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NextDecade, Jera seal 20-year LNG SPA

Japan's Jera has signed a 20-year deal to buy liquefied natural gas 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, according to a statement by NextDecade.NextDecade said the deal remains subject to a positive final investment decision (FID) on Train 5. "We are pleased to announce Jera, the largest power generator in Japan and a long-established LNG market leader, as a customer for Rio Grande LNG Train 5," said **Matt Schatzman**, NextDecade's chairman and CEO. "We have seen strong commercial momentum this year for Rio Grande LNG, which is helping us commercialize Train 5 toward a positive FID," he said.

Fourth and fifth train

French energy giant TotalEnergies recently exercised its option to buy LNG from the planned fourth Rio Grande LNG train. Under this SPA, TotalEnergies will receive 1.5 million tonnes per annum (mtpa) of LNG for 20 years on a free-on-board basis at a price indexed to Henry Hub. With this, NextDecade contracted a total of 4.6 mtpa of LNG from Train 4 on a long-term basis, completing the commercial support needed for FID. NextDecade is currently building three trains at the site located on the north shore of the Brownsville Ship Channel in south Texas. In July 2023, NextDecade took the final investment decision on the first three Rio Grande trains and completed a $18.4 billion project financing. Additionally, the firm closed a joint venture agreement for the first phase, which included approximately $5.9 billion in financial commitments from Global Infrastructure Partners (GIP), GIC, Mubadala, and TotalEnergies. The deal also included options for the fourth and fifth trains. Phase 1, with a nameplate liquefaction capacity of 17.6 mtpa, has 16.2 mtpa of long-term binding LNG sale and purchase agreements.

Expansion

In addition to these five trains, NextDecade announced plans in March to build up to five more trains at the Rio Grande LNG facility. NextDecade said it is developing and beginning the permitting process for Trains 6 through 8. The LNG terminal operator expects these trains to increase its total liquefaction capacity by approximately 18 mtpa once constructed and placed into operation. Source: www.lngprime.com

Energy Transfer, Kyushu Electric ink long-term Lake Charles LNG deal

Energy Transfer, the developer of the proposed Lake Charles LNG export facility in Louisiana, has signed a long-term supply deal with Japan's Kyushu Electric Power. According to a statement released by Kyushu Electric on Thursday, the company had decided to enter into a sales and purchase agreement with Energy Transfer LNG Export. Under the deal, the unit of Energy Transfer will supply the utility with up to one million tonnes of LNG per year over a 20-year period. Kyushu Electric said this SPA is its first long-term LNG purchase contract from the US, which it believes will further diversify its supply sources and contribute to stable procurement. Additionally, the delivery terms of this contract are FOB (free on board), with no destination restrictions. Kyushu Electric said this will enable the utility to procure LNG flexibly in response to fluctuations in electricity supply and demand, such as by adjusting the timing of receipt or selling LNG supplies to other companies when demand is low.

More than 10.4 mtpa

Energy Transfer's management recently revealed that the company has signed three new supply deals for its planned Lake Charles LNG export facility in Louisiana as the company works to take a final investment decision by the end of this year.

"In April, Lake Charles LNG signed a binding SPA with a Japanese utility company for up to one mtpa," Energy Transfer's co-CEO, Tom Long, said during Energy Transfer's earnings call. He stated that the agreement was subject to approval by the

board of this company, which was expected to be received by the end of May. Energy Transfer's co-CEO, Marshal McCrea, said that, with these contracts, "we now pass 10.4 million tons." "We're targeting about 15 million tons," he said. Moreover, the company is looking for other partners, "where at the end of the day, we won about 75 percent to 80 percent equity and/or infrastructure partners still have that box to check." "We are finalizing our EPC cost over these next couple of months," McCrea said. In September last year, Energy Transfer executed an EPC agreement with a joint venture of France's Technip Energies and US-based KBR.

Extension

Energy Transfer recently secured an extension of time from the US FERC to complete and place into service its Lake Charles LNG export facility. Lake Charles LNG and Trunkline requested a three-year extension of time until December 31, 2031, in order to reach a final investment decision. Energy Transfer's Lake Charles LNG project seeks to convert its existing regasification terminal to an LNG export facility. It has a proposed liquefaction capacity of 16.45 mtpa and includes three trains, and modifications to the Trunkline gas pipeline. Lake Charles LNG and MidOcean Energy, the LNG unit of US-based energy investor EIG, also recently signed a heads of agreement, which provides a non-binding framework for the joint development of the LNG project. Pursuant to the HoA, MidOcean would commit to fund 30 percent of the construction cost and be entitled to 30 percent of the LNG production. Source: www.lngprime.com

Petronet pushes back launch of additional Dahej LNG capacity

India's largest LNG importer, Petronet LNG, has again pushed back the launch of an additional five mtpa capacity at its Dahej LNG terminal in western Gujarat state. The Dahej LNG terminal is India's largest LNG import facility, with a current capacity of 17.5 million tonnes per annum (mtpa). Last year, Petronet launched two new Dahej LNG storage tanks, T-107 and T-108, each with a capacity of 180,000 cbm. These two tanks add to six existing storage tanks at the Dahej terminal with a total capacity of 932,000 cbm, while Petonet is also building a third jetty at the facility. Petronet's executives previously said that the five mtpa additional capacity at the Dahej terminal was expected to be available by March 2025. Earlier this year, Petronet LNG's management said that capacity "should be in place by June." Discussing the Dahej LNG expansion during Petronet's earnings results call last week, CGM and VP of marketing, Vivek Mittal, said that "within the next three to four months, we expect this to be ready for commissioning." He said that the company is in discussion with "various parties" for the additional regasification capacity. "And in addition to this, some of our existing capacity holders also bring in additional volumes under the long-term contracts they have," he said. He said that almost 200 million tons of new liquefaction capacity will be added in the next three to four years, so LNG availability will also increase. "So India is well-positioned to take advantage of that. So with that, we don't see any issue with utilization of the terminal capacity, specifically the Dahej terminal, which is very well connected with the national gas grid," Mittal said.

Gopalpur LNG

Besides Dahej, Petronet operates the 5 mtpa Kochi LNG terminal and is also working on the Gopalpur facility. Petronet recently signed a memorandum of understanding with the government of Odisha to build an LNG terminal in Gopalpur, Odisha. The MoU is for the development of a five mtpa land-based LNG terminal at Gopalpur. The LNG importer previously planned to install a floating storage and regasification unit (FSRU) in Gopalpur. Petronet's new finance chief, Saurav Mitra, noted during the call that Petronet's board approved the project back in 2022. However, this was for the FSRU-based terminal, and the capex was estimated to be around 23 billion rupees ($269 million). Costs for a land-based facility will be higher. "We have already started the land acquisition process. It is at an advanced stage. So going forward, any terminal takes about three to four years to build and come up," Mitra said. Additionally, Mittal stated that Petronet is currently in discussions with "our promoter offtakers for capacity booking or sale of volume" from the Gopalpur terminal. "So those discussions are ongoing. But having said that, we are also open that even if there is no long-term commitment, we may look at setting up a terminal because we definitely believe with the growth of natural gas market, specifically in the eastern region of the country, we can ensure good utilization of that terminal," he said. Source: www.lngprime.com

CEZ expands LNG business with new shipment

Czech utility CEZ has expanded its LNG business by arranging an entire delivery of US LNG, including the charter of a Knutsen-owned LNG carrier, to the Dutch Eemshaven FSRU-based LNG terminal. According to a CEZ statement issued last week, the 2023-built 174,000-cbm, Gordon Waters Knutsen, owned by Norway's Knutsen and chartered by France's Engie, delivered the LNG cargo to the Eemshaven LNG hub. Gordon Waters Knutsen's AIS data showed that the vessel brought the cargo some two weeks ago from Cheniere's Corpus Christi LNG terminal in Texas to Eemshaven. CEZ said that this is the first time that the company has taken care of the entire voyage of the LNG shipment. "Until now, the energy company has always ordered LNG as a complete service and only took delivery of the cargo at the Eemshaven terminal," it said. "Now, CEZ experts were in charge of the entire navigation and logistics chain, i.e. negotiations with the liquefaction terminal in the US, chartering the ship, loading in the US, and the actual journey across the Atlantic Ocean and return of the ship," CEZ said. "By mastering another part of the LNG handling process, CEZ further strengthens its know-how in commodity trading and thus the energy security of the Czech Republic," the company said.

51 shipments

CEZ previously booked regasification capacity at Gasunie's and Vopak's LNG import hub in Eemshaven and received the first LNG cargo via the terminal, which consists of two FSRUs, in September 2022. The company took 3 bcm per year of the terminal's total capacity for a period of five years. So far, 51 ships have arrived at the Dutch terminal with about 4.6 bcm of gas destined for the Czech market, according to the firm. In November 2023, CEZ booked long-term capacity at Hanseatic Energy Hub's Stade LNG import terminal in Germany. Last year, HEH announced a final investment decision on the facility

worth about 1 billion euros ($1.13 billion). Starting in mid-2027, CEZ will import 2 bcm per year of LNG via the terminal near Hamburg. The capacity at the terminal has been leased for 15 years, with an option to extend this to 25 years in connection with the future use of green hydrogen, according to CEZ. **source:** www.lngprime.com

Russian LNG production drops in April

Russian liquefied natural gas (LNG) production decreased in April compared to last year, according to the Russian statistics agency Rosstat. Rosstat's data shows that the country's LNG terminals produced about 2.7 million mt last month, down 6 percent compared to April 2024. In March, LNG production reached 2.9 million mt, a decrease of 3.7 percent compared to the same month last year and a rise of 8 percent compared to 2.7 million mt in the prior month. Russian LNG plants produced 11.4 million metric tons in the first four months of this year, a 4.6 percent year-over-year decline. In 2024, Russian LNG export plants produced about 34.7 million mt, Rosstat's data previously showed. This is up by 5.4 percent compared to 32.9 million mt in 2023. Russia currently produces LNG via Novatek and Gazprom-operated LNG terminals. Gazprom operates the Sakhalin-2 LNG terminal with a capacity of 10.8 mtpa and the mid-scale Portovaya LNG complex in the Leningrad region with a capacity of about 1.5 mtpa. Besides these facilities, Novatek operates the 17.4 mtpa Yamal LNG plant in Sabetta. Novatek also operates the mid-scale LNG plant in Russia's Baltic Sea port of Vysotsk with a capacity of more than 660,000 tons of LNG per year. Earlier this year, the US sanctioned Gazprom SPG Portovaya, the Russia-based operator of the Portovaya LNG terminal, and Cryogas Vyostsk, the Russia-based operator of the Cryogas Vysotsk LNG terminal. In addition, Novatek operates the Arctic LNG-2 export plant, which was first hit by US and EU sanctions. In August 2024, 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 and LNG carriers. According to several unconfirmed reports, Novatek recently started producing LNG at the second unit. The first GBS left the Belokamenka yard in July 2024, 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

Golar plans new FLNG order in 2025

Floating LNG player Golar LNG is working with shipyards to order one or more floating LNG production units in 2025. Golar revealed this in its first-quarter report on Tuesday. "On the back of the recent commitments for the existing fleet and with ongoing detailed commercial discussions, we are working with shipyards and topside equipment providers to firm-up prices and schedules for potential ordering of additional unit(s) within 2025," the firm said. "Any growth initiatives are planned to be funded with recycled liquidity from debt optimization of the existing FLNG fleet on the back of their long-term charters," Golar said. The company did not provide further information regarding the potential orders. Golar noted that detailed discussions for FLNG opportunities continue. With limited yard capacity for FLNG delivery before the 2030s, and with the current Golar fleet committed, Golar sees "firming demand for the remaining available 2020s deliveries."

"Progress is being made on FLNG projects ranging from MKI, MKII, and MKIII FLNG developments," the company said. "We target FLNG opportunities with competitive wellhead gas to secure attractive base tariff and commodity upside participation. We are also in commercial negotiations with potential charterers seeking equity participation in the FLNG to align project stakeholders," Golar said.

Three FLNGs

Golar currently has two operational floating LNG units, which were converted from LNG carriers, including the 2.7 mtpa FLNG Gimi, which is located at the GTA hub offshore Mauritania and Senegal. Moreover, Pan American Energy, Golar LNG, YPF, Pampa Energia, and Harbour Energy recently took a final investment decision for the Southern Energy floating LNG export project in Argentina. Under a 20-year charter deal, the 2.4 mtpa FLNG Hilli, which is currently located offshore Cameroon, will work for Southern Energy (SESA) offshore Argentina. In addition, Golar and SESA have signed definitive agreements for a 20-year charter for the 3.5 mtpa MKII FLNG, currently under conversion at CIMC Raffles shipyard in Yantai, China. The Golar MK II design is an evolution of the MK I design of FLNG Hilli and FLNG Gimi. As part of the $1.6 billion EPC agreement signed with CIMC Raffles last year, Golar has also secured an option for a second MK II FLNG conversion slot at CIMC for delivery within 2028. This expected delivery is subject to the unit being ordered in 2025. According to Golar's presentation, in the case of an MK I FLNG order, Seatrium would build the unit, whereas in the case of an MK III FLNG, which would be the world's largest FLNG with a capacity of up to 5.4 mtpa, Samsung Heavy Industries would build the unit.

Results

Golar reported first-quarter net income attributable to Golar of $8 million, down 81 percent compared to the same quarter last year and up 82 percent compared to the previous quarter. Adjusted Ebitda of $41 million was 36 percent down year-on-year and 31 percent lower compared to the previous quarter. As of March 31, 2025, total Golar's cash was $678 million, comprising $522 million of cash and cash equivalents and $156 million of restricted cash. Golar declared dividend of $0.25 per share for the quarter. Source : www.lngprime.com

South Africa plans to buy US LNG

South Africa, which currently does not have LNG import terminals, plans to buy liquefied natural gas from the US under a 10-year deal. This was revealed in a statement posted on the South African government news agency website following South African President Cyril Ramaphosa's recent meeting with US President Trump. According to the statement, South Africa plans to import 75 – 100 petajoules (PJ) per annum of LNG from the US for 10 years. This will unlock "approximately $900 million to $1.2 billion in trade per annum and $$9 billion – $12 billion for ten years based on applicable price.# The statement said that this would be complemented with US investment in gas infrastructure in South Africa. In addition, South Africa will work with the US to explore areas of cooperation in "key technologies, including fracking technology to unlock production of gas in South Africa." "South Africa and the US will negotiate an arrangement to facilitate LNG imports from the US at the appropriate price," the statement said. "This will not replace our current suppliers of gas but complement those supplies," the statement added. The US is the world's largest LNG exporter, and its liquefaction capacity continues to expand. The terminals include Cheniere's Sabine Pass and Corpus Christi terminals, Venture Global's Calcasieu Pass and Plaquemines LNG facility (still in

commissioning), Sempra Infrastructure's Cameron LNG terminal, the Freeport LNG facility, the Cove Point LNG facility, and the Elba Island terminal.

South Africa LNG import

On the other hand, South Africa's Transnet National Ports Authority recently signed a 25-year terminal operator agreement with a joint venture consisting of Dutch terminal operator Vopak and its consortium partner Transnet Pipelines for South Africa's first LNG import terminal. In January 2024, TNPA appointed the two firms to build and operate the import facility at the Port of Richards Bay. Specifically, the consortium was appointed to design, develop, construct, finance, operate, and maintain the LNG terminal in the South Dunes precinct for a period of 25 years. Both TNPA, which is developing an LNG import terminal in the Port of Ngqura, and Transnet Pipeline are part of the South African rail, port, and pipeline company Transnet. The partners are developing the project via its 70 percent-owned joint venture Vopak Terminal Durban. Vopak and Transnet Pipelines plan to develop the project in two phases. According to Vopak, the first phase includes a floating storage unit (FSU) of of 135,000-174,000 cbm capacity and an onshore regasification system with an indicative capacity of 2 mtpa, or about 400 mmscfd, and optional truck loading facilities. Vopak and Transnet Pipelines target the commercial operations date (COD) for this phase in 2028. The second phase includes an onshore LNG tank with a capacity of up to 220,000 cbm. The onshore tank will potentially replace the FSU and provide additional regas capacity to increase the total capacity up to 5 mtpa, or about 600 mmscfd. This phase could reach COD as early as Q4 2029. source:www.lngprime.com

Second FSRU arrives in Egypt

Egypt has welcomed the second chartered floating storage and regasification unit as it looks to satisfy rising demand for natural gas. The German government sub-chartered the 174,000-cbm FSRU Energos Power, owned by Energos Infrastructure, to state-owned EGAS. According to a statement by Egypt's Ministry of Petroleum and Mineral Resources on Monday, the FSRU arrived at the Alexandria Port. Karim Badawi, Minister of Petroleum and Mineral Resources, witnessed the arrival of Energos Power vessel at the Tahya Misr terminal. The charter of the vessel is part of Egypt's strategic plan to ensure stable energy supply during peak summer demand, the statement said. Earlier this month, Germany's Ministry for Economic Affairs and Energy confirmed to LNG Prime that it had signed a deal with Egypt's state-owned EGAS to sub-charter the FSRU. In February, private firm Deutsche ReGas announced that it had terminated the charter contract for the FSRU Energos Power, one of the two FSRUs operating at the Mukran LNG import terminal, with the German government. The unit, with a regasification capacity of up to 7.5 bcm per year, is on a ten-year charter deal with the BMWK, which started in 2023. Energos Infrastructure, a part of US asset manager Apollo, owns this FSRU.

Egypt boosting LNG imports

Egypt shifted from being an LNG exporter to an importer early last year due to declining domestic gas production and rising demand for cooling amid multiple heatwaves. The FSRU joins 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. In December 2024, Egypt's EGAS also signed a deal with US LNG player New Fortress Energy to charter another FSRU. Energos Infrastructure also owns Energos Eskimo, which is currently located in Jordan and is expected to arrive soon in Egypt. Most recently, EGAS signed a charter deal with Turkiye's Botas to deploy one of Turkiye's operational FSRUs in Egypt. The FSRU will work in Egypt for seasonal LNG imports. Source: www.lngprime.com

Germany's DET to hold regas capacity auctions

German LNG terminal operator Deutsche Energy Terminal will hold short-term capacity auctions in June and July for its three FSRU-based facilities in Brunsbüttel and Wilhelmshaven. DET will offer terminal capacities for regasification, LNG storage, and sendout to the grid for the year 2025 at the Wilhelmshaven II terminal, and 2026 for the Brunsbüttel, Wilhelmshaven I, and Wilhelmshaven II facilities. According to a statement by DET, the products will include capacities with both obligation to deliver (OTD) and no obligation to deliver (NOTD). The auctions are scheduled to take place via the PRISMA platform between June 23 and July 2. DET said that it will publish a detailed auction schedule "shortly." The LNG terminal developer just received the first commissioning cargo at its second FSRU-based terminal in Wilhelmshaven. The 174,000-cbm Energy Endurance, owned by Alpha Gas, delivered the shipment from Venture Global LNG's Plaquemines LNG export plant in Louisiana to Excelerate's 138,000-cbm FSRU Excelsior in Wilhelmshaven. Last month, the FSRU Excelsior docked at a new jetty, two kilometers south of the already operational Wilhelmshaven 1 terminal, to start serving the second FSRU-based terminal. Earlier this year, DET allocated all of the 2025 regasification slots offered at the Brunsbüttel and Wilhelmshaven I terminals. DET offered 17 Wilhelmshaven 1 slots (6 OTD and 11 NOTD) and 27 Brunsbüttel slots (3 OTD and 24 NOTD). Before this, DET allocated six regasification slots for the first quarter of 2025 at the two FSRU-based facilities. Source: www.lngprime.com

Iberica Knutsen delivers LNG cargo to Mukran FSRU after grounding

The 138,000-cbm LNG carrier Iberica Knutsen has delivered its LNG cargo to the Deutsche ReGas-operated Mukran FSRU-based LNG import facility in Germany following a grounding incident. The 2006-built vessel, owned by Norway's Knutsen, ran aground off the island of Rügen last Thursday morning whilst en route to the port of Sassnitz-Mukran. After that, the tanker was towed free and moored at the Sassnitz anchorage, and reports suggest that no one was injured and that there was no environmental damage. Iberica Knutsen's AIS data, provided by VesselValue, showed last week that the vessel was loaded with cargo from Cheniere's Sabine Pass facility in Louisiana. A spokesman for Deutsche ReGas told LNG Prime that the "vessel arrived early in the morning on Saturday." "The cargo was offloaded as planned. On Sunday evening, the ship left our energy terminal," he said. "Deutsche ReGas expects the next LNG cargo to arrive within this week," the spokesman said. The Mukran LNG terminal currently consists of the 2009-built 145,000-cbm, FSRU Neptune, after Deutsche ReGas terminated the

charter contract for the 174,000-cbm FSRU Energos Power with the German government. However, Deutsche Regas plans to reinstall a second FSRU at the facility. The FSRU Neptune is 50 percent owned by Hoegh Evi and sub-chartered by Deutsche ReGas from French energy giant TotalEnergies, who also holds capacity rights at the Mukran facility along with trader MET. Detutsche ReGas also recently said that it had allocated all of the available 2025 slots at its FSRU-based LNG terminal in Mukran. Source: www.lngprime.com

PetroChina delivers LNG cargo to First Gen's Batangas FSRU

PetroChina International, a unit of state-owned PetroChina, has delivered its first cargo of liquefied natural gas to First Gen's FSRU-based terminal in the Philippines. According to a statement by PetroChina International, the 159,966-cbm Maran Gas Delphi delivered 120,000 cbm of LNG to the 162,000-cbm FSRU BW Batangas, owned by BW LNG and chartered by First Gen, on May 22. PetroChina's unit said this marks its first LNG delivery to the Philippines, which started importing LNG in 2023. With this delivery, PetroChina International further expands its international LNG business. Last year, PetroChina International also delivered its first LNG cargo to PetroVietnam Gas, a unit of state-owned PetroVietnam. First Gen's executive VP and chief commercial officer, Jonathan Russell, also announced the arrival of the PetroChina LNG cargo in a separate social media post. "This delivery marks another milestone for First Gen's LNG terminal—it is the first receipt of a mixed cargo of LNG from more than one source," he said. "The cargo, supplied by PetroChina, was loaded at both the Hainan terminal in China and the Singapore LNG terminal, with LNG sourced from Ras Laffan in Qatar, Bontang in Malaysia, and from other sources," Russell said.

Batangas FSRU

Russell recently also announced the arrival of the first Qatari LNG cargo at the FSRU BW Batangas. Before this shipment, the FSRU BW Batangas received a cargo of LNG from Shell's QCLNG plant in October last year. Shell also supplied the first LNG cargo for commissioning purposes to First Gen's FSRU-based LNG terminal in August 2023, while other suppliers include Trafigura, TotalEnergies, and CNOOC. Earlier this year, Japan's city gas supplier and LNG importer, Tokyo Gas, acquired a 20 percent stake in First Gen LNG, a unit of First Gen and the operator of the FSRU-based terminal in Batangas. Back in 2020, First Gen, controlled by the Lopez family, signed a joint cooperation deal with Tokyo Gas for the Batangas LNG import terminal, and this deal included Tokyo Gas buying a 20 percent stake in the project. In May 2024, FGEN LNG and Tokyo Gas executed a shareholders' agreement and share subscription agreement. 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. Source: www.lngprime.com

MOL says it will consider both Chinese and Korean yards for new LNG carrier orders

Japan's MOL said it will consider both Chinese and South Korean yards for new orders of liquefied natural gas carriers. This follows recent media reports suggesting that MOL intends to suspend new LNG carrier orders to Chinese shipyards. "MOL would like to clarify that, taking the current geopolitical circumstance into account, the company will exercise prudent judgment in selecting shipyards for any new LNG carrier orders," the company said on Monday. MOL said there is only a limited number of shipyards in the world capable of

building LNG carriers to provide a stable LNG transportation, and Chinese shipyards are "important partners to ensure diversification and flexibility in procurement sources." The firm noted that shipping companies have been ordering LNG carriers from Chinese shipyards, guided by their "own discretion and customers' requirements." "However, many of the shipping companies are now closely monitoring the trends, including the U.S.'s "consideration of additional port fees for Chinese-built vessels and other influencing factors," it said. "MOL will continue to carefully assess the use of Chinese shipyards that meet its quality and safety standards, alongside South Korean shipyards, while taking a comprehensive view of future U.S. policy trends and geopolitical risks, to fulfill the global demand for LNG transportation," the company said.

MOL's LNG fleet

MOL's large fleet of LNG tankers expanded to 107 vessels as of the end of March this year. This is one more LNG carrier than in the previous quarter and ten more LNG carriers than in the first quarter of 2024. MOL expects its LNG carrier fleet to expand to 108 vessels by March 2026. The company's fleet includes LNG carriers owned and/or operated by joint venture companies. Also, MOL previously said it had about 30 LNG carriers on order. As of March 31, 2025, MOL's fleet included seven FSUs/FSRUs, three LNG bunkering vessels, one LNG powership, and six ethane carriers. Source:www.lngprime.com

DET's second Wilhelmshaven FSRU gets commissioning LNG cargo

Germany's LNG import terminal operator DET has received the first commissioning cargo at its second FSRU-based terminal in Wilhelmshaven. "We can confirm that Energy Endurance has made the first delivery to the FSRU Excelsior," a DET spokesman told LNG Prime via email. The spokesman did not provide further details. According to its AIS data provided by VesselsValue, the 2024-built 174,000-cbm Energy Endurance, owned by Alpha Gas, delivered the shipment from Venture Global LNG's Plaquemines LNG export plant in Louisiana. On Monday morning, the vessel was in the North Atlantic Ocean and heading to the US Gulf. Last month, Excelerate's 138,000-cbm FSRU Excelsior docked at a new jetty, two kilometers south of the already operational Wilhelmshaven 1 terminal, to start serving the second FSRU-based terminal. The 277-meter-long FSRU is moored at the island jetty, completed last year, and located about 1.5 km from the shore. Before arriving in Germany, the vessel spent a long time in Navantia's yard in El Ferrol, Spain, due to delays with the launch of the second Wilhelmshaven terminal. DET's second terminal in Wilhelmshaven will have a capacity of about 4 bcm per year. The company currently operates the Brunsbüttel and Wilhelmshaven 1 FSRU-based terminals. DET is also working on the Stade FSRU-based terminal. The company recently terminated the contract related to the Stade FSRU-based facility with compatriot Hanseatic Energy Hub, the developer of the onshore LNG terminal in Stade.

Two and a half years

DET held a small press event later on Monday to mark the commissioning of its third FSRU-based terminal. The company noted that the second LNG terminal in Wilhelmshaven was connected to the grid in around two and a half years, including planning and approval. Despite "major engineering challenges", the project partners Engie and TES, on behalf of DET, completed the project in roughly half the time typically required for comparable large-scale LNG projects, the company said. DET and the project partners were supported during construction by Gasfin, which will take over terminal management on site in the future, it said. In 2025, Excelsior will feed up to 1.9 billion cubic meters of natural gas into the German gas grid. According to DET, this corresponds to the annual natural gas consumption for heating 1.5 million four-person households in multi-family homes. In the two subsequent years, Excelsior's regasification and grid

feed-in capacity will then reach up to 4.6 billion cubic meters each, equivalent to the annual heating energy required by up to 3.7 million four-person households, the firm said. source: www.lngprime.com

Adnoc L&S takes delivery of LNG carrier in China

UAE's Adnoc L&S, a unit of state-owned energy giant Adnoc, has taken delivery of the second 175,000-cbm LNG carrier from China's Jiangnan Shipyard. Adnoc L&S announced the delivery of the LNG carrier Al Rahba in a statement on Monday. Al Rahba is the second of six LNG carriers Adnoc L&S ordered during 2022 from Jiangnan. The entire order is worth more than $1.2 billion. In November 2024, Adnoc L&S welcomed the first LNG carrier in this batch, Al Shelila. Earlier this year, Jiangnan launched the third vessel, Al Reef. Adnoc L&S expects to take delivery of the remaining vessels in 2025 and 2026. These "LNG Jumbo" dual-fuel carriers feature GTT's Mark III Flex membrane system and a partial reliquefaction system. Adnoc is investing heavily in its LNG business. In June 2024, it made the final investment decision to build its LNG export terminal in Al Ruwais. The LNG project will consist of two 4.8 mtpa trains with a total capacity of 9.6 mtpa, more than doubling Adnoc's existing UAE LNG production capacity to around 15 mtpa, as the company builds its international LNG portfolio. Adnoc currently owns a 70 percent stake in Adnoc LNG, which produces about 6 mtpa of LNG from its facilities on Das Island. Adnoc L&S's existing fleet of Moss-type, steam turbine LNG carriers serves its terminal on Das Island. Last year, the company also ordered eight LNG carriers from South Korean shipbuilders Samsung Heavy Industries and Hanwha Ocean. These LNG carriers are expected to serve Adnoc's second LNG terminal in Al Ruwais. Source: www.lngprime.com

EPS boosts stake in CoolCo

CoolCo's largest shareholder, Eastern Pacific Shipping, has further increased its shareholding in the LNG carrier operator. Cool Company (CoolCo) announced on Friday that EPS Ventures has acquired 100,000 shares in the company from Norway-based Langebru, at a price of 61.50 Norwegian krone ($6.09) per share. EPS Ventures is a company affiliated with Idan Ofer's EPS. Following the transaction, EPS Ventures holds a total of 31,354,390 shares in Cool, equivalent to 59.1 percent of the company's shares. CoolCo noted that EPS Ventures is a close associate of Cyril Ducau, chair of the board of the company, and Joanna Zhou, director of the company, while Langebru is a close associate of Peter Anker, director of the company. CoolCo has seven TFDE LNG carriers, which it acquired from Golar LNG, and the four LNG carriers it purchased from affiliates of EPS Ventures. In addition to these vessels, CoolCo purchased two new LNG carriers from EPS. In June 2023, the shipping firm exercised its option with affiliates of EPS Ventures to acquire newbuild contracts for the two 2-stroke LNG carriers. In May last year, CoolCo entered into a 14-year charter deal with India's largest gas utility GAIL for one of the newbuild LNG carriers. The vessel in question is Kool Panther, now named GAIL Sagar. CoolCo took delivery of GAIL Sagar in January this year. The company recently also said it found employment in the spot market for the second newbuild vessel, Kool Tiger, while it is still looking to employ the vessel on a long-term charter. Source: www.lngprime.com

VOPAK IN ADVANCED TALKS TO SECURE FSRU FOR AUSTRALIAN LNG IMPORT PROJECT

Dutch independent storage tank firm Vopak said it is in advanced talks to secure a converted floating storage and regasification unit for its planned LNG import facility in Australia's Victoria state. In a statement released on Wednesday, Vopak welcomed the recent Victorian Parliamentary approval of the energy and land legislation amendment (energy safety) bill. Vopak said this provides security for the crown maritime lease for its proposed Port Phillip Bay FSRU. "The legislative change enables Vopak to undertake its development in the gas import terminal project with confidence," the firm said. Back in 2021, Vopak revealed its plans to install an FSRU in Port Phillip Bay, near Melbourne. The FSRU will be moored at a simple fixed marine berth within an existing anchorage point in Port Phillip, 19km east of the Avalon shoreline. According to Vopak, Victoria's gas transmission system is accessible within about 28km of the FSRU via a subsea pipeline and land-based pipeline route predominantly over farmland managed by Melbourne Water. In addition, Vopak noted that its project does not require dredging within the Bay. Vopak said that a new transmission line would connect to the Moorabool Terminal Station, supplying renewable power for the project's operation and minimizing CO2 emissions. The company said the terminal offers a "low-impact yet essential solution for securing gas supply necessary to bring greater energy certainty to Victoria and Australia's eastern seaboard during the transition to net-zero." The firm cited a recent report by Rystad Energy saying that "imported gas will not be more expensive than relying on possible future gas pipelined from Northern Australia."

FEED, FSRU talks

In the first quarter of this year, Vopak signed a front-end engineering design (FEED) agreement with Hatch Engineering for the project. Vopak said that this ensures that upon successful approval of its proposal, it can immediately start construction to ensure a planned delivery date of 2029. Moreover, the company said discussions with "relevant global parties to deliver an FSRU by 2029 for Port Phillip are advanced." "Vopak Victorian Energy Terminal is the only project in Victoria that has an agreement with an FSRU provider and that has commenced its FEED, making it the most viable option to be operational by 2029," Vopak said in the statement. LNG Prime contacted Vopak to clarify further the FSRU charter part from the statement. A spokeswoman said that the sentence "discussions with relevant global parties to deliver an FSRU by 2029 for Port Phillip are advanced" refers to the multiple parties involved in getting the FSRU ready, such as shipyards for conversion or the engineering company designing the conversion of an LNG carrier."We are in advanced negotiations with an FSRU provider and working in good faith," the spokeswoman said. Source: www.lngprime.com

MOL ORDERS LNG-FUELED VLCC FOR CHARTER TO IDEMITSU TANKER

Japan's shipping giant MOL has ordered a new LNG-fueled very large crude carrier (VLCC) to sail under a long-term time charter contract with compatriot Idemitsu Tanker. According to a MOL statement on Friday, Dalian COSCO KHI Ship Engineering, which is jointly operated by Kawasaki Heavy Industries and China COSCO Shipping, will build the 309,000-dwt vessel. The LNG-powered VLCC is scheduled for delivery in 2027. MOL did not reveal the price tag of the contract. The LNG-powered VLCC will be 339.5 meters wide and 60 meters long. MOL said this will be the first dual-fuel VLCC to be chartered to a Japanese oil company. The shipping company aims to operate 90 LNG/methanol-fueled vessels by 2030. As of the end of March, MOL had about 40 LNG-fueled vessels in its fleet. Six of these are VLCCs, including this

newly ordered vessel. “By entering this long-term time charter contract with Idemitsu Tanker, MOL seeks to spearhead the broader adoption of LNG fuels and contribute to reducing the environmental impact of the shipping industry,” the firm said. In addition, MOL’s large fleet of LNG tankers expanded to 107 vessels as of the end of March this year. This is one more LNG carrier than in the previous quarter and ten more LNG carriers than in the first quarter of 2024. Source: www.lngprime.com

Spanish owner Ibaizabal snares LNG bunker vessel newbuilding duo for Shell worth almost $200m

Pricey pair and string of options inked that could stack up at 10 ships in total

Spanish company Grupo Ibaizabal is being named as the company behind a pair of LNG bunker vessel newbuildings contracted in South Korea, against employment with energy major Shell. HD Korea Shipbuilding & Offshore Engineering said on Friday it had recently signed a contract to build two 18,000-cbm LNGBVs with a shipping company based in Europe. Shell closes in on owners and investors for LNG bunker vessel newbuilding orders. HD KSOE valued the order at KRW 270.6bn ($197.4m), putting each ship at a firm $98.7m. It said the two vessels will be built by HD Hyundai Mipo. They are scheduled to be delivered by the second half of 2027. Newbuilding sources said the order is understood to come with a string of “multiple” optional berths in two-ship slots, which, with the two firm vessels, could total 10 LNGBVs if all were confirmed. Brokers said the price on the firm vessels appears high, indicating that they would expect something nearer the $94m mark for LNGBVs of this size. Both Ibaizabal and Shell have been contacted for confirmation and comment. Shell went out to a wide haul of shipowners with its requirement for LNGBVs last year, asking for initial offers in October. At the time, the major, which has been a pioneer in LNG bunkering and sees demand for the fuel growing to over 16 mtpa by 2030, was said to be offering five to seven-year charters on the vessels.

Spain’s Ibaizabal pencils in LNG bunker newbuilding against energy major business

The field rapidly narrowed, and in January, TradeWinds reported that Ibaizabal, Germany’s Bernhard Schulte and interests connected to investment manager Tufton Group were still in the running for the business. After this, the decision-making appeared to slow. More recently, this publication was told that Ibaizabal and Tufton were the two remaining contenders. One sector specialist who was following the business closely suggested the major may spread contracts between both parties over time. This appears to be the second piece of energy major LNGBV newbuilding business scooped by Ibaizabal. Last year, the Spanish company won a contract to build an 18,600-cbm LNGBV for rival major TotalEnergies, fighting off Bernhard Schulte for the seven-year charter. The membrane-type vessel is on order at China’s Hudong-Zhonghua Shipbuilding and is due for delivery in 2027.This week, TradeWinds reported that Ibaizabal had signed a letter of intent with the Chinese yard on an option it is holding there for a similar LNGBV, which is also believed to be linked to a TotalEnergies charter. The French major has said it will station LNGBVs at its Marsa LNG project in Oman and the Port of Long Beach on the US West Coast. At least 13 LNGBV newbuildings have been ordered so far this year, outstripping the number of full-size LNG carriers contracted as the

ranks of on-order LNG dual-fuel newbuildings grow. HD KSOE said in its LNGBV contract announcement today that it has received orders for a total of 55 ships worth $67bn so far this year. This stacks up at 37.1% of its provisional annual order target of $18.05bn. The company said the orders break down as one LNG carrier, six LNGBVs, six LPG/ammonia carriers, two ethane carriers, 34 container ships and six tankers. source :www.tradewinds.com

South Korean owners send four LNG steamships for scrap in one week

Latest additions bring tally to seven vessels in five months as march to breakers gathers pace

Two South Korean LNG shipowners are biting the bullet and sending four elderly steam turbine vessels for demolition in separate en-bloc deals, bumping the number of LNG carriers scrapped this year to seven. Brokers said two ships controlled by Hyundai LNG Shipping, which were circulated for sale last week, have been sold for more than $38m. They said the sale priced the 135,000-cbm Hyundai Aquapia (built 2000) and Hyundai Technopia (built 1999) at about $565 per ldt each, equating to a per-ship price on the 34,000-ldt vessels of around $19.2m. They have a quantity of low-sulphur marine gasoil on board, and each has more than 3,000 tons of aluminium content in its Moss-type cargo tanks. In addition, it has emerged that a large cash buyer has taken two vintage, membrane-type steamships controlled by H-Line Shipping. These are named as the 135,450-cbm HL Ras Laffan and 135,566-cbm HL Sur (both built 2000). Prices for the 23,761-ldt pair are understood to be in the region of $490 per ldt, indicating a price of $11.6m per ship. H-Line Shipping put the HL Ras Laffan on the market more than two months ago. The sales bring the total number of LNG carriers sold for demolition this year to just one short of the record eight sent to the breakers in 2024. South Korean owners have been at the forefront of the steamship sell-off. Last year, SK Shipping sold five of its LNG steamships for recycling, four of them in an unprecedented en-bloc deal. H-Line Shipping also shifted out its 130,600-cbm membrane-type vessel HL Pyeongtaek (ex-Hanjin Pyeongtaek, built 1995) on an "as is" basis in South Korea at $480 per ldt, equating to about $13.8m. This year, it was Hyundai LNG Shipping kicking off the action by selling its 125,000-cbm Moss-type Hyundai Greenpia (built 1996) for recycling in January. It was sold "as is" in Singapore at $635 per ldt, indicating a price of about $19.3m. Mitsui OSK Lines and Capital Gas have also sold steam turbine ships for scrap this year. As older LNG carriers emerge onto the market, brokers have suggested that demolition sales could hit the 20-vessel mark this year. But 2025 has also seen a rise in the number being sold for conversions and project business, or put into lay-up. This week, Flex LNG said that at the end of the first quarter, almost 60 LNG carriers were sitting idle or laid up. source :www.tradewinds.com

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