



HYUNDAI LNG SHIPPING INVITES DEMOLITION OFFERS ON 25-YEAR-OLD STEAMSHIP

South Korean owner Hyundai LNG Shipping is circulating for sale a 25-year-old, steam turbine-driven LNG carrier as more ageing vessels hit the market. Brokers said offers have been invited on the 135,000-cbm Hyundai Cosmopia (built 2000). Bids are due by 10 July. The Moss-type LNG steamship, which ranks among the top 40 oldest vessels in the global LNG fleet, is listed on Clarksons' Shipping Intelligence Network as being used for storage. Kpler data shows the ship anchored off the Indonesian island of Batam. It last appears to have shipped a cargo from Qatar to South Korea in December 2024 and is shown arriving in the region in January. Hyundai LNG Shipping, along with other South Korean shipowners, have been leading the charge in the scrapping of LNG steamships. In May, Hyundai LNG Shipping sold its steamers, 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-ltd vessels of around \$19.2m. Earlier this year, the shipowner, which has been taking in a raft of LNG newbuildings fixed against term charter business, sold its 125,000-cbm Moss-type Hyundai Greenpia (built 1996) for recycling on an "as is" basis in Singapore for about \$19.3m. While South Korean owners such as Hyundai LNG Shipping, H-Line Shipping and SK Shipping have actively been weeding out their older LNG carrier tonnage for scrap sales, other owners of steamers are proving more reluctant. Brokers said this week that Adnoc Logistics & Services is recirculating its two mid-1990s-built steamships, the 137,500-cbm Ghasha (built 1995) and its sister ship, the Al Khaznah (built 1994). But they said the company is continuing to swerve recycling offers in favour of trading buys. However, they expect the vessels will eventually be sold for scrap. Adnoc L&S has previously

said the two Moss-type vessels “remain in excellent condition, with significant operational life remaining” and are “under consideration for conversion and/or sale for conversion into floating storage units or floating storage and regasification units”. The number of LNG steamships and older diesel-electric tonnage being considered for sale either openly or privately has mushroomed this year as tighter emissions regulations start to become a reality. The vessels also rank as much smaller and less efficient than modern 174,000-cbm two-stroke ships. But brokers report that sales action has proved slower than expected for secondhand LNG carriers, be it for scrap or trading. To date, seven LNG carriers have been sold for demolition in 2025, one short of 2024’s record haul of eight vessels. Of these, five were sold by South Korean shipowners. All were steam turbine vessels. source : www.tradewindsnews.com

SECOND QUARTER LNG FREIGHT MARKET FLURRY UNLIKELY TO CHANGE FUNDAMENTALS

LNG charter rates rose at the end of June after experiencing weak and fluctuating rate conditions in the first six months of the year, but have since fallen back, and brokers say the market conditions remain unchanged. Fearnley LNG said: “The LNG shipping market showed some signs of a tentative recovery in the second quarter of 2025, with rates on a bumpy upward trend from a depressed first quarter, bolstered by consistent spot activity and a steady number of term requirements.” It said heightened geopolitical uncertainty, including the Israel-Iran conflict last month, also contributed to wild swings in charter rates. The broker said: “Despite these factors, underlying fundamentals remain challenging for rate recovery, as a significant number of new vessel deliveries will likely keep the freight market soft in the near term.” OB Shipping said that despite the uptick in freight rates at the end of June as the Israel-Iran conflict flared up, the market fundamentals remain the same. The Oil Brokerage’s LNG research team highlighted charterers’ need to secure modern two-stroke tonnage. But it said: “Still, we do not expect much of historic seasonality in spot freight levels through the third and fourth quarters of this year.” OB highlighted the record level of LNG newbuildings, which are being delivered and provide “ample ex-yard” vessel capacity, just as regions such as Europe are restocking. At least 55 vessels are due for handover in the next six months, with more than 80 to follow in both 2026 and 2027. Coupled with this, OB said trade expansion through the second half of 2025 is expected to be “subdued” due to maintenance and lower utilisation of some capacity. In addition, the broker said the arbitrage between West and East trading basins appears “firmly shut” and there is “no contango in the works to warrant storage plays”. Several brokers highlighted the increase seen in term business in the second quarter. Howe Robinson Partners said new LNG volumes and winter hedging activity spurred the move, with charterers securing cover through year-end and into the first quarter of 2026. It noted a rise in off-market discussions for longer-term deals and said owners “grew selective amid rate volatility”. Most brokers highlighted the preference being shown for two-stroke vessels for both spot and term deals, particularly for long-haul shipments. In the spot market, Fearnley LNG adviser Ina Bjorkum Arneson said the average rate for a two-stroke vessel in the second quarter came in at \$30,000 per day, down 47% on the same period a year ago. But tri-fuel diesel-electric ships and steam turbine vessels had an even rougher second quarter. Levels for TFDEs averaged \$16,000 per day, which essentially covers operating expenses, Arneson said, with steam turbine vessels coming in at \$3,000 per day, if they managed to secure employment. Trade flows may not have unfolded as expected, and tonne-miles are down. OB sees global LNG exports rising by 4% in the first six months of this year compared with 2024, fuelled by the ramp up of production at Venture Global’s Plaquemines plant in the US, more volumes from Freeport LNG and with new exporters LNG Canada, and Mauritania and Senegal starting to add to the mix. It sees imports rising about 7% year on year, with European buyers up over 10% due to the region’s need to restock and China

down by around 17%. According to Fearnley LNG's figures, there are now 693 LNG carriers in service, 25 more in lay-up and 298 on order. This gives a current global fleet of 1,016 vessels. Of those vessels on order, Howe Robinson records that 25 of them remain unfixed until 2027. Seven LNG carriers were sent for scrap in the first half of 2025, just one vessel short of the eight scrapped in the whole of 2024. Source: www.tradewindsnews.com

GTT AND SEVEN PARTNERS PLAN ULTRA-LARGE LNG CARRIER

200,000-m³ LNG carrier concept targets lower emissions and improved efficiency with support from yards, designers, class and operators

GTT has announced a collaboration with seven maritime industry stakeholders to develop a new-generation 200,000-m³ LNG carrier that targets lower greenhouse gas emissions and reduced boil-off rates. With a total cargo capacity of 200,000 m³ for liquefied natural gas (LNG) transportation, the vessel will incorporate three cargo tanks and will be designed to operate at reduced speed. This operational approach allows for a significant reduction in fuel consumption and CO₂ emissions per unit of cargo transported, while improving overall energy efficiency. This represents a concrete response to the industry's decarbonisation targets and the new economic constraints of the shipping industry. This new design, based on three identical high-capacity tanks, aims to explore OPEX optimisation opportunities without increasing CAPEX, when compared to conventional 174,000 m³ LNG carriers with four tanks. As part of this project, GTT will contribute its expertise to the development of the cryogenic cargo tanks' design and their associated handling systems. Charterer (SINOCHINA OIL SHIPPING (Singapore) PTE. LTD), ship-owners (COSCO SHIPPING LNG Investment (Shanghai) and Shandong Marine Energy (Singapore), shipyard (COSCO SHIPPING Heavy Industry) and ship designer (Marine Design & Research Institute of China) will contribute in their field of expertise to ensure the vessel perfectly fits tomorrow's market. Eventually, the overall design will be independently reviewed by the two classification societies DNV China and China Classification Society. The target of this Joint Development Project is to get an Approval in Principle (AiP) later this year from each classification. This validation will ensure the vessel's compliance with applicable international regulations and its compatibility with the safety, environmental and operational standards required for future newbuild projects. GTT recently acquired Danelec, a maritime data specialist, to enhance its digital tools. Source: www.riviera.com

GERMANY SUBLETS IDLE FSRU ENERGOS FORCE TO JORDAN

The floating storage and regasification unit (FSRU) *Energos Force* has been sublet to Jordan, according to confirmation from Deutsche Energy Terminal GmbH (DET), as uncertainty continues over the completion of the Stade LNG terminal in Germany. The 174,000-m³ capacity vessel, acquired by Energos Infrastructure from Dynagas in a deal valued at around US\$700M for two FSRUs, had been allocated to the Stade LNG project but has remained idle following delays to the facility's commissioning. DET, which manages Germany's federally chartered LNG terminals, confirmed the redeployment to Riviera, "The FSRU *Energos Force* has been subchartered for deployment in Jordan. We cannot provide any further information on contractual details. Meanwhile, the next steps at the terminal site in Stade are being clarified." The Stade LNG terminal — backed by the Federal Ministry for Economic Affairs and Climate Action (BMWK), DET and Hanseatic Energy Hub (HEH) — was originally slated to begin operations in late 2023 but has encountered delays related to infrastructure readiness and permitting. *Energos Force* had been stationed off the German coast awaiting instructions. DET stated that sub-chartering the vessel was a necessary step to reduce fiscal exposure, "As the FSRU terminal in Stade is not operational, BMWK and DET are obligated to continuously explore opportunities for subchartering *Energos Force* to prevent further financial damage to the Federal Republic of Germany

and in accordance with strict budgetary regulations.” The redeployment is reportedly structured so as not to interfere with the ongoing evaluation of how to proceed with the Stade site. “The subchartering has been structured in such a way that it does not interfere with the ongoing examination of options for the timely completion and subsequent commissioning of the Stade site,” the statement continued. DET reiterated the priority remained securing LNG supply for Germany and Europe. “The highest priority is the security of supply for Germany and Europe. BMWK, DET and HEH are currently engaged in exploratory talks regarding the implementation of the outstanding work needed to complete the facility.” Germany retains the charter on *Energos Force* via Energos Infrastructure, a portfolio company jointly owned by Apollo and New Fortress Energy. Energos Infrastructure had previously purchased *Energos Force* and sister vessel *Energos Power* as part of a broader strategy to develop a global LNG infrastructure platform. Both vessels were built by Hyundai Heavy Industries and originally operated by Dynagas. With German LNG demand lower than expected and infrastructure timelines slipping, DET has increasingly turned to temporary solutions such as subchartering to offset costs associated with idle regasification assets. Source: www.riviera.com

ADNOC GAS, SEFE INK THREE-YEAR LNG SUPPLY DEAL

Under the three-year supply agreement, Adnoc Gas will supply over 0.7 million tonnes of LNG to SEFE, with deliveries to begin in summer 2025. SEFE stated in a press release that the agreement is valued at approximately \$400 million over its three-year term. According to SEFE, the LNG supplies will be delivered from Adnoc Gas’ Das Island liquefaction facility. With a production capacity of six million tonnes per year, Das Island’s LNG plant has shipped over 3,500 LNG cargoes worldwide since starting operations in 1977. The deal “reflects the ambitions of both Adnoc Gas and SEFE to expand their global footprint and strengthen their long-term relationships with key energy partners.”

Building LNG cooperation

Frederic Barnaud, CCO of SEFE, said that this new medium-term LNG contract builds on the long-term supply agreement with Adnoc that SEFE signed last year, “thereby adding another flexible source of LNG to our portfolio – to the benefit of both Europe’s security of supply and our global market trading activities.” In November 2024, Adnoc signed a sales and purchase agreement with SEFE to supply the latter with LNG from its LNG terminal in Al Ruwais. Moreover, the SPA converted the previous heads of agreement between Adnoc and SEFE announced in March the same year into a definitive agreement. Under the 15-year deal, Adnoc will supply 1 mtpa of LNG to SEFE Marketing and Trading Singapore, a subsidiary of SEFE. The LNG supplies will primarily be sourced from the Ruwais LNG project, with deliveries expected to start in 2028 upon the start of its commercial operations.

Second LNG deal this week

This is the second LNG supply deal for SEFE announced this week. The company just signed a 20-year LNG supply contract with US LNG exporter Venture Global LNG for volumes from the CP2 project in Louisiana. This deal amends the existing sales and purchase agreement signed by the companies in 2023, increasing the total volume of LNG purchased by SEFE from CP2 LNG to 3 mtpa. Source: www.lngprime.com

INDIA’S PETRONET LNG SEALS REGAS DEAL

Petronet and Deepak Fertilisers announced the signing of the agreement in separate statements on Thursday. Performance Chemiserve Limited (PCL), a step-down subsidiary of Deepak Fertilisers signed the deal with Petronet. The deal is for 5.5 years. It is expected to

start between May 2026 and July 2026 and end on December 31, 2031. According to Petronet, the deal is worth 12 billion rupees (\$140 million), with an upside potential to generate an additional revenue of up to 20 percent, over the contract duration. Under the terms of the agreement, Petronet will regasify approximately 25 TBTUs of LNG annually, post an initial ramp-up period, primarily at its Dahej terminal. The regasified gas will be primarily supplied to Deepak Fertilisers and PCL's manufacturing facilities. Deepak Fertilisers said the agreement will help it in "ensuring logistical and commercial arrangements required to receive imported LNG to its manufacturing facilities via the existing national gas grid in Taloja, Mumbai, helping deliver its integrated gas-to-chemicals value chain strategy." The company stated that this contract builds upon its LNG supply agreement with Norway's Equinor, which was signed last year. In February 2024, Equinor and Deepak Fertilisers signed a 15-year deal for supplies of LNG with deliveries starting in 2026. The agreement covers an annual supply of around 0.65 million tons of LNG.

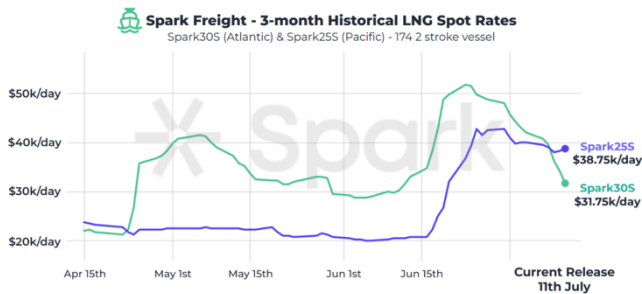
Petronet's expansion

On the other hand, this agreement with Deepak Fertilisers further expands Petronet's long-term business horizons. Petronet handled around 18 mtpa of LNG in FY 2024-25 through its Dahej and Kochi terminals. Last year, Petronet launched two 180,000 cbm LNG tanks at the 17.5 mtpa Dahej terminal in western Gujarat state. These two tanks add to six existing storage tanks at the Dahej terminal with a total capacity of 932,000 cbm. In addition, Petronet is currently expanding its Dahej LNG terminal with about 5 mtpa of new capacity. It expects to launch the new capacity later this year. **source:** www.lngprime.com

PORTUGAL SINES LNG IMPORT TERMINAL HITS NEW MILESTONES

According to a statement by REN, tank No. 90,000 was loaded at the Sines LNG terminal on June 27. "This is a very significant number for an activity that began in 2004 and which, in addition to supplying mainland Portugal, also serves the island of Madeira," the firm said. In addition, the 900th ship operation took place at the LNG terminal on July 7, with the unloading carried out by the LNG carrier Castillo de Merida, REN said. The 2018-built 174,000-cbm vessel delivered a shipment from Cheniere's Sabine Pass plant in Louisiana, its AIS data shows. "It should be noted that this number includes all types of operations, such as gasification and cooling of ships, loading and unloading, which are the overwhelming majority," the company said. REN's LNG terminal received its first commissioning cargo in October 2023. The 5.6 mtpa facility consists of three LNG storage tanks with a total capacity of 390,000 cbm. In 2024, 98 percent of Portugal's national gas system supply was delivered through the Sines LNG terminal, with the remaining 2 percent coming through the interconnection with Spain, according to REN. This share has been steadily increasing since reaching 94 percent in 2023. Last year saw 53 vessel operations, with LNG shipments primarily sourced from Nigeria and the US, accounting for 52 percent and 40 percent of national supply, respectively. Supply through the Sines terminal contributed 93 percent of total inputs into the Portuguese gas network, setting a new record when compared to the 91 percent registered in 2022 and 2023, REN said. **Source:** www.lngprime.com

ATLANTIC LNG SHIPPING RATES DIP, EUROPEAN PRICES UP



Spark's data lead, Qasim Afghan, told LNG Prime on Friday that Spark30S (Atlantic) freight rates fell further this week, dropping by \$10,250 to \$31,750 per day. Meanwhile, Spark25S (Pacific) rates decreased marginally, falling by \$1,250 to \$38,750 per day. Afghan said this marks the first time since April that the Pacific basin is priced at a premium to the Atlantic.

European prices climb

In Europe, the SparkNWE DES LNG rose compared to last week. "The SparkNWE DES LNG front month price for August increased by \$0.464, pricing in at \$11.639/MMBtu," Afghan said. He said the basis to the TTF remains relatively steady at \$0.40/MMBtu, still indicating reduced demand for LNG delivery slots in NW-Europe. "The US front-month arb to NE-Asia (via the Cape of Good Hope) continues to point to Europe, pricing in at -\$0.157/MMBtu. The US front-month arb to NE-Asia via Panama continues to point to Asia for a sixth week running, assessed at \$0.111/MMBtu," Afghan said.



Data by Gas Infrastructure Europe (GIE) shows that volumes in gas storages in the EU continued to rise and were 61.95 percent full on July 9. Gas storages were 59.44 percent full on July 2, and 79.85 percent full on July 9, 2024.

JKM

In Asia, JKM, the price for LNG cargoes delivered to Northeast Asia in August 2025 settled at \$13.125/MMBtu on Thursday. Last week, JKM for August settled at 13.160/MMBtu on Thursday, July 3. Front-month JKM dropped to 13.095/MMBtu on Monday. It rose to 13.115/MMBtu on Tuesday and remained the same on Wednesday. State-run Japan Organization for Metals and Energy Security (Jogmec) said in a report earlier this week that JKM for last week "rose to mid-\$12s/MMBtu on July 4 from low-\$12s/MMBtu the previous weekend." "JKM rose moderately due to growing competition for cargoes with Europe, tightening supply caused by rising demand in Egypt and Argentina, and increasing demand in Japan amid rising temperatures, although buying appetite in Northeast Asia remained limited. In China, spot LNG continued to lack price competitiveness compared to pipeline gas, resulting in subdued demand," Jogmec said. Source :www.lngprime.com

CHENIERE'S SABINE PASS TERMINAL SHIPS 3,000TH LNG CARGO

"This week, our Sabine Pass Liquefaction (SPL) facility in Louisiana produced and loaded its 3,000th cargo of liquefied natural gas (LNG), reaching this milestone less than 10 years after exporting Cheniere's first cargo," Cheniere said via its social media on Thursday. The LNG cargo departed from the facility via the LNG vessel Al Qa'iyyah. The LNG carrier, built in 2024 under the massive QatarEnergy shipbuilding program, is expected to arrive at the Fluxys-operated Zeebrugge LNG terminal in Belgium at the end of this month, its AIS data provided by VesselsValue shows. Cheniere notes it is the largest US LNG producer and the second-largest LNG operator globally. In 2023, the company shipped the 2,000th cargo of LNG from the Sabine Pass facility. Earlier this year, Cheniere produced and exported the 4,000th cargo of LNG from its Sabine Pass and Corpus Christi terminals.

Expansion

The US LNG exporting plans to boost its export capacity to about 100 mtpa via new expansion projects at its two LNG terminals. It currently produces about 46 mtpa at its LNG export facilities, with up to 13 mtpa under construction. Cheniere's Sabine Pass facility in Louisiana, the largest LNG export plant in the US, currently has a capacity of about 30 mtpa following the launch of the sixth train in February 2022. The company plans to add 20 mtpa to the plant with the proposed Sabine Pass Stage 5 expansion project. Moreover, Cheniere recently announced a positive final investment decision to build two more midscale trains at its 15 mtpa Corpus Christi LNG plant in Texas. The CCL midscale trains 8 and 9 project is being built adjacent to the Corpus Christi Stage 3 project and consists of two midscale trains with an expected total liquefaction capacity of over mtpa of LNG and other debottlenecking infrastructure. Upon completion of the project, and together with expected debottlenecking and CCL Stage 3, the Corpus Christi LNG terminal is expected to reach over 30 mtpa in total liquefaction capacity later this decade. Besides these CCL expansions, Cheniere also plans the CCL Stage IV expansion project. This expansion would add an additional 20 mtpa of capacity to the Corpus Christi facility, including debottlenecking.

source: www.lngprime.com

TECHNIP ENERGIES WINS CONTRACT FOR ENI'S CORAL NORTE FLNG

Technip Energies announced on Friday that it had been awarded a large contract to perform preliminary activities for a floating LNG unit in Africa. A "large" award for Technip Energies is a contract award representing between 250 million euros and 500 million euros (\$292 million – \$584 million) of revenue. Technip Energies said this order intake represents its portion of a joint venture and will be recorded in the project delivery segment's backlog in the third quarter of 2025. Moreover, this award covers only preliminary activities, while additional order intake is expected to be booked upon full contract award. The contract will be effective until September 30, 2025. Technip Energies did not provide further details regarding the project. The company noted that it had previously delivered three open-sea units worldwide with a total capacity of 8.2 million tons per annum. This includes the Petronas PFLNG Satu in Malaysia, Shell's Prelude FLNG in Australia, and Eni's Coral Sul FLNG in Mozambique.

Coral Norte FLNG

Last year, Arnaud Pieton, CEO of Technip Energies, said there is a "high possibility" that Eni would take FID on the second FLNG project in Mozambique in 2024, but it could also be in 2025. South Korean shipbuilder Samsung Heavy recently also announced that it had signed a contract for preliminary work prior to the main contract for offshore production facilities with an owner in Africa. The contract is worth 869.4 billion won or about \$640 million. Shipbuilding sources told LNG Prime that this contract is for Eni's Coral Norte FLNG.

Earlier this year, Eni received approval from the government of Mozambique for its second FLNG project in Mozambique, moving forward towards the exploitation of the natural gas resources of the Coral deposit, located in Area 4 offshore of the Rovuma Basin. The project involves the production of 3.55 million metric tons of LNG per annum. Coral North FLNG will be a replica of Coral South, which has proven to be effective for deepwater production and also has already exported more than 100 LNG shipments. Eni discovered Coral back in May 2012, and it operates the Area 4 along its partners ExxonMobil, CNPC, Galp, Kogas, and ENH. Earlier this year, Adnoc's investment unit XRG completed the purchase of Galp's 10 percent interest in the Area 4 concession of the Rovuma basin. In November 2022, the Coral Sul FLNG shipped its first cargo of LNG, adding Mozambique to the LNG producing countries. The FLNG shipped its 100th cargo of LNG in April 2025. The TJS consortium, consisting of Technip Energies, JGC, and Samsung Heavy, built the unit for Eni, the first floating LNG facility ever to be deployed in the deep waters of the African continent. Source: www.lngprime.com

NOVATEK'S GAS SALES CLIMB IN Q2

Novatek said in its preliminary report on Friday that the company's natural gas sales reached 18 bcm in the second quarter. This marks an increase of 1.1 percent as compared with the second quarter of 2024, according to Novatek. Novatek did not break down the second-quarter gas sales just to LNG, as it had done in the previous seven quarterly reports. The company's natural gas sales reached 21.48 bcm in the first quarter. During the first half of this year, Novatek's gas sales rose 0.5 percent to 39.5 bcm. The company's gas production increased 2.8 percent year-over-year to 21.18 bcm in the second quarter, while first-half production rose 1.9 percent to 42.53 bcm. In the second quarter of 2025, hydrocarbon totaled 167.6 million barrels of oil equivalent (mmbbl), including 21.18 bcm of natural gas and 3.44 million tons (mmt) of liquid hydrocarbons (gas condensate and crude oil). Novatek stated that this marks a 4.3 million boe increase, or a 2.6 percent year-over-year increase. As of June 30, Novatek had 0.9 bcm of natural gas, including LNG, and 1.3 mmt of stable gas condensate and petroleum products in storage or transit and recognized as inventory.

LNG projects

Novatek operates the 17.4 mtpa Yamal LNG plant in Sabetta. It 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

US LNG EXPORTS REACH 27 CARGOES

EIA said in its weekly report, citing shipping data provided by Bloomberg Finance, that the total capacity of these 27 LNG vessels is 104 Bcf. The agency did not release its weekly report in the prior week due to holidays. US LNG terminals shipped 30 cargoes in the week ending June 25.

Natural gas deliveries up

According to data from S&P Global Commodity Insights, average natural gas deliveries to US LNG export terminals rose 1 percent (0.2 Bcf/d) to end at 16 Bcf/d this week. Natural gas deliveries to terminals in South Louisiana increased 2.6 percent (0.3 Bcf/d) to 10.6 Bcf/d, while natural gas deliveries to terminals in South Texas decreased 1.7 percent (0.1 Bcf/d), averaging 4.3 Bcf/d. EIA said natural gas deliveries to terminals outside the Gulf Coast were essentially unchanged at 1.2 Bcf/d this week. During the week under review, Cheniere's Sabine Pass plant shipped eight LNG cargoes, and the company's Corpus Christi facility sent four shipments. Moreover, the Freeport LNG terminal and Venture Global LNG's Plaquemines terminal each sent four cargoes, while Semptra Infrastructure's Cameron LNG terminal sent three cargoes. Venture Global's Calcasieu Pass facility sent two shipments, and the Cove Point terminal and the Elba Island facility each sent one cargo during the week under review.

Henry Hub down

EIA reported that the Henry Hub spot price decreased by 5 cents from \$3.13 per million British thermal units (MMBtu) last Wednesday to \$3.08/MMBtu this Wednesday. The July 2025 NYMEX contract expired on June 26 at \$3.261/MMBtu. Also, the price of the August 2025 NYMEX contract decreased 27 cents, from \$3.488/MMBtu last Wednesday to \$3.214/MMBtu this Wednesday. EIA said the price of the 12-month strip averaging August 2025 through July 2026 futures contracts declined 16 cents to \$3.881/MMBtu.

TTF averaged \$11.67/MMBtu

The agency said that international natural gas futures were mixed this report week. Bloomberg Finance reported that average front-month futures prices for LNG cargoes in East Asia decreased 6 cents to a weekly average of \$13.12/MMBtu. Natural gas futures for delivery at the Title Transfer Facility (TTF) in the Netherlands increased 13 cents to a weekly average of \$11.67/MMBtu. In the same week last year (week ending July 10, 2024), the prices were \$12.40/MMBtu in East Asia and \$10.12/MMBtu at TTF, EIA said. Source: www.lngprime.com

LNG LONDON HITS BUNKERING MILESTONE

The Shell-chartered inland bunkering vessel LNG London, owned by a joint venture of Belgium's Victrol and France's Sogestran, has reached a new operational milestone. According to a social media post by Victrol, LNG Shipping's vessel completed over 1,000 LNG bunkering operations across the ports of Rotterdam and Antwerp over the past few years. "With this milestone, LNG London reaffirms its pioneering role in promoting sustainable, lower-emission bunkering throughout the Amsterdam-Rotterdam-Antwerp (ARA) hub," Victrol said. Launched in June 2019, LNG London has a capacity of 3,000 cbm and spans 110 meters in length. The vessel supplies LNG fuel to both seagoing vessels and barges. LNG Shipping and Shell previously said that LNG London was the first inland LNG bunker vessel in Europe. Shell loads LNG with the vessel at the Dutch Gate terminal in Rotterdam, operated by Gasunie and Vopak. Last year, Shell boosted its LNG bunkering business in Europe by adding a new inland LNG bunkering barge owned by LNG Shipping. Türkiye's RMK Marine delivered what is said to be Europe's largest inland waterway LNG bunkering barge. The shipbuilder built the 8,000-cbm barge named Energy Stockholm for owners Victrol and Sogestran and charterer Shell. This newbuild works from Gate along the smaller bunkering barge, LNG London. Source: www.lngprime.com

VENTURE GLOBAL, SEFE SEAL NEW 20-YEAR LNG SUPPLY DEAL

Under the deal, SEFE's subsidiary, SEFE Energy, will purchase an additional 0.75 million tonnes per annum (mtpa) of LNG from CP2 LNG, Venture Global's third project, for 20 years. Venture Global said this amends the existing sales and purchase agreement signed by the companies in 2023, increasing the total volume of LNG purchased by SEFE from CP2 LNG to 3 mtpa. The USLNG exporter is expected to become Germany's largest LNG supplier, with a combined 5 mtpa of 20-year offtake agreements signed with SEFE and EnBW. In addition to its existing long-term agreements, Venture Global to date has supplied Germany with almost 80 cargoes of LNG from its Calcasieu Pass and Plaquemines LNG facilities, enough to power 8 million German homes for one year, the firm noted. "Venture Global is thrilled to expand our strategic partnership with Germany and SEFE and play a leading role in ensuring security of energy supply and affordability for not only Germany but the rest of the European gas market," said CEO Mike Sabel. In May, Sabel said that the company expects to sign and report on multiple 20-year LNG supply contracts in the incoming quarters. "We're very active in a significant number of negotiations for long-term contracts at this point, mostly all 20-year terms," Sabel said. Prior to this contract with SEFE, Venture Global signed a 20-year LNG supply contract with Malaysian energy giant Petronas. Under the terms of this SPA, Petronas will purchase 1 mtpa of LNG from Venture Global's CP2 LNG for 20 years.

CP2 LNG

In March, Venture Global announced it had launched the formal FID process for CP2 LNG. Moreover, Venture Global recently initiated full mobilization and started site work at the company's third LNG export facility. The launch of the site work came shortly after CP2 received final approval and notices to proceed from the US FERC, and weeks after receiving its non-FTA export authorization from the US DOE. The CP2 LNG plant site is situated adjacent to Venture Global's existing Calcasieu Pass liquefaction plant in Louisiana, which commenced commercial operations in April. It is expected to have peak production capacity of up to 28 mtpa. Venture Global estimates that the total project costs for the CP2 project, including both phases, will range from about \$27 billion to \$28 billion. source:

www.lngprime.com

GREEK LNG IMPORTS JUMP IN H1

The Greek gas grid and Revithoussa LNG terminal operator stated that LNG shipments during the six-month period totaled 14.66 terawatt-hours, equivalent to 27 tankers. This marks a 63.6 percent rise compared to 6.93 TWh in the first half of last year. However, LNG imports were lower compared to 17.63 TWh, or 26 tankers, in the same period in 2023. The LNG shipments in the first quarter of this year totaled 10.65 TWh, or 20 tankers. This means that second-quarter LNG imports reached 4.01 TWh, or 7 tankers. Besides LNG imports, DESFA said its Revithoussa LNG truck loading service continued to grow significantly, with 273 LNG trucks loaded in the first half of the year compared to 104 trucks in the same period of 2024, corresponding to 81.72 GWh — an increase of approximately 166 percent. "This sustained growth in truck loading activity confirms the service's increasing recognition as an effective and flexible solution for meeting the energy needs of remote distribution networks and industrial consumers, both in Greece and the broader region," the Greek firm, owned by a consortium led by Snam, said.

US remains top LNG supplier to Greece

The US remained the largest LNG supplier to Greece in the first six months of this year. US LNG volumes reached 11.87 TWh in the first half of this year, compared to 6.09 TWh in the same period last year, DESFA said. Nigeria followed with 1.37 TWh, Norway with 0.93

TWh, and Algeria with 0.49 TWh. Total gas imports to Greece totaled 37.52 TWh in the first quarter, reflecting a 21.3 percent increase compared to the same period in 2024. In the first half of 2025, Sidirokastro and Revithoussa remained the main natural gas entry points into Greece. Sidirokastro recorded imports of 16.40 TWh, marking a 4.46 percent increase compared to 2024, while the Revithoussa LNG terminal (Agia Triada entry point) reinforced its pivotal role with a total of 14.62 TWh, representing a 58.91 percent year-on-year increase — despite being offline from April 22 to May 11 due to scheduled

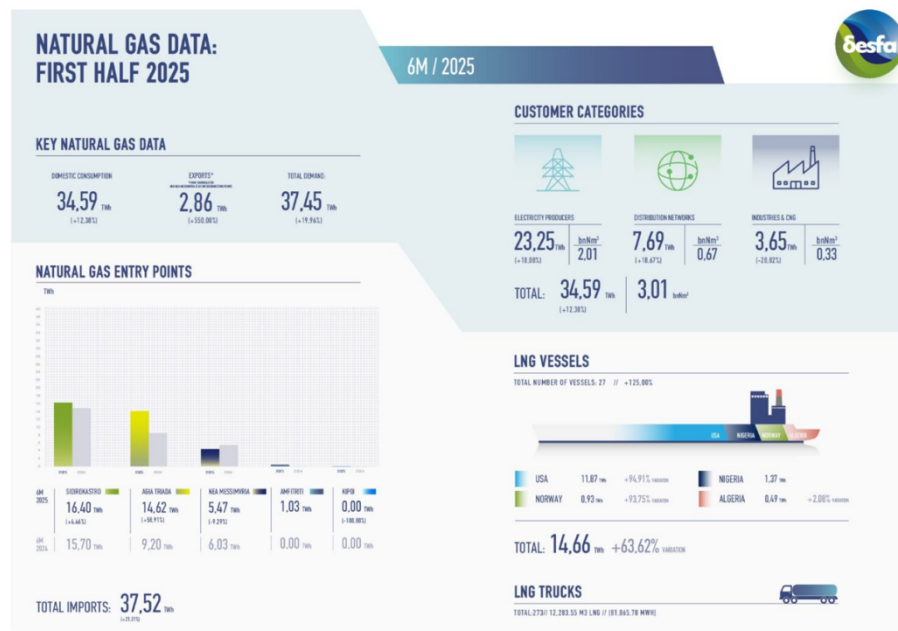
upgrade works, DESFA said. Moreover, 5.47 TWh were imported via Nea Mesimvria (the interconnection point with the TAP pipeline), marking a 9.29 percent decrease compared to the same period last year. Through Amfitriti (the Alexandroupolis FSRU), a total of 1.03 TWh of LNG was imported until January 21 when regasification services at the station became temporarily unavailable, DESFA said. In January, UK-based energy giant BP supplied an LNG cargo to Bulgaria's Bulgargaz via the Alexandroupolis FSRU, in which DESFA is a shareholder as well. However, Gastrade's Alexandroupolis FSRU has remained unavailable for regasification services since then due to a technical issue. Gastrade plans to resume Alexandroupolis FSRU operations on August 15.

Exports surge

According to DESFA's data, total natural gas demand (including domestic consumption and exports) reached 37.45 TWh, marking an increase of 19.96 percent compared to 31.22 TWh in the first half of 2024. Notably, natural gas exports through the Sidirokastro and Nea Mesimvria interconnection points rose significantly to 2.86 TWh, up from 0.44 TWh the previous year, DESFA said. This represents an increase of over 550 percent. Source: www.lngprime.com

EXCELERATE TO INSTALL RELIQUEFACTION UNIT ON BRAZILIAN FSRU

Exclerate said in a social media post on Tuesday that the reliquefaction unit is expected to be installed during the next planned dry dock for the 2014-built 174,000-cbm Experience. "As the sole provider of FSRUs to Petrobras, Exclerate is proud to support this next step in our partnership," the company said. Once installed, this technology will help eliminate all excess cargo losses due to boil off, and lower Scope 1 emissions, according to Exclerate. Exclerate did not provide further details. Last year, Exclerate entered into a deal with



Wartsila Gas Solutions, part of Finnish technology group Wärtsilä, to purchase a reliquefaction system for retrofit installation onboard one of its vessels. Delivery of the Wartsila reliquefaction system is scheduled for early 2026. Exclerate said at the time that the equipment will be available to be installed on any of Exclerate's existing vessels based on customer demand or for prospective LNG projects. The company currently operates ten FSRUs, one of the world's largest fleets of such vessels, and these units are located worldwide. These FSRUs are located in Bangladesh, Finland, Brazil, Dubai, Pakistan, while one FSRU recently serving the second FSRU-based LNG import terminal in Germany's Wilhelmshaven. HD Hyundai Heavy Industries also just launched Exclerate Energy's new 174,000-cbm FSRU. Exclerate also recently purchased a 2007-built steam LNG carrier from GasLog Partners, a part of Greek LNG shipping firm GasLog, according to brokers. The vessel in question is the 145,000-cbm Methane Alison Victoria, brokers said. Earlier this year, Exclerate announced its intention to acquire an LNG carrier in 2025. The LNG carrier is expected to serve its gas supply business in the short term and will be a candidate for the company's first FSRU conversion. Source: www.lngprime.com

WOODSIDE INKS LNG COLLABORATION PACT WITH HYUNDAI ENGINEERING, HYUNDAI GLOVIS

Woodside said in a statement that the memorandum will see the three firms focus on advancing execution capability and extending their reach into priority LNG markets. According to the Australian firm, the combination of Woodside's success in LNG development, Hyundai Engineering's extensive engineering, procurement, and construction experience, and Hyundai Glovis's global shipping reach positions the firms to respond to growing LNG demand across Asia-Pacific markets and selected new regions. Woodside executive VP and COO Mark Abbotsford said the company is "pleased to be deepening our longstanding relationship with Hyundai through this agreement." "We are confident the synergies and complementary strengths of our organisations will support the delivery of high-quality LNG solutions to meet growing global demand," he said. Moreover, Hyundai Engineering COO Myoung-Kun Son said this agreement allows Hyundai Engineering to broaden its global LNG experience by working alongside a "world-class LNG developer." "We are confident in our ability to add value across the full engineering spectrum and deliver integrated solutions for Woodside projects," Son said. Hyundai Glovis head of logistics business division Taewoo Kim said the company's global shipping footprint and expertise "make us well-positioned to contribute to this strategic collaboration."

LNG carrier charter

Last year, Hyundai Samho delivered the 174,000-cbm LNG carrier, Woodside Scarlet Ibis, to compatriot shipowner Hyundai Glovis and charterer Woodside. Named after the national bird of Trinidad and Tobago, the LNG carrier made its first call at Woodside's Pluto LNG terminal in Western Australia, which is currently being expanded with a second train. Back in April 2022, Hyundai Glovis and Woodside signed a charter deal for one newbuild LNG carrier for a period of 10 years. The charter deal also includes an option for additional five years. Prior to the charter announcement, Hyundai Glovis ordered the vessel at Hyundai Samho for about \$218 million. With this deal, the South Korean operator of a large PCTC fleet and the shipping unit of Hyundai Motor Group entered the LNG transportation business. Source: www.lngprime.com

VENTURE GLOBAL SHIPPED 89 LNG CARGOES IN Q2

Venture Global revealed this in an SEC filing on Monday. This compares to 63 LNG cargoes in the first quarter of this year. For the quarter ended June 30, 2025, Venture Global exported 38 cargoes totaling approximately 140.2 TBtu from its Calcasieu Pass facility, realizing a weighted average fixed liquefaction fee of approximately \$2.66/MMBtu. In April, Venture Global launched commercial operations at its Calcasieu Pass LNG terminal in Louisiana, some 68 months from its final investment decision and 38 months after production start. The Calcasieu Pass facility consists of 18 modular units configured in 9 blocks. Customers of the Calcasieu Pass facility include Shell, BP, Repsol, Edison, Galp, PGNiG, now part of Orlen, Sinopec's unit Unipecc, and CNOOC. Venture Global also received approval from the US FERC to increase the peak liquefaction capacity of its Calcasieu Pass LNG terminal. Calcasieu Pass proposed to increase the project's authorized export capacity from 12 million metric tons per annum (mtpa) to 12.4 mtpa, or approximately 620 billion cubic feet per year (Bcf/y) to 640.7 Bcf/y, to reflect the project's actual capabilities under optimal conditions.

Plaquemines LNG

Venture Global said in the filing that it has exported 51 cargoes totaling approximately 190.5 TBtu from its Plaquemines LNG facility in Louisiana during the second quarter. The company realized a weighted average fixed liquefaction fee of \$7.09/MMBtu. "For the quarter ended June 30, 2025, we exported two DES cargos from our Plaquemines LNG facility on our owned or chartered LNG vessels that will be recognized in the following quarter," Venture Global said. Venture Global took a final investment decision on the first phase of the Plaquemines project with a capacity of 13.3 mtpa and the related pipeline in May 2022, while the company sanctioned the second phase in March 2023. The full project, including the second stage, features 36 modular units, configured in 18 blocks. Each train has a capacity of 0.626 mtpa. Earlier this year, Venture Global also received approval from FERC to boost the capacity of its Plaquemines LNG terminal to 27.2 mtpa. In December 2024, Venture Global shipped the first Plaquemines LNG cargo. The facility exported 29 LNG cargoes during the first quarter of this year. The company is targeting a COD (commercial operations date) for the Plaquemines project in the fourth quarter of 2026 for Phase 1 and in mid-2027 for Phase 2. In addition to the first two phases, Venture Global has begun the pre-filing process at FERC for a brownfield expansion of its Plaquemines LNG terminal. The project will be comprised of 24 LNG trains and certain related infrastructure expected to produce "at least 18.6 mtpa."Source :www.lngprime.com

EXCELERATE'S FSRU LAUNCHED IN SOUTH KOREA

US FSRU player Excelsior announced the launching ceremony for the 170,000-cbm FSRU (Hull 3407) in a social media post on Monday. Excelsior said the milestone marks the FSRU's structural completion and brings the unit one step closer to its expected delivery in 2026. In October 2022, Excelsior ordered this FSRU at HD Hyundai Heavy. The US firm will pay about \$332 million for the construction of the vessel. Earlier this year, HD Hyundai Heavy laid the keel for the FSRU. Excelsior said the FSRU will have a maximum regasification capacity of one billion standard cubic feet per day (1,000 MMscf/d). According to Excelsior, the vessel will feature HD HHI's proprietary LNG regasification system, dual-fuel engines, selective catalytic reduction system, boil-off gas management, and other technologies which will improve performance and efficiency while lowering emissions. The vessel's tanks will be fitted with GTT's Mark III Flex membrane containment system. Moreover, the unit will feature the world's first H54DF HiMSEN engine. Following delivery in 2026, Excelsior will have 11 FSRUs in its fleet. Excelsior currently operates ten FSRUs, one of the world's largest fleets of such vessels, and these units are located worldwide. These FSRUs are located in Bangladesh, Finland, Brazil, Dubai, Pakistan, while one FSRU recently

serving the second FSRU-based LNG import terminal in Germany's Wilhelmshaven. US FSRU player Exceleerate Energy also recently purchased a 2007-built steam LNG carrier from GasLog Partners, a part of Greek LNG shipping firm GasLog, according to brokers. The vessel in question is the 145,000-cbm Methane Alison Victoria, brokers said. Earlier this year, Exceleerate announced its intention to acquire an LNG carrier in 2025. The LNG carrier is expected to serve its gas supply business in the short term and will be a candidate for the company's first FSRU conversion. Source :www.lngprime.com

SHELL EXPECTS 'SIGNIFICANTLY LOWER' LNG TRADING RESULTS IN Q2

Shell announced this in its second-quarter update note on Monday, but it did not provide further details. The company's integrated gas segment reported adjusted earnings of about \$2.48 billion in the first quarter of this year. This compares to \$3.68 billion in the same period in 2024 and \$2.16 billion in the prior quarter. Overall, Shell's adjusted earnings reached \$5.58 billion in the first quarter, down compared to \$7.73 billion in the comparable quarter last year.

Liquefaction volumes

Shell also said in the quarterly update that it expects liquefaction volumes to reach 6.4 – 6.8 million tonnes in the second quarter. The company previously expected liquefaction volumes to reach 6.3 – 6.9 million tonnes in the second quarter. Shell's liquefaction volumes of 6.60 million tonnes in the first quarter were 6 percent lower than in the prior quarter and down 12.9 percent compared to 7.58 million tonnes in the first quarter of 2024. First-quarter liquefaction volumes decreased by 6 percent compared to the prior quarter mainly due to unplanned maintenance and weather constraints in Australia. It is worth mentioning here that Shell and its partners just sent the first cargo produced at the giant LNG Canada terminal. The partners are also preparing to ship the second cargo.

Gas production

Shell expects integrated gas production to reach 900–940 kboe/d in the first quarter, while upstream production is expected to be at 1,660–1,760 kboe/d. The company previously expected gas production to be between 890 – 950 kboe/d and upstream production to be between 1,560 – 1,760 kboe/d. Shell said the new upstream production outlook reflects scheduled maintenance and the completed sale of SPDC in Nigeria. The company's results are scheduled for publication on July 31, 2025. Source :www.lngprime.com

ST LNG PLANS US FLOATING LNG PROJECT

According to the Maritime Administration, MARAD and the US Coast Guard (USCG) recently received an application from ST LNG for the proposed development. MARAD stated that the application proposes the ownership, construction, operation, and eventual decommissioning of the ST LNG deepwater port terminal, to be located approximately 10.4 nautical miles (19.2 kilometers) offshore of Matagorda, Texas. When fully realized, the project would involve four 2.1 million tonnes per annum (mtpa) liquefaction systems installed in the Brazos Outer Continental Shelf Lease Block 476 (BA-476), in approximately 65 to 72 feet of water. The application said that the proposed ST LNG deepwater port would consist of fixed and floating components. These components would include a 5.5-mile, 30-inch pipeline lateral with a connection hub, four feeder lines to the connection hub, four gas treatment platforms, four liquefaction platforms, four accommodation and utility platforms, four LNG transfer platforms, thirty-six mooring dolphins, four converted LNG carriers, and three tugs. Moreover, the LNG supplies would be loaded onto standard LNG carriers with cargo capacities between 125,000 and 180,000 cubic meters for export to free trade agreement (FTA) and non-FTA nations.

Four phases

The project would be completed in four phases. Phase 1 construction would include three large platforms (a gas treatment platform, an LNG liquefaction platform, and an accommodations and utility platform), one LNG transfer platform, nine mooring dolphins, one floating storage unit (FSU), and interconnected lateral pipelines. Also, each phase would produce 2.1 mtpa of LNG. The feed gas supply to the project would originate from the Tres Palacios natural gas storage and trading hub and the Williams Markham gas processing plant in Texas through the existing Transco 30-inch pipeline. Also, the gas supplies would be transported to the project via a new 5.5-mile, 30-inch lateral pipeline to an interconnection hub at the deepwater port. From the hub, four feeder lines would transport the gas to each phase of the deepwater port.

Management

ST LNG's website shows that Sharad Tak is the CEO of the company, Alap Shah is the president, and Barry Reisig is the CFO. Tak has more than 40 years of experience as an entrepreneur, while Shah was previously New Fortress Energy's managing Director of FLNG development, the website shows. Shah conceptualized and executed NFE's FAST LNG program involving multiple liquefaction trains on various marine infrastructures from 2021-2024. The first train of 1.4 mtpa is installed and commissioned at offshore Altamira, Mexico, on jack-up rigs. Source :www.lngprime.com

OMAN LNG DELIVERED 181 CARGOES IN 2024

In 2023, Oman LNG delivered 173 cargoes of LNG. Oman LNG delivered 176 cargoes in 2022, 163 in 2021, 155 in 2020, and 166 in 2019. According to Oman LNG's 2024 annual report, out of the 181 LNG cargoes, 126 were Oman LNG cargoes and 55 Qalhat LNG cargoes. There were 16 spot LNG shipments last year. In 2024, the company produced 11.98 mtpa of LNG, the highest-ever LNG production in Oman LNG history. This was achieved with 98.23 percent plant reliability and 93.98 percent utilization. Oman produced 11.5 mtpa of LNG in 2023, exceeding the enhanced nameplate capacity. This compares to 11.5 mtpa in 2022, 10.6 mtpa in 2021, 10.2 mtpa in 2020, and 10.7 mtpa in 2019.

Net profit at \$1.7 billion

Oman LNG's revenue of \$6.5 billion rose from \$4.9 billion in 2023, which marked a decrease of 15.5 percent compared to the year before. Net profit of \$1.7 billion also rose from \$1.5 billion in 2023. "With \$6.5 billion in revenue, Oman LNG demonstrates financial resilience. Our strategic portfolio optimization balances long-term contracts (91 percent) with spot market agility," CFO Khamis Al Hashmi said in the report. Oman LNG currently operates three liquefaction trains at its site in Qalhat near Sur. It also plans to expand the facility with a new train. The new train will have a capacity of 3.8 mtpa, boosting Oman's LNG production to 15.2 mtpa. In 2023, Oman LNG signed shareholding deals with international companies, including Shell and TotalEnergies. Besides Oman LNG and Qalhat LNG shareholding agreements, Oman LNG, in which the government of Oman holds 51 percent, also signed a gas supply agreement with state-owned Integrated Gas Company (IGC) to extend the gas supplies beyond 2024. Source :www.lngprime.com

QATARENERGY LNG CARRIER WRAPS UP TRIALS IN CHINA

A 174,000-cubic-meter liquefied natural gas (LNG) carrier, built as part of QatarEnergy's massive shipbuilding program, has completed its trials in China, according to Hudong-Zhonghua. The shipbuilder said in a statement that the LNG carrier (H1798A) completed the "two-



in-one” trial and returned to the Changxing Island yard on July 4. CSSC’s Hudong-Zhonghua did not provide further information regarding the vessel. The 174,000-cbm vessel will be named Al Mas’habiyyah. This is one of five LNG carriers that a joint venture company comprising Japan’s NYK, K Line, Malaysia’s MISC, and China’s CLNG will build for QatarEnergy as part of a deal signed in 2022. CNG said in a separate social media report that the delivery of Al Mas’habiyyah to QatarEnergy LNG is expected to take place on July 30. In May, Hudong-Zhonghua delivered the first vessel in this batch of five ships, Al Tuwar. This is also the first LNG carrier that NYK is involved in building in China. The vessel is equipped with the X-DF 2.1 iCER engine, a dual-fuel engine that uses fuel oil and boil-off gas as fuel, and GTT’s NO96 L03+ membrane containment system. In addition, the 299-meter-long LNG carrier is also equipped with a reliquefaction device that uses surplus boil-off gas. Hudong-Zhonghua delivered eight large LNG carriers last year, setting a new record for the Chinese shipbuilding industry. In 2023, Hudong-Zhonghua delivered six LNG carriers. The shipbuilder previously said it plans to deliver more than 10 large LNG vessels in 2025. Source :www.lngprime.com

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