia, South Korea, and Taiwan led the increase, offsetting a decline in Thailand. China's increased LNG imports were attributed to higher gas consumption and pre-winter restocking, while Indonesia's LNG intra-country boosted its imports. Japan and South Korea ramped up imports ahead of winter, as LNG storage levels in August 2024 were lower compared to the previous year, GECF said. Malaysia's increase was supported by higher LNG imports from the US, and Taiwan saw stronger imports due to rising gas consumption. In contrast, Thailand's higher hydro output during the monsoon season likely reduced its LNG imports, GECF said. From January to September 2024, LNG imports in the Asia Pacific's region jumped by 9.8 percent (18.91 Mt) y-o-y to 211.54 Mt, GECF said.

Latin America and MENA

In September 2024, LNG imports in the LAC region reached 1.36 Mt, marking a 22 percent (0.24 Mt) y-o-y increase, according to GECF. Brazil led this growth in LNG imports, offsetting weaker imports from Chile. GECF said Brazil's LNG imports hit their highest monthly level since January 2022, driven by lower hydro output during one of its worst droughts on record, which increased reliance on gas-fired power plants. In contrast, Chile's LNG imports declined, likely due to lower gas consumption in the electricity sector as renewable energy output increased, GECF said. Between January and September 2024, the region's LNG imports rose significantly by 15 percent (1.50 Mt) y-o-y, totaling 11.34 Mt. Moreover, GECF said LNG imports in the MENA region surged by 49 percent (0.49 Mt) y-o-y, reaching 1.48 Mt, the highest level for the month since 2017. GECF said Egypt was the primary driver of this growth. The rise in Egypt's LNG imports was largely due to lower domestic gas production. From January to September 2024, the region's LNG imports increased by 46 percent (2.77 Mt) y-o-y, totaling 8.83 Mt, GECF said.

LNG exports up 3.3 percent

GECF said that global LNG exports reached 33.95 Mt, marking a 3.3 percent (1.08 Mt) y-o-y increase. For the second consecutive month, GECF member countries contributed the most to this rise, followed by non-GECF countries, while LNG re-exports decreased, it said. GECF's share of global LNG exports grew from 47.4 percent from a year earlier to 49 percent, while the shares of non-GECF countries and LNG re-exports declined from 51 percent and 1.6 percent to 50.5 percent and 0.5 percent respectively. In September 2024, the US, Qatar, and Australia were the top three LNG exporters globally. Between January and September 2024, global LNG exports grew by 1.6 percent (4.73 Mt) y-o-y, totaling 307.42 Mt, with higher exports from both GECF and non-GECF nations, GECF said. Source: www.lngprime.com

UK SANCTIONS MORE LNG CARRIERS

The UK government has imposed sanctions on four LNG carriers linked to Russian LNG exports, increasing the total number of sanctioned vessels to nine. The Foreign, Commonwealth & Development Office said in a statement on Thursday that the UK government has also sanctioned 18 Russian oil tankers and Russian gas company Rusgazdobycha JSC, the largest sanctions action to date against Russia's "shadow fleet." This move brings the total number of oil tankers sanctioned to 43. "We are continuing to ratchet up pressure on the beleaguered Russian gas industry, with flagship company Gazprom posting a significant net loss of $6.9 billion in 2023 – its first annual loss in more than 20 years," the statement said.

LNG carriers

According to the statement, the sanctioned LNG carriers are Marshal Vasilevskiy (IMO 9778313), Velikiy Novgorod (IMO 9630004), Mulan (IMO 9864837), Everest Energy (IMO 9243148), Gazprom's 174,000-cbm FSRU Marshal Vasilevskiy is Russia's only FSRU and works off Russia's Kaliningrad. Reports suggest that Gazprom has been using the vessel this year

as an LNG carrier due to a vessel shortage. On the other hand, Gazprom used the 2014-built 170,200-cbm Velikiy Novgorod last year to deliver its first LNG cargo to China via the Northern Sea Route. The 2024-built 79,800-cbm Mulan and the 2003-built 138,000-cbm Everest Energy were previously sanctioned by the US government, which said the vessels were used to ship volumes from the Novatek-operated Arctic LNG 2 project. This new sanction package comes in the weeks following recent UK actions to sanction five LNG carriers and two associated entities linked to Russian LNG exports, including from the Arctic LNG 2 project. The UK government sanctioned Ocean Speedstar Solutions, the owner and operator of LNG carriers Pioneer and Asya Energy. The 2005-built and 2002-built LNG carriers have a capacity of about 138,000 cbm. The UK also sanctioned White Fox Ship Management, the owner and operator of LNG carrier North Sky. This 2024-built LNG carrier has a capacity of 174,000 cbm. Moreover, the sanctioned vessels include Pioneer, Asya Energy, North Sky, and the 2007-built 150,000-cbm, New Energy, and the 2020-built 174,000-cbm, SCF La Perouse, now renamed to La Perouse.

US sanctions

These moves followed vessel sanctions by the US government. The US government first sanctioned seven LNG carriers and then added two more vessels. The vessels include Asya Energy, Everest Energy, Pioneer, North Air, North Mountain, North Sky, North Way, New Energy, and Mulan. Russian LNG producer Novatek recently denied it is establishing a "shadow fleet" of LNG carriers to transport LNG from its Arctic LNG 2 project. "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. Source: www.lngprime.com

JAPAN'S LNG IMPORTS DOWN IN SEPTEMBER

Japan's liquefied natural gas (LNG) imports dropped in September compared to the same month in 2023, according to provisional data released by the country's Ministry of Finance. The country's LNG imports decreased 1.7 percent year-on-year to 5.43 million tonnes last month. LNG imports also dropped compared to 5.72 million tonnes in August, which marked a year-on-year increase for the fifth month in a row. The data shows that Japan imported 31.50 million tonnes during April-September, up by 5.1 percent compared to the same period last year. Japan imported 5.62 million tonnes in July, 4.57 million tonnes in June, 4.87 million tonnes in May, 5.28 million tonnes in April, 5.55 million tonnes in March, 6.02 million tonnes in February, and 6.1 million tonnes in January. Japan's coal imports for power generation rose in September compared to the last year. The data shows that coal imports were up by 27.8 percent to 10.73 million tonnes, and Japan paid about $1.56 billion for these imports, a rise of 6.2 percent compared to last year.

LNG import bill climbs

The September LNG import bill, which was about $3.28 billion, increased by 1.1 percent compared to the same month last year. During April-September, Japan paid about $19.5 billion for LNG imports, up by 9.7 percent year-on-year. JOGMEC said

in a report last week that the average price of spot LNG cargoes for delivery to Japan contracted in September and scheduled to be delivered from the month onward (contract-based price) was $13.7/MMBtu. Also, the average price of spot LNG cargoes that were delivered in Japan within the month of September regardless of the month when the contracts were made (arrival-based price) was 13/MMBtu. JOGMEC previously said that the arrival-based and contract-based prices were not disclosed in August as less than two companies imported spot LNG.

LNG inventories

METI previously announced that Japan's LNG inventories for power generation stood at 1.83 million tonnes as of September 1, down from 2.06 million tonnes the previous week. According to METI, inventories stood at 2.09 million tonnes on September 8, 1.87 million tonnes on September 15, 1.63 million tonnes on September 22, 1.99 million tonnes on September 29, 2.02 million tonnes on October 6, and 2.08 million tonnes on October 13.

Deliveries to Japan

As per LNG shipments going to Japan in September, deliveries from Asia increased by 22.1 percent to 1.34 million tonnes, the ministry's data shows. Middle East LNG shipments rose by 66 percent to 726,000 tonnes in September. Moreover, shipments from Russia rose by 11.7 percent to 432,000 tonnes, while US deliveries rose by 8.1 percent to 765,000 tonnes in September.

Second largest LNG importer

China has overtaken Japan to become the world's top importer of LNG last year. China's LNG imports rose 12.6 percent to about 71.32 million tonnes in the January-December period, and the country imported 5.17 million tonnes more LNG than Japan in 2023. China's September LNG imports have not been published yet. During January-August this year, China imported 50.29 million tonnes of LNG, a rise of 10.7 percent year-on-year. Japan imported some 6.5 million tonnes of LNG less than China during the January-August period. Source: www.lngprime.com

AUSTRALIA'S SANTOS SAYS BAROSSA GAS PROJECT MORE THAN 82 PERCENT COMPLETE

The Barossa gas project, which will supply feed gas to the Santos-operated Darwin LNG plant, is 82.3 percent complete and remains on target for first production in the third quarter of 2025, according to Australia's Santos. Santos revealed this in its third-quarter report on Thursday. The project was almost 80 percent complete as of the end of June. In 2021, Santos took a final investment decision for its $3.6 billion Barossa project. Natural gas will be extracted from the Barossa field, located in Commonwealth waters about 285 kilometers offshore north-northwest from Darwin, and transported via a pipeline to the existing Darwin LNG facility. In November last year, the last LNG cargo produced from the Bayu-Undan gas field has sailed from the Santos-operated Darwin LNG plant in Australia's Northern Territory. The final LNG shipment from Bayu-Undan left the 3.7

mtpa Darwin LNG plant at Wickham Point on November 11. The Darwin LNG plant launched operations in 2006 and the facility is now being readied for the next 20 years, in preparation for the start of Barossa gas production in 2025. To prepare for Barossa gas, Santos is working on the Darwin LNG life extension project.

Barossa update

Santos said in the quarterly report that the Barossa Gas project has two wells complete with the third and fourth wells under way. According to the firm, well productivity results are at the higher end of pre-drill expectations. Moreover, Santos said the gas export pipeline scope is complete and construction activities for the Darwin pipeline duplication and Darwin LNG life extension are 64 percent complete. The floating production, storage and offtake vessel (FPSO) is now in the pre-commissioning yard in Singapore in preparation for sail away in the first quarter of 2025. Santos said final regulatory approvals are also "on track." "The 75 percent cost and schedule review has been completed and the project remains on track for production in Q3 2025 as per previous guidance and in line with existing capex guidance," Santos said.

PNG LNG cargoes

During the third quarter, the ExxonMobil-operated PNG LNG project in Papua New Guinea shipped 25 cargoes of LNG, down by 3 LNG cargoes compared to the same quarter last year and down by two cargoes compared to the previous quarter, according to Santos. PNG LNG produced about 1.93 million tonnes in the third quarter. This compares to 2.11 million tonnes in the third quarter last year and 2 million tonnes in the prior quarter. Santos currently has a 42.5 percent stake in the LNG export plant in Caution Bay following the Oil Search merger, and it earlier this year agreed to amend the terms of sale of its 2.6 percent stake in the LNG project to Papua New Guinea's national oil and gas company Kumul Petroleum. ExxonMobil holds a 33.2 percent operating interest in PNG LNG which is able to produce more than 8.3 million tonnes of LNG annually, an increase of 20 percent from the original design specification of 6.9 mtpa.

GLNG

As per the Santos-operated Gladstone LNG export plant on Curtis Island near Gladstone, the facility shipped 21 LNG cargoes during the third quarter, down by one cargo compared to the same quarter in 2023 and the prior quarter. Santos said GLNG midstream operations executed planned maintenance shutdown of Train 1. The work was performed in parallel with turbine changeouts and other project works. The 7.8 mtpa facility produced 1.30 million tonnes of LNG during the quarter, down from 1.37 million tonnes in the same quarter last year and from 1.33 million tonnes in the prior quarter, according to Santos. Santos said LNG production was like the previous quarter due to seasonal shaping of the project's domestic gas commitment, which ensures that the east coast domestic gas market is adequately supplied while maintaining export volumes. GLNG has committed to swap 18 PJs (gross) of gas into the domestic market over the second and third quarters of 2024 and is "on track" to achieve this. Over the course of the year, the number of cargoes shipped are seasonally shaped to be higher in the first and fourth

quarters and lower in the second and third quarters. Based on current shipping plans, LNG production is expected to remain around 6 mtpa for the full-year, Santos said.

Sales revenue down

The independent LNG producer said that its July-September sales revenue reached $1.27 billion. This marks a drop compared to $1.44 billion last year and compared to $1.31 billion in the prior quarter. Santos said third-quarter sales revenues were slightly lower than the prior quarter, primarily due to lower crude oil, condensate and LNG volumes, partly offset by higher realized prices for LNG and domestic gas. The company's production of 21.6 mmboe was lower than 23.3 mmboe in the same period last year and 22.2 mmboe in the prior quarter. The Australian LNG player said its average realized LNG price of $12.69 per MMBtu in the third quarter was higher compared to 11.47 per MMBtu in the prior quarter and from 12.02 per MMBtu in the same quarter in 2023. Average realized LNG prices were higher than the prior quarter, with higher realized prices from oil-linked and JKM sales contracts reflecting lagged Japan Customs-cleared Crude (JCC) prices and the impact of higher spot market prices. Santos said three-month lagged JCC averaged $87.58/bbl in the third quarter of 2024 compared to $84.19/bbl in the second quarter. source: www.lngprime.com

K LINE'S LNG-POWERED FLEET CONTINUES TO EXPAND

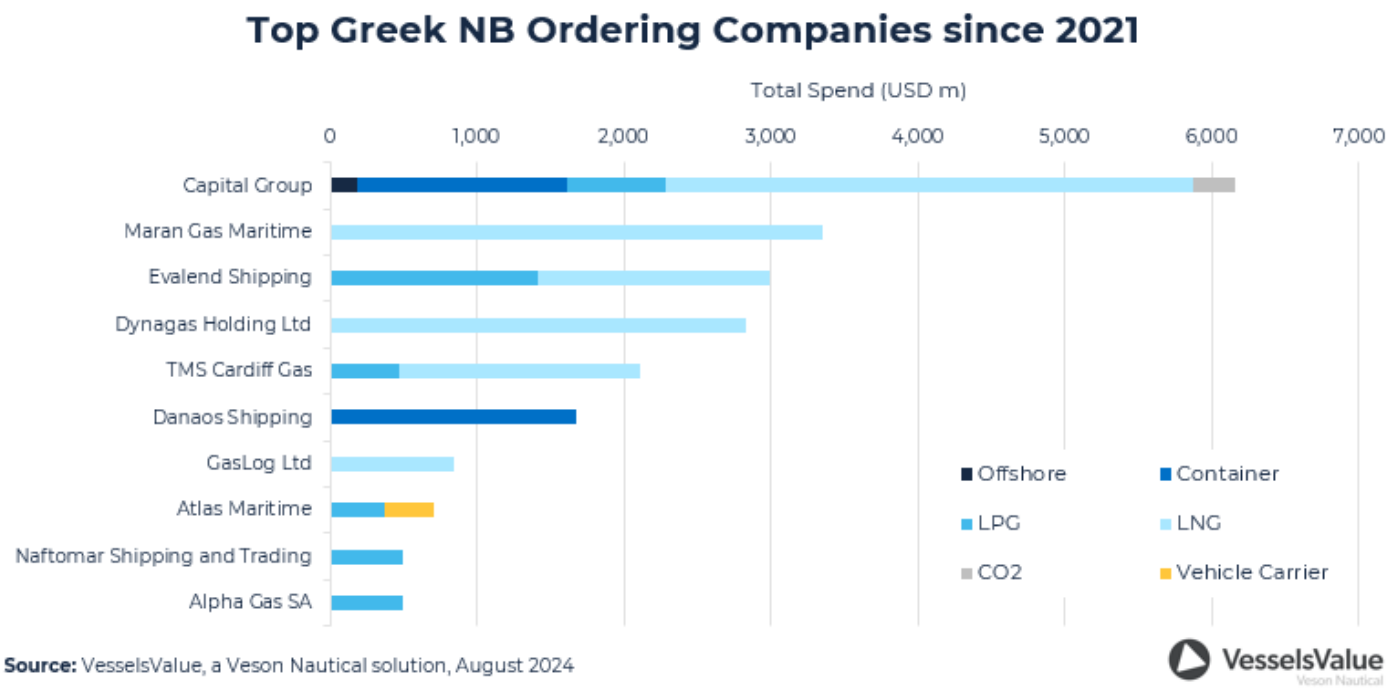
Japan's shipping giant K Line continues to expand its fleet of LNG dual-fuel vessels, as part of its plans to slash emissions. K Line has welcomed another LNG-powered pure car and truck carrier (PCTC) into its feet. The vessel in question is the 7,000-ceu Poseidon Highway built by Imabari Shipbuilding. The 199.9-meter long and 38-meter-wide ship features MAN's dual-fuel electronic control engine "6S60ME-C10.5-GI-EGRBP". K Line said LNG fuel is expected to reduce emissions of carbon dioxide (CO2) by 25 percent to 30 percent and emissions of sulfur oxides (SOx), which cause air pollution, by almost 100 percent. This vessel is also expected to cut emissions of nitrogen oxides (NOx) by 80 percent to 90 percent by using EGR (exhaust gas recirculation), the firm claims. K Line previously said it aims to have about 40 LNG-powered vessels in its fleet by 2030. Prior to this vessel, K Line took delivery of the 7,000-ceu Nereus Highway built by China Merchants Jinling Shipyard (Jiangsu). Earlier this year, the firm took delivery of its first capesize bulk carrier equipped with a dual-fuel diesel engine that utilizes LNG as its primary fuel. Besides LNG-fueled vessels and one LNG bunkering vessel, K Line also has a large fleet of LNG carriers. According to its latest financial report, the firm had 46 LNG carriers in its fleet, including 44 owned vessels, as of the end of June this year. In addition, K Line had 19 LNG carriers on order as of the end of June. Six of these vessels are expected to be delivered in 2025, and 13 vessels are scheduled for delivery in 2026. Source: www.lngprime.com

GREEK SHIPOWNERS SPENT $13.8 BILLION ON LNG NEWBUILDS SINCE 2021

Greek shipowners have spent about $13.8 billion on 59 newbuild liquefied natural gas (LNG) vessels since 2021, according to a new report by Veson Nautical's VesselsValue. VesselsValue said that Greek owners spent an "unprecedented" $18 billion on newbuild gas vessels since 2021 as companies diversify their portfolios away from traditional tanker, bulker, and container asset classes. The report states that the figure includes $4 billion spent on 41 LPG vessels. This compares to Greek shipowners spending about $12.2 billion on 167 tanker vessels, $4.1 billion on 109 bulkers, and $3.1 billion on 39 containerships. "In a decade defined by volatile markets and seismic shifts in shipping dynamics, Greek shipowners have taken bold investment stances that could shape the future of global trade," said Dan Nash, associate director of valuation and analytics at VesselsValue. "Greek shipowners are clearly planning for future increases in gas and LNG supply in the global energy mix with these speculative investments," Nash said.

Capital and Maran Gas

The report names Piraeus-based Capital Ship Management the most speculative with 15 large LNG vessels, two very large ammonia carriers (VLAC), eight medium gas carriers (MGC), and four carbon dioxide (CO2) vessels for a combined spend of about $4.7 billion.

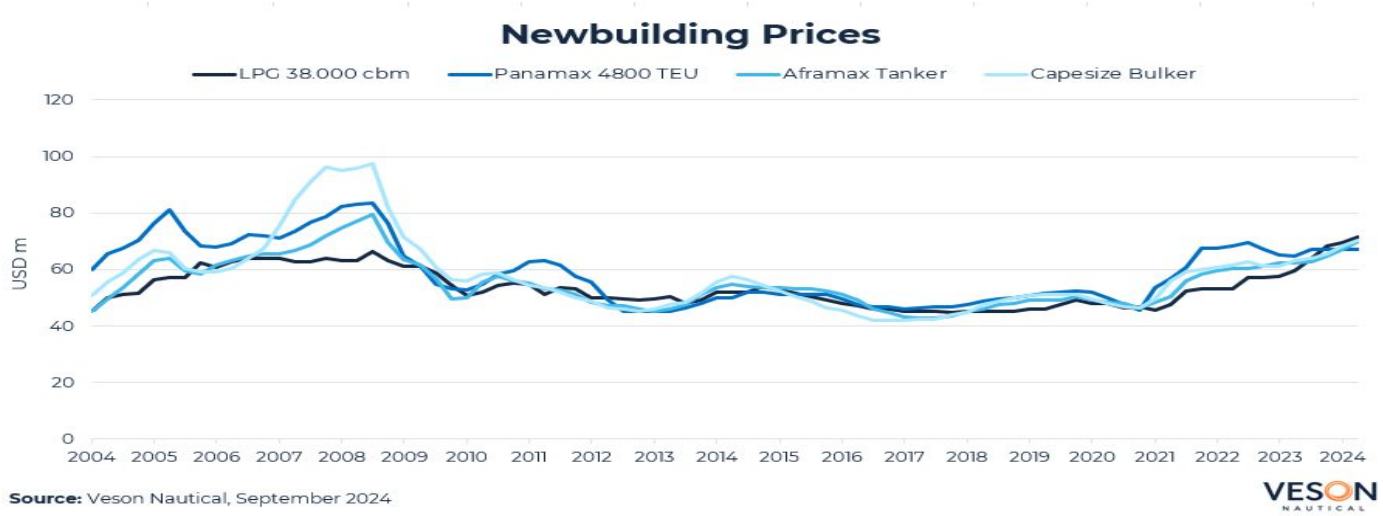


Source: VesselsValue, a Veson Nautical solution, August 2024

Capital is followed by Athens-based Maran Gas Maritime, the LNG ship management company of Angelicoussis, with a total spend of about $3.3 billion that includes 15 large LNG carriers. Athens-based Evalend Shipping is third, spending about $3 billion on 12 very large gas carriers (VLGC), two MGCs, two VLACs, and six large LNG vessels.

Newbuild prices to remain high

The report also states that newbuilding prices across sectors have reached their highest level since the 2008 financial crisis with the most recent upward pressure starting in 2021. The high ordering activity for container and LNG vessels in 2021/22 has exerted even more pressure on shipyard capacity and building periods. Due to the increase in orders, shipyards have held the upper hand in price negotiations and prices have climbed, the report said.



"Whilst we do not foresee a repeat of the ordering volumes from the pandemic years, we expect to see newbuilding prices for container vessels rising above the upward trendline of other sectors," Nash said. "Our expectations are for container newbuilding prices to continue to rise in 2024 and into 2025 at a higher pace than that of the other sectors, he said. He said that unless container vessel earnings continue to increase, VesselValue expects container ordering demand to slow and the total orderbook to slowly subside. "If sustained over some time, a declining total orderbook will remove capacity pressure from shipyards which typically leads to lower newbuilding prices," Nash said. "However, this decline will be gradual and is probably 12-24 months out in time, therefore vessel prices are expected to remain in historically high territory," he said. Source: www.lngprime.com

FOUR TANKERS STILL AT SEA WITH UNSOLD CARGOES WITH RUSSIA'S ARCTIC LNG 2, KPLER SAYS

Four tankers loaded with Russian Arctic LNG 2 cargo are still out at sea, according to data from ship-tracking agency Kpler, highlighting the struggles of the U.S.-sanctioned project to sell the sea-borne gas. The agency said on Monday the tankers were seen traversing the sea without signalling a destination as the market continues to anticipate a potential delivery to a buyer. According to Kpler data, the tankers laden with liquefied natural gas (LNG) constitute 40% of a so-called "dark fleet"

of 10 Russian LNG-ferrying vessels identified by the agency and which have been sanctioned by the West. The dark fleet, which Kpler and other ship-tracking agencies also refer to as a shadow fleet, consists of tankers which knowingly operate to circumvent Western sanctions to ship goods. They include the Pioneer with a capacity of 138,000 cubic metres, the Asya Energy (137,200 cubic metres), the Nova Energy (150,000 cubic metres) and the Everest Energy (138,028 cubic metres), according to Kpler. The Arctic LNG 2 project, 60% owned by Russia's Novatek, is subject to Western sanctions over Russia's conflict with Ukraine. Novatek has denied involvement in establishing and managing a "shadow fleet" for the Arctic LNG 2 project. It is not clear where the four loaded tankers are headed. "Pioneer is going full speed ahead while Asya Energy is in a holding pattern. It's a wait-and-see situation if these cargoes are discharged to end-users," said Ana Subasic, Kpler Insight market analyst for LNG and natural gas. "We believe certain players, like China, will be looking to make use of the heavily discounted spot volumes on offer." The project had been set to become one of Russia's largest LNG plants with eventual output of 19.8 million metric tons per year, but its prospects have been clouded by the sanctions. It started to export in August, but there is still no information about the end user. Nevertheless, ship-tracking data has recently shown several cargoes being picked up from the project. Some of the vessels have discharged at two storage facilities, near the Arctic port of Murmansk and in Russia's Pacific peninsular of Kamchatka. Kpler also said four more tankers were seen congregating offshore the Kolguyev Island in the Barents Sea. These include the North Air, the La Perouse, the North Sky and North Way which each has a capacity of 174,000 cubic metres. Source: www.naturalgasworld.com

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