



## **TMS CARDIFF GAS PUTS LONE 19-YEAR-OLD LNG STEAMSHIP UP FOR SALE**

Greek shipowner TMS Cardiff Gas has floated its steam turbine LNG carrier for sale in an increasingly crowded market for second-hand tonnage in this sector. Brokers said the 145,000-cbm Condor LNG (ex-GasLog Athens, built 2006) is on the market. Kpler data shows the 19-year-old, membrane-type vessel delivered four cargoes in 2024. The LNG carrier discharged in Taiwan in mid-January but is now shown at anchor alongside other idle LNG carriers off the coast of Malaysia to the north of Malacca. The South Korean-built vessel is one of the larger and slightly younger LNG steamers in the world fleet and, as such, may find a buyer to utilise the ship further. Brokers said the vessel, which recently underwent its special survey, might attract a price in the \$30m range depending on the owner's keenness to sell. But with an increasing number of steam turbine and older LNG carriers being offered for sale in the current rock-bottom rate environment, several said values have fallen. One said the sale of the 140,600-cbm steamship Golar Arctic (built 2003) to Indonesia's Soechi Lines for around \$24m this month illustrated that second-hand values had plummeted, indicating that the vessel would likely have attracted offers starting with a "four" last year. But they also added that the owner had little interest in holding on to the ship. Others pointed to the



2030s to balance the growing share of renewables in its power sector and ensure energy security. The region's LNG imports fell by 23m tonnes or 19% in 2024, the major said due to strong renewable energy generation and a limited recovery in industrial gas demand, but these are expected to rise this year as Europe restocks its storage. "In the longer term, existing natural gas infrastructure could be used to import bio-LNG or synthetic LNG and be repurposed for the import of green hydrogen," Shell said. The outlook also notes that LNG shipping rates hit record lows in 2024 despite the "bottlenecks" of vessels avoiding the Suez Canal and delays for Panama Canal transits. It said vessel capacity outpaced LNG supply increases due to project delays. It also details that by 2040, declining gas production and growing domestic demand could reduce exports from some legacy LNG producers by up to 48m tonnes. Shell LNG marketing and trading senior vice president Tom Summers said: "Upgraded forecasts show that the world will need more gas for power generation, heating and cooling, industry and transport to meet development and decarbonisation goals. "LNG will continue to be a fuel of choice because it's a reliable, flexible and adaptable way to meet growing global energy demand," he added. Source: [www.tradewindsnews.com](http://www.tradewindsnews.com)

## **THE BIG REVEAL: JUST HOW LARGE IS ACTUAL DEMAND FOR LNG BUNKERING?**

LNG bunkering is getting some serious traction. The number of LNG dual-fuel newbuildings being contracted took a sharp turn upwards from mid-2024, with 264 ordered last year, more than double the previous year. More ports offer bunkering of the fuel — 198 at the last count — and there have been at least seven LNG bunker orders in the first two months of this year, half the total ordered in the whole of 2024. But what is the size of the actual demand from the 640-plus LNG dual-fuel vessels already in operation? Sector presentations tend to quote nominal demand, calculated on factors such as the number of LNG dual-fuel vessels and their estimated consumption. But these numbers make assumptions. The most glaring is, perhaps, that a ship is using LNG rather than very low-sulphur fuel oil. Over the past six months, energy and shipping sector adviser Lansdowne Moritz has been developing an in-house model to give real data for historical global LNG bunker demand. Sharing a first peek at the results — something temptingly described to TradeWinds as "the tip of the iceberg" — managing consultant Gary Regan said the team is "pretty confident" in its numbers, which he believes have not been published before. In 2024, Lansdowne Moritz estimates actual LNG bunker demand globally at around 2.6m tonnes. Regan said the figure is double the 1.3m tonnes logged for 2023, which was more than twice the 600,000 tonnes for 2022. He said the January 2025 figures show a similar trend at about 90% higher than those a year earlier. "What's interesting is this really strong growth in LNG bunker volumes despite the continued high LNG price environment," he said. Regan admitted that nominal estimates for LNG bunker demand have been hovering at higher levels, around 5m tonnes, and the team thought the actual figures might have been higher. The lower numbers could be due to a combination of factors such as newbuildings delivering slightly late, ships not being able to get LNG as a marine fuel, or price-driven factors. But he believes there is a lag effect here and expects the market to turn. Regan said 2025 will be a difficult year for bunker suppliers because LNG prices are high. But the







in Barcelona, Huelva, and Cartagena. It also owns 75 percent of the Musel LNG facility, 50 percent of the BBG regasification plant in Bilbao, and 72.5 percent of the Sagunto plant, while Reganosa operates the Mugardos plant. [source: www.lngprime.com](http://www.lngprime.com)

## **MARSA LNG DREDGING OPERATIONS START IN OMAN**

Dutch dredging and offshore contractor Boskalis have started dredging operations as part of the TotalEnergies-led Marsa LNG bunkering project in Oman. Oman's Sohar Port and Freezone issued a statement on Sunday announcing the launch of dredging operations for the Marsa LNG project. It said the operation, led by Boskalis' Coastway and Willem van Oranje trailing suction hopper dredgers, will remove about four million cubic meters of material to develop a dedicated approach channel and a berth pocket for the LNG plant. Keeping to schedule, dredging operations are progressing as planned, ensuring timely completion by September 2025, the port said. In April 2024, TotalEnergies made a final decision on the \$1.6 billion project, which has a capacity of 1 mtpa. The Marsa LNG project is an integrated complex developed by TotalEnergies, which has an 80 percent share, while Oman's OQ has a 20 percent share. The liquefaction plant is expected to start operations by the first quarter of 2028. Also, a dedicated 300 MWp PV solar plant will be built to cover 100 percent of the annual power consumption of the LNG plant. Technip Energies won the engineering, procurement, and construction (EPC) contract worth up to \$1.06 billion, while CB&I will build one 165,500-cbm storage tank for up to \$250 million. TotalEnergies said the production of the facility is primarily intended to serve the LNG bunkering market in the Gulf. [source: www.lngprime.com](http://www.lngprime.com)

## **SHELL SAYS ASIAN ECONOMIC GROWTH TO DRIVE 60 PERCENT RISE IN LNG DEMAND**

Global demand for liquefied natural gas (LNG) is forecast to rise by around 60 percent by 2040, largely driven by economic growth in Asia, emissions reductions in heavy industry and transport as well as the impact of artificial intelligence, according to Shell's LNG Outlook 2025. Industry forecasts now expect LNG demand to reach 630–718 million tonnes a year by 2040, a higher forecast than last year. UK-based LNG giant Shell said global LNG trade grew by only 2 million tonnes in 2024, the lowest annual increase in 10 years, to reach 407 million tonnes due to constrained new supply development. "More than 170 million tonnes of new LNG supply is set to be available by 2030, helping to meet stronger gas demand, especially in Asia, but start-up timings of new LNG projects are uncertain," Shell said. Shell said China is significantly increasing its LNG import capacity and aims to add piped gas connections for 150 million people by 2030 to meet increasing demand. India is also moving ahead with building natural gas infrastructure and adding gas connections to 30 million people over the next five years, it said.



## LNG enables lower emission in hard-to-electrify sectors and paves the way for net-zero emissions

**Growth** of Asian economies, the need to decarbonise heavy industry and transport and the impact of data centres elevate forecasts for global gas demand by 2040

LNG can deliver immediate cost and environmental benefits for marine transportation



Biomethane offers pathway to reducing emissions over the next decade



Methane intensity of upstream production by OGC members down by more than 50% since 2017. Industry strives to deliver near-zero methane emissions by 2030

Today's gas and LNG infrastructure is ready to deliver liquefied synthetic gas (LSG) without additional investment



## Negligible supply growth and resilient Asian demand kept prices elevated in 2024

2024 saw increase of just 2 million tonnes of new LNG supply, the lowest for 10 years



Global trade in LNG reached 407 million tonnes for the year



LNG demand strengthened in Asia as Europe eased purchases due to storage levels and strong renewables generation.

China started 2024 with strong purchases of LNG to take advantage of lower spot prices



Total Chinese imports reached 79 million tonnes, an increase of 6 million tonnes from 2023, nearing its highest annual imports

Hot summer months in India spurred more LNG imports for power, reaching 27 million tonnes in 2024



European LNG demand fell by 23 million tonnes due to strong renewables generation and reduction in gas use

## With rising global demand, LNG is the fuel of choice to meet energy system resilience

More than 170 million tonnes of new LNG supply is coming this decade but timings remain uncertain



China and India LNG import infrastructure and new gas connections to tens of millions of people, point to LNG market growth



Europe will continue to need LNG supply throughout this decade due to decline in domestic gas production and insufficient progress in low carbon energy supply

By 2040, declining gas production and growing domestic demand could reduce exports from some legacy LNG producers by up to 48 million tonnes



LNG EXPORTS



US will expand lead as world's largest LNG exporter but it comes with risks

“Upgraded forecasts show that the world will need more gas for power generation, heating and cooling, industry and transport to meet development and decarbonization goals,” Tom Summers, senior VP for Shell LNG marketing and trading, said. “LNG will continue to be a fuel of choice because it’s a reliable, flexible, and adaptable way to meet growing global energy demand,” Summers said.

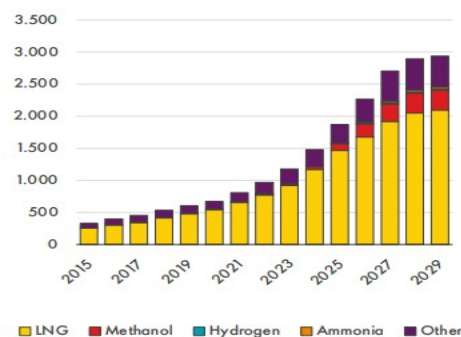
## LNG as fuel on the rise

In the marine sector, a growing order book of LNG-powered vessels will see demand from this market rise to more than 16 million tonnes a year by 2030, up 60 percent from the previous forecast, Shell said. “LNG is becoming a cost-effective fuel for shipping and road transport, bringing down emissions today and offering pathways to incorporate lower-carbon sources such as bio-LNG or synthetic LNG,” Shell said.

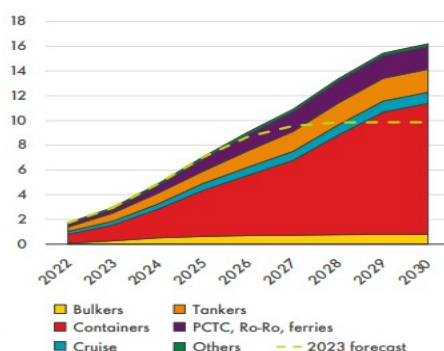
## LNG demand grows in hard-to-electrify sectors

Clear cost and environmental benefits of LNG in marine transportation

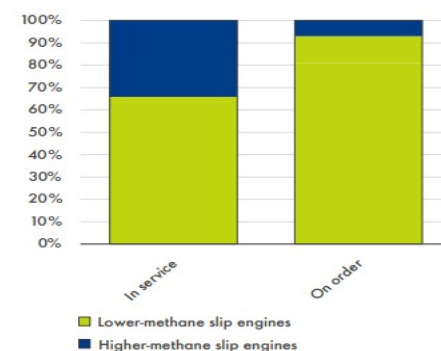
Marine order book for lower-carbo fuels Vessels



LNG demand in shipping MTPA



Reducing methane emissions in shipping Share of engine technology by gross tonnage





Stena Bulk sold its last LNG carrier, Stena Blue Sky, now renamed Blue Dragon I. The sale of the 2006-built steam LNG carrier follows the sale of two TFDE LNG carriers to Oslo-based BW LNG, a unit of Singapore's gas shipping giant BW. Stena Bulk entered the LNG market in May 2011 by buying the three LNG carriers from TMT Taiwan. In addition to the LNG vessels, Stena Bulk also owns Stena Power & LNG Solutions, a company that offers jettiless solutions for LNG, ammonia, CO<sub>2</sub>, and gas-to-power. Source: [www.lngprime.com](http://www.lngprime.com)

## **AWILCO SEEKS WORK FOR ONE LNG CARRIER**

Norway's Awilco LNG is looking to secure employment for its 2013-built 156,000-cbm LNG carrier, WilForce. The carrier is currently available in a "very challenging" spot market with market rates below operating expenses, the firm says. Spot LNG freight rates are at record low levels. Awilco LNG said in its earnings report on Tuesday that the reason for this is threefold: too many new vessels delivered from the shipyards, slow ramp-up of new LNG production, and reduced ton-mile as most US-produced LNG heads for Europe to replace Russian pipeline gas and rebuild stock levels. "The low market and utilization have and are likely to continue to increase demolition of uncompetitive steam vessels as well as entice lay-up, which over time will improve the balance and rates.," the firm said. "For the longer term, we expect the phase out of steam ships and ramp up of new production capacity will lead to an improving market over the next two-three years, and 2027 looks to be tight again with a strong market," Awilco LNG said. Awilco LNG said its TFDE LNG carrier, WilForce, had part of the fourth quarter covered by technical off-hire insurance as the vessel was commercially unavailable for this period due to an issue with its ballast water treatment system (BWTS). The company accounted for \$3.7 million in compensation from the loss of hire insurance as other income related to this. However, Awilco LNG has not received the final settlement of the insurance claim and any adjustment to the final settlement will be booked in 2025. On the other hand, the existing charter party for Awilco LNG's WilPride runs until December 2025, and the charterer has an option to extend the charterparty for two more years at the current rate.

### **Net income down**

Awilco LNG reported a net profit of \$1.5 million and earnings per share of \$0.01 in the fourth quarter of 2024, up from a net loss of \$0.3 million and USD 0.00 per share in the third quarter 2024. Awilco LNG's net income reached \$14.9 million in the fourth quarter of 2023. The result for the year 2024 ended at \$17.1 million and \$0.13 per share. This marks a significant drop compared to \$38.2 million and \$0.29 per share in 2023. Net TCE came in at \$56,800 for the fourth quarter, compared to \$58,000 per day for the third quarter of 2024. For the full year 2024, net TCE ended at \$90,300 per day, down from \$118,500 per day in 2023.

### **Awilco LNG "prepared to weather the current weak market"**

Awilco LNG's CEO, Jon Skule Storheill, said. WilForce is trading in a "very challenging spot market, where we so far have managed to keep the vessel employed and in cold and ready to





increase Petronas' LNG production from floating LNG facilities from 2.7 mtpa to 4.7 mtpa. Currently, Petronas operates two floating LNG facilities, namely the 1.2 mtpa PFLNG Satu and the 1.5 mtpa PFLNG Dua, both located offshore Sabah.

Source: [www.lngprime.com](http://www.lngprime.com)

## **TOTAL ENERGIES CLAIMS ASIA PACIFIC'S FIRST CRUISE SHIP LNG BUNKERING**

A unit of France's TotalEnergies has completed what it says is Asia Pacific's first LNG bunkering for cruise passenger ships. As part of the operation, which took place at the Singapore Cruise Centre on Monday, TotalEnergies Marine Fuels delivered LNG via the bunker vessel Brassavola to Silversea's Silver Nova. Brassavola is managed by V.Ships and owned by Japan's MOL. Last year, Seatrium delivered this bunkering vessel which serves Pavilion Energy and TotalEnergies in the Port of Singapore. TotalEnergies Marine Fuels did not provide further information regarding the LNG bunkering operation in Singapore. "The LNG fuelling was the culmination of months of detailed planning and coordination amongst multiple stakeholders to ensure strict compliance with industry safety standards," it said. This enabled passenger movements and ship operations to continue smoothly throughout the bunkering. The debut of LNG bunkering at SCC's HarbourFront Terminal is an extension of the LNG bunkering services that have already been available in Singapore for harbour craft and commercial vessels since 2016, TotalEnergies Marine Fuels said.

### **Singapore LNG bunkering growth**

Pavilion, which is being acquired by Shell, and TotalEnergies Marine Fuels are among the licensed suppliers of LNG bunker fuels in the Port of Singapore, while Brassavola is the third LNG bunkering vessel working in Singapore. The 7,500-cbm FuelNG Bellina, owned by a joint venture consisting of Shell and Seatrium, is Singapore's first LNG bunkering vessel. It started operations in 2021. Besides this vessel, the 18,000-cbm FuelNG Venosa completed its first LNG bunkering operation in 2023. This is FuelNG's second bunkering vessel, and the JV charters it from Korea Line LNG, a unit of SM Group's Korea Line. Due to new bunkering vessels working in Singapore and the growth of the global fleet of LNG-powered vessels, Singapore's LNG bunkering sales more than quadrupled in 2024. Data by Singapore's Maritime and Port Authority, recently showed that LNG bunkering sales in the world's largest bunkering port reached 463,948 mt in 2024. Source: [www.lngprime.com](http://www.lngprime.com)

## **MALAYSIA'S PETRONAS BOOSTS LNG SALES IN 2024**

Malaysian energy giant Petronas reported a rise in its liquefied natural gas (LNG) sales in 2024, while its profit decreased by 32 percent compared to the year before. The company's LNG sales rose by 9 percent year-on-year to 35.7 million tonnes last year, compared to 32.90 million tonnes in 2023. Sales also rose compared to 34.23 million tonnes in 2022. During the first half of 2024, LNG sales rose by 19 percent year-on-year to 17.8 million tonnes, meaning that Petronas sold 17.83 million tonnes in the second half, up by 8.6 percent year-on-year. Petronas said its gross LNG sales volume increased by 2.75



## TURKISH TERMINALS REMAINED TOP DESTINATION FOR US LNG IN DECEMBER

LNG import terminals in Türkiye and the UK remained the top destinations for US liquefied natural gas cargoes in December 2024, according to the Department of Energy's LNG monthly report. The DOE report shows that US terminals shipped 68.6 Bcf to Türkiye (16.7 percent), 57 Bcf to the UK (13.9 percent), 42.6 Bcf to France (10.4 percent), 33.2 Bcf to Spain (8.1 percent), and 28.3 Bcf to the Netherlands (6.9 percent) in December. These five countries took 55.9 percent of total US LNG exports in December. LNG import terminals in Türkiye and the UK were the top destinations for US LNG cargoes in November 2024, France was the top destination for US LNG supplies in October, while the Netherlands was the top destination for US LNG cargoes in September. According to DOE's data, the Netherlands was the top destination for US LNG supplies in 2024 with 463.8 Bcf or 139 cargoes, down by 21 percent year-on-year, while France took 354.8 Bcf or 108 cargoes, down by 28 percent year-on-year. In 2023, the Netherlands was also the prime destination for US LNG cargoes with 588.6 Bcf, followed by France with 493.2 Bcf.

### **December LNG exports drop**

The DOE report shows that the US exported 410.8 Bcf of LNG to 33 countries in December 2024, down 2.9 percent from the same month in 2023 and down 9.2 percent compared to the prior month.

In September, Europe again became the preferred destination for US LNG cargoes, and this remained the case in October, November, and December. Europe received 299.2 Bcf (72.8 percent), Asia 72.4 Bcf (17.6 percent), Latin America/ Caribbean 25 Bcf (6.1 percent), and Africa 14.1 Bcf (3.4 percent) in December. DOE said that 91.4 percent of total LNG exports went to non-free trade agreement countries, while the remaining 8.6 percent went to free trade agreement countries. Moreover, US terminals shipped 134 LNG cargoes in December, up from 122 cargoes in November. Cheniere's Sabine Pass plant sent 41 cargoes, and its Corpus Christi terminal shipped 21 cargoes, while Sempra's Cameron LNG plant also shipped 19 cargoes. Sempra's Cameron LNG terminals sent 25 cargoes, the Freeport LNG terminal sent 21 cargoes, Venture Global's Calcasieu plant sent 11 cargoes, the Cove Point LNG terminal dispatched 9 shipments, Elba Island LNG sent 4 cargoes, and Venture Global's Plaquemines LNG plant sent two cargoes during the month under review. The DOE also noted that NFE's Altamira LNG terminal in Mexico shipped two cargoes in December 2024. This project receives feed gas from the US and Mexico.

### **Average price at 7.38/MMBtu**

According to DOE's report, the average price by export terminal reached 7.38/MMBtu in December. This compares to 6.68/MMBtu in December 2023, while the average price was 6.45/MMBtu in November, 6.61/MMBtu in October, 5.86/MMBtu in September, 5.55/MMBtu in August, 6.47/MMBtu in July, 6.32/MMBtu in June, 5.41/MMBtu in May, 5.25/MMBtu in April, \$5.47/MMBtu in March, \$6.31/MMBtu in February, and 6.63/MMBtu in January last year. The most expensive average price in December came from Venture Global's Calcasieu Pass terminal, and it reached \$12.18/MMBtu,







we see a balance of newbuilds and conversions as key to addressing diverse market needs. The flexibility provided by both options allows us to be strategic in our approach to fleet expansion and our overall growth,” he said.

### **Projects**

Excelerate said that several of the integrated opportunities the company is pursuing are better suited for an FSRU conversion. In May 2024, Excelerate revealed a list of 12 prioritized regasification projects saying that a number of these projects will require new FSRUs. Excelerate said 10 of the projects have a price tag between \$50 million and \$400 million, while two projects have CapEx greater than this range. The firm revealed more details regarding some of the projects from this list, including the Northern Vietnam LNG terminal and the Alaska FSRU terminal. Excelerate and PetroVietnam Technical Services Corporation (PTSC), a unit of state-owned PetroVietnam, also signed a strategic partnership agreement to jointly study FSRU-based technical solutions for LNG imports into Vietnam. The company said in its third-quarter presentation report in November 2024 that “several projects in our pipeline require a smaller send-out vessel and would be ideal for an FSRU conversion.” Excelerate also said at the time that it was evaluating a potential LNG carrier acquisition in 2025, while the company’s CCO David Liner revealed more details regarding the planned FSRU conversion during the third-quarter earnings call.

### **FSRU fleet**

Excelerate operates ten FSRUs, one of the world’s largest fleets of such vessels, and these units are located worldwide. Some FSRUs are in 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 HD Hyundai Heavy Industries in 2022. It will pay about \$332 million for the vessel, and the FSRU is scheduled for delivery in June 2026. In October 2024, HD Hyundai Heavy held a steel-cutting ceremony for this unit. Excelerate said in the results report that it expects to achieve keel-laying for this unit in March. According to Excelerate, the next milestone will be the vessel’s launch in June 2025, ahead of its sea and gas trials.

### **Results**

Excelerate reported a net Income of \$46.1 million for the fourth quarter and \$153 million for the full year 2024. The firm reported an adjusted Ebitda of \$91.6 million for the fourth quarter and \$348.2 million for 2024. Excelerate’s 2024 net Income and adjusted Ebitda increased primarily due to “various charter rate increases and a full year of earnings for the FSRU Excelsior, partially offset by the transition of the FSRU Sequoia to a time charter party agreement in the first quarter of 2024.” Net income also increased due to lower depreciation expense driven by an update to the company’s FSRU useful life assumption in the fourth quarter of 2023, it said. The company expects Adjusted Ebitda to range between \$340 million and \$360 million for the full year 2025. “We delivered record full-year financial results while maintaining our standard of operational excellence,” Kobos said. “In 2025, we will continue to focus on expanding our fleet, optimizing our LNG supply portfolio, and pursuing strategic investments in both FSRU-based import terminals and downstream LNG infrastructure,” he said. Source: [www.lngprime.com](http://www.lngprime.com)





carrier “is currently on spot market employment on an interim basis, whilst a long-term charter is pursued,” CoolCo said in its 2024 results report on Thursday. CoolCo said in its previous report that it was seeking long-term employment for this vessel and its 2014-built TFDE vessel, Kool Glacier. The company said on Thursday that chartering activity in the fourth quarter “remained subdued.” “Long-term charterers have responded by pushing out their requirements in the expectation that nearer-term cargoes can be transported with vessels from the spot market,” it said. “Nonetheless, CoolCo successfully found employment in the spot market for its one TFDE vessel Kool Glacier, which became available during the fourth quarter before entering the yard ahead of schedule in late January,” the LNG shipping firm said. This vessel is scheduled to be in the yard for approximately 50 days and will be upgraded with LNGe specifications, it said.

### **LNG fleet**

CoolCo has seven TFDE LNG carriers it acquired from Golar LNG and the four LNG carriers it purchased from its largest shareholder Eastern Pacific Shipping. Besides these vessels, CoolCo purchased two newbuild LNG carriers from EPS, and they feature GTT’s Mark III Flex membrane cargo tank system, reliquification, air-lubrication, and shaft generators. The shipping firm exercised its option with affiliates of EPS Ventures in June 2023 to acquire newbuild contracts for the two 2-stroke LNG carriers scheduled to deliver in the fourth quarter of 2024. In May, CoolCo entered a 14-year charter deal with India’s largest gas utility GAIL for one of the newbuild LNG carriers currently under construction in South Korea. The vessel in question is Kool Panther, now named GAIL Sagar.

### **Drydocks**

CoolCo’s fleet maintained “strong” performance, achieving 92 percent fleet utilization in the fourth quarter, with the offhire period due to the repositioning of vessels between spot charters. The LNG carrier Kool Husky entered drydock during September which was completed along with upgrades for LNGe specifications ahead of schedule in October, CoolCo said. These LNGe upgrades included a high-capacity sub-cooler retrofit, an air lubrication system, and various minor performance enhancements, the firm said. After the quarter end, Kool Glacier and Kool Kelvin entered drydock, both with expected completion dates scheduled for before the end of the first quarter of 2025. “The excellent performance of Kool Husky after its performance upgrade to LNGe specification positions it well for continued or alternative business opportunities on redelivery at the end of the first quarter. Kool Glacier will be similarly well positioned after its upgrade,” CoolCo said.

### **Results**

CoolCo generated total operating revenues of \$84.6 million in the fourth quarter, compared to \$82.4 million for the third quarter. The firm reported a net income of \$29.41 million in the fourth quarter, compared to \$8.11 million for the prior quarter, with the increase primarily related to a mark-to-market gain in its interest rate swaps. CoolCo achieved average time charter equivalent earnings (TCE) of \$73,900 per day for the fourth quarter, compared to \$81,600 per day for the prior, primarily due







new production hub in the Kutei basin, offshore Indonesia, and previously said it plans to send gas supplies from its Geng North discovery to Pertamina's Bontang LNG facility in East Kalimantan. Source: [www.lngprime.com](http://www.lngprime.com)

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