LNG NEWS WEEKLY 10TH AUGUST 2025

TOTALENERGIES AND SHELL SCOOP CAPACITY FOR SMALL-SCALE LOADING AT NEW GATE LNG JETTY

Majors gain edge in LNG fuel supply at key bunkering port of Rotterdam. Two energy majors have won the capacity at an upcoming small-scale jetty at the Gate LNG terminal in Rotterdam, which will give them a commanding LNG bunkering position in north-west Europe. Industry sources said TotalEnergies has been awarded 60% of the capacity and Shell 40%. It means they will be able to use their LNG bunker vessel tonnage to take on LNG there and then supply trading LNG-fuelled vessels calling at Rotterdam or in the region. One source said Rotterdam, the top bunker hub in Europe, is next door to Gate, whereas the next loading point for LNGBVs is Zeebrugge in Belgium. He said that compared with berthing at the Gate jetty, sailing back and forth to Zeebrugge significantly reduces the utilisation and sales capacity for LNGBVs. Those following the tender process for the expansion at Gate said it was oversubscribed as big names jostled to get a toehold on the supply position at the new jetty. Among those mentioned as missing out are trader Vitol, which has signed up to three LNGBVs, and would-be LNGBV market entrant ExxonMobil. PetroChina, Uniper and Glencore were among other names that are said to have been interested in the new fourth jetty at the Dutch terminal. TotalEnergies, Shell and Gate have been contacted about the capacity award. Both TotalEnergies and Shell declined to comment. Gate called for expressions of interest in its small-scale ship loading services for the jetty in March. Responses detailing the required capacity and length of contract were due by the following month. At the time, the terminal company said: “Considering the current high occupancy of the jetty and a positive outlook for the LNG bunker market in north-west Europe, an additional jetty is required to support growth for small-scale loading. “The new jetty is an important step

in reducing [greenhouse gas] emissions towards the marine sector by facilitating services for LNG, bioLNG and synthetic LNG. “Providing shore power to reduce NO_x and [greenhouse gas] emissions during the stay at the jetty is in the scope of the project.” Currently, Gate offers small-scale ship loading, mainly for the marine bunkering market, at its dedicated small-scale jetty 3. A year ago, the facility opted to build a fourth 180,000-cbm storage tank and add 4 bcm of regasification capacity at a cost of €350m ($405m). TotalEnergies and Shell are currently operating their own LNGBV tonnage in north-west Europe. This week, it emerged that Shell has added another LNGBV to its arsenal. Bunker market players said it has taken Fratelli Cosulich’s 8,471-cbm Alice Cosulich (built 2023) on charter. TradeWinds reported last month that the Alice Cosulich, which had been on a seven-year charter to Dutch fuel supplier Titan Clean Fuels, had been offered out for hire after a dispute between the owner and charterer. Bunker suppliers are gearing up for the wave of LNG dual-fuel newbuilding tonnage that is beginning to emerge from shipyards. Classification society DNV’s figures show there are more than 770 LNG-fuelled ships in operation, and this figure is set to climb to almost 1,400 by 2033. There are 62 LNGBVs in operation and 30 on order.

Source : www.tradewindsnews.com

GASLOG WRAPS UP SALE OF LNG STEAMSHIP TO EXCELERATE ENERGY

Deal sets benchmark price for older secondhand vessels but steamers create write-downs for owner. GasLog has completed the sale of an 18-year-old, steam turbine-driven LNG carrier, setting a new price for secondhand vessels of this vintage. The shipowner’s GasLog Partners arm said it agreed to sell the 145,576-cbm Methane Alison Victoria (built 2007) in June for $27m. In a quarterly statement, it said the sale was completed on 15 July, resulting in an impairment loss of $29.1m as of 30 June. It did not name the buyer. But the vessel is recorded as transferring to Excelerate Energy’s management on that date. TradeWinds reported in mid-June that Excelerate was being cited as the purchaser of the membrane-type LNG carrier at a price in the mid to low-$20m range. Clarksons’ Shipping Intelligence Network database now records it as having been renamed Excelerate Shenandoah. Excelerate has said it plans to buy a secondhand LNG carrier this year for conversion into a floating storage and regasification unit and has been inspecting potential candidates. The Methane Alison Victoria appeared to be in Qatar’s N-KOM’s Erhama Bin Jaber Al Jalahma Shipyard in June when the conflict between Israel and Iran escalated, prompting questions about the passage of ships through the Strait of Hormuz. Kpler data shows it is still at the yard. The sale shows how prices for LNG steamships have slumped. In 2023, GasLog sold a similar vessel, the 145,000-cbm GasLog Athens (ex-Methane Lydon Volney, built 2006), for $55m. GasLog Partners’ statement said another of its vessels — a sister ship to the Methane Alison Victoria — the 145,000-cbm Methane Heather Sally (built 2007), was redelivered to its owners on 4 July in accordance with a sale-and-leaseback agreement entered into on 31 October 2022. The Methane Heather Sally was sold for $50m to China’s Huaxia Financial Leasing, which had chartered the vessel out to Shandong Marine Energy in Singapore. GasLog Partners said it also recognised a non-cash impairment loss of $5.5m on its 145,000-cbm steam turbine ship Methane Jane Elizabeth (built 2006), which is listed as “idle” on the Clarksons database. “The indications that led to the recognition of a non-cash impairment loss included the sale of the Methane Alison Victoria at a price lower than the carrying amount of the vessel, together with the current low market rates and the decreased shipbrokers’ valuation for the steam vessels,” the company said. GasLog Partners reported a second-quarter loss of $17.9m, a turnaround from a $38.6m profit a year earlier. Revenue was $70.2m, down from $87.3m, due to fixtures at lower rates because of the weak market and 232 idle days in the quarter. It said the loss was down to the non-cash impairment on the Methane Jane Elizabeth,

increased voyage expenses and bunkers consumption due to more idle days, the sale-and-leaseback deal on the 155,000-cbm GasLog Santiago (built 2013) and lower revenues. GasLog Partners' fleet now comprises 13 LNG carriers: three steamships and 10 tri-fuel diesel-electric vessels. Source: www.tradewindsnews.com

H-Line Shipping signs contract for LNG bunker vessel with HJSC

The LNG bunker vessel newbuilding rally has resumed following a brief pause, with South Korea's H-Line Shipping placing an order for a single ship at a domestic shipyard. On 31 July, HJ Shipbuilding & Construction (HJSC) announced it has secured a contract for an 18,000-m³ LNG bunker vessel, scheduled for delivery by the end of 2027. The contract, valued at nearly US$88M, lists H-Line Shipping as the confirmed counterparty. Shipbuilding sources noted the project is government-related and intended to serve a local port. H-Line Shipping specialises in transporting raw materials and energy resources, including iron ore, coal and LNG.This is not the first time the two companies have partnered. In February, HJSC disclosed a similar contract with H-Line Shipping for an 18,000-m³ vessel at the same cost. However, the deal was terminated in May at the request of the shipowner. Both parties have been contacted for comment. At the time of the original contract, HJSC highlighted the vessel would feature two independent IMO-certified LNG tanks and LNG dual-fuel propulsion.

Newbuilding momentum continues

The broader LNG bunker vessel market continues to show strong momentum in 2025. In mid-June, Shanghai International Port Group signed a contract with Jiangnan Shipyard – a subsidiary of China State Shipbuilding Corp – for a 20,000-m³ vessel. Shortly before that, Belgium-based Somtrans was linked to a one-plus-one deal for 20,000-m³ LNG transport and bunker vessels at China's Nantong CIMC Pacific Offshore Engineering. Additionally, new orders have been attributed to Evalend Shipping, led by Kriton Lendoudis, and Spanish shipowner Ibaizabal, both reportedly signing contracts with South Korea's HD Hyundai Mipo shipyard. Source:www.riviera.com

GasLog Partners sells LNG carrier to Excelerate amid Q2 loss

Peter Livanos-led GasLog Partners has completed the sale of a steam-turbine propulsion LNG carrier to Excelerate Energy, as the company reported a second-quarter loss. In its Q2 2025 earnings presentation, the Greek LNG shipowner announced it had agreed to sell 2007-built, 145,000-m³ Methane Alison Victoria to an undisclosed third party. According to Equasis, the vessel has already been renamed Excelerate Shenandoah and is now listed under Excelerate Energy. The vessel was sold for approximately US$27.0M according to GasLog Partners, resulting in the recognition of an impairment loss of US$29.1M. The owner added the non-cash impairment loss was recognised due to the vessel being sold below its carrying value, combined with low current market rates and declining shipbroker valuations for steam-powered vessels. The company also recognised a non-cash impairment loss of US$5.5M related to Methane Jane Elizabeth, as of 30 June 2025, in compliance with International Financial Reporting Standards. GasLog Partners currently owns 14 LNG carriers, according to its website. Methane Alison Victoria was among the oldest in the fleet, surpassed only by 2006-built Methane Rita Andrea and Methane Jane Elizabeth.

Decline in revenue and profit

GasLog Partners reported Q2 2025 revenues of US$70.2M, down from US$87.3M in the same period last year. The decline was primarily attributed to lower charter rates on fixtures in 2024 and 2025, reflecting persistent market weakness. The company also posted a net loss of US$17.9M for the quarter, compared with a net profit of US$38.6M in Q2 2024. The downturn was driven by non-cash impairment losses related to Methane Alison Victoria and Methane Jane Elizabeth, lower revenues, and an increase in voyage expenses. For the first half of 2025, revenues totalled US$150.5M, compared with US$185.3M in the same period of 2024. Net profit for the period dropped to US$8.0M, down significantly from US$88.5M last year. Source:www.riviera.com

HOW ANTHONY VEDER HELPED BUILD LNG BUNKERING

Anthony Veder's early adoption of small-scale LNG enabled the Rotterdam-based gas shipowner to develop a specialised expertise in ship-to-ship (STS) LNG transfers that continues to define its operations. The company's decision in the mid-2000s to commission a tri-fuel vessel capable of transporting LNG, liquid ethylene gas (LEG) and liquid petroleum gas (LPG) marked the beginning of a long-term investment in LNG as a marine fuel. The resulting vessel, Coral Methane, entered service in 2009 and was the first in the Anthony Veder fleet designed to handle LNG cargoes. In 2018, it was modified to serve as a dedicated LNG bunker vessel. This transition positioned Anthony Veder to carry out the LNG fuelling of AIDAnova — the world's first LNG-powered cruise ship — at the port of Santa Cruz de Tenerife in early 2019. That groundbreaking operation remains a defining moment. "Coral Methane was modified for LNG bunkering and performed her first operation in Tenerife in 2019," said Anthony Veder director of commercial and sustainability Björn van de Weerdhof. Crew training, port permitting, and familiarity with the fuelling systems were developed in close co-ordination with AIDA Cruises and Carnival Corporation. Multipurpose gas handling, collaborative planning and regulatory adaptation laid the groundwork for subsequent LNG STS developments. In March 2020, Anthony Veder's LNG carrier Coral Fraseri carried out what was then the largest LNG bunkering operation recorded, delivering nearly 3,300 tonnes of LNG to the semi-submersible crane vessel Sleipnir in the port of Rotterdam. This operation was performed using STS procedures, despite the fact that Coral Fraseri was not purpose-built as a bunker vessel. According to the company, every LNG carrier in the fleet is equipped to perform LNG transfers via STS. The company continued to expand the variety and geographic reach of its LNG operations. In Reykjavik, Iceland, Coral Energy performed the first LNG bunkering of the expedition cruise vessel Le Commandant Charcot. The operation illustrated not only technical readiness but also the company's ability to operate in cold climates and unfamiliar ports. In addition to LNG bunkering, the company is also actively involved in STS operations for transferring LNG cargo at sea. As of mid-2025, Anthony Veder had conducted more than 480 LNG STS transfers as part of a shuttle service to the Deutsche ReGas floating terminal in Lubmin. These transfers were performed by a group of three 10,000-m³ combined gas carriers loading LNG from a floating storage unit (FSU) and discharging it to the floating storage and regasification Unit (FSRU) positioned in a small port in northeast Germany, which required manoeuvring in tight port environments with simultaneous hose handling and mooring adjustments under way. Every LNG bunkering operation carried out by the company is preceded by a detailed risk assessment. The procedure accounts for environmental limits, hazardous zones, boil-off gas management and the need to accommodate simultaneous operations (SIMOPS). The presence of passengers, containers, cranes or shifting cargo can alter safety margins and introduce additional considerations. These are addressed collaboratively with the charterer and port authorities through a joint plan of operation (JPO). "Every LNG STS transfer and bunker operation starts with a full risk assessment, including SIMOPS planning and gas cloud behaviour," said Mr van de Weerdhof. Anthony Veder emphasised that each port has its own requirements and conditions for LNG fuelling, and that building

sustainable relationships with port authorities is essential. This planning extends to the design and location of the LNG manifold. According to Anthony Veder, these manifolds often include restricted zones, spill protection and additional piping, and are generally placed in areas with the least impact on passengers or cargo. However, these placements are not always optimal for mooring or hose access. Creative solutions — sometimes involving unconventional mooring patterns or limited parallel mid-body contact — are supported by mooring analyses to uphold safety standards. Variability in vessel layout presents an additional challenge. "Even JPOs for sister vessels out of the same build series cannot be copied," the company spokesman noted. Differences in onboard procedures and containment systems can invalidate previous planning assumptions. Vessel owners are required to submit general arrangement drawings, emergency procedures, system schematics and crew certification documents in advance. These inputs inform bespoke operational plans for each bunkering. Anthony Veder also highlighted technical limitations that must be addressed in planning. One such constraint is the reliability of emergency shutdown (ESD) signals transferred via ship-to-ship links. If the bunker vessel and receiving vessel use non-compatible systems, a healthy signal cannot be guaranteed. This scenario requires contingency planning, including backup communication protocols and agreed manual intervention steps. Coral Favia, Coral Fraseri and Coral Energy are just three of the 28 vessels in Anthony Veder's fleet. Of those, 30% are LNG-fuelled. The company's long-standing membership of the Society for Gas as a Marine Fuel (SGMF) supports its commitment to safe practices and regulatory evolution. For example, Mr van de Weerdhof is currently chair of the SGMF board. The company sees LNG not only as a mature fuel solution but also as a platform for future carbon reduction strategies. Mr van de Weerdhof said: "Anthony Veder is committed to achieving net-zero greenhouse gas emissions by 2035. Our strategy is built on three pillars: Energy Savings, Act Now, and Future Ready." In the near term, this strategy includes blending bio-LNG and synthetic LNG into existing bunkering operations. Further ahead, the company is investigating the role of new fuels such as ammonia and other C4-based compounds. Its approach is pragmatic: monitor developments in technology, regulation and commercial availability while continuing to build internal competence and partner readiness. That competence is evident in the company's willingness to assume operational risk to demonstrate new fuel pathways. During the early development of LNG-powered ethylene carriers Coral Star and Coral Sticho, Anthony Veder proposed dual-fuel propulsion only after winning the charter tender on conventional MGO/HFO terms. The company then took on the LNG-MGO price spread risk, a decision it viewed as both environmentally and economically justifiable. As LNG bunkering becomes more commonplace, Anthony Veder expects to see further standardisation and the gradual transfer of responsibilities to vessel crews. It envisions a system where risk assessments, mooring configurations and ESD protocols are managed using harmonised templates and digital tools. Automation of the bunkering process — particularly in hose handling and emergency shutdown — may help shorten turnaround times and reduce crew exposure. The Anthony Veder bunkering approach remains rooted in technical diligence and conservative operational planning. In an interview published on Riviera's website, the company stated that building competence at sea remains essential, particularly when working with fuels that require containment, temperature control and crew certification. As the fuel mix evolves and ports begin to support methanol, ammonia and hydrogen infrastructure, the company sees the LNG transition as a valuable source of knowledge. It has already created a repeatable framework for managing crew training, port compliance, risk mitigation and STS logistics. That framework now serves as the baseline for considering next-generation marine fuels. In addition to its role as bunker operator, Anthony Veder has made vessel efficiency improvements. The company recently announced the integration of satellite communications upgrades across its gas carrier fleet and has explored the addition of wind-assisted propulsion systems to reduce fuel consumption. As noted in past Riviera coverage, Anthony Veder

became one of the first gas carrier owners to experiment with auxiliary sail power. With 15 years of LNG bunkering behind it, Anthony Veder is now positioned as both a historical contributor to the development of this fuel segment and an informed participant in its ongoing evolution. The company's decision to treat LNG as both a transport cargo and a viable bunker fuel has given it operational flexibility and technical insight. As the industry turns its attention to decarbonisation, these capabilities are likely to remain relevant: "With over 2,000 successful LNG transfers and bunkering operations and 15 years of pioneering work in LNG as a marine fuel, we have established a track record of sustainable LNG operations and committed to achieving net-zero emissions by 2035. We continue to lead with LNG, bio-LNG, and e-LNG — ready to embrace the next wave of sustainable marine fuels," said Mr van de Weerdhof. Source:www.riviera.com

USCG TIGHTENS LNG BUNKERING RULES FOR VESSELS

New US Coast Guard guidance details stricter LNG fuel transfer requirements. The United States Coast Guard (USCG) has issued new guidance governing ship-to-ship LNG fuel transfers, including mandatory notification procedures, safety measures and operational standards. Policy Letter 01-25, dated 24 July 2025, sets out expectations for LNG and other alternative marine fuel bunkering between vessels operating under federal jurisdiction. According to the guidance, vessel operators planning to conduct LNG fuel transfers must now submit written notification to the local Captain of the Port (COTP) at least 30 days in advance. This notification must describe the vessels involved, their operating areas, transfer equipment and safety measures, and demonstrate compliance with applicable regulatory requirements. The USCG stated the purpose of the policy is "to provide guidance to the marine industry and COTPs regarding bunkering of vessels using LNG or other alternative fuels. "The letter further outlines while the policy is not a substitute for applicable legal requirements, it aims to clarify Coast Guard expectations for safe operations. In addition to the 30-day notification, a separate notification of intent is required 24 to 72 hours prior to each transfer operation. This must be submitted to the relevant COTP and include detailed information on the participating vessels, personnel qualifications, weather conditions, transfer procedures and emergency shutdown systems. For vessels intending to conduct fuel transfers while moored at a waterfront facility regulated under 33 CFR Part 105, the operator must also co-ordinate with the facility and update the Facility Security Plan to reflect LNG or alternative fuel operations. These facility-based transfers require a separate risk assessment and explicit approval from the COTP. The policy sets out a range of operational and safety requirements, including gas detection systems, emergency shutdown procedures, simultaneous operations planning, and provisions for ensuring personnel are adequately trained and qualified, "Operators should provide documentation that persons involved in LNG or alternative fuel bunkering operations are adequately trained and competent to perform their assigned duties," the USCG stated. Any deviation from the outlined procedures, including changes to operating areas, transfer methods or vessel configurations, must be reported to the COTP, with a new risk assessment submitted. The Coast Guard also reserves the right to impose additional conditions or deny operations if safety or environmental concerns arise. While the policy applies primarily to ship-to-ship LNG fuel transfers in US waters, the USCG clarified it may also be used to guide operations involving other cryogenic or low-flashpoint marine fuels. The guidance does not apply to conventional fuel oil transfers, which are regulated separately. The USCG emphasised the document is intended to support consistency across sectors and facilitate safe LNG fuel transfer operations: "This policy letter is an important step in supporting the growing number of vessels using LNG and other alternative fuels," the USCG said in its statement on Maritime Commons. The complete Policy Letter 01-25 is publicly available via the US Coast Guard website. source:www.riviera.com

MIDDLE EAST LNG FINDS POWER IN PRAGMATISM

The Middle East is an essential and growing partner in global LNG trade but, paradoxically, remains one of the most unstable regions for shipping. Producers in the region have adapted to disruption and design innovation — such as the use of solar energy for liquefaction — but are resistant to floating developments. The dominant narrative is not one of novelty, but of LNG strategies grounded in pragmatism.

In contrast to the global proliferation of FLNG and FSRU deployments, the Middle East remains committed to land-based infrastructure and long-term planning. LNG developments in Qatar, Oman and the UAE reflect a preference for high-volume, shore-based systems aligned with state-led investment cycles, integrated logistics and commercial continuity. The Marsa LNG project in Oman exemplifies this approach. A fully electrified 1 million tonnes per annum (mta) train, developed by TotalEnergies and OQEP, will operate within existing port infrastructure at Qalhat. Meanwhile, QatarEnergy continues expanding Ras Laffan operations with a focus on logistics reliability and structured export growth. Recent agreements include 1.8 mta supply to Singapore and, reportedly, a likely contract with Kuwait via Al Zour. This is not infrastructural conservatism. As the International Gas Union's 2025 World LNG Report notes, floating infrastructure offers speed and flexibility, but typically compromises scale, ownership and sovereign control. Gulf state decisions to stay onshore reflect a deliberate alignment with national objectives: to keep LNG value chains within borders, limit third-party exposure, and avoid operational risks in a region vulnerable to drone attacks, cyber interference and maritime chokepoints. Legal and geopolitical uncertainty reinforces this preference. Watson Farley & Williams has warned that standard war risk clauses may not cover acts by quasi-state actors such as the Houthis, and that a claim for frustration of charterparty may fail even if routing is obstructed. In this context, the region's preference for long-term, fixed contracts and stable delivery points looks increasingly like a risk mitigation strategy. This does not imply inertia. LNG fleet dynamics in the region reveal adaptation, with younger tonnage scrapped due to falling charter rates and selected newbuilds entering the orderbook. But the region remains conspicuously absent from floating LNG: no Middle Eastern country was among the eight floating regasification terminals commissioned in 2024, or the 13 currently under construction. As FLNG and FSRUs evolve to include multi-use applications — regasification, bunkering and power generation — Middle Eastern planners may yet consider modular floating systems for marginal fields, synthetic LNG distribution or seasonal demand balancing. But for now, these remain secondary to core strategic priorities. In a sector crowded with talk of transformation, the Middle East is doubling down on reliability. With 700 billion cubic metres of natural gas forecast for 2025 and competitive breakeven prices, the case for long-life, state-supported infrastructure remains strong. In an industry that often chases the new, the Middle East is staying the course. Its LNG strategy is not driven by speed or fashion, but by scale, stability and control — and for now, that approach appears to be working. Source:www.riviera.com

CHENIERE, JERA SEAL LONG-TERM LNG SPA

US LNG exporter Cheniere has signed a long-term LNG sale and purchase agreement with Japan's Jera. Under the SPA, Jera has agreed to purchase approximately 1 million tonnes per annum (mtpa) of LNG from Cheniere Marketing on a free-on-board basis from 2029 through 2050. Moreover, Cheniere said the purchase price for LNG under the SPA is indexed to the Henry Hub price, plus a fixed liquefaction fee. Jera said in June that it had signed a heads of agreement with Cheniere's marketing unit. The Japanese firm agreed 20-year deals to buy up to 5.5 million tonnes per year of LNG from the US. Jera just signed a 20-year LNG SPA with US LNG exporter Sempra Infrastructure, a unit of Sempra, for volumes from the Port Arthur LNG Phase 2 development project in Texas. Cheniere's president and CEO Jack Fusco welcomed this multi-decade agreement with Jera, the "largest power producer in Japan and one of the largest

buyers of LNG in the world." "This SPA fortifies our longstanding relationship with Jera, which is based upon years of cooperation and mutually beneficial LNG trade," he said.

Cheniere expanding capacity

Cheniere is the largest US LNG producer and plans to boost its export capacity to about 100 mtpa via new expansion projects at its Sabine Pass and Corpus Christi LNG terminals. The company currently produces about 49 mtpa at its LNG export facilities, with up to 12 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. However, the company plans to add 20 mtpa to the plant with the proposed Sabine Pass Stage 5 expansion project. In addition, Cheniere recently announced a postive 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. Source:www.lngprime.com

CHINA'S GAS IMPORTS DOWN IN JULY

China's natural gas imports, including pipeline gas and LNG, dropped by 2.1 percent last month compared to July 2024, according to customs data. The data from the General Administration of Customs shows that natural gas imports reached 10.63 million tonnes in July. This compares to 10.86 million tonnes in July 2024 and 10.54 million tonnes in June 2025. June marked the first monthly year-on-year rise for China's gas imports this year. China's gas imports reached 70.14 million tonnes in January-July, down 6.9 percent compared to the same period in 2024. The country paid $31.7 billion for these imports, down 14.2 percent year-on-year. The customs 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 July this year has not yet been released. During January-June, China imported 30.11 million tonnes of LNG, a decrease of 20.6 percent compared to the same period last year. It is worth mentioning here that Japan overtook China in the first six months of this year as the world's biggest LNG importer. Source:www.lngprime.com

ARGENTINA'S SOUTHERN ENERGY TAKES FID ON SECOND FLNG

Argentina's Southern Energy, owned by Pan American Energy, YPF, Pampa Energia, Harbour Energy, and Golar LNG, has taken a final investment decision on the second floating LNG production unit. Golar announced late on Thursday that Southern Energy (SESA) has reached FID for the charter of Golar's 3.5 mtpa MK II FLNG, as contemplated under the terms of the definitive agreements executed by SESA and Golar earlier this year. In May, Golar announced the decision and fulfillment of all conditions precedent for the 20-year re-deployment charter of the FLNG Hilli Episeyo to SESA. In addition, Golar and SESA have signed definitive agreements for a 20-year charter for the MKII FLNG, currently under conversion at CIMC Raffles shipyard in Yantai, China. Golar said at the time that the MKII FLNG charter remained subject to FID and the same regulatory approvals as granted to the FLNG Hilli project. The company has a 10 percent stake in SESA, while PAE has 30 percent, YPF 25 percent, Pampa Energia 20 percent, and Harbour Energy 15 percent.

$400 million per year

Golar said in the statement on Tuesday that the key commercial terms for the 20-year charter agreement include net charter hire to Golar of $400 million per year, plus a commodity-linked tariff component of 25 percent of FOB prices in excess of $8/MMBtu. According to the firm, the FLNG will sail to Argentina following her redelivery, with contract start-up expected during 2028. The MKII FLNG will be moored in the San Matías Gulf near the FLNG Hilli, which is expected to start its 20-year charter with SESA during 2027. Combined, the two units have a nameplate capacity of 5.95 mtpa, and the project expects to benefit from significant operational efficiencies and synergies from two FLNGs in the same area, Golar said. Golar noted that the MKII FLNG project remains subject to regulatory conditions precedent and satisfaction of other customary closing conditions which are progressing according to schedule and expected within 2025. "Today's FID marks another milestone for SESA in establishing Argentina as an attractive LNG exporter and building on Golar's position as the market-leading FLNG service provider. FID solidifies $8 billion of net earnings visibility over 20 years to Golar, with attractive upside potential in the FLNG commodity tariff component and through our shareholding in SESA," Golar's CEO Karl Fredrik Staubo said.

Conversion update

Golar LNG's chief technical officer, Morten Skjong, announced in a separate social media post on Thursday the fabrication start of the midship megablock for the MK II FLNG in Yantai. When joined with the two ship halves of Fuji LNG, it will make up the FLNG's 390-meter-long hull, he said. Earlier this year, Skjong said that Fuji LNG was "cut into an aft and a forward section, which have since been skidded on to land." Golar LNG and Skjong announced the arrival of Fuji LNG at Yantai CIMC Raffles in February this year. The 148,000-cbm Moss-type carrier, Fuji LNG, is the donor vessel for Golar LNG's third FLNG conversion.

More FLNGs

YPF CEO Horacio Marin said in May that SESA is expected to take FID on Argentina's second floating LNG production unit by the end of July. Marin previously said that the first phase of the Argentina LNG project is the SESA project, while YPF is developing the second phase with UK-based LNG giant Shell and the third phase with Italy's Eni. Argentina LNG is a large-scale integrated, upstream, and midstream gas development project aimed at developing the resources of the onshore Vaca Muerta field and serving international markets. It will export in a phased approach up to 30 million tons per year of LNG by 2030. Marin said this week he believes that in the first quarter of next year, YPF can take the final investment decisions for the phases with Shell and Eni, along with the Golar project led by PAE. In June, YPF and Eni signed a participation deal that outlines the necessary steps to reach FID for the third phase of YPF's Argentina LNG export project. This phase includes the production, treatment, transportation, and liquefaction of gas via floating units, for a total capacity of 12 million tons of LNG per year. As per the phase with Shell, the two firms signed a project development agreement (PDA) for the second phase of the Argentina LNG export project in December 2024. The second phase will have a capacity of 10 mtpa and two FLNGs. Source:www.lngprime.com

AXPO JOINS FORCES WITH ENAGAS ON SPANISH BIO-LNG BUNKERING OP

Switzerland's Axpo has joined forces with Spain's Enagas to complete what it says is Spain's first ship-to-ship bio-LNG bunkering operation at the port of Algeciras in the large container shipping industry. Axpo and Enagas announced the bio-LNG bunkering operation in separate statements on Tuesday. The 7,500-cbm LNG bunkering and supply vessel, Avenir Aspiration, chartered by Axpo, delivered over 4,000 cbm of ISCC-certified bio-LNG to the LNG dual fuel container vessel CMA CGM Fort Bourbon. Axpo said the bio-LNG

supplies were sourced via virtual liquefaction at the Enagas-operated Cartagena LNG import facility. Moreover, Enagas said the bio-LNG loading operation at the Cartagena facility represents the largest operation of its kind in terms of volume to date in Spain. The firm noted that the bio-LNG service at the Cartagena plant has been certified by the European Union's International Sustainability and Carbon Certification (ISCC EU) since last July, guaranteeing that the facility meets all the environmental, social, and traceability criteria established by the European Commission. This operation builds upon Axpo's recent LNG bunkering successes in key ports, including Malaga, Algeciras, and Sines. In March, Axpo completed its first ship-to-ship LNG bunkering operation with its chartered vessel Avenir Aspiration. Axpo bunkered MSC's LNG dual-fuel containership in the Spanish port of Malaga. In 2023, Axpo joined forces with Italy's Gas and Heat and the San Giorgio del Porto shipyard to deploy a small-scale LNG bunkering vessel off the coast of Naples. The renewable energy producer and trader signed a ten-year deal with the two firms to charter the LNG bunkering vessel and it expects the ship to begin operations in 2025. Axpo is active across the midstream and downstream natural gas and LNG sector in Switzerland and abroad, including trading and transporting gas across Europe. Its LNG customers range from small and medium-sized enterprises to large energy-intensive industrial companies. Source:www.lngprime.com

QATARENERGY LNG TANKER WRAPS UP TRIALS IN CHINA

A 174,000-cbm LNG carrier built as part of the massive QatarEnergy shipbuilding program has completed its trials in China, according to Hudong-Zhonghua. The LNG carrier (H1799A) completed the "two-in-one" trial and returned to the Changxing Island yard on August 5. CSSC's Hudong-Zhonghua did not provide further information regarding the LNG carrier. This vessel is part of a series of LNG carriers that a joint venture company comprising Japan's NYK, K Line, Malaysia's MISC, and China's CLNG will build for QatarEnergy. 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. In May, Hudong-Zhonghua delivered the 174,000-cbm LNG carrier, Al Tuwar, the first vessel in this series, and also the first LNG carrier that NYK is involved in building in China. This was also Hudong-Zhonghua's 50th LNG carrier delivery. 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. Source:www.lngprime.com

YPF CEO SEES FIDS ON FLNG PROJECTS WITH ENI, SHELL IN Q1 2026

Argentina's state-owned oil and gas company YPF and its partners Eni and Shell may take final investment decisions on two stages of the Argentina LNG project in the first quarter of 2026, according to YPF CEO Horacio Marin. Marin revealed this on Tuesday during a conference in Buenos Aires, which was live-streamed. Argentina LNG is a large-scale integrated, upstream, and midstream gas development project aimed at developing the resources of the onshore Vaca Muerta field and serving international markets. It will export in a phased approach up to 30 million tons per year of LNG by 2030. YPF CEO said during the event that the Argentina LNG project has made "extraordinary" advances. Moreover, Marin said he believes that in the first quarter of next year, YPF can take the final investment decisions for the phases with UK-based Shell and Italy's Eni, along with the Golar project led by PAE.

SESA

Earlier this year, Golar announced the decision and fulfillment of all conditions precedent for the 20-year re-deployment charter of the FLNG Hilli Episeyo, first announced in July 2024. FLNG Hilli, with a nameplate capacity of 2.45 mtpa, is expected to start its contract in 2027. Also, the vessel will be chartered to Southern Energy (SESA), offshore Argentina. SESA's shareholders comprise Pan American Energy (30 percent), YPF (25 percent), Pampa Energia (20 percent), Harbour Energy (15 percent), and Golar LNG (10 percent). In addition, Golar and SESA have signed definitive agreements for a 20-year charter for the MKII FLNG, currently under conversion at CIMC Raffles shipyard in Yantai, China. Golar LNG said at the time the MKII FLNG charter remains subject to FID and the same regulatory approvals as granted to the FLNG Hilli project, expected within 2025.

Eni, Shell

In June, YPF and Eni signed a participation deal that outlines the necessary steps to reach FID for the third phase of YPF's Argentina LNG export project. This phase includes the production, treatment, transportation, and liquefaction of gas via floating units, for a total capacity of 12 million tons of LNG per year. Eni's COO of global natural resources, Guido Brusco recently said that "the plan is to have an FID by the first quarter of 2026." As per the phase with Shell, the two firms signed a project development agreement (PDA) for the second phase of the Argentina LNG export project in December 2024. The second phase will have a capacity of 10 mtpa and two FLNGs. Source:www.lngprime.com

CHINA'S DSOC SCORES LNG BUNKERING VESSEL ORDER

China's Dalian Shipbuilding Offshore (DSOC) has secured an order from compatriot China Bunker to build one large LNG bunkering vessel. DSOC, previously known as Dalian Shipbuilding Industry Offshore (DSIC OffshoreT), announced the order for one 20,000-cbm LNG bunkering vessel on Tuesday. The shipbuilder did not provide the contract price or the delivery date for the vessel. DSOC said China Bunker is headquartered in Shanghai. The firm focuses on the investment, construction, and operation of LNG and ammonia bunkering vessels. According to DSOC, the CCS-classed vessel measures 138 meters in length, 24.8 meters in beam, and has a structural draft of 7.2 meters. It will be equipped with an independently developed membrane cargo containment system, the shipbuilder said. DSOC has already built LNG dual-fuel vessels, such as the Northern Lights JV's LNG-powered liquefied CO2 carriers (pictured above). Orders for LNG bunkering vessels rose this year as the global LNG-powered fleet continues to rise. In the first half of 2025, 13 LNG bunkering vessels were ordered, compared to 62 in operation globally, with February marking the strongest month for this segment with eight orders, DNV previously said. DNV's latest data shows that there are now 771 LNG-powered ships in operation and 626 LNG-fueled vessels on order. Moreover, 199 LNG-powered containerships and 104 LNG-powered car carriers are in operation, followed by 78 crude carriers, and 75 oil/chemical tankers. As per vessels on order, LNG-powered containerships account for a big part of the orders with 359 units. Shipping firms also ordered 106 car carriers, 48 crude oil tankers, and 42 oil and chemical tankers. These statistics do not include smaller inland vessels or dual-fuel LNG carriers. Source:www.lngprime.com

ARAMCO EYES LARGE LNG PORTFOLIO

Aramco's long-term ambition is to have a portfolio of 20 million tonnes per annum (mtpa) of LNG capacity, according to Aramco's CEO, Amin Nasser. Nasser answered a question on Tuesday during Aramco's H1 earnings call on the company's ambitions in the LNG industry in the next five to ten years. The CEO noted that Aramco agreed to increase its interest in MidOcean Energy, the LNG unit of US-based

energy investor EIG, to 49 percent. Earlier this year, Aramco also signed a 20-year deal with NextDecade to buy 1.2 mtpa of LNG per year from Train 4 at the Rio Grande LNG facility. "We are also in discussion on certain agreements that we are currently evaluating that will give us close to 2 million tonnes," Nasser said. "We're looking at something in the range of about 4.5 million tonnes, some of it offtake, some of it equity," he said. "Our long-term ambition is to have 20 million tonnes of LNG capacity, and we continue to evaluate a lot of opportunities currently in our pipeline," Nasser said. Aramco's H1 presentation shows that the company's current plans include about 7.5 mtpa of LNG volumes. This includes expected LNG volumes via MidOcean in near-term and the non-binding heads of agreements signed with other global LNG players, the company said. The company has access to LNG facilities in Australia and Peru through its investment in MidOcean. Last year, MidOcean completed its acquisition of Tokyo Gas Co.'s interests in a portfolio of Australian integrated LNG projects. MidOcean also completed its deal to buy an additional 15 percent interest in Peru LNG from Hunt Oil. The company's interest in Peru LNG now stands at 35 percent, while US-based Hunt remains the operator with a 35 percent stake. Earlier this year, MidOcean also signed a heads of agreement with Energy Transfer to jointly develop the latter's Lake Charles LNG export facility in Louisiana. Most recently, Aramco and Woodside entered into a non-binding collaboration agreement to explore global opportunities, including Aramco's potential acquisition of an equity interest in and LNG offtake from the Louisiana LNG project. Source:www.lngprime.com

ADNOC GAS SAYS Q2 NET INCOME RISES TO $1.38 BILLION

Adnoc's gas and LNG unit, Adnoc Gas, reported a net income of $1.38 billion in the second quarter of this year, a rise of 16 percent year-on-year. Adnoc Gas said on Wednesday that this is the company's highest-ever quarterly net income. Compared to the previous quarter, net income increased 9 percent. Adnoc Gas reported a revenue of $5.96 billion in the second quarter, down 2 percent compared to the same quarter last year and down two percent from the previous quarter. Ebitda increased by 8 percent year-on-year to $2.26 billion. The second quarter saw a "strong" performance across Adnoc Gas' product portfolio, especially in the local gas market. Adnoc Gas also capitalized on opportunities to sell additional volumes at "favourable" prices, in the local gas market and the export market as liquefied natural gas (LNG). "The Q2 results show that the company's product portfolio is resilient to oil price volatility," Adnoc Gas said. In the near and medium term, the company expects to deliver the Integrated Gas Development Expansion – Phase 2 (IGDE-2), Maximizing Ethane Recovery and Monetization (MERAM), and to take the investment decision on the remaining two phases of the RGD project. Furthermore, Adnoc Gas is progressing other growth projects, like the Ruwais LNG project to capture an increasing share of the LNG market. LNG is a "valuable and growing part" of the company's product portfolio, it said. Adnoc Gas just signed a 10-year heads of agreement to supply LNG to India's HOCL. Before that, the company signed a three-year LNG supply deal with German gas importer Securing Energy for Europe (SEFE). Adnoc owns a 70 percent stake in Adnoc LNG, which produces about 6 mtpa of LNG from its facilities on Das Island. In June 2024, it made the final investment decision to build its LNG export terminal in UAE's Al Ruwais. Also, Adnoc Gas said in November 2024 that it expects to spend about $5 billion to buy a 60 percent operating interest from its parent company Adnoc in the Al Ruwais LNG export plant. The LNG project will consist of two 4.8 mtpa trains with a total capacity of 9.6 mtpa, more than doubling Adnoc's existing UAE LNG production capacity to around 15 mtpa. Source:www.lngprime.com

HUDONG-ZHONGHUA TO BUILD ANOTHER LNG BUNKERING VESSEL FOR TOTALENERGIES

China's Hudong-Zhonghua said it had secured another order to build one 18,600-cbm LNG bunkering vessel for French energy giant TotalEnergies and Spain's shipping firm Ibaizabal. Hudong-Zhonghua said that this is the optional vessel as part of the 1+1 order announced in July last year. The contract formally came into effect on July 31, according to the shipbuilder. Such as the first "V3.0 version" 18,600-cbm LNG bunkering vessel, the ship owner of the new vessel is Ibaizabal and the operator is TotalEnergies. The new LNG bunkering vessel will be 135.9 meters long, 24.5 meters wide, and with a depth of 16 meters. It is classified by Bureau Veritas (BV) and features GTT's Mark III Flex containment tech. Hudong-Zhonghua did not provide the price tag of the contract. The first vessel is said to be worth about $90 million. Shipbuilding sources told LNG Prime that the price for the second vessel is "slightly higher" than the first ship. Hudong-Zhonghua said that the new ship is scheduled to be delivered in 2028 and will serve in the Dutch port of Rotterdam. TotalEnergies and compatriot shipping giant CMA CGM recently signed a deal to develop a 50/50 logistics joint venture dedicated to the implementation and operation of an LNG bunkering supply solution at the Dutch port of Rotterdam. As part of this new logistics joint venture, a new 20,000-cbm LNG bunkering vessel will be positioned in Rotterdam by the end of 2028 and jointly operated, according to TotalEnergies.

Keel laid for first vessel

Hudong-Zhonghua also held a keel-laying ceremony for the first LNG bunkering vessel it is building for TotalEnergies and Ibaizabal. The shipbuilder held the keel-laying ceremony for the newbuild (H1930A) on July 29. TotalEnergies said that this LNG bunkering vessel will serve its Marsa LNG bunkering project in Oman. Hudong-Zhonghua officially started building this vessel earlier this year. This new vessel is an upgarded version of the 135 meters long 18,600-cbm LNG bunkering ships, Gas Vitality and Gas Agility, Hudong-Zhonghua previously built for owner Japan's MOL and charterer TotalEnergies. Source:www.lngprime.com

STADE FSRU ARRIVES IN JORDAN

The 174,000-cbm FSRU Energos Force has arrived in the Jordanian port of Aqaba, according to Egypt's Ministry of Petroleum and Mineral Resources. State-owned German LNG terminal operator DET sub-chartered this 2021-built FSRU for deployment in Jordan, as it works on the next steps for the delayed Stade LNG import facility in Germany. Egypt's ministry said in a statement that the arrival of the FSRU at Aqaba is part of the energy supply security and regional cooperation enhancement plan. The arrival of the FSRU enhances Egypt's capacity to meet domestic demand and provides "major" flexibility in operational plans, it said. This comes in preparation for connecting the unit to the Arab gas pipeline and initiating the regasification of LNG shipments in alignment with operational needs and load demands on the national gas grid. "This step reflects the joint and ongoing cooperation between Egypt and Jordan in the energy sector and demonstrates regional integration and mutual benefit from the available infrastructure between both sides," the Ministry of Petroleum and Mineral Resources said. Last year, Egypt and Jordan signed a cooperation deal under which Jordan will import LNG via FSRUs chartered by Egypt over the next two years. Jordan will import LNG via Egypt until the end of 2026, after which it will use an onshore regasification LNG terminal currently being implemented in Aqaba. Last month, DET confirmed to LNG Prime that it had sub-chartered Energos Force for deployment in Jordan. However, the company did not provide further information on contractual details. Several reports said that the charterer of the unit is Egypt's state-owned EGAS.

Egypt LNG imports

Earlier this year, Germany's Ministry for Economic Affairs and Energy also signed a deal with EGAS to charter the 174,000-cbm FSRU, Energos Power, one of the FSRUs EGAS chartered to import LNG. Energos Power is located in Egypt's Ain Sokhna. In June, the 160,000-cbm FSRU Energos Eskimo arrived in Egypt from Jordan to serve a charter deal with Egypt's EGAS as the country seeks to meet its growing demand for natural gas. EGAS signed a deal with US LNG player New Fortress Energy to charter Energos Eskimo, with a regasification capacity of up to 750 million cubic feet per day, last year. These two FSRUs joined the 170,000-cbm Hoegh Galleon, which is located at the Sumed port in Ain Sokhna. Norwegian FSRU player Hoegh Evi also signed a new charter deal with EGAS to deploy a converted FSRU in Egypt. Hoegh Evi will convert the LNG carrier Hoegh Gandria to a floating storage and regasification unit.

The FSRU Hoegh Gandria will be deployed in the fourth quarter of 2026 to the Port of Sumed and will supply up to 1,000 mmscf/day of peak LNG regasification capacity. It will replace Hoegh Galleon, which was deployed to Egypt in July 2024, on an interim charter from Australian Industrial Energy (AIE) and Hoegh Evi. Most recently, EGAS signed a new deal with NFE to charter the 138,350-cbm Energos Winter. The FSRU will operate at EGAS' LNG import terminal located at Egypt's Damietta. In addition, EGAS signed a charter deal with Turkiye's Botas to deploy one of Turkiye's operational FSRUs in Egypt. This FSRU will work in Egypt for seasonal LNG imports.

Source:www.lngprime.com

COMMONWEALTH LNG AWARDS EPC DEAL TO TECHNIP ENERGIES

France-based LNG engineer Technip Energies has been awarded a major engineering, procurement, and construction (EPC) contract by Kimmeridge's Commonwealth LNG for its planned 9.5 mtpa LNG facility located in Cameron Parish, Louisiana. Technip Energies said in a statement that the contract is worth more than 1 billion euros ($1.16 billion). The contract covers the delivery of six identical liquefaction trains using Technip Energies' SnapLNG by T.EN modular and scalable solution. By leveraging a single design replicated across all six trains, SnapLNG enables schedule acceleration and cost optimization, while offering greater predictability and certainty at scale, Technip Energies claims. The award follows the successful completion of the front-end engineering and design (FEED) phase by Technip Energies. Technip Energies said this award is pending a final investment decision (FID) by Commonwealth LNG and will therefore not be included in its backlog until FID or full notice to proceed is achieved.

FID in H2 2025

Commonwealth LNG said in a separate statement that it anticipates FID on its LNG project in the second half of 2025 with LNG production commencing in 2029. The company also said that the contract includes a limited motice to proceed. In June, Commonwealth LNG received the Federal Energy Regulatory Commission's final order upholding authorization for its planned LNG export project. With the FERC final order in place and prior receipt of a conditional non-free trade agreement export authorization from the US DOE, Commonwealth anticipates reaching FID in the third quarter of this year, the company said after it received the order. This year, the company announced long-term binding LNG offtake agreements with global purchasers, including Glencore, Jera, and Petronas. Commonwealth expects its export facility to unlock approximately $11 billion in investments in Louisiana and an estimated $3.5 billion in annual export revenue, utilizing approximately 2,000 workers at the peak of construction and providing 270 jobs when the facility begins operations. Besides these SPAs UAE's Mubadala will take a stake in Kimmeridge's Commonwealth under a deal announced in May. Mubadala signed an agreement with Kimmeridge to acquire a 24.1 percent interest in the latter's SoTex HoldCo via the issuance of new

equity. SoTex holds two portfolio companies: Kimmeridge Texas Gas, which operates an upstream unconventional gas business in the Eagle Ford in South Texas, and Commonwealth LNG. In June 2024, Kimmeridge, via its affiliate KTG took a 90 percent stake in Commonwealth. Before that, Commonwealth closed an investment of development capital from funds managed by Kimmeridge. The two firms also agreed in principle on terms for a 20-year, 2 mtpa LNG offtake commitment from the facility along with the associated gas supply. Source:www.lngprime.com

KOSMOS: TORTUE FLNG TO HIT FULL CAPACITY IN Q4

UK-based energy giant BP and its partners expect the 2.7 mtpa FLNG Gimi, which serves the Greater Tortue Ahmeyim LNG project offshore Mauritania and Senegal, to reach its nameplate capacity in the fourth quarter of this year, according to US-based Kosmos Energy. BP operates GTA with a 56 percent working interest alongside Kosmos Energy (27 percent), Petrosen (10 percent), and SMH (7 percent). The partners previously signed a sales and purchase agreement under which BP Gas Marketing will offtake 2.45 million tonnes per annum of LNG from the first phase of the GTA project for an initial term of up to 20 years. In January, BP and its partners started flowing gas from wells at the GTA Phase 1 LNG project to its floating production storage and offloading (FPSO) vessel for the next stage of commissioning. The FLNG, owned by Golar LNG and chartered by BO, started producing LNG in February and shipped the first cargo in April. Golar's FLNG vessel achieved commercial operations date (COD) in June. Kosmos said in its second-quarter report on Monday that production volumes are now at a level equivalent to the annual contracted volumes of approximately 2.45 mtpa. GTA production in the second quarter averaged approximately 7,100 boepd net. During the quarter, 3.5 gross LNG cargoes were lifted, with an additional 2.5 gross LNG cargoes lifted post-quarter end, according to Kosmos. Full year 2025 production guidance for GTA is around 20 gross LNG cargoes. Kosmos said the partnership continues to target lower operating costs for GTA Phase 1 through startup and commissioning cost reductions, the FPSO re-financing (targeted for completion in the second half of 2025), and also through exploring alternative lower-cost operating models. "With GTA Phase 1 fully operational, we are targeting an increase in production towards the FLNG vessel's 2.7 mtpa nameplate capacity in the fourth quarter," the company said.

Expansion

Kosmos also noted that the partnership is also focusing on future expansion phases of the field. Phase 1+, a low-cost brownfield expansion, is expected to double gas throughput by leveraging the existing infrastructure in place, the company noted. "With the subsurface in Phase 1 performing well, we expect future expansion phases to further reduce operating costs/boe," Kosmos said. Source:www.lngprime.com

COASTAL BEND LNG SELECTS CONOCOPHILLIPS' LIQUEFACTION TECH

Coastal Bend LNG has selected ConocoPhillips' optimized cascade process liquefaction technology for its planned 22.5 mtpa LNG export facility on the Texas Gulf Coast. The company announced this in a statement on Monday, saying that its planned development includes multiple liquefaction trains, cogeneration, LNG storage tanks, and export facilities. Coastal Bend LNG did ot provide further information.

"ConocoPhillips' technology and expertise provides us with the confidence that the optimized cascade process will deliver world-class LNG facility performance while mitigating greenhouse gas emissions," said Nick Flores, CEO of Coastal Bend LNG. The company added that it expects to pre-file its Federal Energy Regulatory Commission (FERC) permits during 2025. Coastal Bend LNG, a Houston-based privately held energy infrastructure development company, recently initiated development of a 22.5 million ton per annum (mtpa) natural

gas liquefaction and export facility on the Texas Gulf Coast. Its planned development will include up to five 4.5 mtpa liquefaction trains, cogeneration, LNG storage tanks, and export facilities for shipping, bunkering, and ISO containers. Moreover, Coastal Bend LNG plans to integrate carbon capture, transport, and storage into its facilities to deliver low-carbon intensity natural gas sourced from US onshore basins. The US is the world's largest LNG exporter, and its liquefaction capacity continues to expand. The terminals include Cheniere's Sabine Pass and Corpus Christi terminals, Venture Global's Calcasieu Pass and Plaquemines LNG facilities (still in commissioning), Sempra Infrastructure's Cameron LNG terminal, the Freeport LNG facility, the Cove Point LNG facility, and the Elba Island terminal. Source:www.lngprime.com

DSIC LAUNCHES NEW CMES LNG CARRIER

China's Dalian Shipbuilding Industry (DSIC) has floated out the seventh LNG carrier for compatriot China Merchants Energy Shipping (CMES), a unit of China Merchants Group. According to a statement by the shipbuilder, the 175,000-cbm LNG carrier Sea Charity was launched on Friday. The LNG carrier is 295 meters long and 46.4 meters wide, with a design draft of 11.5 meters and a speed of 19.5 knots. It features an LNG dual-fuel low-speed main engine with an integrated ICER system, a reliquefaction unit, and GTT's Mark III Flex membrane containment system. CMES has eight LNG carriers on order at the shipbuilder. DSIC launched the first vessel in this batch, Sea Spirit, in May 2024, the second vessel, Sea Navigator, in October 2024, the third vessel, Sea Creation, in March this year, the fourth vessel, Sea Argosy, in May this year, and the sixth vessel, Sea Energy, in June this year. Sea Spirit recently also completed its sea and gas trials. DSIC is now preparing the first vessel in this batch of eight ships for delivery. This is also the first large LNG carrier built by the Chinese shipbuilder. Source:www.lngprime.com

ATLANTIC LNG SHIPPING RATES CLIMB, PACIFIC RATES DOWN

Atlantic spot LNG shipping rates increased this week, while Pacific rates declined compared to the week before. Spark's data lead, Qasim Afghan, told LNG Prime on Friday that Spark30S (Atlantic) rates increased by $1,750 this week, pricing in at $35,500 per day. "Meanwhile, Spark25S (Pacific) rates dropped for a fifth week running, decreasing by $3,750 per day to $33,500 per day and meaning that Atlantic rates are once again pricing in at a premium to Pacific rates for the first time in over three weeks," he said.

European prices up

In Europe, the SparkNWE DES LNG rose compared to last week. "The SparkNWE DES LNG front month price for September is assessed at $11.374/MMBtu, whilst the basis to the TTF priced in at $0.460/MMBtu," Afghan said. Moreover, "the US front-month arb to NE-Asia (via the Cape of Good Hope) widened by $0.048 this week, pricing in at -$0.176/MMBtu and continuing to incentivise US cargoes to deliver to Europe," he said. "The US front-month arb to NE-Asia via Panama, which had been pointing to Asia for almost two weeks, is now closed again, assessed at -$0.030/MMBtu and pointing to Europe," Afghan said. Data by Gas Infrastructure Europe (GIE) shows that volumes in gas storages in the EU continued to rise and were 68.34 percent full on July 30. Gas storages were 65.99 percent full on July 23, and 84.90 percent full on July 30, 2024.

JKM

In Asia, JKM, the price for LNG cargoes delivered to Northeast Asia in September 2025 settled at $12.040/MMBtu on Thursday.

Last week, JKM for September settled at 11.875/MMBtu on Friday, July 25. Front-month JKM rose to 11.925/MMBtu on Monday, 12/MMBtu on Tuesday, and $12.040 on Wednesday. State-run Japan Organization for Metals and Energy Security (Jogmec) said in a

report earlier this week that JKM for last week "fell to mid-$11s/MMBtu on July 25 from low-$12s/MMBtu the previous weekend." "JKM fell to $11 range on July 24 for the first time since mid-May due to weak demand amid ample supply, but buyers were still on the sidelines and remained cautious at this price level," it said. Source:www.lngprime.com

DET'S FIRST WILHELMSHAVEN FSRU GETS 100TH LNG CARGO

Germany's LNG import terminal operator DET has received the 100th cargo of liquefied natural gas at its first FSRU-based terminal in Wilhelmshaven. Venture Global LNG's vessel Venture Gator delivered the shipment from the US. On Thursday, the 100th LNG carrier arrived at the Wilhelmshaven LNG terminal 01 at Voslapper Groden, according to a DET statement. DET said the arrival of Venture Gator marks another "significant" milestone since the commissioning of Germany's first floating LNG terminal at the end of 2022. The total cargo delivered by all 100 LNG tankers corresponds to approximately 100 TWh or 8.6 billion cubic meters of natural gas after regasification, the company said. Venture Gator's AIS data provided by VesselsVlue shows that the vessel previously picked up a cargo of LNG at Venture Global's Plaquemines LNG terminal in Louisiana. In January 2023, the 170,000-cbm FSRU Hoegh Esperanza, owned by Norway's Hoegh Evi and chartered by the German government, received its first LNG cargo in Wilhelmshaven from the US. The FSRU received in total 45 LNG carriers with a total of 6.9 million cbm of LNG in 2023, 39 LNG carriers with 5.9 million cbm of LNG in 2024, and 16 LNG carriers with 2.3 million cbm of LNG in the first half of this year. DET expects 17 additional deliveries of LNG at the first Wilhelmshaven facility in the second half of this year. The state-owned LNG terminal operator noted that the FSRU-based terminal is fully booked until the end of the year. Additionally, the market has taken up all regasification capacities for Wilhelmshaven 01 offered by DET in the associated marketing round at the beginning of July for 2026. Since operations began in December 2022, there have been no unplanned shutdowns or unavailability of the facility, aside from two scheduled five-day maintenance windows each year, DET added. Besides this FSRU, DET prevously told LNG Prime that it plans to launch commercial operations at its second FSRU-based terminal in Wilhelmshaven in August. In May, the 2024-built 174,000-cbm Energy Endurance delivered the commissioning cargo to Excelerate's 138,000-cbm FSRU Excelsior in Wilhelmshaven from Venture Global LNG's Plaquemines LNG export plant. The chartered FSRU is located two kilometers south of the already operational Wilhelmshaven 1 terminal. Source:www.lngprime.com

MOL'S LNG CARRIER FLEET STANDS AT 104 VESSELS

MOL's large fleet of liquefied natural gas (LNG) tankers had 104 vessels as of the end of June this year. The Japanese shipping firm revealed this in its results report on Wednesday. This is three less LNG carriers than in the previous quarter and five more LNG carriers than in the second quarter of 2024. According to the new report, MOL expects its LNG carrier fleet to expand to 105 vessels by March 2026. This is three fewer vessels than in the previous forecast. Earlier this year, brokers reported that MOL sold its 2004-built 137,500-cbm steam LNG carrier, Dukhan, for scrap. MOL's fleet includes LNG carriers owned and/or operated by joint venture companies. Also, MOL previously said it had about 30 LNG carriers on order. As of June 30, 2025, MOL's fleet included eight FSUs/FSRUs, three LNG bunkering vessels, one LNG powership, and six ethane carriers. Last month, KARMOL, a joint venture of Turkiye's Karpowership and MOL, took delivery of its fourth FSRU in Singapore. As part of its plans to reduce emissions, MOL has also set a target to operate 90 LNG-powered and methanol-fueled vessels by 2030. MOL just named an LNG dual-fuel very large crude carrier which will serve Norway's Equinor under a charter deal.

LNG earnings "stable"

MOL reported revenue of 432.7 billion yen in the quarter ended June 30, down 3.2 percent year-on-year, while operating profit of 37 billion yen dropped 3.4 percent year-on-year. The company's energy business, which includes the liquefied gas segment, reported revenue of 126.5 billion yen and profit of 22 billion yen, both up compared to the year before. MOL said its LNG and ethane carrier business had "stable" earnings. "In addition to stable earnings from long-term charter contracts, profit increased year-on-year as a result of the rescheduling of dry-docking for some vessels to the second half of the fiscal year compared to the previous forecast, as well as the recording of one-time non-operating income related to refinancing," the company said. For the gas infrastructure business, "profit is secured through stable operations of existing projects," MOL said. MOL also provided an outlook for the LNG and ethane business. "Although decrease in profit is expected for certain projects due to delays in the delivery of new vessels, stable profit is expected to be secured through existing long-term charter contracts," the company said. "While stable operations are expected for existing projects, profit is expected to fall below the previous forecast due to reduced revenue resulting from equipment failure," MOL said in relation to its gas infrastructure business. Source:www.lngprime.com

SEMPRA INFRASTRUCTURE, JERA SEAL 20-YEAR LNG SPA

US LNG exporter Sempra Infrastructure, a unit of Sempra, has signed a 20-year LNG supply contract with Japan's Jera for volumes from the Port Arthur LNG Phase 2 development project in Texas. Under the 20-year SPA, Sempra Infrastructure will supply 1.5 million tonnes per annum (mtpa) of LNG from the Port Arthur expansion project on a free-on-board basis. Sempra Infrastructure said in a statement that this agreement marks a "major" step forward from the non-binding heads of agreement signed in June. "This agreement establishes a long-term relationship with Jera and confirms Sempra Infrastructure's commitment to customers in Japan and the greater Asian market," said Justin Bird, chief executive officer of Sempra Infrastructure. "We remain focused on advancing our Port Arthur LNG Phase 2 development project to a final investment decision and strengthening the role of the United States as an energy provider of choice for LNG buyers worldwide," he said.

Port Arthur LNG

In March 2023, Sempra Infrastructure took a final investment decision for the first phase of its Port Arthur LNG export project worth about $13 billion. Bechtel won the $10.5 billion EPC contract, which includes building two trains with a total capacity of about 13 mtpa and two storage tanks with a capacity of 160,000 cbm. The expected commercial operation dates for train 1 and train 2 are 2027 and 2028, respectively. Moreover, Sempra Infrastructure received non-FTA approval in May from the US Department of Energy for the second phase of its Port Arthur LNG export project. The company also confirmed that it still expects to make a final investment decision on the second phase of its Port Arthur LNG export project in 2025. The development of the proposed second phase would increase the total liquefaction capacity of the facility to about 26 mtpa. Sempra Infrastructure and a subsidiary of Aramco signed a non-binding heads of agreement contemplating both a long-term LNG offtake agreement and an equity investment in the Port Arthur LNG Phase 2 project in June last year. In addition, Sempra Infrastructure announced last year that Bechtel had been selected for a fixed-price EPC contract for the project. Besides the second phase, future phases of the Port Arthur LNG project are also in the early development stage. Source:www.lngprime.com

ITALY'S ADRIATIC LNG TO BOOST CAPACITY

Italy's Adriatic LNG import terminal, owned by VTTI and Snam, will carry out terminal modification work in August to boost its regasification capacity. Adriatic LNG previously received approval to increase its regasification capacity to 10.4 billion cbm. The LNG terminal operator said in a social media post on Wednesday that it will shut down its facility in the Adriatic Sea on August 1 for maintenance. Adriatic LNG expects to gradually resume gas supplies to the grid towards the end of August. This shutdown is necessary to carry out plant modifications to increase regasification capacity from 9.6 to 10.4 bcm and, at the same time, to carry out scheduled maintenance work, Adriatic LNG said. During January-June, Adriatic LNG sent 4.5 bcm of natural gas into the national pipeline network. This equals about 14 percent of national gas consumption and confirms Adriatic LNG as the third entry source for Italian gas imports. The volumes rose 2.2 percent compared to 4.4 bcm in the same period last year, when they reached a half-year record. Adriatic LNG's facility received 39 LNG carriers during the first half, mostly from Qatar and the US, covering about 44 percent of Italy's LNG imports. Launched in 2009, the world's first offshore gravity-based LNG import terminal sits about 14 kilometers offshore of Porto Levante and has regasification capacity of about 9.6 bcm per year. Since the start of operations in 2009, Adriatic LNG has received more than 1170 LNG carriers from over 10 countries, delivering over 105 bcm of gas. In December last year, Rotterdam-based storage terminal owner VTTI, co-owned by Vitol, IFM, and Adnoc, and Italian energy firm Snam completed their acquisition of Adriatic LNG. Italy's largest LNG terminal is now owned by VTTI and Snam with 70 percent and 30 percent ownership, respectively. Source:www.lngprime.com

TOURMALINE, UNIPER SEAL LONG-TERM GAS SUPPLY DEAL

Canada's largest natural gas producer Tourmaline said it had entered into a long-term LNG feed gas supply agreement with German energy firm Uniper. Under the deal, Tourmaline will supply 80,000 mmbtu per day of natural gas in the US Gulf Coast for an eight-year term beginning November 2028. Turmailine said in a statement that the LNG feed gas supply agreement provides international price exposure to TTF for the firm. Also, Tourmaline has secured long-term firm transportation to the US Gulf Coast with TC Energy Corporation, which will allow Tourmaline's natural gas from the company's Alberta Deep Basin and/or BC Montney complexes to access European natural gas markets. The firm transportation begins November 2025, giving Tourmaline the flexibility to sell locally in the Gulf or enter into a short-term LNG feed gas supply deal prior to the start of the Uniper agreement, it said. Unipr said in a separate statement that the estimated lifetime total volume of the transaction is 234 billion cubic feet (bcf), which equals approximately 6.6 bcm. Under the LNG netback supply agreement, Tourmaline will deliver gas to the ANR SE trading hub in southeast Louisiana. Uniper noted that the agreement comes just a few months after it signed a separate LNG sale and purchase agreement for up to 2 million tonnes per annum (mtpa) with Woodside. That transaction included LNG supply commitments for 1 mtpa from Woodside's US-based Louisiana LNG production and export terminal, which is currently under development. "We are extremely pleased to close this deal with one of Canada's most respected gas producers. It showcases our ability to offer important international pricing exposure to a valued North America supplier and further diversifies Uniper's LNG supply sourcing portfolio, an important aspect of our European security of supply objectives," Carsten Poppinga, CCO of Uniper, said. Source:www.lngprime.com

GOLAR LNG WELCOMES NEW BOARD MEMBER

Floating LNG player Golar LNG said that Stephen Schaefer will join its board of directors effective August 1. Golar said in a statement that Schaefer brings extensive experience in the natural gas and electricity markets, having been actively involved in the sector since

1993. Schaefer currently serves as chairman of the board of Talen Energy, as a member of the board of directors for GenOn Energy, and as a senior advisor of EverGen Power. Prior to retiring in 2015, he was a partner with Riverstone Holdings, a private equity firm focused on energy investing. Previously, Schaefer was a managing director with Huron Consulting Group, where he founded and headed its energy practice. From 1998 to 2003, Schaefer was managing director and VPof Duke Energy North America, responsible for mergers and acquisitions, according to Golar. Chairman Tor Olav Trøim welcomes Schaefer to the board. "His deep expertise in global energy markets combined with a sharp strategic vision and well-established industry credibility will be instrumental in advancing Golar's growth ambitions," he said. Earlier this year, Golar made changes to its board of directors at its annual general meeting, with five directors of the company re-elected. The re-elected directors are Trøim, Daniel W. Rabun, Carl E. Steen, Niels G. Stolt-Nielsen, and Lori Wheeler Naess. In addition, Golar welcomed two new directors after Georgina Sousa and Thorleif Egeli retired from Golar's board of directors following two decades of combined service to the company. Golar welcomed Benoît de la Fouchardiere and Mi Hong Yoon to its board. The company is heaviliy investing in its FLNG business. Source:www.lngprime.com

FIRST CMES LNG CARRIER WRAPS UP TRIALS

The 175,000-cbm LNG carrier, Sea Spirit, owned by China Merchants Energy Shipping (CMES), a unit of China Merchants Group, has completed its sea and gas trials, according to China's Dalian Shipbuilding Industry (DSIC). According to a statement by the shipbuilder, the LNG carrier completed its "two-in-one" trial on July 28. The trial voyage lasted 13 days. DSIC said it will now carry out a series of finishing works in order to prepare the vessel for delivery. This is the first of eight LNG carriers CMES ordered at DSIC. It is also the first large LNG carrier built by the Chinese shipbuilder. DSIC launched this vessel in May last year. The LNG carrier is 295 meters long and 46.4 meters wide, with a design draft of 11.5 meters and a speed of 19.5 knots. It features an LNG dual-fuel low-speed main engine with an integrated ICER system, a reliquefaction unit, and GTT's Mark III Flex membrane containment system. In March 2022, CMES placed an order for two dual-fuel LNG carriers for $380 million, DSIC's first order for large LNG carriers. These vessels will serve charter deals with Sinochem. After that, CMES exercised an option for two more LNG carriers worth $400 million, and added two more vessels in December 2022 with a price tag of about $470 million. These two LNG carriers ordered in December 2022 will go on charter to PetroChina. CMES placed the last order for two LNG carriers worth some $470 million in May 2023. The delivery of all these LNG carriers will take place between 2025 and 2027. Source:www.lngprime.com

INDIA'S HPCL, ADNOC GAS SIGN 10-YEAR LNG SUPPLY DEAL

India's Hindustan Petroleum, a unit of state-owned ONGC, has signed a ten-year heads of agreement with a unit of UAE's Adnoc Gas to buy LNG supplies for its 5 mtpa Chhara LNG import terminal in Gujarat. HPCL said in a stock exchange announcement that it had signed the deal with Abu Dhabi Gas Liquefaction (ALNG). Under the terms of the agreement, HPCL will receive LNG at its recently commissioned Chhara LNG terminal in Gujarat to meet the demand of its refineries, city gas distribution network, and for marketing to downstream customers. HPCL did not provide further details regarding the agreement. Adnoc Gas said in a separate statement that the deal is for 0.5 million metric tonnes per annum of Das Island LNG volumes. HPCL said this deal "underscores the deepening economic ties between India and the UAE, emphasizing the role of LNG in supporting India's energy transition." Earlier this year, HPCL said that it had signed a deal with Adnoc Trading, a unit of state-owned Adnoc. The company said this was the first LNG supply agreement between

the two firms, but it did not provide further details. Adnoc currently owns a 70 percent stake in Adnoc LNG, which currently produces about 6 mtpa of LNG from its facilities on Das Island. In addition, Adnoc announced the final investment decision on its Ruwais project and the EPC award to the joint venture led by Technip Energies in June last year. The LNG project will more than double Adnoc's existing UAE LNG production capacity to around 15 mtpa, as the company builds its international LNG portfolio. On the other hand, HPCL launched commercial operations at its 5 mtpa Chhara LNG import terminal earlier this year. The Chhara LNG terminal is India's eighth LNG import facility. It features a 1.2 km long jetty capable of receiving carriers with a capacity of 80,000 cbm to 266,000 cbm, and two LNG storage tanks each with a capacity of 200,000 cbm. Source:www.lngprime.com

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