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EQUINOR FORGES AHEAD WITH LNG CARRIER NEWBUILDING TENDER

Shipowners finally get some fresh business to dig their teeth into, but their numbers suggest stiff competition. Equinor has issued its planned tender for up to four LNG carrier newbuildings as it moves to replace older vessels nearing the end of their long-term charters. LNG market players said the Norwegian energy company has sent out its formal request for proposals to shipowners for two firm vessels of about 174,000 cbm and a pair of optional ships. Delivery dates are likely to be in 2028, based on berth availability at shipyards. Equinor is said to remain open on the propulsion choices for the vessels, but one of those following the business said the company had a leaning towards one system. Up to 30 shipowners are said to have been invited to bid on the vessels. Equinor is expected to take the ships on charter rather than order newbuildings directly. But one source said that just two South Korean shipbuilders and one Chinese yard are left working on the business. TradeWinds reported in July that Equinor was preparing to come to the market for these LNG newbuildings. The Norwegian company is looking at the ships it will need to replace the steam turbine vessels originally contracted to serve the country's Hammerfest LNG project. These vessels were originally fixed on 20-year charter hires with options to extend the contracts. But the prospect of using larger, more efficient two-stroke tonnage means they are likely to be replaced when, or shortly after, their charters expire. Those with knowledge of these Moss-type steamships, which at 147,000 cbm are among the slightly larger vessels in this sector grouping, suggest that at least one of them would likely make a good candidate for conversion into a floating storage and regasification unit. In addition to its fleet replacement needs, Equinor has been extending its LNG portfolio and immediate access to shipping, as the company grows its trading reach. The company is due to start taking 1.75 mpta of LNG on a free-on-board basis from US producer Cheniere Energy from 2027. Equinor will take delivery of two 174,000-cbm LNG carrier newbuildings from BW LNG towards the end of this year. These vessels are understood to be fixed on seven-year-plus charters. Independent LNG shipowners have had little to chew on in terms of fresh newbuilding projects of late, but they have been anticipating a little more action in the second half of this year. The Equinor business will provide some interest but could prove fiercely competitive, depending on the shortlisting process, industry observers said. Shipowners are waiting for a number of key LNG companies, which either need to consider fleet renewal or need tonnage to lift export volumes, to come to the market. An Equinor spokesperson said the company does not comment on market rumours. Source : www.tradewindsnews.com

NYK FLOATS 25-YEAR-OLD LNG STEAMSHIP FOR DEMOLITION SALE

Moss-type ship said to be attracting interest. Japanese shipowner NYK and utility Osaka Gas have invited demolition offers on a 25-year-old, steam turbine-driven LNG carrier, as the march of elderly vessels to the breakers for this sector gathers pace. Brokers said the joint owners are seeking bids from cash buyers on their 135,333-cbm LNG Jamal (built 2000). A single Japanese broker appointed by the owners is understood to be handling the business. A spokesperson for NYK said the company had no further information to provide at this time. One demolition specialist said the NYK-managed, Moss-type vessel is attracting “considerable interest”, suggesting a sale may be concluded in days. It would appear that NYK and its partner on the vessel, Osaka Gas, have given up trying to achieve a trading buy on the ship, which, as a Moss-type vessel, may have appealed to those looking for conversion candidates. In early September 2024, TradeWinds reported that the LNG Jamal had been circulated for sale. At that time, the Japanese-built vessel was offered on a charter-free basis in Fujairah. But the vessel sailed for Japan and, later that year, started shipping cargoes into the country from the ExxonMobil-led PNG LNG project in Papua New Guinea. Kpler data shows the ship arrived in Brunei Bay in April, which is a key lay-up location where a raft of other LNG carriers are currently lying idle. Clarksons’ Shipping Intelligence Network lists the ship as “idle”. NYK has been shedding older steam turbine tonnage, selling two LNG ships last year. It is not alone, with other companies also testing the market with their older ships. In July, Malaysia’s MISC invited initial offers on its 130,405-cbm sister ships Puteri Delima and Puteri Nilam (both built 1995), saying it is open to receiving trading or scrap sale proposals for the duo. But brokers said the company is proving slow to take a decision on their sale. Steam turbine vessels represent the older segment of the LNG carrier fleet, which this year is scheduled to receive a record-breaking 90 newbuildings. This, along with stricter environmental regulations and the trading constraints they bring, makes the smaller, less efficient steamships significantly less commercially attractive. Spot charter rates for these vessels this year have averaged well below operating expenses. Vessels have been idled or laid up, but owners are showing a reluctance to scrap them. This year has already seen 2024’s record tally of LNG carrier scrap sales broken. Eight LNG vessels were sold for recycling last year, but in the first eight months of 2025, some 11 have been committed to the breakers. Brokers are estimating that the total at the year’s end could reach or top 20 ships. Source: www.tradewindsnews.com

PETER LIVANOS-BACKED GASLOG EYES HANWHA OCEAN LNG CARRIER NEWBUILDING BERTHS

Company said to be seeking firm business, as talk of charterer circulates. Peter Livanos-controlled GasLog is talking to South Korean shipbuilder Hanwha Ocean about LNG carrier newbuildings, but is keen to firm up employment before inking a contract. Newbuilding sources said the company is in talks with the yard over a single LNG carrier order. One source said GasLog is keen to finalise a charter deal before moving forward on an order. Talk circulating at the large Gastech conference and exhibition, which opened today in Milan, linked GasLog to energy major ConocoPhillips in negotiations over the proposed LNG carrier newbuilding. TradeWinds has contacted GasLog for confirmation and comment on its earlier LNG newbuilding discussions in China. In June, the company was linked to an upcoming order for up to four LNG carrier newbuildings in the country. TradeWinds reported that GasLog had signed a letter of intent with Jiangnan Shipyard for two firm LNG carriers, with options on a further pair of ships. But this week, sources said this business has yet to be firmed up. The order talk drew interest as the vessels were said to be priced in the region of $230m each, then up to $30m below the market rate for LNG newbuildings. Prices for LNG have since softened slightly to nearer the $250m mark, depending on size and specifications. Livanos last contracted LNG carrier newbuildings in 2021 at what was then Daewoo Shipbuilding & Marine Engineering, today's Hanwha Ocean. The company contracted four vessels priced at just over $200m each, apparently on speculation and amid a flurry of newbuilding ordering for the sector. It later emerged that one of the ships had been fixed to Japanese trader Mitsui & Co and two more to Australia's Woodside. Since then, the shipowner has been selling off its older steam turbine-driven LNG tonnage. In June, the shipowner's GasLog Partners arm sold its 145,576-cbm Methane Alison Victoria (built 2007) for $27m to US-listed floating regasification specialist Excelerate Energy. LNG newbuilding orders have proved scarce to date this year. Just 17 vessels have been contracted, slightly below the number of LNG bunker vessels ordered. Eight LNG newbuilding orders were inked in the first six months of this year, compared with 65 in the same period of 2024. Brokers said the continuing strength of newbuilding prices, the influx of ship deliveries from yards, the weak charter market and uncertainties over future demand and when this will materialise have deterred buyers. But they have also commented on how the market needs more tonnage to meet the growing demand from new liquefaction projects and indicated that the sector will be short on LNG shipping towards the end of this decade. The sector is starting to see the green shoots of enquiry, with a formal tender now issued by a major energy company. There are also hints of more early-day enquiries from US LNG producing interests, but yards said these have yet to translate into firm business. Source: www.tradewindsnews.com

HANWHA OCEAN BAGS US$252M LNG CARRIER CONTRACT FROM AFFILIATED COMPANY

South Korean shipbuilder Hanwha Ocean has secured a new order for the construction of an LNG carrier from an affiliated company. On 5 September, the company announced a contract worth approximately US$252M for the vessel, which is scheduled for delivery by Q1 2028. The buyer was identified as a North American shipping company affiliated with the group. Hanwha has been actively expanding its LNG carrier portfolio in recent months. Since July, its subsidiary Hanwha Shipping has ordered two LNG carriers from US-based Hanwha Philly Shipyard. The deal marked a milestone in US-South Korea shipbuilding co-operation, which has also recently extended into the MR tanker segment. These developments followed Hanwha's US$100M acquisition of Philly Shipyard in December 2024. Looking ahead, Hanwha plans to transfer LNG carrier construction technology from South Korea to the US through a collaboration between Hanwha Ocean and Hanwha Philly Shipyard. "While LNG carriers are capital-intensive and highly specialised, scaling production in this way is expected to reduce costs over time. For a nation that exports vast volumes of energy, developing the ability to build and deploy LNG carriers domestically supports both economic security and defence readiness," the company said.

Funding the MASGA Initiative

In a related move, Hanwha Impact Partners, a US-based investment affiliate of Hanwha Group, disclosed tit has sold its remaining 4.27% stake in Hanwha Ocean, raising about US$1Bn. According to Hanwha, the proceeds will support projects including the Make American Shipbuilding Great Again (MASGA) initiative - a joint South Korea-US shipbuilding programme - along with new investments and debt repayment. This development comes after Hanwha Group announced a US$5Bn infrastructure investment plan for Hanwha Philly Shipyard, as part of South Korea's broader US$150Bn investment fund dedicated to strengthening US shipbuilding capacity. Source: www.rivieramm.com

THAILAND SUPPORTS ALASKA LNG WITH PTT AGREEMENT

PTT joins Glenfarne and AGDC in Alaska LNG, with Thailand's energy leadership underscoring the regional significance of the co-operation agreement. Glenfarne Group, through its subsidiary Glenfarne Alaska LNG, has strengthened the momentum of the Alaska LNG project through a co-operation agreement with PTT of Thailand, witnessed by Thailand's Permanent Secretary of Energy, Dr Prasert Sinsukprasert. The agreement, signed in June 2025 in Bangkok, Anchorage and New York, provides for PTT to procure 2M tonnes per annum (mta) of LNG from Alaska LNG over a 20-year term. PTT is Thailand's publicly traded national oil and gas company. The ceremony was attended by Dr Prasert and by Robert Godec, the United States Ambassador to Thailand. Glenfarne Alaska LNG president Adam Prestidge said the company was pleased PTT and the Thai government had recognised the advantages of the Alaska LNG project. Glenfarne chief executive and founder Brendan Duval stated the agreement reflected the project's growing momentum, adding Alaska LNG would address both Alaska's domestic gas shortage and create opportunities for employment and business growth. The PTT agreement followed Glenfarne's announcement earlier in June 2025 that over 50 companies had expressed interest in partnerships with Alaska LNG, representing potential contract value exceeding US$115Bn. Expressions of interest came from the United States, Japan, Korea, Taiwan, Thailand, India and the European Union. Mr Duval commented these responses showed recognition of Alaska LNG's economics and the necessity of the pipeline to secure long-term supply in south central Alaska. Progress on the pipeline's development continues. In May 2025, Glenfarne appointed Worley to undertake final engineering and prepare a cost estimate for the Alaska LNG pipeline to support a final investment decision. Mr Duval said declining gas production from Cook Inlet heightened the urgency of the project, while Worley Americas president Mark Trueman said his team was well placed to assist in advancing the scheme. These developments build on the March 2025 binding agreements between Glenfarne and AGDC that confirmed Glenfarne as the majority owner and lead developer of the Alaska LNG project. AGDC retains a 25% interest in 8 Star Alaska, the project entity, and continues to support its progression. The project comprises an 1,300-km, 42-inch pipeline, a 20-mta export terminal at Nikiski, and a North Slope carbon capture facility. The involvement of Thailand's energy ministry in the PTT signing underlines the wider geopolitical and regional interest in Alaska LNG, positioning the project as both a domestic supply source and a Pacific-facing export platform. Source: www.rivieramm.com

NUCLEAR-POWERED LNG CARRIER DESIGN RECEIVES INITIAL APPROVAL

Samsung Heavy Industries (SHI) and the Korea Atomic Energy Research Institute (KAERI) jointly developed a concept design for small modular reactor-driven LNG carrier. US-based classification society American Bureau of Shipping (ABS) and the Liberia flag state have awarded approval in principal (AiP) to a nuclear powered LNG carrier design jointly developed by South Korea's Samsung Heavy Industries shipyard and the South Korean government's atomic energy research institute. SHI debuted the concept design for a small modular reactor (SMR) at Gastech 2025 in Milan, Italy, while KAERI published details of the design on its website. The two organisations partnered on both the ship design and the design of the SMR. The SMR used in the nuclear-powered LNG carrier design is a molten-salt reactor (MSR). According to many involved in their development, MSRs are safe, efficient and operationally proven solutions that work by dissolving elements such as thorium - an abundant, naturally occurring metal with low radioactivity - in liquid salt. The ensuing chain reaction heats the salt, producing steam to drive a turbine and create electricity. Although SMR developments on land are well documented, the technology's potential for delivering clean maritime power has only been incorporated into a handful of vessel designs. According to KAERI and SHI, their MSR design uses molten salt mixed with nuclear fuel and coolant as liquid nuclear fuel, and, for LNG carrier propulsion, is designed to have a capacity of 100 MW and to eliminate the need for fuel replacement during the life of the vessel even if only one unit is installed. The two organisations are participating as lead research and development institutions in South Korea's MSR Source and Innovation Technology Development Project, with support from the Ministry of Science and the Ministry of Oceans and Fisheries.

Scope for SMR propulsion in maritime

Nuclear power could potentially power zero-emissions ships and be used to produce e-fuels, and SHI rival South Korean shipyard group Korea Shipbuilding & Offshore Engineering also has its sights set on developing SMRs for use on commercial newbuilds. It struck a deal in February 2024 to do just that with technology providers TerraPower -- founded by Bill Gates in 2008 -- and Core Power using SMRs based on TerraPower's molten chloride fast reactor design. China, too, has been active in developing maritime applications for SMRs. At the Marintec China maritime exhibition in Shanghai in December 2023, China State Shipbuilding Corp's Jiangnan Shipyards unveiled a molten-salt nuclear reactor-driven 24,000-TEU box ship design. And a nuclear-powered concept that garnered industry attention in 2022 from Ulstein Group was featured during a presentation at a Riviera Maritime Media conference in early 2023 by chief designer Øyvind Gjerde Kamsvåg. In late April 2022, Ulstein published a concept design for a vessel powered by a thorium molten salt reactor (MSR) that could, in theory, enable zero-emissions cruise operations by operating as a mobile power charging station for battery-driven cruise ships. Named *Ulstein Thor*, the 149-m 3R (replenishment, research and rescue) design's MSR would generate excess electricity. This would allow the vessel to operate as a mobile power charging station for battery-driven cruise ships. To demonstrate its feasibility, Ulstein developed the Ulstein *Sif* concept, a 100-m, 160-person, 80-passenger capacity, zero-emissions expedition cruise ship. The Ice Class 1C vessel is designed with a future generation of batteries that would allow for longer operation times, and the vessel would use *Thor*'s excess MSR energy to recharge while at sea. Ulstein believes the concept design may represent a missing piece in the zero-emissions puzzle for a broad range of maritime and ocean industry applications, but that it "comes down to scaleability, size and capacity". In terms of the timeline, Mr Kamsvåg said the company believes the technology could be available in five years and implemented in 10 years. "But it's all about incentives," he said. "We expect flag states will be the pioneers. We see there are a lot of possibilities and obstacles. If there's enough motivation, if the incentives are there, it can happen," he said. And in July 2025, proponents of nuclear power for the commercial maritime sector, NEMO, were granted consultative status with the International Atomic Energy Agency and International Maritime Organization (IMO). One of the goals of NEMO is to work with IMO to establish a set of standards for using nuclear power on board commercial vessels. Additionally, the London-based NGO wants to work with IMO and the International Atomic Energy Agency to develop standards for floating nuclear power plants that can operate offshore or in coastal areas. Recent efforts have been aimed at potentially using modular reactors to decarbonise oil and gas production. Among those joining NEMO is US-based SMR company TerraPower, nuclear reactor power plant company Westinghouse EC and Danish MSR company Seaborg. Source: www.rivieramm.com

MOL PURSUES HARD-SAIL WIND-ASSISTED LNG CARRIER DESIGNS

Japanese shipowner Mitsui OSK Lines has collaborated with two Korean shipyards on similar wind-assisted LNG carrier designs. Lloyd's Register (LR) has granted approval in principal for two new LNG carrier designs incorporating four Wind Challenger, hard sail wind-assisted propulsion systems. MOL collaborated with Samsung Heavy Industries (SHI) and Hyundai Heavy Industries (HHI) on separate wind-assisted propulsion designs for a membrane-type LNG carrier. The AiP covers a new vessel design, for a 174,000-m^3 LNG carrier, jointly developed by HHI and SHI. Each design will be equipped with four Wind Challenger units. Detailed design work for actual construction is currently underway, according to the shipowner. "Last year, MOL obtained AiP to install two Wind Challenger units on a conventional LNG carrier. In the new vessel design, the bridge has been positioned toward the bow to enable both an increase in the number of Wind Challenger units and the optimisation of their placement, thereby maximising fuel efficiency gains. Based on preliminary calculations, fuel saving is expected to reach up to approximately 30% per voyage with an average annual saving of 15-20%," the company said. For the new vessel designs developed with HHI and SHI, MOL said it conducted "comprehensive" risk assessments in collaboration with the shipyards, the classification society, and flag states. These assessments covered the sail arrangement, visibility impact, emergency operation procedures, and other safety measures. "Based on the results, we successfully obtained the AiP," MOL said, noting that flag states undertook additional safety evaluations for the designs. "As a result, this new vessel design, one jointly developed with HD Hyundai Heavy Industries has earned AiP from the Marshall Islands, and the other vessel design jointly developed with Samsung Heavy Industries, [an] AiP from Liberia," MOL said. Source: www.rivieramm.com

HUDONG-ZHONGHUA GETS APPROVALS FOR NEW LNG BUNKERING VESSEL

Chinese shipbuilder Hudong-Zhonghua has received approvals from five classification societies for a 25,000-cbm LNG bunkering vessel design it jointly developed with French LNG containment specialist GTT. American Bureau of Shipping (ABS), Bureau Veritas (BV), China Classification Society (CCS), Det Norske Veritas (DNV), and Lloyd's Register (LR) each awarded an AiP certificate to Hudong-Zhonghua on Tuesday during the Gastech exhibition and conference, currently being held in Milan, Italy. The vessel has an overall length of 160 meters, a molded width of 25 meters, and a molded depth of 16 meters. Based on GTT's Mark III containment system, it incorporates enhanced design pressure technology, which significantly increases the pressure accumulation capacity of the Mark III membrane containment system – doubling its endurance time approximately, according to the partners. GTT said the vessel offers 6,000 cbm more storage compared to standard vessels of similar length. "Equipped with GTT's latest 1 barg technology, this design unlocks greater LNG sourcing flexibility, lowers idling operating costs, and accelerates LNG operations such as tank cooling. Such design feature also ensures compatibility with cold ironing regulations," the company said. Hudong-Zhonghua recently secured another order to build one 18,600-cbm LNG bunkering vessel for French energy giant TotalEnergies and Spain's shipping firm Ibaizabal. The shipbuilder said that this is the optional vessel as part of the 1+1 order announced in July last year. 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 BV and features GTT's Mark III Flex containment tech.

Source:www.lngprime.com

SPANISH LNG IMPORTS RISE IN AUGUST

Spanish liquefied natural gas (LNG) imports continued to rise in August compared to the previous year, with the US supplying the majority of the volumes. LNG imports rose by 15.8 percent year-on-year to 15.26 TWh in August and accounted for 58.9 percent of the total gas imports, according to the preliminary monthly report by LNG terminal operator Enagas. Imports dropped compared to 18.50 TWh in July, which marked a 34.9 percent year-on-year rise. Including pipeline imports from Algeria (9.12 TWh), France, and Portugal, gas imports to Spain reached about 27.74 TWh last month, a rise from 27 TWh in August last year, the report shows. Moreover, national gas demand in August rose by 1.4 percent year-on-year to 22.98 TWh. Demand for power generation increased by 21.7 percent year-on-year to 9.12 TWh last month, while conventional demand decreased by 8.7 percent to 13.85 TWh, the LNG terminal operator said. In August, storage facilities were 85 percent full, compared to 100 percent in the same month last year and 80 percent in the prior month. Enagas operates a large network of gas pipelines in Spain and has three wholly-owned LNG import plants in Barcelona, Huelva, and Cartagena. It also owns 75 percent of the Musel LNG facility, 50 percent of the BBG regasification plant in Bilbao, and 72.5 percent of the Sagunto plant, while Reganosa operates the Mugardos plant.

US

The seven operational Spanish LNG regasification terminals unloaded 15 cargoes last month, up by one cargo compared to August 2024. The US was the biggest LNG supplier to Spain in August with 10.57 TWh, a rise from 4.92 TWh last year. Russia supplied 2.15 TWh of LNG to Spain in August, down from 6.36 TWh last year. Nigeria supplied 1.86 TWh, up from 0.83 TWh the previous year. Algeria supplied 0.97 TWh, and Qatar supplied 0.78 TWh.

LNG reloads jump

Spanish LNG terminals loaded about 1.92 TWh in August, a jump compared to 0.34 TWh in August 2024. This is the highest monthly figure this year. Reloads rose compared to 0.68 TWh in July and 1.09 TWh in June. Spanish terminals reloaded 1.22 TWh in May, 1 TWh in April, 0.54 TWh in March, 1.67 TWh in February, and 0.92 TWh in January. During August, the Barcelona terminal reloaded 1.25 TWh, the Huelva terminal reloaded 0.25 TWh, and the Cartagena terminal reloaded 0.20 TWh. Enagas said 61.6 percent of the loaded volumes landed in non-EU countries, 26 percent of the volumes were used for bunkering, and the rest landed in EU countries. Moreover, truck loading operations at the LNG terminals decreased by 5.2 percent to 954. The data shows that last month, the Huelva LNG terminal completed 269 truckloads, the Barcelona terminal completed 189 truckloads, and the Sagunot terminal completed 154 truckloads.

Source:www.lngprime.com

MET INKS PRELIMINARY SINGAPORE LNG SUPPLY DEAL

Switzerland-based energy trader MET Group has signed a heads of agreement with a unit of its shareholder Keppel to supply Singapore with liquefied natural gas (LNG). MET announced on Wendesday that it has signed the HoA with Keppel's infrastructure division, together with a licensed LNG importer, for the long-term LNG cargo deliveries of 0.5 mtpa. The LNG supply is conditional upon the signing of an LNG sales and purchase agreement and fulfilment of conditions precedent including regulatory approval, the company said. This deepens the partnership between MET and Keppel, who has 10 percent shareholding in MET. "To be supplied from MET's solid European import portfolio of LNG, this partnership will enhance the security of supply in Singapore," the company said. In 2023, MET set up an office in Singapore as part of its plans to expand its LNG business beyond Europe. Singapore's first LNG terminal on Jurong Island, operated by Singapore LNG, began commercial operations in May 2013. It currently operates with two jetties, three storage tanks of 180,000 cbm each, a fourth storage tank of 260,000 cbm, and a peak sendout capacity of around 11 mtpa. In addition, Singapore LNG signed a deal with Japan's MOL last year to charter one FSRU for Singapore's second LNG terminal.

MET boosting LNG business

MET has been active in spot and mid-term deliveries in the Pacific basin, with this HoA being the first long-term contract for MET in the Pacific. The deal secures the coverage of the expected increase in Keppel's gas demand over the next years, whilst fitting with MET's strategy of expanding its global LNG footprint. MET said the agreement further strengthens the partnership and synergies between Keppel and MET, aiming to expand and capture gas value chain opportunities in Singapore - and exploring opportunities beyond Singapore, benefiting from the rise of energy and power demand in Asia. In recent years, MET has built what it says one of the most geographically diverse LNG import structures in Europe, with long-term regasification capacity bookings in Germany, Croatia, and Spain. The company has imported LNG cargoes to several countries across the Mediterranean (Greece, Italy, Croatia, Spain), Northwest Europe (UK, Belgium, the Netherlands, Germany), and the Nordic region (Finland). In 2024, MET entered into a 10-year LNG agreement with LNG giant Shell to purchase US LNG with the intent to continue growing its long-term LNG portfolio. Also, MET ordered its first LNG carrier, for delivery in 2027, after reaching a partnership agreement with Danish shipowner Celsius. Source:www.lngprime.com

TAIWAN'S LNG IMPORTS DOWN IN AUGUST

Taiwan's monthly imports of liquefied natural gas (LNG) dropped in August compared to the previous year, according to customs data. Preliminary data from the Directorate General of Customs shows that the country received 1.93 million tonnes of LNG in August. This is a drop of 2.4 percent year-over-year compared to 1.98 million metric tons in August 2024. August LNG imports also dropped compared to 2.07 million tonnes of LNG in July. During January-July of this year, Taiwan imported 15.19 million tonnes of LNG, a rise from 13.8 million tonnes in the same period in 2024, the data shows. Taiwan paid $1.017 billion for LNG imports in August, down from $1.087 billion during the same month last year. The data shows that most of the August LNG supplies came from Australia (642,265 t) and Qatar (616,263 t). Australian volumes dropped compared to 652,722 t in August 2024, while Qatari volumes dropped compared to 612,660 t in August 2024. Other LNG suppliers to Taiwan in August included the US (190,624 t), Papua New Guinea (155,499 t), Brunei (135,141 t), Russia (70,647 t), the UAE (61,040 t), and Indonesia (59,873 t), the data shows.

CPC's LNG terminals

Taiwan currently imports LNG via two terminals operated by state-owned CPC. CPC operates the Yung-An LNG terminal with a capacity of 10.5 mtpa and the Taichung LNG import terminal with a capacity of 6 mtpa. The firm is also expanding its Taichung LNG terminal. In addition, CPC is also working on the Kaohsiung intercontinental LNG terminal, Guantang LNG terminal, and the Zhouji LNG terminal. In April, Methane Rita Andrea's AIS data provided by VeseselsValue showed that the LNG carrier was located at the Guantang LNG terminal, or Taoyuan LNG terminal. The vessel delivered a cargo from Qatar to the facility. Source:www.lngprime.com

JAPAN'S JERA SEALS ALASKA LNG LOI

Glenfarne-led Alaska LNG has signed a letter of intent with Japan's power firm and LNG trader Jera to sell liquefied natural gas to the latter. Under the LoI, Jera will buy one million tonnes per annum (mtpa) of liquified natural gas from the Alaska LNG Project over a 20 year term on a free-on-board basis, according to statements by US energy firm Glenfarne and Jera. In June, Jera announced approximately 5.5 mtpa of LNG offtake from the US Gulf Coast which it said allows flexible access to the global LNG market, including Japan, at a "competitive" cost. Alaska LNG offers "unique" advantages of abundant gas resources which are otherwise stranded and proximity to the growing LNG markets in Asia, which could contribute to the regional LNG supply security, Jera said. The LoI will facilitate information exchange and collaboration with Glenfarne as Jera "prudently assesses the project's timelines and economics," the firm said.

More than half of Alaska LNG's available LNG offtake capacity

Earlier this year, Glenfarne signed definitive agreements with state-owned AGDC to become the majority owner of the giant Alaska LNG export project. The LNG project is designed to deliver North Slope natural gas to Alaskans and Alaska utilities and export up to 20 million tonnes of LNG per year. Alaska LNG's three subprojects include an 807-mile 42-inch pipeline, the 20 mtpa LNG export terminal in Nikiski, Alaska, and a North Slope-based carbon capture plant to remove and store seven million tons of carbon dioxide annually. Since becoming the 75 percent shareholder and lead developer of the Alaska LNG project in March of 2025, Glenfarne has secured preliminary commercial agreements for more than half of Alaska LNG's available third-party LNG offtake capacity, including agreements with CPC in Taiwan and PTT in Thailand, according to the company. Negotiations to advance these agreements to binding contracts are underway. Glenfarne is in discussions with potential customers for LNG volumes exceeding Alaska LNG's total capacity, the company said. The company said it is targeting a late-2025 final investment decision (FID) for the Alaska LNG pipeline and a 2026 FID for the project's LNG export components. Source:www.lngprime.com

CHENIERE CLINCHES BOTAS LNG SUPPLY DEAL

Turkiye's state-owned natural gas and LNG firm Botas has signed a deal to buy liquefied natural gas from US LNG exporting giant Cheniere. Botas also signed deals with SEFE, Equinor, and jera. Turkey's Energy Minister Alparslan Bayraktar said via his social media channels that the deal was signed on Wednesday during the Gastech exhibition and conference, currently being held in Milan, Italy. Under the agreement, Cheniere will supply 1.2 billion cubic meters of LNG to Botas. "This partnership will increase portfolio diversity within the framework of our medium-term LNG strategy, while also contributing to the development of new market-oriented, flexible, and trade-focused business models," Bayraktar said. In addition, he said in a separate post that Botas signed a three-year agreement with Germany's

SEFE. "This agreement, covering a total LNG supply of 1.8 billion cubic meters, will enable us to evaluate commercial opportunities alongside our goal of establishing a sustainable and robust infrastructure for natural gas supply," Bayraktar. Bayraktar also announced that Botas signed a supply agreement with Norway's Equinor, covering a total of 1.5 billion cubic meters of LNG supply over a period of three years. Moreover, Botas will buy 600 million cubic meters of LNG from Japan's Jera. Under the agreements signed by Botas with eight different companies, Turkiye will purchase a total of approximately 15 billion cubic meters of LNG over a three-year period starting this winter, Bayraktar said. These agreements follow three supply deals Botas signed with BP, Shell, and Eni during Gastech on Tuesday. Under the agreement with BP, approximately 1.6 billion cbm of LNG per year, totaling 4.8 billion cbm, will be delivered to Turkiye. The deal with Shell is also for approximately 1.6 billion cubic meters of LNG per year, while the deal with Eni is for 500 million cubic meters of LNG per year. Source:www.lngprime.com

PERU LNG SENT FOUR CARGOES IN AUGUST

Peru LNG's liquefaction plant at Pampa Melchorita has shipped four liquefied natural gas cargoes in August, one less than in the previous month. According to shipment data by state-owned Perupetro, during August, the 4.4 mtpa LNG plant sent two shipments to Mexico, and one shipment each to Canada and France. The shipments loaded onboard the LNG carriers Megara, Maran Gas Agamemnon, Ferrol Knutsen, and Sevilla Knutsen equal about 270,402 tonnes, the data shows. Besides these vessels, the LNG carrier Paris Knutsen left the Peru LNG plant on September 1, and the LNG carrier Ferrol Knutsen left the plant on September 7. These four LNG cargoes, which were loaded at the Peru LNG plant last month, compare to five LNG cargoes in July this year and four cargoes in August 2024. Peru LNG previously said it expects to load 60 cargoes equivalent to 218 TBtus (trillion British thermal units) in 2025. There were 57 vessels equivalent to 205 TBtus in 2024. This is some 3.98 million tons of LNG. In 2023, Peru LNG loaded 55 vessels. This equals 190.3 TBtu or about 3.69 million tons of LNG, a rise from 51 vessels or 179.05 TBtus in 2022. LNG giant Shell holds 20 percent in Peru LNG and offtakes all the volumes. US-based Hunt operates the LNG plant with a 35 percent stake, while Japan's Marubeni has 10 percent in the LNG terminal operator. Last year, MidOcean Energy, the LNG unit of US-based energy investor EIG, completed the purchase of an additional 15 percent interest in Peru LNG from Hunt Oil. MidOcean's interest in Peru LNG now stands at 35 percent. Source:www.lngprime.com

WISON, SIEMENS INK FLNG PACT

Chinese FLNG builder Wison New Energies has signed a strategic memorandum of understanding with Germany's Siemens Energy. The agreement was signed on Wednesday during the Gastech exhibition and conference, currently being held in Milan, Italy. Under the MoU, the duo will co-develop optimized configurations of SE's SGT-750 gas turbine packages and motor compressor packages, specifically tailored for Wison's floating LNG and FPSO projects, while maintaining a frame agreement toolbox to streamline technical and commercial processes, reducing project lead times. Cheng Yuanyun, CEO of WNE, said partnering with SE allows the firm to combine engineering excellence with technology to meet the evolving needs of its clients. Andreas Pistauer, VP gas service sales, SiE, addded that the firm is "excited" to deepen its collaboration with WNE. Wison has signed several deals for FLNG units. Last month, Wison held a sail-away ceremony for the Nguya FLNG unit in Shanghai, China. The unit will serve the second phase of Eni's Congo LNG project. WNE won a contract from Eni in December 2022 to build a 380-meter-long 2.4 mtpa FLNG and officially started work on the project in January 2023. Source:www.lngprime.com

GLENFARNE'S TEXAS LNG, GUNVOR FINALIZE 20-YEAR LNG SUPPLY DEAL

Glenfarne's Texas LNG, the developer of the planned 4 mtpa LNG export terminal in the port of Brownsville, has signed a 20-year sales and purchase deal with a unit of Geneva-based trader Gunvor. Under the SPA, Gunvor Singapore will buy 0.5 mtpa of LNG on a FOB basis for 20 years from Texas LNG, according to a statement by Texas LNG. The agreement converts a previous non-binding heads of agreement between the two companies announced in March 2024. The majority of Texas LNG's offtake volume will be sold under long-term binding agreements. Texas LNG said it is in the process of converting HOAs with Macquarie and another "highly experienced, investment-grade global LNG player" into definitive agreements. Kiewit is leading the engineering, procurement, and construction of Texas LNG under a lump-sum turnkey structure. "Texas LNG is moving rapidly towards a targeted year-end final investment decision," said Glenfarne CEO and founder Brendan Duval. "Our agreement with Gunvor continues our progressing of successfully completed commercial contracts, sufficient for FID, for Texas LNG," he said. Last month, Glenfarne secured more time from the US FERC to build and place in service its Texas LNG export project. Texas LNG was granted a five-year extension of time, to November 22, 2029. Source:www.lngprime.com

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

YPF CEO Horacio Marin confirmed on Wednesday that the state-owned oil and gas company and its partners Eni and Shell expect to take final investment decisions on two stages of the Argentina LNG project in 2026. Marin discussed the Argentina LNG project and Vaca Muerta resources during the Gastech exhibition and conference, currently being held in Milan, Italy. "So, our idea is next year to have FID for both projects," Marin said, referring to the FLNG projects with Eni and Shell. "It could delay FID unless we take the risk of starting FID before having the financing. But if we don't have that risk, it could be during next year," he said. On the offtake side, he said that "we have not so much gas to sell." "And the markets that we are looking at are Europe and Asia, and Japan," he said. "We have discussions .. with them," Marin added. Last month, Marin said during a conference in Buenos Aires that YPF and its partners Eni and Shell may take FIDs on two stages of the Argentina LNG project in the first quarter of 2026.

Argentina LNG

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. 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.

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. The partners took FID on the project last month. Source:www.lngprime.com

SHELL PENS US LNG SUPPLY DEAL WITH EDISON

UK-based LNG giant Shell has signed a long-term deal to supply US LNG to Italian energy firm Edison, a unit of EDF. Under the deal with Shell International Trading Middle East, Edison will receive around 0.7 mtpa of LNG from the US, starting in 2028 and continuing for up to 15 years, according to a statement by Edison. Edison will purchase the gas on a FOB (free on board) basis, using its own fleet of LNG carriers, taking care of the collection of the LNG supplies at source, their transport, and unloading at the destination. “The opening of this second channel from the United States is another piece in our industrial strategy, aimed at increasing the country’s security of supply and strengthening the long-term competitiveness and flexibility of our long-term portfolio”, said Fabio Dubini, executive VP of gas and power portfolio management and optimisation at Edison. “Our goal is to continue diversifying, as we have always done, by opening up new routes. This has enabled us to contribute to national energy security, providing rapid responses in recent times of crisis, thanks to the solid relationships we have built with sellers over the years,” Dubini said. Dubini added that Edison’s goal is to maintain a share of at least 20 percent of the Italian market by 2030, “continuing to build a portfolio capable of promptly adapting supply to the demands of international markets and customers, while reducing the associated geopolitical risks.”

Edison’s LNG business

In May, Edison delivered the first Calcasieu Pass LNG cargo under its long-term deal with Venture Global LNG to Snam’s FSRU-based terminal in the Italian port of Piombino. The 2022-built 174,000-cbm, Elisa Aquila, owned by France LNG Shipping and chartered by Edison, delivered the maiden shipment from Louisiana to Snam’s 170,000-cbm FSRU, Italis LNG, in Piombino. Today, Edison imports approximately 14 billion cubic meters of natural gas per year into Italy, with import contracts from Qatar (6.4 billion cubic meters), Libya (4.4 billion cubic meters), Algeria (1 billion cubic meters), Azerbaijan (1 billion cubic meters), and the US (1.4 billion cubic meters), meeting 23 percent of domestic demand. Source:www.lngprime.com

WOODSIDE, PETRONAS SEAL 15-YEAR LNG SPA

Australia's Woodside has signed a long-term deal with Malaysia's Petronas to supply the latter with liquefied natural gas (LNG) from its global portfolio. The deal may include supplies from Woodside's Louisiana LNG project in the US. Woodside said in a statement that the fully termed sale and purchase agreement (SPA) is for the supply of 1 million tonnes per annum (mtpa) of LNG to Malaysia from 2028 for a period of 15 years. This SPA follows a heads of agreement that the two firms signed in June this year. “Finalising this long-term LNG supply agreement with Petronas represents a strategic milestone for Woodside as it is our first long-term LNG supply arrangement with Malaysia,” Woodside executive VP and chief commercial officer Mark Abbotsford said. The SPA also supports Petronas’ efforts to enhance energy security in Peninsular Malaysia by integrating upstream gas developments with LNG imports to meet rising demand from the power and industrial sectors, driven by data centre growth, the wider adoption of artificial intelligence technologies and the transition away from coal-fired generation. “We see natural gas as a long-term solution in this journey, and our collaboration with Woodside represents an important step towards ensuring reliable and flexible supply for Malaysia’s growing economy, while enhancing Petronas’ global portfolio to deliver energy responsibly and sustainably," Petronas VP of LNG marketing and trading Shamsairi Ibrahim said. Woodside and Petronas have a long-standing relationship, having previously collaborated on exploration studies, research, and development initiatives, and both spot and mid-term LNG transactions.

Louisiana LNG

In April this year, the Australian LNG player made a final investment decision to develop the three-train, 16.5 mtpa Louisiana LNG project, which it acquired from Tellurian last year. Woodside also sold 40 percent of its Louisiana LNG project to US private equity firm Stonepeak. Stonepeak will provide $5.7 billion towards the expected capital expenditure for the LNG project on an accelerated basis, contributing 75 percent of capital expenditure in both 2025 and 2026. In addition, Woodside signed a non-binding collaboration agreement with Saudi Arabia's energy behemoth Aramco to explore global opportunities. This includes Aramco's potential acquisition of an equity interest in and LNG offtake from the Louisiana LNG project. Woodside also signed LNG sale and purchase agreements with Germany's Uniper to supply the latter from its Louisiana LNG project and its global portfolio. Source:www.lngprime.com

BOTAS PENS THREE-YEAR LNG SUPPLY DEALS WITH BP, SHELL, AND ENI

Turkiye's state-owned natural gas and LNG firm Botas has signed three-year deals to buy LNG from BP, Shell, and Eni. Turkey's Energy Minister Alparslan Bayraktar said via his social media channels that the deals were signed on Tuesday during the Gastech exhibition and conference, currently being held in Milan, Italy. Under the agreement with BP, approximately 1.6 billion cbm of LNG per year, totaling 4.8 billion cbm, will be delivered to Turkiye, he said. "This cooperation is particularly important in terms of ensuring supply security, increasing source diversity, and strengthening commercial flexibility, especially during the winter months," Bayraktar noted. He stated in separate posts that the deal with LNG giant Shell is also for approximately 1.6 billion cubic meters of LNG per year, while the deal with Eni is for 500 million cubic meters of LNG per year. In addition to these supply deals, Botas and PetroChina International signed a cooperation agreement to collaborate in LNG trade, while Botas also signed a cooperation agreement with LNG producer Oman LNG. Last year, Botas signed long-term LNG supply deals with France's TotalEnergies and Shell. The deal with TotalEnergies is for 10 years and will start in 2017. Under the contract, Botas will receive 16 LNG cargoes or up to 1.6 billion cubic meters per year from TotalEnergies. The sales and purchase agreement with Shell is also for 10 years. Under this deal, Botas will receive 40 LNG cargoes per year, or up to 4 billion cubic meters of LNG. The agreement includes an option for Botas to receive the shipments at European terminals, outside Turkiye. Shell's LNG supplies will come from its US and global portfolio. The supplies will start in 2027. Botas said at the time the deal will enable the company to expand its LNG capacity and use its terminal and pipeline infrastructure to assist Turkiye to diversify its gas resources and become a major regional gas hub. Source:www.lngprime.com

CHINA'S GAS IMPORTS UP IN AUGUST

China's natural gas imports, including pipeline gas and LNG, increased by 0.8 percent last month compared to August 2024, according to customs data. The data from the General Administration of Customs shows that natural gas imports reached 11.85 million tonnes in August. This compares to 11.76 million tonnes in August 2024 and 10.63 million tonnes in July. August marked the second monthly year-on-year rise for China's gas imports this year after June. China's gas imports reached 81.91 million tonnes in January-August, down 5.9 percent compared to the same period in 2024. The country paid $37 billion for these imports, down 13.25percent 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 August this year has not yet been released. During January-July, China imported 35.51 million tonnes of LNG, a decrease of 18.8 percent compared to the same period last year. It is worth mentioning here that Japan overtook China in the first seven months of this year as the world's biggest LNG importer. Source:www.lngprime.com

HD HYUNDAI MIPO GETS OK FOR LARGE LNG BUNKERING VESSEL DESIGN

South Korean shipbuilder HD Hyundai Mipo has received approval in principle from classification society ABS for its design development of a 30,000-cbm liquefied natural gas (LNG) bunkering and supply vessel. American Bureau of Shipping, or ABS, said in a statement that the design is intended to carry LNG as cargo as well as bunker fuel for a wide variety of receiving vessels. ABS completed design reviews based on class and statutory requirements. "The newly developed dual-purpose 30K LNGC/LNGBV highlights our commitment to advancing flexible and sustainable energy transport," Dongjin Lee, executive VP, head of initial design division and detailed design division at HD Hyundai Mipo, said. "By integrating bunkering functions into an LNG carrier, the vessel is designed to meet rising global demand while supporting the maritime sector's transition to cleaner fuels," Lee sadi. HD Hyundai Mipo received the AiP on Tuesday during the Gastech exhibition and conference, currently being held in Milan, Italy. In addition, Lloyd's Register (LR) and HD Hyundai Mipo announced a joint development project (JDP) to design a 22,000-cbm class LNG bunkering vessel. The project, which was formally recognised with an AiP ceremony at Gastech, aims to deliver a "safe, commercially viable, and regulation-compliant" vessel to meet the rising demand for LNG bunkering, LR said in a separate statement. The design offers increased delivery capacity, which potentially reduces bunkering time and frequency, lowering costs for operators, while allowing HMD to meet the evolving needs of charterers, according to LR. However, the larger size may encounter operational restrictions in certain ports, requiring careful design consideration. LR said it will conduct a full drawing appraisal and issue the AiP in accordance with its classification rules and international standards.

LNG bunkering vessel orders

Since September last year, Hyundai Mipo has won orders for up to 13 LNG bunkering vessels. Most recently, HD Hyundai Mipo won an order for two 18,000-cbm LNG bunkering vessels in May this year. These ships are tied to Shell. Before this contract, HD Hyundai Mipo secured an order for four LNG bunkering vessels tied to Greece's Evalend Shipping. In November last year, Hyundai Mipo also secured an order for four LNG bunkering vessels with a capacity of 18,000 cbm. Moreover, HD Hyundai Mipo won an order in October 2024 to build one LNG bunkering vessel with a capacity of 12,500 cbm. Before this contract for one LNG bunkering vessel, Hyundai Mipo won an order to build up to two LNG bunkering ships with a capacity of 18,000 cbm. Source:www.lngprime.com

ANGOLA'S SONANGOL WORKING ON LNG CARRIER ORDER

Angola's state-owned energy firm Sonangol is working on a liquefied natural gas (LNG) carrier order, according to shipbuilding sources. Shipyards from South Korea and China are bidding to win the order, sources told LNG Prime on Tuesday. Sonagnol is looking to order one firm and two optional vessels, they said. No further details have been revealed. Last year, some brokers reported that Sonnagnol is interested in booking up to three LNG carriers. In April, HD Korea Shipbuilding & Offshore Engineering announced that it has won two suezmax tankers from Sonangol Shipping. The 157,000-dwt tankers will be built by HD Hyundai Samho and are scheduled for delivery by May 2027. Sonangol has a stake in Angola LNG. Angola LNG is a joint venture of Chevron, Azule Energy, a joint venture of BP, Eni, Sonangol, and TotalEnergies. In 2023, Angola LNG shipped its 400th cargo of LNG since the launch of the 5.2 mtpa Soyo plant in 2013. A fleet of seven 160,000-cbm LNG vessels has been chartered on a long-term basis to transport Angola LNG cargoes to customers around the world. Source:www.lngprime.com

TOTALENERGIES PENS LNG SUPPLY DEAL WITH SOUTH KOREA'S KOGAS

French energy giant TotalEnergies has entered into a long-term heads of agreement with South Korean LNG importer Kogas to supply the latter with liquefied natural gas. Under the HoA, TotalEnergies will deliver 1 million tons of LNG per year over a 10-year period starting from the end of 2027, according to TotalEnergies. Awarded to TotalEnergies by Kogas following an international tender, this contract increases to 3 Mt per year from 2028 onward the volume of LNG supplied by TotalEnergies to KOGAS, currently the world's largest LNG importer, the firm said. These additional LNG volumes will then be delivered to Korean industries, businesses, and households. TotalEnergies said the LNG supplies will come from its global supply portfolio, and particularly from its US LNG production and offtake. LNG trader Trafigura recently signed a long-term deal to supply US LNG to Kogas. Kogas said that South Korea will buy 3.3 million tons of LNG from the US per year for a decade, starting in 2028, as the two countries look to expand cooperation across key sectors. The volume secured under this long-term contract will be supplied from LNG projects operated by Cheniere, including the Corpus Christi facility in Texas, it said. The contract is expected to help Kogas diversify its LNG import sources, which had been concentrated in the Middle East, including in Qatar. Kogas said the US will become its primary LNG supplier. Kogas currently 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 also has a small-scale regasification terminal at the Aewol port on Jeju Island. Kogas is also building the Dangjin LNG terminal and has just awarded a contract for the second phase of the project. Source:www.lngprime.com

ARGENT LNG SIGNS TURKISH COOPERATION DEAL

Argent LNG, the developer of an LNG export terminal in Port Fourchon, Louisiana, has signed a strategic cooperation agreement with EPIAS, Turkiye's gas and electricity exchange. The agreement establishes a framework for long-term collaboration that will leverage Argent LNG's US export capacity and EPIAS's role as Turkiye's central energy trading platform, according to a statement sent to LNG Prime. The deal was signed on Tuesday during the Gastech exhibition and conference, currently being held in Milan, Italy. Together, the parties aim to facilitate "competitive, transparent, and secure access to US LNG for countries seeking to diversify supply and enhance energy security." According to Argent LNG, this cooperation is designed to help bridge Southeast and Central Europe with US LNG, reinforcing regional energy transition, resilience, and security goals. By using Turkiye as a key entry point and trading hub, the initiative positions US LNG as a "long-term pillar of European supply diversification." The initiative envisions phased delivery of US LNG through existing and planned pipelines, including the Trans-Balkan, TAP, IGB, BRUA, and IAP corridors, reaching markets such as Bulgaria, Romania, Ukraine, Greece, the Balkans, and Central Europe. "This strategic cooperation agreement represents a milestone in connecting U.S. LNG with Europe's most dynamic regional marketplace," said Jonathan Bass, chairman and CEO of Argent LNG. "By committing 5

MTPA of U.S. LNG and working with EPIAS, we are building a transparent, scalable, and secure framework that will help governments and industry alike meet their energy needs while advancing stability and resilience," he said.

Second deal

This is a second deal for Argent LNG related to LNG supplies from its proposed facility. Earlier this year, Argent LNG signed a non-binding heads of agreement with the government of Bangladesh to supply the country with LNG. Under the HoA, Argent will supply state-owned Petrobanga with 5 million metric tons of LNG for 20 years, according to the firm. Argent LNG's facility will have an initial capacity of up to 12 mtpa, with an estimated cost of about $10 billion. There is a potential to expand the facility to up to 25 mtpa of LNG. The company plans to use Honeywell's pretreatment solutions. In addition, Argent LNG selected Baker Hughes as the liquefaction solution and related services provider for the planned LNG export terminal in Port Fourchon, and it selected LNG equipment maker Chart Industries to supply its mid-scale modular liquefaction solution. Source:www.lngprime.com

NEXTDECADE, CONOCOPHILLIPS SEAL 20-YEAR RIO GRANDE LNG SPA

US energy giant ConocoPhillips has signed a deal with compatriot NextDecade to buy LNG from the planned fifth train at the latter's Rio Grande LNG facility in Texas. With this deal, NextDecade completed commercialization of Train 5. Under the sales and purchase agreement, ConocoPhillips will purchase 1 million tonnes per annum (mtpa) of LNG for 20 years on a free on board basis at a price indexed to Henry Hub, according to statements by NextDecade and ConocoPhillips. The deal remains subject to NextDecade making a positive final investment decision (FID) on Train 5. This deal adds to ConocoPhillips's Gulf Coast LNG supply. Most recently, the company announced a long-term offtake agreement for 4 mtpa of LNG from Sempra Infrastucture's Port Arthur LNG Phase 2, which is in addition to a prior agreement for 5 mtpa of LNG from Phase 1. In addition to the SPA, ConocoPhillips' expertise and experience in heavy hydrocarbon removal from feed gas is utilized at the Rio Grande LNG facility through its OCP CryoSep technology. OCP CryoSep provides targeted recovery and/or removal of heavy hydrocarbons that would otherwise freeze or lead to high BTU content in LNG. "We're excited to help move this project closer to FID while advancing our global LNG portfolio strategy and 10 to 15 mtpa offtake ambition. We continue to build scale and diversification, adding supply and sales points offering further optionality for optimization," Khoa Dao, chief commercial officer for ConocoPhillips, said.

FID in Q4

Matt Schatzman, NextDecade chairman and CEO, said that the company hass now completed commercialization of Train 5, and "we are focused on finishing the financing and achieving a positive FID." NextDecade has now announced a total of 4.5 mtpa of LNG from Train 5 sold under 20-year LNG SPAs, which it believes is sufficient to support a positive FID on Train 5. Subject to obtaining adequate financing, NextDecade expects to achieve a positive FID on Train 5 in the fourth quarter of 2025, within the current price validity period for the company's Train 5 EPC contract with Bechtel Energy. Subject to obtaining adequate financing, NextDecade also continues to expect to achieve a positive FID on Rio Grande LNG Train 4 by September 15, 2025.

Rio Grande LNG

NextDecade is currently building three trains at the site located on the north shore of the Brownsville Ship Channel in south Texas. In July 2023, NextDecade took the final investment decision on the first three Rio Grande LNG trains and completed a $18.4 billion project financing. Additionally, the firm closed a joint venture agreement for the first phase, which included approximately $5.9 billion in financial commitments from Global Infrastructure Partners (GIP), GIC, Mubadala, and TotalEnergies. The deal also included options for the fourth and fifth trains. Phase 1, with a nameplate liquefaction capacity of 17.6 mtpa, has 16.2 mtpa of long-term binding LNG sale and purchase agreements. In addition to these five trains, NextDecade announced plans in March to build up to five more trains at the Rio Grande LNG facility. NextDecade said it is developing and beginning the permitting process for Trains 6 through 8. The LNG terminal operator expects these trains to increase its total liquefaction capacity by approximately 18 mtpa once constructed and placed into operation. Source:www.lngprime.com

JIANGNAN GETS OK FOR LNG CARRIER WITH TYPE B TANKS

China's Jiangnan Shipyard has received approvals from classification societies ABS and BV for a 175,000-cbm liquefied natural gas (LNG) carrier equipped with "brilliance II" type B LNG tanks. CSSC's Jiangnan received the AiPs for its new LNG tank on Tuesday during the Gastech exhibition and conference, currently being held in Milan, Italy. In addition, Jinangan received AIPs for the "brilliance II" type B LNG tank applied on FLNG from ABS and BV. Jiangnan also received approval from ABS for sloshing performance enhancement of the "brilliance II" type B LNG tank from ABS, as well as approval from DNV and LR for a battery hybrid power solution for a large LNG carrier. Jiangan is currently building six 175,000-cbm LNG carriers for UAE's Adnoc L&S, a unit of state-owned energy giant Adnoc Last month, Adnoc L&S took delivery of the third vessel in this batch. These "LNG Jumbo" dual-fuel carriers feature GTT's Mark III Flex membrane system, WinGD engines, and a partial reliquefaction system. Jiangan is also building two LNG carriers for Shandong Marine. These vessels also feature the same tech as the Adnoc L&S vessels. Source:www.lngprime.com

EQT, COMMONWEALTH LNG INK 20-YEAR SPA

US natural gas producer EQT has signed a long-term deal with compatriot Commonwealth LNG to buy LNG from the latter's planned 9.5 mtpa facility in Cameron, Louisiana. Under the sales and purchase agreement, EQT will purchase 1 million tonnes per annum (mtpa) of LNG for 20 years on a free on board basis at a price indexed to Henry Hub from Commonwealth's facility. The deal remains subject to Commonwealth making a positive final investment decision (FID) on its LNG export project. This new SPA comes just a week after EQT signed a long-term deal with compatriot NextDecade to buy LNG from the planned fifth train at the latter's Rio Grande LNG facility in Texas. Under tthis SPA, EQT will purchase 1.5 million tonnes per annum (mtpa) of LNG for 20 years on a free on board basis at a price indexed to Henry Hub, In addition, EQT recently signed a long-term deal with US LNG exporter Sempra Infrastructure, a unit of Sempra, to buy LNG from the proposed second phase of the Port Arthur LNG project in Texas. EQT will buy 2 million tonnes per annum of LNG for 20 years under this deal. "The signing of this agreement with Commonwealth LNG adds to the momentum we are building in the LNG market and further strengthens EQT's position as a leader connecting US natural gas supply to growing global demand," said Toby Z. Rice, President and CEO of EQT. "With this latest agreement, EQT has established a diversified LNG export portfolio that will provide us with flexibility to market and optimize our own cargoes," he said.

Commonwealth targeting FID this year

Kimmeridge's Commonwealth said it is advancing toward FID in 2025, with first LNG production expected in 2029. Inclusive of the agreement with EQT, Commonwealth has 5 mtpa of offtake under long-term, binding agreement, incluing previous deals wiht Glencore, Jera, and Petronas, with line of sight to subscribe its remaining capacity. "These foundational contracts demonstrate international confidence in the project's execution and value proposition," Commonwealth said. Commowealth recently received the final non-free trade agreement export authorization from the US Department of Energy for its planned LNG export project. The LNG terminal developer received the Federal Energy Regulatory Commission's final order, upholding authorization, in June of this year. The company also recently sought approval from FERC to start initial site preparation activities for its LNG export project. Moreover, Commonwealth authorized an order for six Baker Hughes refrigerant turbo compressors required for the liquefaction process of its planned LNG export project. The order will be placed by Technip Energies, which Commonwealth announced will lead the engineering, procurement, and construction (EPC) execution of its LNG facility. Source:www.lngprime.com

DYNAGAS LNG PARTNERS REPORTS HIGHER Q2 NET INCOME

Dynagas LNG Partners, the operator of six LNG carriers that work under long-term charters, reported a rise in its net income in the second quarter compared to the same period in 2024. The NYSE-listed limited partnership formed by shipowner Dynagas posted a net income of $13.7 million for the second quarter of this year. This represents a 28 percent increase compared to $10.7 million in the same quarter last year. Net income also rose compared to $13.6 million in the first quarter of this year. Dynagas LNG attributed the year-on-year rise in net income to the decrease in interest and finance costs and the increase in voyage revenues due to certain non-cash items. Also, the rise in net income was partially offset by the increase in voyage expenses, as well as by the decrease in gain on the interest rate swap transaction which expired in September 2024 and the increase of other expenses.

Voyage revenues up

The company reported that its adjusted net income increased 16.9 percent to $14.5 million in the second quarter compared to the same period last year, primarily due to a decrease in interest and finance costs. Voyage revenues for the second quarter were $38.6 million, up 2.7 percent compared to the same quarter in 2024. Dynagas LNG attributed the increase to the non-cash effect of the amortization of deferred revenues and the value of the EU ETS emissions allowances. The company reported average daily hire gross of commissions of approximately $70,730 per day per vessel for the three-month period compared to approximately $72,010 per day per vessel for the corresponding period of 2024. Dynagas said its vessels operated at 99.4 percent and 100 percent fleet utilization during the three-month periods ended June 30, 2025, and 2024, respectively.

Average contract duration of 5.4 years

Chief executive Tony Lauritzen said these results "underscore the strength of our contracts-based business model, which continues to shield us from the prevailing weakness in the short-term LNG shipping market." All six Dynagas LNG carriers are employed under long-term charters with international gas companies, with an average remaining contract duration of 5.4 years. "Barring any unforeseen events, we do not expect any vessel availability before 2028," he said. Moreover, the company's estimated contract backlog stands at about $0.9 billion as of September 8, 2025. "In line with our commitment to delivering unitholder value, we paid a quarterly cash distribution of $0.049 per common unit on August 29, 2025," Lauritzen said. He noted that Dynagas LNG also continued to execute on its repurchase program, having repurchased 156,319 common units, throughout the second quarter of 2025 to date at an average price of $3.54 per common unit. As of today, $9 million remains available under the repurchase program. "Following the successful refinancing of our debt in June 2024, our balance sheet has strengthened meaningfully. Two of our vessels are now debt-free, and our annual debt amortization of $44 million represents 14.6 percent of our total outstanding debt of $300.8 million. We face no debt maturities until mid-2029," he said. "With contracted revenues exceeding our cash breakeven, we continue to generate cash each quarter, further improving our liquidity. As of June 30, 2025, our cash balance stood at $77.9 million," Lauritzen said. "While we remain insulated from short-term volatility in the LNG market, our strategy remains focused on disciplined capital allocation—prioritizing deleveraging, returning capital to common unitholders, and reducing cash outflows through initiatives such as the Series B preferred redemption," he said. Source:www.lngprime.com

JERA IN MONTENEGRO LNG TERMINAL MOVE

Japan's power firm and LNG trader Jera and the government of Montenegro plan to sign a memorandum of understanding on the development of a liquefied natural gas (LNG) terminal and associated gas-fired power plant. According to a document posted on the Montenegro government's website last week, the government has adopted a draft basis to hold negotiations with Jera on signing the memorandum. Under the memorandum, Jera will conduct a feasibility study for the LNG terminal and the accompanying gas thermal power plant in Montenegro. This study should outline possibilities and options for the further implementation of the project, ultimately leading to the conclusion of final, binding contracts. According to the draft MoU attached to the document, the government "recognises the need for energy security as critical to ensuring the sustainability and development of the country of Montenegro and the betterment of its citizens." "However, energy security must be secured on a cost-effective basis, and with an eye to decarbonizing the Montenegro's energy supply," it said. "The parties wish to work together, on an exclusive basis, to conduct a study on the feasibility of developing, procuring, constructing, operating, and maintaining, and project financing (with the assistance of commercial banks, development finance institutions, and export credit agencies) an LNG terminal and associated gas-fired power plant in Montenegro," the draft MoU says.

Bar LNG terminal

Montenegro has no LNG import terminals, but there were previous announcements on building such facilities in the Balkan country. In 2023, the government of Montenegro signed a memorandum of understanding with two US-based firms to build an LNG import terminal and a power plant in Bar. The US companies are Enerflex Energy Systems and Wethington Energy Innovation. The governemnt said at the time that the fixed terminal at or near the port of Bar, on the Adriatic Sea, would consist of an offloading pier for imports of LNG, storage facilities for LNG, and a regasification facility which would supply the gas via a short pipeline to the nearby thermopower project. However, there were no updates regarding this project after this announcement. Besides this deal, Singapore-based LNG Alliance signed a memorandum of understanding with Montenegro's state-owned power firm EPCG in December 2021 to look into building an LNG import terminal and two gas-fired power plants in the country. In May 2022, LNG Alliance completed the prefeasibility studies for the proposed Bar LNG terminal and signed a new MoU with the Port of Bar for further advanced studies for the FSU-based 0.4 mtpa import terminal, which can be modularly expanded to 1.2 mtpa with demand, the firm said at the time. Source:www.lngprime.com

INDIA'S PETRONET INVITES BIDS FOR KOCHI LNG BUNKERING SYSTEM

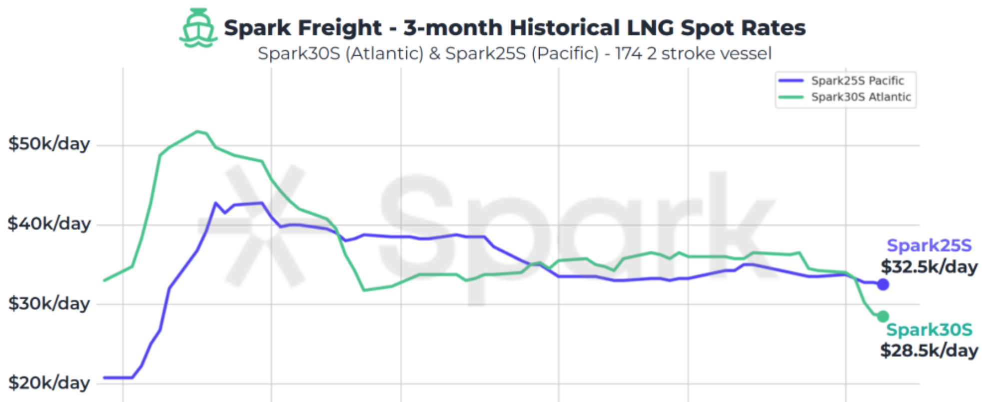
India's largest LNG importer, Petronet LNG, has launched a tender inviting contractors to submit bids for the engineering, supply, installation, and commissioning of an LNG bunkering system at its Kochi import terminal in southern Kerala state. The LNG terminal operator, promoted by BPCL, GAIL, and ONGC, did not provide any information regarding the bunkering system in a tender document inviting domestic and foreign bidders. According to Petronet LNG, bids must be submitted by September 30. Overall contract duration is 32 weeks, or eight months. Supply is expected within 26 weeks from the date of the LOA or order whichever earlier, while service is expected six weeks from the date of supply of material, Petronet LNG said. Petronet LNG already offers terminal-to-ship LNG bunkering services at its Kochi facility. Launched in 2013, the company's second LNG terminal has a capacity of 5 mtpa. However, it is only operating at about 20-25 percent capacity due to pipeline constraints. The Kochi LNG terminal has two storage tanks with a total capacity of 310,000 cbm, while its jetty facility is designed to receive LNG tankers between 65,000 cbm and 216,000 cbm. Kochi is also supplying LNG through LNG trucks to various customers who are not connected to the gas grid. Besides Kochi, Petronet LNG operates India's largest LNG terminal, Dahej. The facility in western Gujarat state currently has a capacity of 17.5 mtpa. Petronet LNG expects to complete work on an additional 5 mtpa capacity at its Dahej LNG terminal by the end of this year. In addition, Petronet LNG approved an investment in a land-based LNG import terminal in Gopalpur, Odisha, instead of an FSRU-based facility, in July. This facility will have a capacity of 5 mtpa. Source:www.lngprime.com

SCANA'S SEASYSTEMS, STENA BULK INK LNG INFRASTRUCTURE PACT

Norway's Seasystems and Sweden's Stena Bulk have signed a cooperation agreement to promote floating LNG infrastructure solutions. According to a joint statement, the partnership combines Seasystems' experience in delivering complete mooring and fluid transfer systems to the global energy industry with Stena's proprietary extended FSU/FSRU mooring (EFM) system and jettyless floating terminal (JFT) technology. The agreement gives Scana's Seasystems exclusive rights to market, sell, and deliver Stena's patented jettyless LNG technologies, while the technologies and related patents remain owned by Stena Bulk. Stena noted that the jettyless solutions are particularly beneficial in regions with limited or no existing infrastructure. By requiring only a suitable near-shore or offshore location with sufficient water depth, the technologies are enabling flexible and cost-efficient LNG storage and transfer without the need for traditional jetties or costly fixed infrastructure even in harsh conditions, it said. The partners said they will support Stena's existing clients and new LNG projects worldwide. Last year, Stena Bulk sold its last LNG carrier. The sale of the 2006-built steam LNG carrier, Stena Blue Sky, followed the sale of two TFDE LNG carriers to Oslo-based BW LNG, a unit of Singapore's gas shipping giant BW. Earlier this year, Stena Bulk also teamed up with NNPC Shipping, a unit of state-run Nigerian National Petroleum Corp, and offshore support firm Caverton Marine. The new tanker operation will serve Nigeria and West Africa's regional and global crude oil, refined product, and LNG shipping requirements. Source:www.lngprime.com

SPOT LNG SHIPPING RATES CONTINUE TO DROP

Spot charter rates for the global liquefied natural gas (LNG) carrier fleet continued to decrease, while European prices rose this week compared to the previous week. Spark's data lead, Qasim Afghan, told LNG Prime on Friday that Spark30S (Atlantic) LNG freight rates



fell $5,750 to $28,500 per day, marking the lowest Atlantic rates since April. "Spark25S (Pacific) have fallen less sharply in comparison, dropping $1,000 to $32,500 per day," he said.

European prices up

In Europe, the SparkNWE DES LNG rose compared to last week. "The SparkNWE DES LNG front-month price for October is assessed at $10.442/MMBtu, whilst the basis to the TTF is assessed at $0.610 - this is the widest basis since May and indicates an increased demand for front-month DES LNG delivery slots in NW-Europe," Afghan said. Moreover, "the US front-month arb to NE-Asia (via the Cape of Good Hope) narrowed significantly this week, increasing by $0.210 and now pricing in at -$0.016/MMBtu, only marginally incentivising US cargoes to deliver to Europe," Afghan said. "The US front-month arb to NE-Asia via Panama experienced similar increases and is now open to Asia, assessed at $0.051/MMBtu," he said Data by Gas Infrastructure Europe (GIE) shows that volumes in gas storages in the EU continued to rise and were 78.51 percent full on September 3. Gas storages were 76.64 percent full on August 27, 2025, and 92.53 percent full on September 3, 2024.

JKM

In Asia, JKM, the price for LNG cargoes delivered to Northeast Asia in October 2025 settled at $11.245/MMBtu on Thursday. Last week, JKM for October settled at 11.215/MMBtu on Friday, August 29. Front-month JKM rose to 11.245/MMBtu on Tuesday, and it dropped to 11.225/MMBtu 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 low-$11s/MMBtu on August 29 from high-$11s/MMBtu the previous weekend." "With little change in the situation of low demand and ample supply, JKM continued to decline to mid-$11s/MMBtu in the first half of the week. Then, amid high inventories, as highlighted by the information that Japan's LNG inventories for power generation have been at the highest level in recent nine weeks, the price declined further to low-$11s/MBtu in the latter half of the week," Jogmec said. Source:www.lngprime.com

KOGAS, KOSPO SEAL 10-YEAR GAS SUPPLY DEAL

South Korean LNG importing giant Kogas has signed a 10-year deal with Korea Southern Power (Kospo) to sell natural gas to the latter for power generation. Kospo said it will receive a total of 4.4 million tons of natural gas from Kogas for 10 years from 2027. Unlike the existing "average rate system" where Kogas supplies gas uniformly to all power generators at the average price of all its LNG import contracts, this contract includes the "individual pricing system", according to Kospo. This system links specific LNG import contracts to individual power generators, supplying gas directly at the price and conditions of that specific contract, it said. Kospo noted that through this contract with Kogas, Kospo has diversified its supply portfolio beyond direct natural gas imports. The power firm buys spot LNG supplies to fuel its power plants. According to Kospo's website, the firm has seven LNG power plants: Shinincheon, Busan, Namjeju, Yeongwol, Andong, ShingSejong, and Hanlim. On the other hand, 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 imports LNG from various sources, and it just signed a long-term deal to buy US LNG from trader Trafigura. The company stated that it will purchase 3.3 million tons of LNG from the US annually for a decade, starting in 2028, as the two countries aim to expand cooperation across key sectors. Kogas said the contract is expected to help the company diversify its LNG import sources, which had been concentrated in the Middle East, including in Qatar. Source:www.lngprime.com

ENI, EXMAR IN ARBITRATION OVER TANGO FLNG PERFORMANCE BONUS

Italian energy firm Eni and Belgian gas shipping firm Exmar are in arbitration over a performance bonus related to the operation of the Tango floating LNG facility, which serves Eni's Congo LNG project. Exmar confirmed in its half-year report that the two firms failed to agree on the performance bonus, and Eni has "referred this matter to the London Court of International Arbitration." Back in 2022, Exmar sold the FLNG to Italy's Eni for deployment in the Republic of Congo, also known as Congo-Brazzaville. Besides buying Tango FLNG from Exmar, Eni also chartered the 2002-built Excalibur from Exmar to serve as a floating storage unit. Exmar said at the time that the value of the deal was in the range of $572 to $694 million, depending on the actual performance of the Tango FLNG during the first six months on site. Delivered in 2017, the FLNG has a storage capacity of 16,100 cbm and a liquefaction capacity of up to 0.6 million tons per year. In February last year, Eni shipped the first LNG cargo from the FLNG moored in Congolese waters. Following provisional acceptance in February 2024, the Tango FLNG facility loaded and exported 1,250,000 cbm of LNG by mid-2025, demonstrating "strong" operational performance, Exmar said in its results report. "Based on these results, Exmar is eligible for a performance bonus under the sale and purchase agreement," Exmar said. The company announced earlier this year that the agreement for the sale and purchase of Tango FLNG contains a price adjustment clause related to the performance of the unit. This includes "a negative correction of $78 million and a bonus of a maximum of $44 million," Exmar said. In a response, Eni said at the time that it "does not agree with Exmar's statement regarding its alleged accrued entitlement to a positive price adjustment under the relevant contract." Eni said the "conditions for such adjustment are yet to be assessed pursuant to such contract." Source:www.lngprime.com

US LNG EXPORTS DOWN TO 26 CARGOES

US liquefied natural gas (LNG) plants shipped 26 cargoes during the week ending September 3. According to the Energy Information Administration, pipeline deliveries to the LNG terminals decreased compared to the prior week. EIA said in its weekly report, citing shipping data provided by Bloomberg Finance, that the total capacity of these 26 LNG vessels is 100 Bcf. This compares to 28 LNG vessels and 106 Bcf in the week ending August 27.

Natural gas deliveries drop

According to data from S&P Global Commodity Insights, average natural gas deliveries to US LNG export terminals decreased 0.3 Bcf/d from last week to 16.1 Bcf/d. Natural gas deliveries to terminals in South Louisiana fell 0.5 percent (0.1 Bcf/d), while natural gas deliveries to terminals in South Texas fell by 5.9 percent (0.2 Bcf/d). EIA said that natural gas deliveries to terminals outside the Gulf Coast remained essentially unchanged at 1.1 Bcf/d this week. During the week under review, Cheniere's Sabine Pass plant shipped eight LNG cargoes, and the company's Corpus Christi facility sent four shipments. Moreover, Venture Global LNG's Plaquemines terminal shipped five cargoes, and the Freeport LNG terminal shipped four cargoes. Sempra Infrastructure's Cameron LNG terminal sent three cargoes, and Venture Global's Calcasieu Pass facility sent two cargoes. The Cove Point LNG facility and the Elba Island LNG facility did not ship cargoes during the week under review.

Henry Hub climbs

EIA reported that the Henry Hub spot price rose 12 cents from $2.88 per million British thermal units (MMBtu) last Wednesday to $3/MMBtu this Wednesday. The October 2025 NYMEX contract price increased to $3.064/MMBtu, up 18 cents from last Wednesday to this Wednesday. EIA said the price of the 12-month strip averaging October 2025 through September 2026 futures contracts climbed 10 cents to $3.725/MMBtu.

TTF averaged $10.87/MMBtu

The agency said that international natural gas futures decreased this week. Bloomberg Finance reported that average front-month futures prices for LNG cargoes in East Asia decreased 25 cents to a weekly average of $11.22/MMBtu. Natural gas futures for delivery at the Title Transfer Facility (TTF) in the Netherlands decreased 50 cents to a weekly average of $10.87/MMBtu. In the same week last year (week ending September 4, 2024), the prices were $13.93/MMBtu in East Asia and $12.28/MMBtu at TTF, EIA said. Source:www.lngprime.com

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