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LNG NEWS WEEKLY 13TH JUNE 2025

Somtrans doubles up on LNG bunker vessel newbuildings

Shipowner Somtrans of Belgium has confirmed a second LNG bunker vessel newbuilding in China. Belgian's Somtrans homes in on its first large LNG bunker vessel newbuilding. Chinese shipbuilder Nantong CIMC Sinopacific Offshore & Engineering said it had won an order for a 20,000-cbm LNGBV from a European customer, without disclosing the contracting party. The vessel is due for delivery in September 2027. Newbuilding sources said the vessel is an option confirmed by Somtrans, which firmed up a first vessel with the yard in April. With this latest order, Somtrans has also added an option for a third vessel that has a delivery slot in December 2027. The firm vessel is scheduled for delivery in September 2027, while the optional vessel, if exercised by the client, will follow in December of that year. TradeWinds has contacted Somtrans about the new order. Previously, the company's co-founders declined to respond, citing confidentiality. This publication first revealed in early April that the inland bunker vessel company was homing in on a large LNGBV newbuilding. The Somers' family company Somtrans, which also controls the entity United Bunkers, is a marine fuel supplier working in the Amsterdam-Rotterdam-Antwerp region in north-west Europe. Spanish owner Ibaizabal snares LNG bunker vessel newbuilding duo for Shell worth almost $200m. Somtrans already controls three LNGBVs built in 2019 and 2021, but the two newbuildings it has apparently contracted look set to be its largest to date. There has been a surge of interest in building LNGBVs — a trend that kicked off during 2024. Shipowners new to this sector and existing players are looking at the anticipated demand that is likely to be generated from the wave of on-order LNG dual-fuel deepsea tonnage as it starts to deliver. Clarksons' Shipping Intelligence Network logs 13 orders of LNGBVs so far this year. This compares with 16 in the whole of 2024. source :www.tradewindsnews.com

Adnoc L&S gives LNG steam turbine sales another try

Shipowner Adnoc Logistics & Services has put two of its elderly steam turbine-driven LNG carriers up for sale again, in what appears to be a fresh bid to offload them. Brokers said Adnoc L&S has asked for offers on the 137,500-cbm Ghasha (built 1995) and its sister ship, the Al Khaznah (built 1994). Adnoc L&S circulates steam turbine LNG carrier for sale.They said Adnoc L&S had requested bids on the two Japanese-built ships by noon in the United Arab Emirates on 11 June. Interested parties were told the ships were not open to inspection, although reports on their condition were available. They are due for special survey dry-dockings in a year. Adnoc L&S has specified that demolition offers on the ships would not be considered and that they will be sold with a further trading clause. A spokesman for the company told TradeWinds: "The majority of our ST [steam turbine] LNG fleet is contracted to an Adnoc affiliate company. "Adnoc L&S has confirmed that our Moss-type vessels remain in excellent condition, with significant operational life remaining. "There are two vessels under consideration for conversion and/or sale for conversion into floating storage units or floating storage and regasification units. "This offers a more sustainable and efficient pathway, in alignment with Adnoc L&S' long-term environmental and asset optimisation goals." Adnoc L&S, which is in the middle of taking delivery of 10 LNG newbuildings, controls eight LNG steamships — one of which has been converted into an FSU. The ships were the original vessels in the fleet of parent group Adnoc's National Gas Shipping Co. This is not the first time the two ships have been pushed out into the market for sale. Diesel-electric LNG carriers dubbed 'worst in class' by BW LNG chief. TradeWinds reported in July 2024 that Adnoc L&S was seeking bids on the Ghasha, which was being offered on a charter-free basis and was then in Fujairah. In April, the shipowner put the Al Khaznah on the market, but this time specified that demolition bids were not welcome. Offers were due in late April, but the vessel appears to have remained unsold, despite mentions on broker reports hinting that a sale was close to being concluded. Before this, both LNG carriers were named as ships that infrastructure developer AG&P International Holdings had struck charters on for periods of up to 15 years. But these deals appear to have failed to materialise. The two LNG steamships rank among some of the oldest vessels in the world LNG carrier fleet. According to Clarksons' Shipping Intelligence Network, the Al Khaznah is the eighth oldest, with the Ghasha not far behind as the 14th. Brokers said the most recent sale of an LNG steam turbine vessel of similar vintage was the sale of the 130,405-cbm Intan (built 1994) to Crowley Maritime at the start of this year. The vessel, which has since been renamed American Energy, was reported sold at a price in the mid-to-low $30m range. South Korean owners send four LNG steamships for scrap in one week. One broker described the number of steamers for sale as "plenty", as emissions regulations and the incoming slew of newbuildings put them at a disadvantage to modern tonnage in what has proved a very weak charter market this year. But he also questioned whether owners are being realistic about price expectations on vessels. The number of LNG carriers either laid up or in what has been described as "extended idling periods" is being blurred by owners and operators not wishing to reveal the exact condition of vessels, as this could affect their competitiveness for upcoming charters. Brokers put the number of ships parked up at between 40 and 60. Owners are proving slow to take the plunge on scrapping elderly LNG carriers. Just seven have been sold for demolition so far in 2025 — a year tipped to see up to 20 of these vessels sent to the breakers.Source: www.tradewindsnews.com

Idan Ofer talks weak LNG markets, favoured fuels and his connection with cycling

One of the world's largest and best-known shipowners is going that extra mile, off and on the bike. It might not be such a great time to be in LNG shipping, but the CoolCo reception at Nor-Shipping was a decidedly good place to hang out. Guests spilt out into unexpected sunshine at the Festningen Restaurant with a sweeping view over the Oslo harbour area and beyond. John Fredriksen is as engaged as ever, Frontline boss insists, as retirement speculation swirls. Some of them were fresh from two mornings of sporting action organised by Idan Ofer's Eastern Pacific Shipping and CoolCo — a bike ride on Tuesday, which Ofer joined, and a run the next day when the rain showed up. Eastern Pacific chief executive Cyril Ducau acknowledged the current oversupply in LNG shipping but pointed to the incoming new wave of product. "This is a time when you have to be patient and weather the storm," he said. "We are not traders of ships," Ofer told TradeWinds, adding that the intention is to grow CoolCo — the LNG shipping entity he controls. He, however, neatly sidestepped market talk of what he might buy to expand CoolCo. Speaking about his wider fleet of over 200 vessels, Ofer said the International Maritime Organization and European Union rules have made it apparent that Eastern Pacific made the right decision with the dual-fuel ships it ordered. Ofer said if the company tried to build this fleet today, it would be a huge investment compared to its entry costs. "We feel our strategy was validated," he said. Currently, Ofer favours LNG and ammonia as the fuels of choice — he sees other, more futuristic options, but said these are further out at present. Earlier this year, Ofer, working together with MSC Mediterranean Shipping Company co-owner Gianluigi Aponte, dived into the LNG bunker vessels sector with an order for four ships intended for use in the emerging global market for this fuel. UK Rich List: Idan Ofer, Reuben Brothers and John Fredriksen add billions to wealth.So would he grow this business? "Sure," said Ofer. "Whenever we see the opportunity to extend and expand, we do it." Beyond its commercial expansion, Eastern Pacific is currently focused on the deliveries of its huge tranche of 115 newbuildings, many of which are fixed to high-profile charterers, with vessel deliveries stacking up at around two to three per month.

Care package

Ofer said that what differentiates the company is the EPS Life at Sea Programme, which has a great impact on the way crews behave. "They care because we care," he said. He cites a company captain who suffered severe stomach pain, was airlifted from the ship by helicopter and underwent an operation with many of the staff, including Ofer, checking up on and following his progress. "I think we go the extra mile," he said. Miles is something Ofer is very focused on, and maybe particularly so this summer. In April, Ofer's Quantum Pacific Management bought a 43% stake in Abarca Sports, owner of the Movistar Team of professional cyclists , with Eastern Pacific becoming one of the team's sponsors. Eastern Pacific Shipping ranked as one of the best employers in Singapore. Ofer has also invested in other high-profile sports, including football and sailing. But on the reason behind his Movistar investment, he said: "The only thing I can relate to personally is the cycling because I am doing it myself." He revealed that he cycles almost every day — Eastern Pacific has stationary training bikes in its offices in Singapore and London and has entertained some of the famous names from the cycling world, like Mark Cavendish, for a ride on its premises.

Cycling ambition

In the world of professional cycling, Ofer wants spectators to be able to see the real-time data — the gradients, the speed, the heart rates and the watts or power produced by the cyclists. He also believes cycling teams must shift from relying solely on sponsorships to a new business model. Tuesday's 55-km Oslo ride with 800 metres of climbing was just the warm-up. Ofer confirmed he will be at this year's Tour de France in July. He plans to be there for the iconic Mont Ventoux stage in Provence and admitted that there is a plan to ride up the legendary but notoriously sapping 1,600-metre climb. "That's the idea," said Ofer. Source: www.tradewindsnews.com

Cheniere aims to start construction on Sabine Pass LNG expansion in late 2026

US LNG exporting giant Cheniere aims to start construction on the proposed expansion project at its Sabine Pass LNG export facility in Louisiana in late 2026. Cheniere revealed this in an amended application filed with FERC on June 6, requesting authorization to construct and operate the Sabine Pass Stage 5 expansion project. In February last year, Cheniere's units filed the original application with the regulator for the expansion project with a capacity of up to 20 mtpa, including debottlenecking. This new application amends Sabine Pass's application, currently pending, and modifies the previously proposed facilities for the expansion project to optimize its design and reduce potential environmental impacts, according to Cheniere. The company noted that an earlier design of the Sabine Crossing pipeline was included in the 2024 application, but Sabine Crossing's portion of that application was voluntarily withdrawn to allow for the further development and modification of the proposed pipeline.

Back to three trains

Cheniere's Sabine Pass facility currently has a capacity of about 30 mtpa following the launch of the sixth train in February 2022. In December 2023, Cheniere said it plans to build two instead of three liquefaction trains as part of the Sabine Pass Stage 5 expansion project with an optimized unit/cost footprint. However, Cheniere said in the amended application that the project now includes the construction of three trains. According to Cheniere, the project will include the addition of three natural gas liquefaction trains each with a maximum LNG production capacity of about 300 billion cubic feet per year using ConocoPhillips liquefaction technology and one boil-off gas re-liquefaction unit with maximum reliquefaction capacity of approximately 50.0 Bcf/y. Moreover, Cheniere intends to construct the proposed expansion in two phases. Phase 1 of the Stage 5 project will include liquefaction Train 7, the BOG re-liquefaction unit, and supporting infrastructure. This phase will also include the proposed CTPL expansion, which will provide approximately 930,000 dekatherms per day (Dth/d), or approximately 0.9 Bcf per day. In Phase 2, Cheniere will add Trains 8 and 9 and other related infrastructure, including proposed facilities to allow the loading of LNG onto LNG carriers simultaneously at any two of the three existing marine berths, facilitating an increase in the maximum marine vessels calling at the terminal. Cheniere noted the project will result in an increase in the maximum marine vessel traffic from the currently authorized 580 LNG carriers per year up to 740 carriers per year, an increase for which the waterway has already been found to be suitable by the US Coast Guard.

$15 billion

Cheniere said it estimates that it will spend approximately $15 billion on the expansion project with about $11.5 billion expected to be spent in Louisiana, Texas, and across the US. "The applicants propose to commence construction of Phase 1 of the project in late 2026, which will allow first exports of incremental LNG volumes as soon as 2030," Cheniere said in the application. Cheniere expects construction of the first phase of the expansion project to take about four-and-a-half years until Train 7 is placed in service. "If Phase 2 follows immediately after Phase 1, as currently anticipated, construction of the entire SPLNG terminal expansion is projected to take approximately six to seven years," it said. To meet this projected construction timeline, Cheniere requests that FERC grant this application and authorize the project by September 2026. Cheniere's management previously said that the company aims to take a final investment decision on the expansion project in late 2026 or 2027.Source: www.lngprime.com

RWE to supply LNG to Bulgargaz this month

A unit of German energy firm RWE will supply liquefied natural gas (LNG) to Bulgaria's Bulgargaz in June following the completion of a tender. Bulgargaz said in a statement on Wednesday that it has selected RWE Supply & Trading as the supplier of LNG for June 2025. However, the firm did not provide further details regarding the LNG supplies. Last month, Bulgargaz launched a procedure for the preliminary selection of companies to participate in its future LNG supply tender during the period June 2025 - June 2026. "As a result of the procedure and taking into account the inclusion of both producers and traders of LNG who had gone through a previous LNG supply tenders' selection procedure, Bulgargaz made a list of 34 approved suppliers, among which leading international producers and traders of LNG," the company said. Bulgargaz sent an invitation for the submission of bids to the approved suppliers on June 2, with four companies sending their bids by the June 6 deadline. The company said each offer was assessed in compliance with the assessment methodology, and it selected RWE Supply & Trading as the supplier for June. Bulgargaz will probably receive the LNG shipment via a Botas-operated LNG import terminal in Turkiye as the Alexoundropolis FSRU-based facility in Greece is not operational. Last month, Greece's Gastrade said it plans to resume Alexandroupolis FSRU operations on August 15 following a technical issue in January this year. As previously reported by LNG Prime, UK-based energy giant BP supplied an LNG cargo to Bulgargaz via the Alexandroupolis FSRU in January. The 2021-built 174,000-cbm BW Lesmes delivered the shipment from the Freeport LNG terminal in Texas to the 153,500-cbm FSRU Alexandroupolis on January 19. In November last year, Bulgargaz picked UK-based BP Gas Marketing, a unit of BP, and US-based Venture Global Commodities to supply two spot LNG cargoes via the Alexandrouplis FSRU-based terminal in January and February this year.Source: www.lngprime.com

Italian FSRU operator to hold new regas capacity auctions in July

Italy's OLT Offshore LNG Toscana, the operator of the FSRU Toscana, will hold new regasification capacity auctions in July. According to OLT Offshore, the auctions, relating to the capacity offered on an annual basis from gas year 2025/2026 to gas year 2043/2044, will be held from July 3 to 10. The LNG terminal operator stated that the capacity will be offered in 165,000 cbm slots, with a deadline of July 1 for signing the contract and submitting guarantees. Specifically, starting from gas year 2025/2026, OLT will offer an additional two regasification slots for each gas year, increasing the annual capacity up to 43 available slots. This initiative is part of the wider project to increase OLT's regasification capacity, already authorized up to a maximum of about 5 billion standard cubic meters per year, the company noted. The company recently allocated 160 regasification slots up to 2042 following the completion of multi-year capacity auctions. During the auctions, which took place from May 21-23, the slots were allocated and divided into a 15-year product (eight slots per year from gas year 2027/2028 to 2041/2042) and a 10-year product (four slots per year from gas year 2027/2028 to 2036/2037), according to OLT Offshore.

Life extension

Earlier this year, OLT Offshore said that the FSRU Toscana will be in operation until the end of 2044 due to life extension work carried out on the FSRU in 2024. In November 2024, the 137,100-cbm FSRU resumed operations about 22 km off the coast between Livorno and Pisa following completion of "extraordinary" maintenance at SGdP's yards in Italy and France. OLT said that while the FSRU was in the yard, the firm also carried out a set of works aimed at extending the useful life of the FSRU Toscana. After that, RINA (Italian Naval Registry) issued the "declaration certifying the extension of the useful life of the terminal for an additional 20 years, ensuring operability and reliability until 2044." The FSRU has a maximum regasification capacity of 5 bcm a year and sends natural gas to Italy's national grid via a 36.5-kilometer-long pipeline. Italy's Snam holds a 49.07 percent stake in the LNG terminal, while Igneo Infrastructure Partners owns a 48.24 percent share. Also, Golar LNG, which provided the 2003-built FSRU, has a minor 2.69 percent stake in the LNG import facility.**source:** www.lngprime.com

Argentina's Enarsa gets offers for new LNG cargo tender

Argentina's state-owned LNG importer Energia Argentina (Enarsa) has received six offers for its third LNG cargo tender in 2025. The event was streamed live on Enarsa's YouTube channel on Tuesday. Units of Vitol, TotalEnergies, BP, PetroChina, Gunvor, and Trafigura submitted the offers. Last week, Enarsa announced that it has sent the third request for proposals of the year for eight LNG shipments.

Enarsa invited 39 pre-qualified companies to participate. Each of the cargoes, with a capacity of 2,100,000 MMBtu, is expected to meet peak seasonal demand for natural gas in July and August. In March, Enarsa received seven offers for the first LNG cargo tender of the year. Enarsa stated in April that it has secured eight LNG cargoes under the second tender. The firm awarded the cargoes to BP for delivery to the Escobar terminal. Enarsa's website shows that the firm purchased 29 LNG cargoes under five tenders in 2024. This is down from 44 LNG cargoes in 2023. In 2024, the LNG suppliers included TotalEnergies, Glencore, BP, Trafigura, Gunvor, and Vitol.

Enarsa paid between $9.991/MMBtu and $13.624/MMBtu for the 2024 LNG cargoes. The Escobar terminal received all of these cargoes during June-September. Excelerate Energy's Expedient FSRU serves the LNG import terminal. Argentina is reducing its LNG imports and is looking to become a significant exporter, enabling Vaca Muerta shale natural gas to access global LNG export markets. Pan American Energy, Golar LNG, YPF, Pampa Energia, and Harbour Energy recently took a final investment decision on the first FLNG unit. The partners are also working to greenlight the second FLNG, while YPF continues to progress work on the second and third phases of its Argentina LNG project.Source:www.lngprime.com

Spanish LNG imports up in May

Spanish liquefied natural gas (LNG) imports continued to rise in May, with the US supplying most of the volumes. LNG imports rose by 25.9 percent year-on-year to 20.5 TWh in May and accounted for 69.9 percent of the total gas imports, according to the preliminary monthly report by LNG terminal operator Enagas. Imports dropped compared to 22.4 TWh in April, which marked a 39.2 percent year-on-year rise. Including pipeline imports from Algeria (8.14 TWh), France, and Portugal, gas imports to Spain reached about 30.6 TWh last month, a rise from 29.3 TWh in May last year, the report shows. Moreover, national gas demand in May rose by 8.9 percent year-on-year to 24.4 TWh. Demand for power generation surged by 68.2 percent year-on-year to 7.18 TWh last month, while conventional demand decreased by 5.1 percent to 17.2 TWh, the LNG terminal operator said. In May, storage facilities were 73 percent full, compared to 90 percent in the same month last year and 69 percent in the prior month. Enagas operates a large network of gas pipelines in Spain and has three wholly-owned LNG import plants in Barcelona, Huelva, and Cartagena. It also owns 75 percent 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.

US remains main LNG supplier

The seven operational Spanish LNG regasification terminals unloaded 21 cargoes last month, up by three cargoes compared to May 2024. The US remained the biggest LNG supplier to Spain in May with 9.18 TWh, a rise compared to 4.92 TWh last year, and the country was followed by Russia with 5.50 TWh, down from 6.41 TWh last year, and Nigeria with 4.94 TWh, up from 2.93 TWh last year. Spain also received 1 TWh from Angola and 0.78 TWh from Qatar.

LNG reloads slightly up

Spanish LNG terminals loaded about 1.22 TWh in May, slightly up compared to 1.19 TWh in May 2024. Reloads also rose compared to 1 TWh in April and 0.54 TWh in March. Spanish terminals reloaded 1.67 TWh in February and 0.92 TWh in January. During May, the Barcelona terminal reloaded 0.49 TWh, the Huelva terminal reloaded 0.47 TWh, and the Sagunto terminal reloaded 0.2 TWh. Enagas said 55.3 percent of the loaded volumes in May landed in the EU, 32.1 percent of the volumes were used for bunkering, and the rest landed in non-EU countries. Moreover, truck loading operations at the LNG terminals decreased by 0.3 percent in May year-on-year to 1005. The data shows that last month, the Barcelona LNG terminal completed 211 truckloads, the Sagunto terminal completed 202 truckloads, and the Huelva terminal completed 172 truckloads. Source :www.lngprime.com

Taiwan's LNG imports continue to rise

Taiwan's monthly imports of liquefied natural gas (LNG) continued to increase in May, according to customs data. Preliminary data from the Directorate General of Customs shows that the country received 1.94 million tonnes of LNG in May. This is up by 15.9 percent year-on-year compared to 1.67 million mt in May 2024. May LNG imports dropped compared to 1.98 million tonnes of LNG in April and 2.08 million tonnes of LNG in March. Still, the imports rose compared to 1.80 million tonnes of LNG in February and 1.48 million tonnes of LNG in January. Taiwan paid $1.02 billion for LNG imports in May, up from $853.5 million during the same month last year. The data shows that most of the May LNG supplies came from Qatar (686,691 t) and Australia (564,502 t). Qatari volumes rose compared to 534,818 t in May 2024, while Australian volumes also rose compared to 427,647 t in May 2024. Other LNG suppliers to Taiwan in May included the US (197,919 t), Papua New Guinea (157,509 t), Oman (130,832 t), Malaysia (71,181 t), Egypt (65,902 t), and Brunei (64,376 t).Taiwan received 21.50 million tonnes of LNG during the full year of 2024, up 7.1 percent from 2023.Last year, Taiwan paid $11.92 billion for LNG imports, down from $12.35 billion in 2023.

CPC's LNG terminals

Taiwan currently imports LNG via two terminals operated by state-owned CPC. CPC operates the Yung-An LNG terminal with a capacity of 10.5 mtpa and the Taichung LNG import terminal with a capacity of 6 mtpa. The firm is also expanding its Taichung LNG terminal. In addition, CPC is also working on the Guantang LNG terminal and the Zhouji LNG terminal. In April, Methane Rita Andrea's AIS data provided by VeseselsValue showed that the LNG carrier was located at the Guantang LNG terminal, or Taoyuan LNG terminal. The vessel delivered a cargo from Qatar to the facility. Several reports claim that CPC has completed the commissioning of this new facility, which is expected to start operations soon. In December last year, CPC also received the environmental approval for the intercontinental LNG terminal, or the seventh terminal. Taiwan's LNG imports are expected to continue to rise following the closure of the 951 MW Maanshan nuclear unit 2, operated by state-owned Taipower. Taiwan's Nuclear Safety Commission (NSC) stated in a press release last month that the unit was disconnected from the grid and suspended operations on May 17, following the expiration of its operating license. source:www.lngprime.com

China's gas imports down in May

China's natural gas imports, including pipeline gas and LNG, dropped by 10.8 percent last month compared to May 2024, according to customs data. The data from the General Administration of Customs shows that natural gas imports reached 10.10 million tonnes in May. This compares to 11.33 million tonnes in May 2024 and 9.66 million tonnes in April 2025. The country paid about $4.34 billion for gas imports last month. China's gas imports reached 49.05 million tonnes in the first five months of this year, down 9.5 percent compared to the same period in 2024. The country paid $22.3 billion for these imports, down 16.6 percent year-on-year. The data previously showed that China's natural gas imports rose by 9.9 percent to 131.69 million tonnes in 2024, while LNG imports increased by 7.7 percent to 76.65 million tonnes last year. Official data for LNG imports in May this year has not yet been released. During January-April, China imported 20.06 million tonnes of LNG, a decrease of 22.4 percent compared to the same period last year. Japan overtook China in the first four months of this year as the world's biggest LNG importer. It's worth mentioning here that China said in February it would impose 15 percent tariffs on imports of coal and LNG from the US after President Donald Trump imposed a tariff on goods from the country.
Several reports claim that China has not been importing US LNG since then. Source: www.lngprime.com

Basalt adds another LNG carrier to its fleet

UK-based infrastructure investment firm Basalt Infrastructure Partners has added the 180,000-cbm LNG carrier, Celsius Galapagos, to its fleet. "The addition of Celsius Galapagos brings the Vanadis platform to a total of four vessels, and 11 in total across Basalt's two LNG portfolios, Vanadis and Freyja, demonstrating the continued delivery of Basalt's strategy to add further scale to its fleet," the company said in a social media post. Basalt noted that South Korea's Samsung Heavy Industries delivered the vessel last month. The ME-GA LNG carrier is employed on a long-term, fixed time charter to a "leading, investment-grade counterparty active within the production, sale, and distribution of LNG." According to VesselsValue data, the LNG carrier is on charter to US LNG exporting giant Cheniere. Moreover, the vessel will be managed and operated by Celsius Shipping, Basalt's existing operating partner across its Vanadis and Freyja LNG portfolios. Basalt added that it expects to continue to grow the Vanadis LNG fleet over the coming months. In February of this year, Basalt joined forces with Celsius Shipping on a newbuild LNG carrier that the latter had ordered at Samsung Heavy. This is the 21st 180,000-cbm LNG carrier for Celsius Shipping. It is expected to be delivered during 2027 and will be employed on a long-term, fixed time charter to Japan's LNG trader and power firm Jera. In August 2024, Basalt announced an agreement to acquire two modern operational LNG carriers, seeding Vanadis LNG, a portfolio of LNG vessels. The vessels in question are the 2020-built Celisus Copenhagen and the 2021-built Celisus Carolina.Source: www.lngprime.com

Another FSRU arrives in Egypt

The 160,000-cbm FSRU Energos Eskimo has arrived in Egypt from Jordan, according to shipping data. The unit is one of four FSRUs that will serve a charter deal with Egypt's EGAS as the country seeks to meet its growing demand for natural gas. Energos Eskimo's AIS data shows that the vessel was sailing in the Red Sea, offshore Sharm El Sheikh, on Friday after departing Jordan's Aqaba two days ago. Kpler also confirmed the departure of the unit in a report on Thursday. According to Kpler, the unit is en route to DP World Ain Sukhna, Egypt, where it will undergo modifications expected to last four weeks. The move is part of Egypt's broader plan to deploy four FSRUs this summer to meet soaring gas demand for cooling and avoid power outages. Kpler said Energos Eskimo is "set to operate at Sumed port by mid-July, while Energos Power and a Turkish-chartered FSRU will be deployed soon after." In December 2024, EGAS signed a deal with US LNG player New Fortress Energy to charter Energos Eskimo, with a regasification capacity of up to 750 million cubic feet per day. Also, the charter agreement is for a ten-year term. Energos Infrastructure, a part of US asset manager Apollo, owns this FSRU. This is also the case with the 174,000-cbm FSRU Energos Power, which recently arrived in Egypt from Germany.The German government sub-chartered Energos Power to EGAS.

Hoegh and Turkish FSRUs

These two FSRUs join the 170,000-cbm Hoegh Galleon, which is located at the Sumed port in Ain Sokhna. Norwegian FSRU player Hoegh Evi recently signed a new charter deal with Egypt's EGAS to deploy a converted FSRU in Egypt. Hoegh Evi will convert the LNG carrier Hoegh Gandria to a floating storage and regasification unit. The FSRU Hoegh Gandria will be deployed in the fourth quarter of 2026 to the Port of Sumed and will supply up to 1,000 mmscf/day of peak LNG regasification capacity. It will replace the FSRU Hoegh Galleon, which was deployed to Egypt in July 2024, on an interim charter from Australian Industrial Energy (AIE) and Hoegh Evi. According to Hoegh Evi, Galleon will remain in Egypt for up to an additional year before deployment to AIE's LNG terminal in Port Kembla, Australia in 2027. Most recently, EGAS signed a charter deal with Turkiye's Botas to deploy one of Turkiye's operational FSRUs in Egypt. This FSRU will work in Egypt for seasonal LNG imports. Source: www.lngprime.com

Dabhol LNG terminal gets first cargo during monsoon season

India's GAIL has unloaded its first LNG cargo at the Dabhol LNG terminal during the monsoon season following the completion of the breakwater project. According to a statement by India's largest gas utility, the 2021-built 180,000-cbm, GAIL Bhuwan, owned by MOL and chartered by GAIL, delivered the shipment on June 2, marking the commencement of uninterrupted, round-the-year operations at the Dabhol LNG terminal. GAIL Bhuwan's AIS data provided by VesselsValue shows that the LNG carrier brought the cargo from the Cove Point LNG export facility in the US, where GAIL has a 20-year offtake deal. With the commissioning of the breakwater after receipt of all statutory approvals, Dabhol LNG terminal has now been designated an "all-weather port." GAIL said this is a "critical transformation that ensures safe and reliable LNG operations even during the southwest monsoon, traditionally a challenging period for marine logistics on India's west coast." Located on the Maharashtra coastline, the Dabhol LNG facility has a regasification capacity of 5 mtpa and serves as a "vital" link in India's gas supply network via the Dabhol-Bangalore and Dabhol-Panvel cross-country pipelines. GAIL noted that Dabhol is an island breakwater, unlike conventional land-connected structures.

Expansion

The company said that it expects the successful commissioning of the breakwater to "significantly" enhance vessel accessibility and improve capacity utilization at the terminal. GAIL said this achievement comes at a crucial time as the company looks to expand the terminal's capacity from 5 mtpa to 6.3 mtpa in the first phase over the next three years. Once expanded, GAIL expects the facility to handle up to 100 LNG cargoes annually, thereby playing a "pivotal role" in reinforcing India's energy security. Source:www.lngprime.com

Japan's Jera seals US LNG supply deals

Japan's power firm and LNG trader Jera has signed 20-year agreements to buy up to 5.5 million tonnes per year of LNG from the United States. The deals include an SPA with Commonwealth LNG and the previously announced SPA with NextDecade, as well as heads of agreements with Sempra Infrastructure and Cheniere. Jera said in a statement on Thursday that these deals advance its long-term strategy to build a "diversified and resilient LNG procurement portfolio in support of stable, secure energy for Japan and Asia." Through long-term offtake commitments, the agreements are expected to support economic activity that could contribute approximately $200 billion to US GDP and sustain 50,000 jobs annually, the firm said. Jera said the total value of these transactions also surpasses Jera's cumulative equity investment in the US, which currently stands at $6 billion. US LNG procured through these partnerships supports Jera's strategic priorities by offering "competitive pricing, flexible contract terms, and strong market fundamentals." All volumes will be delivered under FOB (free on board) terms with no destination restrictions, allowing Jera to optimize shipping routes and respond flexibly to evolving market conditions and LNG demand across the Asia-Pacific region., the firm said. The new agreements build upon and enhance Jera's existing operations in the US, which include offtake contracts totaling 3.5 million tonnes per year from Freeport LNG and Cameron LNG. Jera also entered into an approximately 1 mtpa LNG offtake agreement with Venture Global LNG CP2 in 2023.

NextDecade and Commonwealth LNG SPAs

The deals include sales and purchase agreements with NextDecade and Commonwealth LNG. Last month, Jera signed a 20-year deal to buy LNG from the planned fifth train at NextDecade's Rio Grande LNG facility in Texas. Under the terms of the sales and purchase agreement, power firm and LNG trader Jera will purchase 2 million tonnes per annum (mtpa) of LNG on a free on board basis at a price indexed to Henry Hub. Moreover, Jera signed a 20-year SPA with Kimmeridge's Commonwealth LNG. Under this deal, Jera will purchase 1 mtpa of LNG for 20 years from Commonwealth's 9.5 mtpa facility currently under development in Cameron, Louisiana. Commonwealth has 4 mtpa of offtake under long-term agreements, and plans to take a final investment decision in the third quarter of this year.

Sempra Infrastructure, Cheniere

Sempra Infrastructure, a unit of Sempra, executed a non-binding HoA with Jera. Under this 20-year deal, Jera will offtake 1.5 mtpa from the Port Arthur LNG Phase 2 development project in Jefferson County, Texas. Sempra Infrastructure recently received non-FTA approval from the US Department of Energy for the second phase of its Port Arthur LNG export project. The company still anticipates making a final investment decision on the second phase of its Port Arthur LNG export project in 2025. The Port Arthur LNG Phase 1 project, with a capacity of 13 mtpa, is currently under construction and expected to achieve commercial operation in 2027 and 2028 for trains 1 and 2, respectively. This expansion would double the project's capacity to 26 mtpa. In addition to this deal, Jera also signed a non-binding HoA with Cheniere Marketing, a unit of Cheniere. Under this deal, which is for more than 20 years, Jera will purchase up to 1 mtpa from Cheniere's Sabine and Corpus Christi facilities in Texas and Louisiana. Source:www.lngprime.com

Delfin seeks new DOE extension, eyes FID on first FLNG in August

Delfin Midstream, the US developer of a floating LNG export project offshore Louisiana, is seeking an additional extension from the US Department of Energy. The company is looking to make a final investment decision on the first FLNG in August. In March this year, Delfin LNG, a unit of Delfin Midstream, secured a five-year permit extension from DOE.This extended the start date for Delfin's export authorization for exports of up to 1.8 billion cubic feet per day (Bcf/d) of natural gas as LNG to non-free trade agreement countries to June 1, 2029. Additionally, Delfin received a license from the US Maritime Administration (MARAD). Last month, Delfin submitted a request to DOE to amend its existing long-term, multi-contract authority to export LNG to FTA and non-FTA nations. Specifically, Delfin requests that DOE amend its non-FTA export authorization to allow it to start commercial non-FTA exports of LNG by June 1, 2031, providing an additional two-year extension of time beyond that recently granted by DOE. Delfin said this is based on updated facts about the project and consistent with DOE's newly adopted approach to term extensions providing for "the removal of additional regulatory barriers standing in the way of unleashing US liquefied natural gas (LNG) exports." In addition, Delfin requests that DOE amends both its non-FTA and FTA authorizations as necessary to reflect the current design of its project in accordance with the license recently granted to Delfin by MARAD. The facility redesign now includes three FLNG vessels instead of the original four. Each of the three units would produce 4.4 mtpa of LNG for export, for a total project output for the three FLNG vessels of 13.2 mtpa. "Although Delfin's current commencement deadline is just over four years away, it respectfully requests that DOE act on this request within that same 90-day time period, i.e., by the end of July 2025," the company said."This timing is necessary to remove potential regulatory uncertainty as Delfin progresses toward a positive final investment decision (FID) on its first FLNG vessel in the third quarter of this year and hopefully as soon as August," the company said.

Samsung Heavy slot

Delfin also discussed securing a shipbuilding slot with South Korea's Samsung Heavy Industries. The company noted that it has previously "negotiated and agreed upon major terms of a near-ready-for execution engineering, procurement, construction, and integration (EPCI) agreement" with Samsung Heavy, supported by Black & Veatch of Kansas for the topside liquefaction technology, for a newbuild FLNGV. However, the finalization and execution of the EPCI had been held up by regulatory uncertainty about the timing of Delfin's FID. DOE recognized that the extension of time it granted until June 1, 2029 was less than the five years requested by Delfin given the passage of time between the request and its action, but found it to be "a necessary and reasonable period of time based on the evidence presented." In that regard, DOE observed that Delfin had stated that it "can arrange for completion of its first FLNGV in just under five years."

Regulatory hurdles eliminated

"That timing, however, was premised on the expectation that Delfin would receive the necessary regulatory authorizations and accordingly contractually commit with SHI to the necessary timing for FLNGV construction essentially in the middle of last year," Delfin said. "Of course, that did not happen given the continuing regulatory uncertainty resulting from both MARAD delay and DOE's deferral of a decision on the term extension," Delfin said. "Furthermore, the length of the extension requested in the March 2024 request was limited to the absolute minimum necessary in light of the emphasis in the 2023 extension policy on the need for authorization holders to develop their projects as quickly as possible, its limitation on extensions to the delay caused by extenuating circumstances, and its apparent general predisposition not to grant extensions of time," it said. Delfin noted that DOE has now rescinded the 2023 extension policy, concluding that it "does not align with the Unleashing America Energy Executive Order and posed an undue burden on natural gas project development and LNG export authorization holders." "Both the change in DOE policy and updated facts regarding the current status of Delfin's project as it continues to do all it can to complete the project following the very recent elimination of the previous regulatory hurdles support the additional extension of time," the firm said.

Deals

In March, Delfin signed a head of agreement with German gas importer SEFE to supply the latter with LNG. The HoA is for the long-term supply of 1.5 million tonnes of LNG per year for at least 15 years. Besides this deal with SEFE, Delfin signed an agreement last year with US shale gas producer Chesapeake Energy to supply LNG to Geneva-based trader Gunvor. Under the SPA, Chesapeake will buy about 0.5 million tonnes per annum (mtpa) of LNG from Delfin at a Henry Hub price with a targeted start date in 2028. These volumes will represent 0.5 mtpa of the previously announced up to 2 mtpa heads of agreement with Gunvor, Delfin said. Also, these volumes will add to the SPA Gunvor signed with Delfin in November 2023.source: www.lngprime.com

ConocoPhillips loads its first Equatorial Guinea LNG cargo

US energy giant ConocoPhillips has loaded its inaugural LNG cargo at the Punta Europa LNG plant in Equatorial Guinea. According to a ConocoPhillips social media post, loading operations started on June 6 at the EG LNG terminal in Punta Europa and concluded by June 9. The company noted that MEGPL president Frederic Phipps and EGLNG managing director Curtis Ryland visited the Maran LNG vessel to meet with the captain and crew during the loading process. "This inaugural ConocoPhillips-marketed cargo from Equatorial Guinea represents a significant milestone in unlocking value from our global LNG portfolio and highlights our ongoing commitment to the success of the Gas Mega Hub promoted by the Ministry of Hydrocarbons and Mining Development," ConocoPhillips said. The company did not provide further information. Its AIS data provided by VesselsValue shows that the 2019-built 173,400-cbm, Maran Gas Hydra, left the Punta Europa LNG plant on June 9. The vessel is heading south, meaning that it may deliver the LNG shipment to Asia. Last year, ConocoPhillips bought Marathon Oil in an all-stock transaction with an enterprise value of $22.5 billion. ConocoPhilips said the acquisition includes about 2 mtpa net LNG capacity with supply optimization opportunities in Equatorial Guinea. Marathon Oil owns a 56 percent interest in the 3.4 mtpa Equatorial Guinea LNG plant that has one train. Besides operator Marathon Oil, other shareholders in the Punta Europa LNG plant include Sonagas and Marubeni. The facility started producing LNG back in 2007.

ConocoPhillips boosting LNG business

ConocoPhillips is heavily investing in expanding its LNG business. The firm recently signed a 15-year LNG supply deal with China's Guangdong Pearl River Investment Management Group. Last year, ConocoPhillips signed deals with Germany's SEFE and Uniper. The firm also made capacity bookings at import terminals in the Netherlands, Belgium, and Germany. In addition, ConocoPhillips increased its stake in the Australia Pacific LNG export project in 2022 and purchased stakes in QatarEnergy's giant North Field East (NFE) project and the North Field South (NFS) project. On the Gulf Coast, ConocoPhillips secured 5 mtpa of offtake from the first phase of Sempra Infrastructure's Port Arthur LNG project in Texas and took a 30 percent equity interest in the project. The company's total offtake in North America is about 7.4 mtpa, pending FID at Mexico Pacific's Saguaro Energia LNG.Source: www.lngprime.com

South Korea's Kogas ups May sales

South Korean LNG importing giant Kogas said its gas sales rose by 5 percent in May compared to last year. State-owned Kogas sold 2.39 million mt last month, compared to 2.27 million mt in May 2024, the firm said in a stock exchange filing. May sales were lower compared to the previous month's 2.62 million mt, which marked a rise of 13.9 percent on the year. Purchases by power firms rose 8.8 percent year-on-year to 1.26 million mt in May and were higher by 1.8 percent compared to the previous month. Moreover, Kogas said its city gas sales rose 1.1 percent year-on-year to 1.13 million mt in May. City gas sales were lower 18.4 percent from the previous month. Kogas previously said in its quarterly report that it had sold 11.87 million mt in the first quarter of this year. This is up by 4.1 percent compared to the same quarter last year. Kogas said its city gas sales rose by 4.7 percent as demand for civil use increased due to a significant drop in temperature in February compared to previous years. The firm also said that demand for industrial and fuel cell use increased. According to Kogas, power firm purchases increased 3 percent as power generation increased following the start of commercial operation of new power units.

Korean LNG imports down

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. Kogas expects to complete the first phase of the Dangjin LNG terminal in May 2027 and the second phase in October 2028. Official statistics for South Korean LNG imports in May are not yet available. According to customs data, South Korean LNG terminals took 4.04 million mt in April this year, a drop from 4.16 million mt in April 2024. During January-April, South Korean LNG terminals received 16.03 million mt of LNG, a drop compared to 16.79 million mt in 2024. Australia was the biggest supplier to South Korea during the four-month period, with 5.05 million mt of LNG, followed by Malaysia with 2.66 million mt, and Qatar with 2.59 million mt, the data shows. Source:www.lngprime.com

Knutsen, Orlen take delivery of sixth LNG carrier

Knutsen announced the delivery of the 174,000-cbm LNG carrier, Ignacy Jan Paderewski, in a social media post on Wednesday. HD Hyundai Samho's yard in Mokpo built this LNG carrier. In March this year, the christening ceremony for the 174,000-cbm Jozef Piłsudski and Ignacy Jan Paderewski took place at the South Korean yard. These are the fifth and sixth LNG carriers Orlen chartered from Knutsen. The vessels are chartered for a period of 10 years, with an option to extend. In April 2022, PGNiG, now part of Orlen, signed charter deals for these vessels with Knutsen and also for two more vessels with Greece's Maran Gas. By next year, Orlen's chartered LNG fleet will grow to as many as eight vessels, the firm previously said. Source: www.lngprime.com

Belgium's Somtrans tied to fresh 1+1 LNG bunker vessel contract in China

The boom in LNG bunker vessel orders continues at a steady pace this year, with another shipyard announcing a new deal involving a European shipowner. China's Nantong CIMC Pacific Offshore Engineering (CIMC SOE) has recently signed a contract for the construction of one firm plus one optional 20,000-m³ LNG transport and bunkering vessel. The buyer has not been officially disclosed, but shipbroking and market sources have linked the order to Belgium-based Somtrans. Somtrans describes itself as a tanker shipping company with fully owned barges, overseeing a fleet of 24 vessels, according to information on its website. CIMC SOE stated the firm vessel is scheduled for delivery in September 2027, while the optional unit – if exercised – could be completed by December 2027. The shipyard noted this marks the sixth vessel of the same type secured so far. Both vessels will be powered by WinGD dual-fuel main engines featuring intelligent control by exhaust gas recycling technology. Somtrans was also reportedly linked to an earlier order for a single 20,000-m³ vessel, disclosed by CIMC SOE in April, which is expected to be delivered in April 2027. The owner has been contacted for comment regarding the reported transactions. Chinese media report the latest deal was brokered by Dutch firm RensenDriessen Shipbuilding & Shipbrokers. Notably, the company announced this week it has entered the deepsea market by brokering two 20,000-m³ LNG tankers. According to the firm, the vessels are being built for a Northern European shipowner focused on LNG transport and distribution. The LNG bunker vessel segment has seen a notable increase in newbuilding activity this year. Among the key players, Kriton Lendoudis-led Evalend Shipping and Spanish shipowner Ibaizabal have been linked to new orders placed at South Korea's HD Hyundai Mipo shipyard.Source: www.riveria.com

Topside steel cut for FLNG vessel for Cedar LNG

Steel cutting ceremony for a floating LNG vessel at Samsung Heavy Industries marks the start of first Indigenous-led LNG export facility in Canada. A topside steel-cutting ceremony marked the start of fabrication of Cedar LNG's floating LNG vessel at the end of May at South Korea's Samsung Heavy Industries (SHI). The Cedar LNG Project is a partnership between the Haisla Nation and Pembina Pipeline Corp to develop a floating LNG facility in Kitimat, British Columbia, Canada. Indigenous-led Cedar LNG will use British Columbia's natural gas supply, LNG infrastructure and hydroelectric power to create one of the lowest carbon intensity LNG export facilities in the world.

Once completed by SHI in 2028, the floating LNG vessel will be transported from South Korea to the Cedar LNG site in British Columbia. "To see the floating LNG vessel start to take shape is so incredible," said chief councillor Crystal Smith. "In just a few short years, the vessel will arrive on our shores where it will serve as a reminder of what can be done when Indigenous Nations are given a share and a say in how our resources are used for the benefit of our people and the environment." "This is an exciting moment for Cedar LNG as it represents the official start of construction on what will be an innovative, world-class, lower-carbon floating LNG facility," said Cedar LNG project manager, Craig Day. "This achievement reflects the extensive planning efforts of our partners – Haisla Nation and Pembina Pipeline – our project team, Samsung Heavy Industries and Black & Veatch."With an estimated capacity of 3.3 mta, the floating LNG vessel will use Black & Veatch's PRICO liquefaction technology. Cedar LNG's estimated in-service date is late 2028.source :www.riveria.com

Hapag-Lloyd, CNOOC mark first LNG SIMOPS at Hong Kong container terminal

Simultaneous operation allows massive container ship to be refuelled in 8.5 hours while it loads cargo at the container port, shortening turnaround time. CNOOC's Hai Yang Shi You 301 refuelled Hapag-Lloyd's LNG-fuelled container ship Hanoi Express at the container terminal in Hong Kong, marking the first SIMOPS LNG bunkering at the port. The milestone, reported by CNOOC, took place at Kwai Tsing Container Terminal, and involved the ship-to-ship transfer of 4,300 tonnes of LNG to the 23,664-TEU container ship in about 8.5 hours. SIMOPS or simultaneous operations involves the bunkering and cargo loading/offloading of a vessel, shortening turnaround times in port. Hai Yang Shi You 301 is one of the world's largest LNG bunkering vessels, with a tank capacity of 30,000 m^3, and is capable of transferring 1,650 m^3 of LNG per hour.South China Towing (SCT), which has six tugs operating in Hong Kong ranging in power from 4,000 to 6,000 hp, assisted in the operation. SCT general manager, Jacka Ho shared images of the milestone on social media.source :www.riveria.com

Construction starts on Nakilat's 17 LNG carrier order at HHI

Nakilat's part in the renewal and expansion of QatarEnergy's fleet is celebrated with the steel cutting of the first of 17 LNG carriers on order at HHI Qatar Gas Transport Co (Nakilat) has celebrated a significant milestone with the steel cutting ceremony marking the start of construction of 17 LNG vessels at Hyundai Heavy Industries Shipyard in Ulsan, South Korea. The vessels are part of QatarEnergy's historic LNG fleet expansion project, which caters for future LNG fleet requirements for its LNG expansion projects, and to replace some of its existing fleet. The 174,000-m^3 LNG carriers will be owned by Nakilat and chartered to QatarEnergy affiliates under long-term agreements.Nakilat chief executive Abdullah Al-Sulaiti commented, "This is another pivotal milestone in Nakilat's journey towards achieving our long-term growth strategy as we continue to modernise and expand our fleet. Nakilat remains committed to boosting its position as a leader in the global LNG shipping industry." In February 2024, Nakilat signed agreements with QatarEnergy to lease and operate 25 conventional size state-of-the-art LNG vessels. In March 2025, steel cutting ceremonies were held for 10 LNG carriers and four LPG/ammonia carriers at Hanwha Ocean and HD Hyundai Samho shipyards in South Korea.Hyundai Heavy Industries as a group has so far produced 169 large LNG carriers, and has a forward orderbook of 82 large LNG carriers, according to VesselsValue.

Source:www.riveria.com

Eni and YPF sign Argentina LNG agreement

Eni and YPF have signed an agreement for the Argentina LNG (ARGLNG) project during the meeting between the President of the Republic of Argentina, Javier Milei, and the Prime Minister of Italy, Giorgia Meloni. The agreement defines the required steps to reach the final investment decision for the phase of the project that includes the production, treatment, transportation, and liquefaction installations of gas through floating units, for a total capacity of 12 million tpy of LNG. Argentina LNG is a large scale integrated, upstream, and midstream gas development project designed to develop the resources of the onshore Vaca Muerta field and serve international markets. It will export in a phased approach up to 30 million tpy of LNG by 2030. Eni was selected as a strategic partner for Argentina LNG due to its specific and distinctive know-how developed during its FLNG projects in Congo and Mozambique and its global leadership in the construction of projects with similar technological requirements. Eni was also chosen for its renowned execution capabilities and recognised time-to-market delivery. source :www.LNGindustry.com

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