



## **ROW ERUPTS BETWEEN FRATELLI COSULICH AND TITAN OVER LNG BUNKER VESSEL CHARTER**

Italian shipowner Fratelli Cosulich and Dutch bunker supplier Titan Clean Fuels are locked in a legal dispute over the charter of an LNG bunker vessel. Several sources in the bunkering sector said the 8,471-cbm Alice Cosulich (built 2023) has been offered out for charter by a broker despite the ship being on long-term hire with Titan. Those who have spoken to TradeWinds said Fratelli Cosulich believes it can get a higher rate on what was its first LNGBV. Bunker brokers said the vessel was fixed to Titan in mid-2023 for a minimum of seven years at a rate of about \$26,000 to \$27,000 per day. They said in the current market it may now be possible to achieve more than \$30,000 per day on that vessel. Several indicated that the Italian owner is using a late payment as a reason to try to cancel its existing charter with Titan. They said Titan needs the LNGBV to supply its customers and has been resisting Fratelli Cosulich's efforts to take back its ship. But ship tracking data shows Titan has moved one of its owned multigas carriers, the 12,000-cbm Titan Vision (built 2011), back to north-west Europe and so will be able to use this vessel to supply larger LNG bunker parcels. One source described the company as "upping its game" with this ship. A spokesman for Fratelli Cosulich said: "We don't have any comments to share regarding Alice Cosulich." A spokesperson for Titan told TradeWinds: "Unfortunately, as legal proceedings are ongoing, we are unable to respond at this stage. "We can, however, confirm that Titan is no longer connected with the Alice Cosulich." The company official also trashed some talk circulating in bunker circles and confirmed that Titan had not arrested the Alice Cosulich. The LNGBV called at the Gate LNG terminal in the Netherlands early this week. On Thursday, the Port of Rotterdam confirmed the Alice Cosulich was "fully operational and is waiting

for its client, a container ship that will dock at the Maasvlakte". Those watching the ongoing row between the two companies said it is an indication that the LNGBV sector is maturing and becoming a larger and more global business. One indicated that the specifications of the Alice Cosulich would lend the vessel to being approved for operation in Singapore, adding that there might be a pull to move it over to work in the east. Fratelli Cosulich dived into the LNG bunker sector in 2021. The company paid about \$100m each for two LNGBVS, the Alice Cosulich and sister ship the 8,471-cbm Paolina Cosulich (built 2024), which were built at CIMC Sinopacific Offshore & Engineering. The second vessel is chartered to an arm of Malaysian state energy company Petronas. When Titan chartered in the Alice Cosulich, it said the vessel would operate in Europe, supplying LNG, liquefied biomethane (also referred to as bio-LNG) and, in the future, small parcels of biodiesel. The company also said the vessel was suitable for performing more complex operations, like cool-downs and gas-ups of various types of customer vessels. At the beginning of 2025, Titan, which celebrates its 10th anniversary this year, controlled six LNGBVs. These comprise its two 1,500-cbm FlexFueler barge-based units, which are deployed in the Amsterdam-Rotterdam-Antwerp region. Titan also owns the 12,000-cbm multigas carriers Titan Unikum and Titan Vision (both built 2011). These have been working largely in the petrochemical and LNG trading arena, but the company has been looking at how to use them to bunker large container ships. The company also has the 6,000-cbm LNGBV Optimus (built 2021) on charter and, until recently, was utilising the Alice Cosulich. source : [www.tradewindsnews.com](http://www.tradewindsnews.com)

## **LNG CARRIER SCRAP SALES HIT 2024'S RECORD TOTAL IN LESS THAN SEVEN MONTHS**

A South Korean-controlled LNG carrier has been sold for demolition, bringing the number of such vessels scrapped in the first seven months of 2025 to eight, matching the total sent for recycling during the entire 12 months of last year. Brokers said Hyundai LNG Shipping's 135,000-cbm steam turbine-driven Hyundai Cosmopia (built 2000) was sold for an "unexpectedly high price" of \$580 per ldt on an "as is" basis in Indonesia. The price values the 34,040-ltd vessel at \$19.7m. The 25-year-old, Moss-type LNG carrier is said to have around 3,000 tonnes of aluminium content included. But one broker pointed out that the sale is higher than those of similar vessels from the same owner, describing it as an "unexpected bonus", particularly as the market has fallen since the earlier sales were concluded. Hyundai LNG Shipping, which called for demolition offers on the Hyundai Cosmopia last week, has sold three other LNG steamships for demolition this year. The company's 125,000-cbm Hyundai Greenpia (built 1996) went for around \$19.3m at the start of this year, while the 135,000-cbm Hyundai Aquapia (built 2000) and the Hyundai Technopia (built 1999) went for around \$19.2m each in May. South Korean shipowners have been having a serious clear-out of their older LNG steamship tonnage as they take delivery of newbuildings and modernise their fleets. Six of 2025's eight LNG demolition sales have been vessels controlled by owners in South Korea. There could be more to come, with other steamers remaining in the South Korean LNG shipping fleet. This week, brokers also reported the resale of a South Korean LNG carrier previously reported sold for demolition. The 135,566-cbm HL Ras Laffan (built 2000) was resold at \$497 per ldt, up from an earlier agreed \$490 per ldt, and has arrived in Bangladesh under the name Risa. Despite 2025 looking set to break records for LNG demolition sales, market players have expressed surprise that more LNG carriers have not been sent for scrap. LNG steamships are becoming increasingly marginalised in the charter market, largely due to their size, efficiency and tightening emissions regulations. But as these vessels, which are among the 200 oldest in the world LNG fleet, are redelivered from their long-term charters, owners seem reluctant to part with them, instead preferring to put them into lay-up or wait for a conversion opportunity. Brokers have

estimated that up to 20 LNG carriers could be sent for demolition in 2025, a year that will see a record number of up to 90 newbuildings delivered. Source: [www.tradewindsnews.com](http://www.tradewindsnews.com)

## **YANG MING BOOKS LNG-POWERED CONTAINERSHIPS IN SOUTH KOREA**

Taiwan's Yang Ming Marine Transport has decided to order LNG dual-fuel container vessels from South Korea's Hanwha Ocean as part of its ongoing fleet optimization plan. Yang Ming announced on Thursday that its board approved the order of seven LNG dual-fuel containerships with a capacity of 15,000 teu from Hanwha Ocean. Following the completion of contract procedures, these vessels are scheduled for delivery between 2028 and 2029. Yang Ming said the newbuildings will replace aging vessels and advance Yang Ming's strategic development. The shipping firm did not provide further information. Earlier this year, LNG Prime reported, citing sources, that Yang Ming approached yards in South Korea with requests for LNG dual-fuel vessels with a capacity of 15,000 teu. In May 2023, Yang Ming signed a shipbuilding deal with South Korea's HD Hyundai Heavy Industries for the construction of five LNG-powered containerships with a capacity of 15,500 teu. Yang Ming will pay about \$937 million for the five vessels, or \$187 million per ship. Each of the vessels will have one single LNG fuel tank with a capacity of 12,700 cbm, while the tanks will feature GTT's Mark III Flex membrane containment technology. These vessels will join Yang Ming's fleet in 2026. Yang Ming said the adoption of dual-fuel solutions for the 15,000 teu vessels, alongside the five LNG dual-fuel containerships scheduled for delivery beginning in 2026, will ensure stable service on East-West routes while achieving a 20 percent reduction in GHG emissions compared to traditional fuel. As of the end of June 2025, Yang Ming's fleet included 100 vessels with a capacity of 724,000 teu, according to its website. Source: [www.lngprime.com](http://www.lngprime.com)

## **NEW FORTRESS ENERGY TO DEPLOY FSRU TO EGYPT**

New Fortress Energy (NFE) has agreed, through its subsidiary, a five-year contract to deploy its *Energos Winter* floating storage and regasification unit (FSRU) to Egypt. NFE said the 138,250-m<sup>3</sup> FSRU is headed to the Egyptian Natural Gas Holding Co (EGAS) to be stationed in Damietta, Egypt later in 2025. "This is NFE's second FSRU stationed in Egypt, and *Winter* will join *Energos Eskimo* in Egypt as early as August of this year," NFE said, with NFE chief financial officer Chris Guinta noting the deal "reinforced" NFE's relationship with EGAS. "This deal enhances NFE's goals of providing reliable and cost-effective energy across the globe," Mr Guinta said.

### **NFE's financials**

NFE reported a significant loss for Q1 of US\$197M in its quarterly earnings call. The Q1 2025 loss backed on to a US\$224M loss reported in Q4 2024 and sent the company's share price plummeting from nearly US\$7 per share to just over US\$2 per share. In May, to offset some of its reportedly billions in debt, the company said it had sold off its LNG import terminal in Montego Bay, Jamaica, its offshore floating storage and regasification terminal in Old Harbour, and 150-MW combined heat and power plant in Clarendon, along with the associated infrastructure. The sale at a price of around US\$1.1Bn, according to NFE, highlighted a "near-term focus on asset sales and corporate debt reduction". "Following the sale of our Jamaica business, our plan is to simplify our balance sheet with a potential asset-based financing with a similar structure to other liquefier financings and using our robust portfolio of LNG terminals and long-term LNG supply and downstream demand contracts," the company said in its earnings report. Around the same time, Bloomberg reported NFE had been disqualified from an auction for temporary power generation in Puerto Rico for a 'non-conforming' bid and NFE later announced a delay in filing its quarterly report to US securities exchange Nasdaq. Despite these events, NFE's billionaire chairman and chief executive

Wes Edens said the company expects its core earnings to increase with maturing developments in Brazil, Nicaragua and expansions in Puerto Rico. Source: [www.riviera.com](http://www.riviera.com)

## INDIA BOOSTS JUNE LNG IMPORTS

India's liquefied natural gas (LNG) imports rose by 26.1 percent year-on-year in June, preliminary data from the oil ministry's Petroleum Planning and Analysis Cell shows. The country imported 3 billion cubic meters, or about 2.2 million metric tonnes of LNG in June, via long-term contracts and spot purchases. June LNG imports were similar to those of the previous month, when they reached 2.97 bcm. India imported 8.77 bcm of LNG during April-June, up by 4.6 percent compared to the previous year, according to the data. From April 2024 to March 2025, India took 36.99 bcm of LNG, or about 27.7 million metric tonnes, up by 15.4 percent compared to the same period in the year before, PPAC's data previously showed. India paid \$1.3 billion for June LNG imports, down from \$1.4 billion in June 2024. Moreover, India's natural gas production reached 2.90 bcm in June, a drop of 3.1 percent from the corresponding month of the previous year.

### LNG terminals

India imports LNG via eight facilities with a combined capacity of about 52.7 million tonnes per year. These include Petronet LNG's Dahej and Kochi terminals, Shell's Hazira terminal, and the Dabhol LNG, Ennore LNG, Mundra LNG, and Dhamra LNG terminals. The newest LNG import terminal is HPCL's 5 mtpa Chhara LNG import terminal in India's Gujarat, which launched commercial operations in February. PPAC said that during April-May this year, the 17.5 mtpa Dahej terminal operated at 89.9 percent capacity, while the 5.2 mtpa Hazira terminal operated at 18.1 percent capacity. The 5 mtpa Dhamra LNG terminal operated at 42.1 percent capacity, the 5 mtpa Dabhol LNG terminal operated at 33.3 percent capacity, the 5 mtpa Kochi LNG terminal operated at 23.2 percent capacity, the 5 mtpa Ennore LNG terminal operated at 25.8 percent capacity, the 5 mtpa Mundra LNG terminal operated at 17.6 percent capacity, and the Chhara LNG terminal operated at 4 percent capacity. India's largest LNG importer, Petronet LNG, pushed back the launch of an additional 5 mtpa capacity at its Dahej LNG terminal in western Gujarat state. In May, the company's executive said that "within the next three to four months, we expect this to be ready for commissioning." Source: [www.lngprime.com](http://www.lngprime.com)

## JAPAN'S LNG IMPORTS DROP IN JUNE

Japan's liquefied natural gas (LNG) imports dropped by 2.8 percent in June compared to the same month last year, according to provisional data released by the country's Ministry of Finance. The country's LNG imports decreased to 4.44 million tonnes last month compared to 4.57 million tonnes in June 2024. LNG imports also dropped compared to 4.66 million tonnes in the prior month and were the lowest this year. The ministry's data also shows that Japan imported 32.14 million tonnes during the first six months of this year, down by 0.8 percent year-on-year. Moreover, Japan's coal imports for power generation decreased in June compared to the same month last year. The data shows that coal imports were down by 10.7 percent to 6.03 million tonnes, and Japan paid about \$690 million for these imports, a drop of 36.7 percent compared to last year.

### LNG import bill down

The June LNG import bill, which was about \$2.55 billion, dropped by 10.7 percent compared to the same month last year. JOGMEC said in a report last week that the contract-based price and the arrival-based price for June spot LNG cargoes were not disclosed. This was

also the case in February, March, and April, while the contract based-price in May was at 12.3/MMBtu. The organization only publishes spot LNG prices in cases where two or more companies import spot LNG.

#### **LNG inventories**

METI previously announced that Japan's LNG inventories for power generation stood at 2.26 million tonnes on June 1, up from 2.16 million tonnes the previous week. According to METI, 2.34 million tonnes on June 8, 2.14 million tonnes on June 15, 2.27 million tonnes on June 22, 2.14 million tonnes on June 29, 1.90 million tonnes on July 6, and 1.88 million tonnes on July 13.

#### **Deliveries**

As per LNG shipments going to Japan in June, deliveries from Asia rose by 7.8 percent year-on-year to 962,000 tonnes, the ministry's data shows. Middle East LNG shipments decreased by 21.1 percent to 356,000 tonnes in June. Moreover, shipments from Russia dropped by 54.5 percent to 251,000 tonnes, while US deliveries decreased by 46 percent to 272,000 tonnes in June.

#### **China and Japan**

Japan, the world's second-largest LNG importer, took 65.89 million tonnes of LNG last year, down 0.4 percent year-on-year, while China remained the top LNG importer and its imports increased by 7.7 percent to 76.65 million tonnes last year. However, Japan imported more LNG than China in the first five months of this year. China has not yet released official data for LNG imports in June. During January-May, China took 24.86 million tonnes of LNG, a decrease of 23.2 percent compared to the same period last year. Japan imported about 2.8 million tonnes more than China during the period. source: [www.lngprime.com](http://www.lngprime.com)

## **SABAH TO TAKE STAKE IN PETRONAS' THIRD FLNG**

SMJ Energy, owned by the Sabah government, has signed a heads of agreement with Malaysian energy giant Petronas to take a 25 percent stake in the latter's third floating LNG production unit. Petronas announced the signing of the agreement in a statement on Thursday. The proposed equity acquisition will be implemented via definitive agreements to be finalized following the HoA, Petronas said, adding that this marks a "significant step forward" in strengthening its long-standing partnership with the Sabah state government. SMJ Energy will take the stake from Petronas LNG, a unit of Petronas, in PFLNG 3. PFLNG 3 is the project company developing the upcoming shore-based floating LNG facility, which will be located in Sipitang Oil & Gas Industrial Park (SOGIP), Sabah. Earlier this year, South Korea's Samsung Heavy Industries launched the hull of the FLNG. Samsung Heavy officially started building the FLNG at its yard in Geoje last year. The FLNG is expected to set sail in February 2027. This third FLNG facility will produce 2.1 million tonnes per annum (mtpa) of LNG and is targeted to start operations in May 2027. Once in operation, it will become Malaysia's first nearshore FLNG facility. Japan's JGC confirmed in January 2023 that it had won the contract with Samsung Heavy to build the FLNG for Petronas. The two firms already built the second FLNG, PFLNG Dua, for the Malaysian firm. The nearshore LNG plant will increase Petronas' LNG production from floating LNG facilities from 2.7 mtpa to 4.7 mtpa. Currently, Petronas operates two floating LNG facilities, namely the 1.2 mtpa PFLNG Satu and the 1.5 mtpa PFLNG Dua, both located offshore Sabah. Source: [www.lngprime.com](http://www.lngprime.com)

## **LNG IMPORTS SURGE IN JUNE**

Global liquefied natural gas (LNG) imports surged by 9.4 percent year-on-year in June, marking the strongest annual increase since November 2022, the Gas Exporting Countries Forum said in its latest report. Last month, global LNG imports increased by 3 Mt year-

on-year to 34.84 Mt, marking a y-o-y increase for the fifth consecutive month of annual growth. Doha-based GECF said this growth was primarily driven by Europe and, to a lesser extent, the MENA region, which together offset weaker imports from other regions. Although the Asia spot LNG price maintained a premium over the TTF month-ahead price, the netback price for US LNG deliveries into Europe remained higher than for Asia Pacific, supporting the continued influx of US LNG into Europe. During the first six months of this year, global LNG imports rose by 4.1 percent y-o-y (8.43 Mt) to 214.57 Mt, mainly supported by stronger European demand, GECF said.

#### **European LNG imports continue to increase**

In June 2025, Europe's LNG imports continued its strong growth, rising by 41 percent (9.48 Mt) y-o-y to 10.08 Mt, registering a record high for June, according to GECF. GECF said the jump in European LNG imports was driven by a combination of lower pipeline gas imports, stronger gas demand for reinjection into underground gas storage and weaker domestic gas production. At a country level, Belgium, France, Germany, Greece, Italy, the Netherlands, and Spain led the increase in the region's LNG imports. In H1 2025, Europe's LNG imports jumped by 26 percent (13.84 Mt) y-o-y to reach 67.97 Mt and is on track to reach a record high for the full year, GECF said. In Belgium, the rise was driven by higher gas injections into storage and increased pipeline gas exports to neighbouring countries. France saw similar trends, with reduced pipeline gas imports, greater storage injection, and higher pipeline gas exports supporting LNG import growth. Germany also recorded a notable increase, supported by robust storage injections and elevated pipeline gas exports. In Greece, higher domestic gas consumption and a decline in pipeline gas imports contributed to the uptick. Italy's LNG imports grew on the back of rising gas demand, increased storage reinjection, lower pipeline gas imports, and stronger pipeline gas exports. GECF said the Netherlands followed suit, with declining pipeline gas imports, increased storage injection, and higher pipeline gas exports bolstering LNG inflows. Lastly, Spain's increase was attributed to stronger gas consumption and reduced pipeline gas imports.

#### **Asia Pacific LNG imports drop**

GECF said that LNG imports in the Asia Pacific region totaled 21.93 Mt in June, representing a y-o-y decline of 0.7 percent (0.16 Mt). However, GECF noted that the decrease was less pronounced compared to previous months. The decline was driven by lower imports in China, India and Thailand, partially offset by higher imports in Bangladesh, Japan, and Taiwan, GECF said. During H1 2025, Asia Pacific's LNG imports dropped by 5 percent (7.03 Mt) y-o-y to 132.97 Mt. China's LNG imports declined in June, though at a slower pace than in previous months, due to higher domestic gas output, increased pipeline imports, lacklustre gas demand, and elevated spot LNG prices, GECF said. In India and Thailand, an early monsoon reduced cooling needs, contributing to lower LNG imports, with high spot prices further weighing on India's LNG imports, GECF said. In contrast, Bangladesh's LNG imports rose, supported by both FSRUs operating this year versus one being offline a year ago. GECF said that Japan's LNG imports increased on the back of stronger power sector demand and pre-summer LNG restocking, while Taiwan's rise was driven by increased gas demand in the power sector amidst its nuclear phase-out.

#### **Latin America and MENA**

LNG imports in the Latin America & the Caribbean region reached 1.30 Mt in June, representing a small decline of 1.9 percent (0.03 Mt) y-o-y. GECF said the stronger LNG imports were driven by Argentina and Colombia, which offset a significant decline in Brazil's LNG imports. In H1 2025, LNG imports in the LAC region declined by 14 percent (0.99 Mt) y-o-y to 6.28 Mt. GECF said Argentina increased its LNG imports in June, as a mild start to the winter delayed cargo deliveries from May. An LNG cargo originally scheduled for delivery



in May was diverted to Colombia. In Colombia, rising LNG imports helped compensate for falling domestic gas production. In contrast, Brazil's LNG imports declined due to stronger domestic gas production, GECF said. On the other hand, the MENA region's LNG imports jumped by 36 percent (0.40 Mt) y-o-y to reach 1.52 Mt, supported by stronger imports in Bahrain and Egypt. During H1 2025, the MENA region's LNG imports surged by 79 percent (3 Mt) y-o-y to 6.81 Mt, GECF said. Bahrain continues to ramp up its LNG imports following the resumption of imports in April. Meanwhile, Egypt's increased LNG imports have compensated for lower domestic gas supply. GECF said.

#### **LNG exports climb**

GECF said that global LNG exports increased by 4.8 percent (1.56 Mt) y-o-y to reach 34.33 Mt, marking a record high for LNG exports in the month of June. GECF member countries led the increase, followed by smaller gains from non-GECF countries and LNG re-exports. During H1 2025, global LNG exports reached 213.41 Mt, representing growth of 4.1 percent (8.40 Mt) y-o-y, driven mainly by stronger exports from non-GECF countries, with GECF member countries and LNG re-exports contributing to a lesser extent. Non-GECF countries maintained their dominance in global LNG exports with a market share of 53 percent, slightly down from 53.6 percent a year earlier. Meanwhile, GECF member countries and LNG re-exports accounted for 46.5 percent and 0. percent, up from 46.1 percent and 0.3 percent, respectively, in June, GECF said the US, Qatar, and Australia retained their positions as the top three LNG exporters in June.

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

## **TOTAL ENERGIES: AVERAGE LNG PRICE DOWN IN Q2**

French energy giant TotalEnergies, one of the world's largest LNG players, reported a year-on-year drop in its average price for equity liquefied natural gas sales in the second quarter of this year. TotalEnergies said on Wednesday in its trading statement that the average LNG price was \$9.10/MMBtu in the three-month period, down by \$0.22/MMBtu compared to \$9.32/MMBtu in the second quarter of 2024. Additionally, the average price decreased compared to \$10/MMBtu in the first quarter of this year. The company's average price was \$10.37/MMBtu in the fourth quarter of last year and \$9.91/MMBtu in the third quarter. TotalEnergies said in its results report in April that its average LNG selling price will be between \$9 and \$9.5/MMBtu in the second quarter of 2025 "given the evolution of oil and gas prices in the recent months and the lag effect on price formulas." According to the statement on Wednesday, integrated LNG results in the second quarter are expected to reflect the "evolution of the environment (average LNG selling price of \$9.1/MMBtu vs \$10/MMBtu in the first quarter of 2025, reflecting crude price evolution) and low volatility in gas trading." Hydrocarbon production of the second quarter 2025 is expected to be at the midpoint of the quarterly guidance, around 2.5 percent growth compared to the second quarter of 2024. "Exploration and production results are expected to reflect the evolution of the environment (\$7/b average liquids price decrease vs first quarter 2025), in line with published sensitivities while being supported by accretive production growth both in results and cash," TotalEnergies said. TotalEnergies plans to release its quarterly results on July 24. [source-www.lngprime.com](http://source-www.lngprime.com)

## **GSI DELIVERS LNG-POWERED PCTC TO BYD**

China's Guangzhou Shipyard International (GSI) has delivered an LNG-powered pure car and truck carrier to compatriot electric vehicle giant BYD. GSI said in a statement it delivered the LNG dual-fuel PCTC, BYD Zhengzhou, with a capacity of 7,000 ceu on July 16. The shipbuilder said this is the second LNG dual-fuel PCTC it built for BYD. GSI delivered the first vessel, BYD Hefei, in January this year. In 2023, GSI announced the order for these two LNG dual-fuel PCTCs. The vessels are 199.9 meters long, 38 meters wide, with

a design speed of 18.5 knots, according to GSI. Also, the PCTCs feature a shaft generator. Last year, China's CIMC Raffles in Yantai delivered the first LNG-powered PCTC to owner Zodiac Maritime and charterer BYD. The vessel in question is BYD Explorer No. 1. Last month, BYD also announced the delivery of the LNG dual-fuel PCTC, BYD Changsha. This vessel, built by China Merchant Heavy Industry, has a capacity of 9,200 ceu and it is the sixth PCTC in BYD's fleet. Source: [www.lngprime.com](http://www.lngprime.com)

## **ARGENTINA'S ENARSA RECEIVES FIVE OFFERS FOR LATEST LNG CARGO TENDER**

Argentina's state-owned LNG importer Energia Argentina (Enarsa) has received five offers for its fourth LNG cargo tender in 2025. The event was streamed live on Enarsa's YouTube channel on Tuesday. Units of TotalEnergies, BP, Vitol, Gunvor, and Trafigura submitted the offers. Last week, Enarsa announced that it has sent the fourth request for proposals of the year for five LNG shipments to meet the seasonal peak in natural gas demand in August. Enarsa invited 39 pre-qualified companies to participate. A document posted on Enarsa's website recently showed that the company will spend about \$567.5 million to purchase 22 LNG cargoes from BP and TotalEnergies this year, following the completion of the first three tenders. Each of the cargoes, with a capacity of 2,100,000 MMBtu, will meet peak seasonal demand for natural gas. The document shows that Enarsa selected BP's unit, BP Gas Marketing, to supply all six LNG cargoes from April to June to the Escobar terminal as part of the first tender. The average price for these six LNG cargoes is 13.666/MMBtu, or about \$172.19 million in total for all the shipments. Moreover, Enarsa also selected BP Gas Marketing to deliver all eight LNG shipments from June to July as part of the second tender. The average price for these eight LNG cargoes is 11.477/MMBtu, or about \$192.81 million in total for all of the shipments. Additionally, Enarsa selected BP Gas Marketing to deliver one shipment in August under the third tender. TotalEnergies won seven cargoes under this tender. The average price for these eight LNG cargoes is \$ 12.054/MMBtu, or approximately \$202.5 million in total. source:[www.lngprime.com](http://www.lngprime.com)

## **PORT OF CORPUS CHRISTI -H1 LNG VOLUMES RISE 10.8 PERCENT**

The US Port of Corpus Christi in Texas reported a 10.8 percent year-on-year increase in its liquefied natural gas (LNG) volumes in the first half of this year. According to a statement on Tuesday, Port of Corpus Christi customers moved 51.1 million tons of commodities through the Corpus Christi Ship Channel in the second quarter of 2025. The tonnage marked a record second quarter for the port, besting the prior second quarter record of 50.6 million tons, set in 2024. Crude oil shipments in the first six months of this year totaled 65.2 million tons, up more than 3.8 percent over the same period last year. Moreover, LNG volumes increased by nearly 10.8 percent to 8.5 million tons, the port stated. Additional increases occurred in dry bulk, breakbulk, and other bulk liquids. The port previously said that LNG volumes were up 12.3 percent to 4.3 million tons in the first quarter of this year. This means that LNG volumes reached 4.2 million tons in the second quarter. The US port recently completed the \$625 million ship channel improvement project. Also, the four-phase channel improvement project increased the depth of the Corpus Christi Ship Channel. The newly expanded waterway enables more efficient transport of crude oil, LNG, and other commodities. LNG volumes are expected to continue growing in the future, as Cheniere's Corpus Christi liquefaction facility is currently undergoing a capacity expansion. The Corpus Christi terminal consists of three trains, each with a capacity of about 5 mtpa. Cheniere is also building the Corpus Christi Stage 3 expansion project. In March this year, Cheniere's EPC partner, Bechtel, turned over care, custody, and control of CCL Stage 3 Train 1 and associated systems to Cheniere ahead of schedule,



while Cheniere recently started producing LNG at the second train. The Stage 3 expansion project at Cheniere's Corpus Christi LNG export plant in Texas is 85.4 percent complete. Source: [www.lngprime.com](http://www.lngprime.com)

## ZHOUSHAN CHANGHONG HANDS OVER LNG-POWERED CONTAINERSHIP TO MSC

China's Zhoushan Changhong International Shipyard has delivered MSC's second LNG dual-fuel containership with a capacity of 11,500 teu. According to a statement by the shipbuilder, MSC Insa's naming and delivery ceremony took place on May 26. In November 2024, the shipbuilder launched this vessel and its sister ship MSC Leila. Zhoushan Changhong delivered MSC Leila in May this year. The DNV-classed vessels are 335 meters and 45.6 meters wide, with a design speed of 20 knots. Zhoushan Changhong said the vessels feature type C LNG fuel storage tanks, which allow them to complete a single round trip on China-Europe or China-US routes. CIMC ORIC, a unit of China International Marine Containers (CIMC), designed these new containerships. CIMC is a shareholder in Zhoushan Changhong via its leasing unit. Zhoushan Changhong previously said that MSC has 36 LNG dual-fuel vessels on order at the yard. The Switzerland-based shipping giant first ordered ten LNG dual-fuel 11,500-teu vessels from the shipbuilder and, after that, added ten LNG dual-fuel 11,300-teu vessels. The shipbuilder will deliver the first batch of the vessels in 2025 and 2026 and the other ten ships during the second half of 2026 and 2027. Last year, MSC booked 12 LNG dual-fuel vessels at Zhoushan Changhong. These containerships will have a capacity of 19,000 teu. Most recently, MSC booked four firm LNG dual-fuel container vessels at the yard. Zhoushan Changhong said these LNG dual-fuel container vessels will have a capacity of 21,700 teu. Source: [www.lngprime.com](http://www.lngprime.com)

## AUSTRALIAN LNG EXPORT REVENUE DOWN IN JUNE

Australian liquefied natural gas (LNG) export revenue decreased by 1.3 percent year-on-year in June, according to EnergyQuest. The consultancy estimates that Australian LNG export revenue reached A\$4.99 billion (\$3.27 billion) last month. EnergyQuest said this was slightly down from May's \$5.19 billion and marginally lower, by 1.3 percent, year-on-year from June 2024 (A\$5.06 billion). Western Australia projects earned A\$2.70 billion in export revenue, Queensland projects earned A\$1.59 billion, and Northern Territory projects earned A\$0.71 billion.

### Maintenance

Over the past three months, WA shipments have been characterized by scheduled maintenance undertaken on Chevron's Wheatstone and Gorgon LNG plants, as well as the Woodside-led North West Shelf project. Consequently, production and shipping volumes have been impacted, EnergyQuest noted. In June 2025, five fewer cargoes were loaded in WA LNG ports compared to May 2025. As the cooler months approach, the three Queensland projects have taken the opportunity to commence planned maintenance with the QCLNG project having the equivalent of up to one train offline for approximately two weeks during May (and into June). In June, the GLNG project undertook planned maintenance with up to one train being offline for approximately three weeks, which carried over into the first week of July, EnergyQuest said. Meanwhile, APLNG has maintenance scheduled for mid-to-late-July, with up to the equivalent of one train being offline for up to two weeks, it said.

### Shipments

Despite these planned maintenance schedules, the projects shipped 29 cargoes for a combined total of 2 Mt during June, higher than the 28 cargoes for 1.82 Mt shipped during May, the consultancy said. During June 2025, the Ichthys project in NT, shipped 12 cargoes for

0.89 Mt compared to shipping 12 cargoes for 0.88 Mt in May, and 11 cargoes for 0.82 Mt during April, EnergyQuest said. Based on shipping data, EnergyQuest estimates that Australia exported 6.29 Mt of LNG in June 2025, totaling 89 cargoes. This was a decrease compared to May 2025, when Australia exported 6.40 Mt and 93 cargoes. When annualised, June's exports represent 76.5 Mtpa, equivalent to 86.4 percent of total Australian nameplate capacity, EnergyQuest said. source: www.lngprime.com

## CROWN LNG INKS KAKINADA PIPELINE DEAL

US-listed Crown LNG has signed a memorandum of understanding with India's Pipeline Infrastructure to link its proposed Kakinada LNG import terminal with PIL's pipeline. PIL, which is owned by Brookfield Asset Management-backed India Infrastructure Trust, said in a social media post that its managing director Akhil Mehrotra signed the MoU with Swapn Kataria, CEO of Crown LNG, on July 10. The duo agreed to establish connectivity between Crown LNG's proposed 7.2 mtpa gravity-based structure and regasification unit at Kakinada and PIL's pipeline, subject to satisfaction of various terms and conditions. Moreover, PIL said the tie-in connectivity will provide Crown LNG with an evacuation solution from its regasification unit located in close proximity to its injection point at Kakinada, ensuring efficient delivery of natural gas to key demand centres across India. "This tie-in connectivity will facilitate evacuation of circa 25 mmscmd of gas from the terminal through the PIL pipeline providing Crown LNG and its customers access to the western and the northern gas markets," it said.

### 2026

According to PIL, Crown LNG plans to begin construction of the terminal in 2026. PIL said Crown LNG is currently in the process of finalizing contracts with key suppliers, while the firm expects to complete the facility within four years from the date of this MoU. Crown LNG operates in India through its wholly owned subsidiary Krishna Godavari LNG Terminal. "The parties will work closely to align the pipeline connectivity with the project's development timeline, enabling synchronized execution and operational readiness," PIL said.

### \$1 billion

In November year, Crown LNG completed the acquisition of all shares of KGLNG, which owns the operating license for the company's planned LNG import terminal in Kakinada. Earlier this year, Crown LNG signed a memorandum of understanding with the Indian Gas Exchange (IGX) to cooperate on LNG sales to downstream customers from its Kakinada LNG import terminal. Crown LNG expects the project to cost about \$1 billion. Worth mentioning here, in July 2024, Crown LNG and Catcha Investment completed their deal for a business combination. This combination resulted in Crown LNG becoming a US publicly listed company. Source: www.lngprime.com

## SINGAPORE LNG BUNKERING VOLUMES HIT NEW RECORD IN JUNE

Singapore's liquefied natural gas (LNG) bunkering sales reached a new record in June, according to Singapore's Maritime and Port Authority. Preliminary bunkering data on MPA's website shows LNG bunkering sales in the world's largest bunkering port reached 55,350 mt last month. This marks a new monthly record, surpassing the previous record of 51,662 mt in June last year. Last month's LNG bunkering sales rose 23 percent compared to 45,000 in May this year. During January-June, Singapore LNG bunkering volumes reached 244,180 mt, a rise of 17 percent compared to 208,880 mt in the same period last year. In 2024, LNG bunkering volumes surged 318.5 percent to 463,948 mt. This compares to 110,850 mt in 2023, when LNG bunkering sales jumped compared to 16,300 mt in 2022 and 49,190 mt in 2021. LNG bunkering volumes in Singapore increased due to new bunkering vessels working in the Singapore port, the growth of the global fleet of LNG-powered vessels, and lower LNG fuel prices. In addition, MPA is currently looking for ways to scale up

use of LNG as a marine fuel in the Port of Singapore. In December, it launched an expression of interest (EOI) to invite interested parties to submit a proposal(s) that would allow MPA to better understand the potential for scaling up of sea-based reloading of LNG for use as a marine fuel. MPA said in April this year that it received 14 proposals under its EOI to scale up the supply of LNG as marine fuel. At present, the port of Singapore is served by three licensed LNG bunker suppliers and hosts three LNG bunkering vessels which provide ship-to-ship fueling operations. The 7,500-cbm FuelNG Bellina, owned by a joint venture consisting of Shell and Seatrion, is Singapore's first LNG bunkering vessel. It started operations in 2021. Besides this vessel, the 18,000-cbm FuelNG Venosa completed its first LNG bunkering operation in 2023. This is FuelNG's second bunkering vessel, and the JV charters it from Korea Line LNG, a unit of SM Group's Korea Line. In addition to these two vessels, Singapore's Pavilion Energy, which is now part of Shell, completed the first bunkering operation with MOL's LNG bunkering vessel, Brassavola, in February last year. In February this year, a unit of France's TotalEnergies also completed what it says is Asia Pacific's first LNG bunkering for cruise passenger ships with Brassavola. Source: [www.lngprime.com](http://www.lngprime.com)

## **GAIL, VITOL FINALIZE 10-YEAR LNG SUPPLY DEAL**

India's largest gas utility, GAIL, has finalized its previously announced long-term deal to buy liquefied natural gas (LNG) from energy trader Vitol. GAIL announced on Tuesday it had executed a long-term LNG sales and purchase agreement (SPA) with Vitol Asia, a unit of Vitol. Under the SPA, GAIL will buy approximately 1 million metric tonnes per annum of LNG over a period of about 10 years, commencing in 2026. GAIL said Vitol will deliver the LNG supplies from its global LNG portfolio. The Indian firm said that the SPA follows the binding term sheet signed in January 2024. GAIL noted that India emerged as the world's fourth-largest LNG importer in 2024, with demand expected to rise steadily over the next decade. The government of India has set an ambitious target to increase the share of natural gas in the country's primary energy mix from the current 6 percent to 15 percent by 2030. Supporting this vision, India's LNG regasification capacity has seen substantial growth, nearly doubling from 21 mtpa in 2014, according to GAIL. Sanjay Kumar, GAIL's director of marketing, said the company is expanding its long-term LNG portfolio to meet demand growth. "We are pleased to partner with Vitol Asia, and this agreement represents a key milestone in reinforcing GAIL's capability to reliably serve its diverse and evolving customer base," Kumar said. GAIL is an end user for LNG and sells regasified LNG to customers in the fertilizer, city grid, power, refinery, and petrochem sectors, amongst others in India. The firm owns and operates a large network of natural gas pipelines in India. In addition, it holds a stake in India's largest LNG importer, Petronet LNG. GAIL has a diversified LNG sourcing portfolio for over 15 mtpa, which includes supply sources from various geographies both on FOB and DES basis. The long-term contracts include volumes from the US, Qatar, and the UAE. GAIL also has a fleet of chartered LNG carriers. Source: [www.lngprime.com](http://www.lngprime.com)

## **ROTTERDAM LNG BUNKERING VOLUMES CLIMB IN H1**

Liquefied natural gas (LNG) bunkering volumes in the Dutch port of Rotterdam rose in the first half of this year compared to last year, despite a drop in second-quarter volumes. Europe's largest bunkering port and home of the Gate LNG import terminal reported LNG volumes of 465,705 cubic meters in the first half of this year. This marks a rise of 1.64 percent compared to 458,178 cbm in the first half of last year. In April, the port reported LNG volumes of 230,129 cubic meters for the first quarter of this year. However, the port now amended this number, saying that there were 265,043 cbm of LNG bunkered in the first quarter. This is the highest quarterly number for LNG bunkering volumes, surpassing a previous record of 263,068 cbm recorded in the fourth quarter of last year. The new record helped

boost first-half LNG bunkering volumes as second-quarter LNG bunkering volumes decreased to 200,662 cbm compared to 242,931 cbm in the second quarter of 2024. Also, there were 4,752 cbm of bio-LNG bunkering volumes recorded in the second quarter of this year. In 2024, the port reported LNG bunkering volumes of 941,366 cubic meters. This marked a new yearly record and a rise of 52 percent compared to 2023. The port said that the demand for LNG bunkering in 2024 rebounded to previous levels after a decline during the period of inflated gas prices. DNV's most recent data shows that LNG remains the clear fuel of choice for alternative-fueled vessel orders, with 87 new ships ordered, totaling 14.2 million gross tonnes in the first half of this year. In addition, 13 LNG bunkering vessels were ordered during the period, compared to 62 in operation globally, with February marking the strongest month for this segment with eight orders. Source :[www.lngprime.com](http://www.lngprime.com)

## **CHINA'S GAS IMPORTS UP IN JUNE**

China's natural gas imports, including pipeline gas and LNG, rose by 1.1 percent last month compared to June 2024, according to customs data. The data from the General Administration of Customs shows that natural gas imports reached 10.54 million tonnes in June. This compares to 10.42 million tonnes in June 2024 and 10.10 million tonnes in May 2025. This marks the first monthly year-on-year rise for China's gas imports this year, according to the data. The country paid about \$4.68 billion for gas imports last month. China's gas imports reached 59.55 million tonnes in the first six months of this year, down 7.8 percent compared to the same period in 2024. The country paid \$27 billion for these imports, down 15 percent year-on-year. The data previously showed that China's natural gas imports rose by 9.9 percent to 131.69 million tonnes in 2024, while LNG imports increased by 7.7 percent to 76.65 million tonnes last year. Official data for LNG imports in June this year has not yet been released. During January-May, China imported 24.86 million tonnes of LNG, a decrease of 23.2 percent compared to the same period last year. Japan overtook China in the first five months of this year as the world's biggest LNG importer. It's worth mentioning here that China said in February it would impose 15 percent tariffs on imports of coal and LNG from the US after President Donald Trump imposed a tariff on goods from the country. Source :[www.lngprime.com](http://www.lngprime.com)

## **SOUTH KOREA'S KOGAS SAYS JUNE SALES DOWN**

South Korean LNG importing giant Kogas said its gas sales decreased by 12.4 percent in June compared to last year. State-owned Kogas sold 2 million mt last month, compared to 2.28 million mt in June 2024, the firm said in a stock exchange filing. June sales were also lower compared to the previous month's 2.39 million mt, which marked a rise of 5 percent on the year. Purchases by power firms decreased 19.3 percent year-on-year to 1.06 million mt in June, and were lower by 15.8 percent compared to the previous month. Moreover, Kogas said its city gas sales dropped 3 percent year-on-year to 938,000 mt in June. City gas sales were lower 17 percent from the previous month. Kogas previously said in its quarterly report that it had sold 11.87 million mt in the first quarter of this year. This is up by 4.1 percent compared to the same quarter last year. Kogas said its city gas sales rose by 4.7 percent as demand for civil use increased due to a significant drop in temperature in February compared to previous years. The firm also said that demand for industrial and fuel cell use increased. According to Kogas, power firm purchases increased 3 percent as power generation increased following the start of commercial operation of new power units.

### **Korean LNG imports down**

Kogas operates 77 LNG storage tanks at five LNG import terminals in South Korea. The large terminals include Incheon, Pyeongtaek, Tongyeong, and Samcheok, while the firm has a small-scale regasification terminal at the Aewol port on Jeju island as well. In addition to these facilities, the firm is building a large terminal in the western port city of Dangjin. Kogas expects to complete the first phase of the Dangjin LNG terminal in May 2027 and the second phase in October 2028. Official statistics for South Korean LNG imports in June are not yet available. According to customs data, South Korean LNG terminals received 19.95 million mt of LNG during the first five months of this year, a drop compared to 20.37 million mt in 2024. Australia was the biggest supplier to South Korea during the five-month period, with 6.58 million mt of LNG, followed by Qatar with 3.15 million mt, and Malaysia with 2.84 million mt, the data shows. Source :[www.lngprime.com](http://www.lngprime.com)

## **SPANISH LNG IMPORTS CONTINUE TO INCREASE**

Spanish liquefied natural gas (LNG) imports continued to rise in June, with Algeria and the US supplying the majority of the volumes. LNG imports rose by 11.1 percent year-on-year to 17.96 TWh in June and accounted for 68.6 percent of the total gas imports, according to the preliminary monthly report by LNG terminal operator Enagas. Imports dropped compared to 20.5 TWh in May, which marked a 25 percent year-on-year rise. Including pipeline imports from Algeria (7.89 TWh), France, and Portugal, gas imports to Spain reached about 28.6 TWh last month, a rise from 27.6 TWh in June last year, the report shows. Moreover, national gas demand in June rose by 21.7 percent year-on-year to 25.5 TWh. Demand for power generation surged by 188.6 percent year-on-year to 9.84 TWh last month, while conventional demand decreased by 4.7 percent to 15.7 TWh, the LNG terminal operator said. In June, storage facilities were 74 percent full, compared to 97 percent in the same month last year and 73 percent in the prior month. Enagas operates a large network of gas pipelines in Spain and has three wholly-owned LNG import plants in Barcelona, Huelva, and Cartagena. It also owns 75 percent of the Musel LNG facility, 50 percent of the BBG regasification plant in Bilbao, and 72.5 percent of the Sagunto plant, while Reganosa operates the Mugardos plant.

### **Algeria and US**

The seven operational Spanish LNG regasification terminals unloaded 19 cargoes last month, down by two cargoes compared to June 2024. Algeria and the US were the biggest LNG suppliers to Spain in June with 4.15 TWh and 4.13 TWh, respectively. Compared to June last year, Algerian volumes dropped from 4.29 TWh, while US volumes rose from 3.28 TWh. Russia supplied 3.26 TWh of LNG to Spain in June, down from 5.68 TWh last year, Angola supplied 3.15 TWh, Peru supplied 2.20 TWh, up from 1.13 TWh last year, and Nigeria supplied 2.04 TWh, up from 0.96 TWh last year.

### **LNG reloads down**

Spanish LNG terminals loaded about 1.09 TWh in June, down 39.7 percent compared to 1.81 TWh in June 2024. Reloads also dropped compared to 1.22 TWh in May. Spanish terminals reloaded 1 TWh in April, 0.54 TWh in March, 1.67 TWh in February, and 0.92 TWh in January. During June, the Sagunto terminal reloaded 0.37 TWh, the Huelva terminal reloaded 0.26 TWh, and the Barcelona terminal reloaded 0.24 TWh. Enagas said 54.9 percent of the loaded volumes in June landed in the EU, 41.7 percent of the volumes were used for bunkering, and the rest landed in non-EU countries. Moreover, truck loading operations at the LNG terminals rose by 3.7 percent to 935. The data shows that last month, the Barcelona LNG terminal completed 197 truckloads, the Sagunto terminal completed 184 truckloads, and the Cartagena terminal completed 161 truckloads. Source :[www.lngprime.com](http://www.lngprime.com)

## **SOUTH KOREA'S KOSPO LAUNCHES FRESH LNG CARGO TENDER**

Korea Southern Power (Kospo) has released a tender inviting firms to submit bids for one spot LNG shipment for delivery in September 2025. KOSPO is seeking between 3 trillion British thermal units (TBtu) and 3.7 TBtu of LNG on a delivered ex-ship (DES) basis.

Moreover, three are tentative arrival window dates, which may be consecutive or non-consecutive, within the period between September 1 and September 15. The volumes will be delivered to a Kogas-operated LNG import terminal or an alternate LNG terminal in South Korea, according to KOSPO. The price will be linked to JKM. "Kospo may, at any time prior to and/or after selecting preferred bidder, request to revise its proposal from a JKM-linked price to a fixed price and/or any formula linked with other indices," it said. The South Korean firm launched the tender on June 10 and bids can be submitted by June 15 at 18:00 (KST). Kospo and the preferred bidder are expected to enter into an MSA by no later than August 29, it said. According to Kospo's website, the firm has seven LNG power plants: Shinincheon, Busan, Namjeju, Yeongwol, Andong, ShingSejong, and Hanlim. Before this tender, Kospo launched a tender for one spot LNG cargo in May for delivery in July. Kospo also launched one tender in February for April delivery. The firm launched two tenders in 2024. Source :[www.lngprime.com](http://www.lngprime.com)

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