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Record-breaking year beckons for LNG fixtures as rates wallow

New liquefaction project approvals and LNG sales signal a fresh wave of newbuilding orders, Fearnleys says. Fixture numbers for LNG carriers are poised to set a new annual record in 2025, despite a slower third quarter, but charter rate levels continue this year's weakness, shipbroker Fearnleys said. In its LNG Shipping third-quarter report, the broker said fixing activity in the July to end-September period was "a little subdued", with just 88 short-term fixtures of less than 90 days concluded. This is down on the near-record 108 logged in the second quarter but roughly in line with the 85 logged in the same three months of last year. The broker said: "Although 2025 remains on track to break records for the number of fixtures, Q3 marked a softer phase in LNG carrier chartering activity, continuing the gradual slowdown observed since early in the year. "This is not caused by less volume or fewer ships on the water, but perhaps with thin trading margins, some of the portfolio players and traders with excess tonnage have been more active in cargo purchases themselves." Fearnleys said the average spot charter rate for a modern two-stroke LNG carrier in the third quarter came in at $34,000 per day, slightly up on the $30,000 per day seen in the previous three months. The broker added that the level was reflective of the weakening trend that has defined the market through 2025. Average earnings for tri-fuel diesel-electric (TFDE) LNG carriers fell to about $20,000 per day, which the broker said left many owners operating on a thin margin. Fearnleys said steam turbine LNG vessels, which are among the oldest in the global fleet, remained "effectively out of play", with the few fixtures struggling to achieve even $4,000 per day. The team said the structural oversupply is continuing to weigh on sentiment. "With the forward market signalling little movement through the winter, any meaningful rebound before mid-2026 appears increasingly unlikely without a material shift in global LNG trade dynamics," the broker said.

Fearnleys detailed that the LNG carrier fleet now numbers 728 vessels. The broker dubbed 2025 as “on track to become the most delivery-heavy year in LNG shipping history”. By the end of September, 52 LNG newbuildings had been handed over, but the shipbroker said that it is “unrealistic” to expect that the remaining 48 deliveries scheduled for this year will all go ahead. It expects between 20 and 30 to slip into 2026. Deliveries are slimming the orderbook, which at the end of the third quarter had slipped to below 300 ships, or about 41% of the active fleet. Of the existing LNG carriers, Fearnleys said there are now an estimated 26 vessels “formally in lay-up”. But the broker said sailing speeds and limited variations in draught indicate that more than 40 are effectively laid up. The brokerage pointed to the slow pace of LNG carrier newbuilding orders. But it added that with final investment decisions taken on 80 mpta of new LNG capacity for start-up between 2027 and 2030 and a wave of fresh LNG sale-and-purchase agreements, a new wave of ordering activity is shaping up. It said offtakers will need to act in 2026 to secure shipping capacity with timely delivery for their volumes towards the end of the decade. On existing tonnage, Fearnleys said S&P activity in the sector remains focused on the older steam turbine vessels. It said asset values remain under pressure, with older steamers assessed in the $20m to $30m range, compared with $120m to $140m for a 10-year-old TFDE vessel. The broker said that LNG demolition activity, while high — 12 vessels to date in 2025 — has been moving at a slower pace than might have been expected. Source :www.tradewindsnews.com

Shipowning trio teams up as GSX Energy to contract LNG bunker vessel newbuildings

Partners extend interest in growing sector but spread slot coverage to second shipyard. A grouping of Sabrina Chao and Kenneth Lam-led SeaKapital Holdings, China’s Seacon Shipping and Greek owner Golden Union have teamed up under the name GSX Energy to order up to four LNG bunker vessels in China. The trio, which contracted LNGBV tonnage together earlier this year, have ordered two firm 20,000-cbm newbuildings at Nantong CIMC Sinopacific Offshore & Engineering Co for delivery in 2028. The partners are understood to have secured berths for two additional LNGBVs. The three companies behind the apparently new name of GSX Energy were unmasked by a variety of sources and their identities confirmed to TradeWinds. SeaKapital said it does not comment on market rumours. The three shipowners initially teamed up in February, when SeaKapital and Seacon’s joint venture Continental Kapital Shipping joined forces with Golden Union. Together, they booked a pair of LNGBVs at China’s Ningbo Xinle Shipbuilding for delivery in the first half of 2027. The order reportedly includes an option for four vessels, although it is unclear if these slots remain active. Contracts for LNGBVs have soared this year as shipowners and energy companies position themselves for the ramp-up of deliveries of LNG dual-fuel tonnage, which is set to kick in from next year. To date, LNGBV orders are running well ahead of those for full-size LNG carriers. According to figures compiled by TradeWinds, this latest order from the GSX Energy partners brings the number of LNGBVs contracted in 2025 to 23. Most of these have been contracted by new entrants to the sector. Prices for these small but specialised vessels have been sitting in the mid-$80m to low-$90m range, with owners largely homing in on 18,000-cbm to 20,000-cbm vessels as being able to offer the greatest flexibility, particularly for the large bunker stems that are likely to be needed for the incoming ultra-large container ships. The pace of ordering for alternative-fuelled newbuilding tonnage has slowed, along with investment in new tonnage overall this year. Industry observers highlight uncertainty ahead of this week’s International Maritime Organization meeting, where the IMO’s Net-Zero Framework to curb shipping emissions will be discussed and voted on. According to classification society DNV, there are now 790 LNG-fuelled vessels in operation and 631 on order, including 209 boxships and 357 more under construction. Source: www.tradewindsnews.com

China imposes countermeasures on five US subsidiaries of Hanwha Ocean

China has issued countermeasures against five US subsidiaries of South Korean shipbuilding conglomerate Hanwha Ocean, amid ongoing tensions over port fees and tariffs. The Chinese Ministry of Commerce noted on 14 October that these measures respond to the US Section 301 investigation, targeting China's maritime, logistics and shipbuilding industries. According to the announcement, the US actions "seriously violate international law and the basic norms of international relations, and cause significant harm to the legitimate rights and interests of Chinese enterprises." China has now added the following five US subsidiaries of Hanwha Ocean to its countermeasures list: Hanwha Shipping LLC, Hanwha Philly Shipyard Inc, Hanwha Ocean USA International LLC, Hanwha Shipping Holdings LLC, and HS USA Holdings Corp. The ministry noted these entities "have assisted and supported the US government's related investigative activities, endangering China's sovereignty, security and development interests." Under the new measures, organisations and individuals within China are prohibited from engaging in related transactions, co-operation or other activities with these entities. These developments come as the shipping industry assesses the impact of port fees imposed by both sides, which began on 14 October. Beijing initially announced these actions on 10 October, surprising the industry, but later clarified that China-built tonnage would be exempt from payment.

Hanwha's role in US shipbuilding

South Korea-US co-operation in the shipbuilding sector has accelerated this year, with Hanwha Ocean at the forefront of newbuilding agreements. The group's Houston-based shipowning subsidiary, Hanwha Shipping, has ordered 10 MR tankers and two LNG carriers at Hanwha Philly Shipyard. These developments follow Hanwha's US$100M acquisition of Philly Shipyard in December 2024. In addition to the latest orders, Hanwha Group has announced a US$5Bn infrastructure investment plan for Philly Shipyard, as part of South Korea's commitment to supporting US shipbuilding through a US$150Bn investment fund. Source: www.rivieramm.com

Shell reaches FID on Nigerian offshore gas-to-LNG project

A new offshore project in the Gulf of Guinea will feed gas to another LNG processing and export train at Bonny in Nigeria. Shell and Sunlink Energies and Resources have taken a final investment decision (FID) on an offshore gas project in the Gulf of Guinea that will feed a new processing train on one of the world's largest LNG export facilities. Shell Nigeria Exploration and Production Co expects the gas project to begin production before the end of this decade to feed a seventh train at the Nigeria LNG (NLNG) plant on Bonny Island. Shell will develop the H1 gas field, discovered in 1985 in around 100 m of water depth and about 50 km from shore, initially installing a wellhead platform with capacity to drill four wells over the H1 field and a multiphase pipeline to deliver gas and associated liquids to a processing plant at Bonny. Condensates will be separated and exported through the nearby tanker loading terminal and gas will be liquefied in train 7 of the NLNG plant. Shell estimates there are around 285M barrels of oil equivalent (boe) of recoverable resources in H1 and peak production will be about 9.9M m^3 (around 60,000 boe) of gas per day. The H1 is part of Shell's strategy of developing known hydrocarbon resources in nations where it has significant long-term interest, such as Nigeria, to extend and expand production from existing infrastructure. In December 2024, Shell took a final investment decision on the Bonga North project in Nigeria that will feed an existing floating production storage and offloading vessel on the Bonga deepwater field. "Following recent investment decisions related to the Bonga deepwater development, today's announcement demonstrates our continued commitment to Nigeria's energy sector, with a focus on deepwater and integrated gas," said Shell president for upstream Peter Costello. "This upstream project will help Shell grow our leading integrated gas portfolio, while supporting Nigeria's plans to become a more significant player in the global LNG market." The H1 development supports Shell's intent to grow top-line production across its combined upstream and integrated gas business by 1% per year to 2030. The NLNG plant at Bonny Island has six processing trains with a total processing capacity of 22M tonnes per year of LNG and up to 5M tonnes of natural gas liquids (LPG and condensate). Source: www.rivieramm.com

Canada, Mexico move LNG projects from planning to execution

In Canada, Cedar LNG and Woodfibre push on, as Amigo LNG lines up long-term offtake and FAST LNG takes off in Mexico. Progress on Canadian and Mexican liquefied natural gas projects accelerated through 2024-25, with tangible construction milestones at Cedar LNG and Woodfibre LNG in British Columbia, continuing operations at New Fortress Energy's FAST LNG off Altamira, and pre-FID commercial and contracting steps for Amigo LNG on the Gulf of California. The developments arrive as sector analysts warn a growing project pipeline of new supply could meet softer demand in parts of Asia. In Canada, fabrication of the floating liquefaction unit for Cedar LNG has begun. A topside steel-cutting ceremony at a South Korean yard marked what the project team described as the start of construction of the floating LNG vessel. The scheme is a partnership between the Haisla Nation and Pembina Pipeline to develop a floating export plant at Kitimat, British Columbia. On completion, the vessel will be transported from East Asia to the project site, with an in-service date targeted for late 2028 and a stated capacity of about 3.3M tonnes per annum (mta). Haisla Nation chief councillor Crystal Smith said it was "so incredible" to see the vessel start to take shape and that, on arrival, it would be a reminder of what can be done when Indigenous Nations are given a share and a say in resource development. Cedar LNG project manager Craig Day described the event as the official construction start on what the partners characterise as a lower-carbon floating facility. "The company is advancing toward delivery of what it describes as the world's first net-zero LNG export facility" The Canadian narrative is not limited to a single asset. Woodfibre LNG, south of Whistler, reports construction has moved past the halfway mark following the delivery of four major process modules to the site by heavy-lift vessel. The modules comprise two pipe-rack sections, a boil-off gas compressor module and a flare knock-out drums module. The owner stated the boil-off gas compressor will capture natural gas that revapourises during liquefaction for re-injection and reliquefaction, while the knock-out drums are intended to separate liquids from gases before flaring to support safe operation. Chief executive Luke Schauerte said the module deliveries reflect the "momentum we are carrying into the second half of construction," adding that, as more modules arrive, the company is advancing toward delivery of what it describes as the world's first net-zero LNG export facility. The project, owned by a partnership of Pacific Energy Corp (Canada) Ltd and Enbridge Inc, has updated its total estimated cost to US$8.8Bn. The cost statement cites the complexity of a hydroelectric-powered, net-zero operation regulated under a consent-based environmental assessment agreement with an Indigenous government. Mexico's most visible supply initiative is already producing. New Fortress Energy's FAST LNG 1 project - an integrated modular mid-scale facility, offshore Altamira - has been in operation since mid-2024. The stand-alone installation delivers about 1.4 mta using three repurposed jack-up rigs hosting utilities and accommodation, gas treatment and liquefaction. The developer reports the plant has met and exceeded design rates and highlights features including interconnection of the rigs with flexible and articulated connections and flexible hoses for LNG and boil-off gas transfer to a floating storage unit. The project narrative emphasises a rapid execution cycle and modular design choices adopted for the offshore environment. Amigo LNG has moved forward on both commercial and execution tracks. It has executed two long-term sales and purchase agreements (SPAs):

a 20-year SPA with Gunvor Singapore and a 15-year SPA with OQ Trading, the trading arm of Oman's OQ Group. The companies presented the agreements as a means to provide a reliable LNG supply and to strengthen energy partnerships. "Off-takers could face margin pressure if spot prices soften in an oversupplied environment" On execution, the developer has awarded an engineering, procurement and construction contract for marine facilities to COMSA Marine and selected Drydocks World Dubai to deliver the EPC scope for an offshore liquefaction unit that the yard describes as the world's largest FLNG. The Amigo scheme is planned as a land-based liquefaction terminal at Guaymas, Sonora, with an initial train of 3.9 mta and potential for a second train of equal size, deepwater access for LNG carriers up to 265,000 m³, and feed gas delivered from the US Permian Basin via existing pipelines. These projects sit against a shifting market backdrop. Sector analysis points to an expansion wave in post-FID and near-FID liquefaction capacity and cautions this could intersect with a weaker demand profile in China. Wood Mackenzie has argued that US export schemes "may be commercially viable in isolation, but taken together they threaten to outpace the market's ability to absorb additional volumes." The firm stated that "each project taking final investment decision makes commercial sense individually, but collectively they risk pushing the market towards oversupply." The analysis links an 18% fall in Chinese imports in January-August 2025 year-on-year with structural factors, including alternative baseload power, growing pipeline imports and rapid roll-out of renewables, while also citing geopolitics and concentrated supply as additional sources of uncertainty. For Canada, the combination of the Cedar LNG floating development at Kitimat (not to be confused with the cancelled Chevron/Woodside project Kitimat LNG) and an electrically driven shore-based plant at Woodfibre reflects different pathways to market, both framed by electrification and environmental permitting. The Cedar LNG partners present the project as an Indigenous-led initiative using hydroelectric power, while Woodfibre's update places emphasis on electrification, net-zero from commencement and an Indigenous regulatory framework. Both are working against defined schedules. For Mexico, the offshore FAST LNG plant provides immediate visibility of exports derived from North American gas while the onshore Amigo LNG concept builds a longer-term Gulf of California outlet that has now secured two foundation offtakes and contracted key scopes. The question for all four projects is one of timing and offtake depth as new supply mobilises across the Atlantic basin. Off-takers could face margin pressure if spot prices soften in an oversupplied environment, even if infrastructure-style fee structures offer developers some insulation. Source: www.rivieramm.com

South Korea's Kogas reports lower September sales

South Korean LNG importing giant Kogas said its gas sales decreased by 10.1 percent in September compared to last year. State-owned Kogas sold 1.92 million mt last month, compared to 2.13 million mt in September 2024, the firm said in a stock exchange filing. September sales were 16.1 percent lower compared to the previous month's 2.28 million mt, which marked a drop of 10.8 percent on the year. Purchases by power firms decreased 21.5 percent year-on-year to 1 million mt in September, and were lower by 27.8 percent compared to the previous month. Moreover, Kogas said its city gas sales rose 6.9 percent year-on-year to 911,000 mt in September. City gas sales were 2.2 percent higher compared to the previous month. Kogas said in its quarterly report in August that it had sold 18.89 million mt in the first half of this year. This is up by 3.7 percent compared to the same period last year. Kogas said its city gas sales rose by 5 percent as demand for civil use increased due to a sharp drop in temperature in February and April compared to previous years. The firm also said that demand for industrial and fuel cell use increased, leading higher sales volume. According to Kogas, power firm purchases increased 2.1 percent as power generation increased following the start of commercial operation of new power units.

Korean LNG imports

Kogas operates 77 LNG storage tanks at five LNG import terminals in South Korea. The large terminals include Incheon, Pyeongtaek, Tongyeong, and Samcheok, while the firm has a small-scale regasification terminal at the Aewol port on Jeju island as well. In addition to these facilities, the firm is building a large terminal in the western port city of Dangjin. Kogas expects to complete the first phase of the Dangjin LNG terminal in May 2027 and the second phase in October 2028. Official statistics for South Korean LNG imports in September are not yet available. According to customs data, South Korean LNG terminals received 31.25 million mt of LNG during the first eight months of this year, a rise compared to 30.34 million mt in 2024. Australia was the biggest supplier to South Korea during the period, with 10 million mt of LNG, followed by Qatar with 4.86 million mt, and Malaysia with 4.63 million mt, the data shows. Source: www.lngprime.com

Shell, Sunlink take FID on HI gas project to supply Nigeria LNG

A unit of UK-based LNG giant Shell and its partner Sunlink Energies and Resources have taken the final investment decision for the development of the HI gas project offshore Nigeria to supply Nigeria LNG's Bonny Island export plant. The HI project is part of a joint venture between Sunlink Energies and Resources (60 percent) and Shell Nigeria Exploration and Production Company, or SNEPCo (40 percent). When completed, the project will supply 350 million standard cubic feet (approximately 60 thousand barrels of oil equivalent) of gas per day at peak production to Nigeria LNG, according to a statement by Shell. Shell did not reveal the financial details. The HI field was discovered in 1985 and lies in 100m of water depth around 50km from the shore. According to the firm, the current estimated recoverable resource volumes of the HI project are approximately 285 mmboe (million barrels of oil equivalent). The project consists of a wellhead platform with four wells, to be installed at the HI field location, a pipeline to transport the multiphase gas to onshore at Bonny, and a gas processing plant at Bonny, from where the processed gas will be transported to NLNG and the condensate to the Bonny oil and gas export terminal. Shell said production is expected to begin before the end of this decade.

Nigeria LNG expansion

"Following recent investment decisions related to the Bonga deep-water development, today's announcement demonstrates our continued commitment to Nigeria's energy sector, with a focus on deepwater and integrated gas," said Peter Costello, Shell's upstream president. "This upstream project will help Shell grow our leading integrated gas portfolio, while supporting Nigeria's plans to become a more significant player in the global LNG market," he said. NLNG is a joint venture owned by state-controlled Nigerian National Petroleum Corporation (49 percent), Shell (25.6 percent), TotalEnergies (15 percent), and Eni (10.4 percent). Its giant Bonny Island liquefaction plant currently has six trains and a capacity of 22 mtpa. Besides the six existing trains, Nigeria LNG is also adding the seventh production unit at the Bonny Island plant. The NLNG Train 7 project consists of the construction of one complete LNG train and one additional liquefaction unit. The new unit will add around 8 mtpa of capacity to the Bonny Island facility, bringing the total to about 30 mtpa. Shell noted the increase in feedstock to NLNG, via the Train 7 project that aims to expand the Bonny Island terminal's production capacity, is in line with its plans to grow its global LNG volumes by an average of 4-5 percent per year until 2030. Source: www.lngprime.com

Novatek's gas sales drop in Q3

Russian LNG exporter Novatek reported a drop in its natural gas sales, including LNG, in the third quarter of this year. Novatek said in its preliminary report on Tuesday that the company's natural gas sales reached 16.3 bcm in the third quarter. This marks a decrease of 3.1 percent as compared with the third quarter of 2024, according to Novatek. Novatek did not break down the third-quarter gas sales just to LNG, as it had done in the previous eight quarterly reports. The company's natural gas sales reached 39.5 bcm in the first half of this year. Novatek said its gas sales of 55.8 bcm in the first nine months of this year decreased by 0.6 percent compared to 2024. The company's gas production dropped 2.2 percent year-over-year to 20.13 bcm in the third quarter, while January-September production rose 0.6 percent to 62.66 bcm. In the third quarter, Novatek's hydrocarbon production totalled 161.4 million barrels of oil equivalent (boe), including 3.52 million tons of liquids (gas condensate and crude oil). Novatek stated that this marks a 1.2 percent year-over-year decrease. As of September 30, 2025, Novatek had 2.1 bcm of natural gas, including LNG, and 1.2 mmt of stable gas condensate and petroleum products in storage or transit and recognized as inventory.

LNG projects

Novatek operates the 17.4 mtpa Yamal LNG plant in Sabetta. It also operates the mid-scale LNG plant in Russia's Baltic Sea port of Vysotsk with a capacity of more than 660,000 tons of LNG per year. Earlier this year, the US sanctioned Gazprom SPG Portovaya, the Russia-based operator of the Portovaya LNG terminal, and Cryogas Vyostsk, the Russia-based operator of the Cryogas Vysotsk LNG terminal. In addition, Novatek operates the Arctic LNG-2 export plant, which was first hit by US and EU sanctions. In August 2024, Novatek delivered the second gravity-based structure platform from its yard near Murmansk to the site of the Arctic LNG 2 project located on the Gydan peninsula. The company completed the second GBS despite sanctions by the US and the EU related to the Arctic LNG 2 project and LNG carriers. The first GBS left the Belokamenka yard in July 2024, and Novatek completed the installation on the underbase foundation on the seabed at the Utrenniy terminal in August. The first and second GBS each have a capacity of about 6.6 mtpa. According to several reports, Novatek started producing LNG at the second unit earlier this year. Recent reports indicate that several sanctioned vessels loaded LNG at the Arctic LNG 2 plant, with the first delivery arriving on board Arctic Mulan at PipeChina's 6 mtpa regasification terminal in Guangxi on August 28. Source: www.lngprime.com

Poland's LNG deliveries hit new record

Poland's state-owned LNG terminal operator Gaz-System has received the 63rd LNG cargo at the Swinoujscie terminal this year, setting a new yearly delivery record. Gaz-System announced the milestone delivery via its social media on Tuesday. According to Gaz-System, the 63rd LNG shipment was unloaded on Monday, overtaking the 62 shipments that were received at the facility during the entire 2024. Gaz-System did not provide further details regarding the newest shipment. According to VesselsValue AIS data, the 174,000-cbm LNG carrier Lech Kaczynski, owned by Knutsen and chartered by Orlen, delivered the shipment to the Polish facility from Venture Global LNG's Calcasieu Pass plant in Louisiana. Poland's Orlen is in charge of all of the supplies coming to Gaz System's LNG import terminal in Swinoujscie, and the company has a long-term contract for Calcasieu Pass volumes. Gaz-System noted that the increase in LNG deliveries is attributed to the expansion of the Swinoujście facility. The expanded terminal now has a total regasification capacity of about 8.3 bcm per year, and the increased capacity has been available since January 1, 2025. This capacity equals almost 50 percent of the annual gas demand of domestic consumers The expansion included the third 180,000-cbm tank and an additional jetty, which allows unloading,

loading, and bunkering operations of small-scale vessels. Qatar and the US are the leading suppliers of LNG to Poland as part of long-term contracts, while the US has been the dominant supplier in the last couple of years.

Gdansk FSRU

In addition to this facility, Gaz-System is currently building an FSRU-based terminal in the Gdansk area, designed to allow the supply of up to 6.1 bcm per year of natural gas from LNG regasification. Orlen also previously booked the entire 6.1 bcm per year of regasification capacity at the FSRU-based facility. Moreover, South Korean shipbuilder HD Hyundai Heavy Industries officially started building MOL's 170,000-cbm FSRU, which will serve Gaz-System's Gdansk LNG project, in July this year. In April last year, Japan's shipping giant MOL signed a long-term FSRU charter deal with Gaz-System. The deal with MOL's unit White Eagle Energy is for 15 years with the possibility of further extension. Gaz-System also recently revived its plan to add a second FSRU as part of the LNG import project in Gdansk Bay with a new non-binding call for interest. Source: www.lngprime.com

Latvenergo to receive LNG via Finland's FSRU

Latvia's energy firm Latvenergo said it had signed deals to receive liquefied natural gas (LNG) cargoes via Gasgrid's FSRU-based LNG import terminal in Finland's Inkoo. The state-owned power and gas firm said in a statement on Wednesday that it had concluded agreements on several natural gas supply transactions using the Inko LNG terminal in the fourth quarter of 2025. According to Latvenergo, the agreements "significantly" increase the security of supply for Latvenergo and Latvia, as Finland's infrastructure capabilities complement the Klaipėda LNG terminal in Lithuania, which Latvenergo has used to date. Latvenergo previously booked 6 TWh per year of the Klaipeda FSRU-based terminal's capacity for ten years. In addition, Latvenergo noted that it has already made its first transactions in Finland, supplying LNG to Finnish wholesale customers via the Inko terminal during a period when the Balticconnector pipeline was unavailable.

At the end of this year, approximately 2 TWh of LNG will be delivered to the Inko FSRU-based terminal, Latvenergo said. This is approximately two LNG cargoes. Latvenergo said it will deliver the LNG cargoes to the Finnish LNG terminal, store the regasified supplies in the Incukalns underground gas storage facility in Latvia, and sell them to customers in Finland. The firm did not provide further details regarding the LNG cargoes.

Cooperation

Latvenergo said the use of the Inkoo terminal is a "practical and symbolic step." By diversifying LNG supplies, businesses are "confirming both the rational functioning of the joint Baltic and Finnish energy infrastructure and the additional opportunity to supply energy-critical resources through the ports of friendly neighboring countries." International cooperation is possible thanks to the regasification capabilities of both the Inko and Klaipėda terminals, as well as the Incukalns underground gas storage facility, which is used by a large number of Baltic and Finnish traders for their business, it said. Since 2022, Latvenergo has been using the KN Energies-operated terminal in Lithuania. The use of the terminal, together with direct purchases at the international level, "guarantees the necessary volume of resources, which are purchased on the international market from the world's leading LNG companies," Latvenergo added. In 2023, Norway's Equinor agreed to supply six LNG cargoes to Latvenergo via Lithuania's Klaipeda FSRU-based terminal. Under the deal, Equinor will supply two LNG cargoes per year to Latvenergo over the 2024-2026 period.

Inkoo FSRU

Gasgrid's FSRU-based LNG import terminal in Inkoo recently restarted operations following planned maintenance. Excelerate Energy's 150,900-cbm FSRU Exemplar left Inkoo in August to Munkebo, Denmark, where the Fayard shipyard is located. Gasgrid announced on September 25 that the FSRU has returned from the yard, saying that operations will resume on September 29. "The docking went well and ahead of schedule thanks to careful planning and thorough preparation," the company said. "During the docking, various inspections were carried out on the ship, its electronic systems were updated, and its recertification for the next five-year period was ensured. The ship also received a new coat of paint. During the ship's absence, maintenance work was also carried out at the Inkoo terminal area," Gasgrid said. The FSRU Exemplar, which serves the Inkoo terminal under a charter deal, has a regasification capacity of more than 5 bcm per year. It arrived in Inkoo in December 2022. Source: www.lngprime.com

Santos nears first Barossa LNG cargo

Australian LNG player Santos remains on track to ship the first Darwin LNG cargo produced from the Barossa gas field in the fourth quarter of this year, according to Santos CEO Kevin Gallagher. Gallagher announced this in the Santos third-quarter report on Thursday. Last month, the BW Opal FPSO received first gas into the facility to start production operations, paving the way for first gas into the Darwin LNG plant. However, "software issues affecting the safety systems onboard the BW Opal FPSO resulted in an unplanned shutdown of around two weeks during September, impacting the ramp-up of the Barossa project," Gallagher said. "Pleasingly, these issues have now been resolved and are behind us. Safety will always take precedence over schedule as we work to achieve our ambition of a safe, high-reliability operation for many years to come," he said. "Following resolution of these software issues, first gas from Barossa into the gas export pipeline was achieved this week, with first production at Darwin LNG expected in the coming weeks," Gallagher said. The FPSO is the production centrepiece of Santos' Barossa LNG project and will be permanently located in the Barossa gas field approximately 285 kilometres offshore from Darwin in the Northern Territory of Australia. It will feed the Darwin LNG plant for the next two decades. The Darwin LNG plant launched operations in 2006. It achieved RFSU in August 2025, following the successful completion of the life extension project for Barossa LNG. In 2023, the last LNG cargo produced from the Bayu-Undan gas field sailed from the LNG plant in Australia's Northern Territory. The final LNG shipment from Bayu-Undan left the 3.7 mtpa Darwin LNG plant at Wickham Point on November 11, 2023.

Results

Santos reported sales revenue of $1.1 billion in the third quarter, contributing to cumulative revenue of $3.7 billion year-to-date. Third-quarter revenue decreased 12 percent compared to the previous quarter, while the nine-month revenue dropped 7 percent year-on-year. The company reported production of 21.3 mmboe, bringing total year-to-date production to 65.4 mmboe. Full-year production guidance has been narrowed to 89 to 91 mmboe (previously 90-95 mmboe). Santos said this is primarily due to the slower than anticipated start-up of the BW Opal FPSO, and the impact of floods on Cooper Basin production. Source: www.lngprime.com

TotalEnergies, Metlen Energy & Metals, and Shell to supply LNG to Bulgargaz

TotalEnergies, Metlen Energy & Metals, and Shell will supply liquefied natural gas cargoes to Bulgaria's Bulgargaz via Greece's Alexandroupolis FSRU following the completion of a tender. Last month, Bulgargaz, a unit of state-owned Bulgarian Energy

Holding, launched a tender seeking four LNG cargoes (4 TWh) for delivery to Gastrade's Alexandroupolis FSRU-based facility during the autumn-winter period. Bulgargaz said that 37 international companies (LNG traders and producers) that had expressed interest in previous tenders conducted by the company and had successfully passed the approval procedure were invited to participate in the tender procedure. According to a statement by Bulgargaz on Wednesday, more than 10 international companies participated in the new tender procedure for the supply of LNG in October 2025, December 2025, January 2026, and March 2026 to the Alexandroupolis terminal. French energy giant TotalEnergies and Greece's Metlen Energy & Metals have been selected to supply LNG in October and December 2025, while Metlen Energy & Metals and Shell will supply LNG in January and March 2026, respectively. According to the offers of the ranked participants, the four tankers will be loaded at LNG terminals in the United States, Bulgargaz said. Bulgargaz said that the delivery of these LNG cargoes is planned in accordance with the time slots agreed between the company and Alexandroupolis terminal operator Gastrade. With the completion of this tender, Bulgargaz has secured the quantities of natural gas nominated by Bulgarian domestic and industrial consumers for the autumn-winter season, the company added.

Alexandroupolis FSRU

Gastrade recently told LNG Prime that it expects to receive seven LNG cargoes at the Alexandroupolis FSRU-based terminal, starting from October. In August, Gastrade resumed Alexandroupolis FSRU operations following a technical issue in January this year, but the facility is yet to receive its next LNG shipment. As previously reported by LNG Prime, UK-based energy giant BP supplied an LNG cargo to Bulgaria's Bulgargaz via the Alexandroupolis FSRU in January. The 2021-built 174,000-cbm, BW Lesmes, delivered the shipment from the Freeport LNG terminal in Texas to the 153,500-cbm FSRU, Alexandroupolis, on January 19. This new delivery by BP marked the fourth commercial LNG delivery to the FSRU-based facility. Source: www.lngprime.com

Australian LNG export revenue down in August

Australian liquefied natural gas (LNG) export revenue decreased by 13.5 percent year-on-year in August, according to EnergyQuest. The consultancy estimates that Australian LNG export revenue reached A$4.82 billion ($3.2 billion) last month. EnergyQuest said this was lower than July's A$5.24 billion, and lower than $5.57 billion in August 2024. Western Australia projects earned A$2.83 billion in export revenue, Queensland projects earned A$1.47 billion, and Northern Territory projects earned A$0.52 billion.

Shipments

Based on shipping data, EnergyQuest estimates that Australia exported 6.35 Mt of LNG in August 2025, totalling 92 cargoes. A busy maintenance schedule saw a decrease compared to July 2025, when Australia exported 6.63 Mt and 96 cargoes. When annualised, August's exports represent 74.8 Mtpa, equivalent to 87 percent of total Australian nameplate capacity of 86 Mtpa.

Maintenance

Over the past four months or so, WA shipments have been affected by scheduled maintenance: Wheatstone in late April 2025, the North West Shelf (NWS) project during May, with up to one train offline throughout May and June, and Gorgon during June and into July (with the equivalent of one train offline). EnergyQuest said further maintenance at NWS commenced in late August and is scheduled to continue through to mid-September, with the equivalent of one LNG train expected to be offline during this period. The Queensland Curtis LNG (QCLNG) project had the equivalent of up to one train offline for approximately two weeks during May and into June. In June, the Gladstone LNG (GLNG) project undertook planned maintenance with up to one train offline for approximately three weeks, which carried over into the first week of July. EnergyQuest said Australia Pacific LNG (APLNG) undertook scheduled maintenance during July with up to the equivalent of one train being offline for approximately two weeks during the month. Further, GLNG had a follow-up planned maintenance period during August, which will run through most of September with up to the equivalent of half an LNG train being offline. During August 2025, Ichthys (NT) shipped nine cargoes at 0.68 Mt, which is reflective of the plant shutting down on August 16 for planned maintenance on heat exchangers, EnergyQuest said. Source:www.lngprime.com

Jera Global Markets closes $1.8 billion credit facility

Singapore-based LNG trader Jera Global Markets, a joint venture of Japan's Jera and France's EDF, has closed its one-year syndicated revolving credit facility at $1.8 billion. "Backed by 32 global financial institutions - including four first-time lenders - this significant milestone highlights continued confidence in our business from leading financial institutions across the globe," Jeragm said on Thursday. These included banks across Asia, Europe, and the Middle East. Jeragm said the facility was oversubscribed by over 200 percent, building on "strong" momentum from previous years. Total commitments increased by $305 million compared to the 2024 facility. According to Jeragm, this facility will support general corporate purposes, including its global LNG trading operations, "strengthening our ability to move with agility and scale in dynamic energy markets." "This achievement is further underpinned by the reaffirmation of our AA-, stable credit rating by Rating and Investment Information, Inc., a reflection of our sound financial footing and disciplined risk management," Jeragm said.

Jeragm's LNG trading business

Jera, a joint venture of Tepco and Chubu Electric, owns 66.67 percent of Jeragm, while EDF Trading, a unit of French state-controlled utility EDF, holds the rest. In April 2019, Jera and EDF Trading merged their LNG trading and optimization activities. According to Jeragm's website, the JV has a fleet of 18 chartered LNG carriers supporting its global trading operations. Jeragm manages and operates third-party supply agreements from Australia, Southeast Asia, the Middle East, and the US Gulf and optimizes term contracts on behalf of Jera and EDF Trading. The company's gross executed LNG trade volume reached about 46 million tons in fiscal 2023. Last year, Jera said it plans to invest 1-2 trillion yen ($6.75-$13.5 billion) in its LNG business by fiscal 2035. Jera targets more than 35 million tons of LNG transaction volume, aims to achieve 20 GW (gigawatts) of renewable capacity, and targets about 7 million tons of hydrogen and ammonia handling volume by fiscal 2035. Source:www.lngprime.com

Colombia's Ecopetrol launches Covenas FSRU bidding process

Colombia's state-owned energy firm Ecopetrol has launched a bidding process for the planned FSRU-based LNG import project at its Covenas maritime terminal. This follows an announcement issued by Ecopetrol last week saying that its pipeline unit Cenit received approval from the national environmental licensing authority to adapt existing offshore crude infrastructure for LNG use at the Covenas maritime terminal in Sucre department. The company said in a new statement that it will accept expressions of interest from potential companies wishing to participate in the binding call until October 19. Ecopetrol aims to sign an agreement before the end of this year. According to Ecopetrol, the contracted services include a floating storage and regasification unit (FSRU), the mooring system, as well as all personnel for operation and maintenance. Documents posted on Ecopetrol's website show that the expected regasification capacity of the FSRU will be 400 million cubic feet per day, while the projected capacity of use will be 110 MMcf/d. The company noted that the FSRU will be located near the TLU-3 (tanker loading unit) and will be connected to the existing infrastructure. Ecopetrol said this project represents a "decisive milestone for Colombia's energy security in the short term and supports the growing integration of renewable energies."

PIO SAS

In March this year, Ecopetrol signed a deal with compatriot PIO SAS for regasification infrastructure on the Colombian Pacific coast. Ecopetrol said at the time that this new regasification alternative on the Colombian Pacific coast will provide new sources of supply to meet the demand for gas in Colombia, prior to the launch of offshore projects. The infrastructure will have a regasification capacity of 60 million cubic feet per day. Ecopetrol expects the infrastructure to start operations in August of 2026, offering receipt and storage services in Buenaventura and regasification in Buga, Valle del Cauca. Belgian shipowner Exmar recently secured a contract from Regasificadora Del Pacífico (RDP) to deploy a floating storage unit on the west coast of Colombia. Exmar said that RDP, part of the Puerto Inversiones y Obras, is developing a fast-track LNG import solution in the inner bay of Buenaventura, under a term contract signed with Ecopetrol in February 2025 to provide regasification and logistics services for a volume of 60 million cubic feet per day of gas. Source:www.lngprime.com

Singapore LNG bunkering volumes climb in September

Singapore's monthly LNG bunkering sales rose 31.3 percent in September compared to the same month last year, according to Singapore's Maritime and Port Authority. Preliminary bunkering data on MPA's website shows LNG bunkering sales in the world's largest bunkering port reached 48,450 mt last month. This compares to 36,910 mt in September 2024 and 66,960 mt in August this year. August LNG bunkering sales marked a new record, surpassing the previous record of 55,350 mt in June this year. During January-September, Singapore LNG bunkering volumes reached 401,150 mt, a rise of 19.9 percent compared to 334,560 mt in the same period last year. In 2024, LNG bunkering volumes surged 318.5 percent to 463,948 mt. This compares to 110,850 mt in 2023, when LNG bunkering sales jumped compared to 16,300 mt in 2022 and 49,190 mt in 2021. LNG bunkering volumes in Singapore increased due to new bunkering vessels working in the Singapore port, the growth of the global fleet of LNG-powered vessels, and lower LNG fuel prices. In addition, MPA is currently looking for ways to scale up use of LNG as a marine fuel in the Port of Singapore. In December, it launched an expression of interest (EOI) to invite interested parties to submit a proposal(s) that would allow MPA to better understand the potential for scaling up of sea-based reloading of LNG for use as a marine fuel. MPA said in April this year that it received 14 proposals under its EOI to scale up the supply of LNG as marine fuel. At present, the port of Singapore is served by three licensed LNG bunker suppliers and hosts three LNG bunkering vessels which provide ship-to-ship fueling operations. The bunkering vessels are the 7,500-cbm FueLNG Bellina, the 18,000-cbm FueLNG Venosa, and the 12,000-cbm Brassavola. Source:www.lngprime.com

Lithuania's KN in first virtual biomethane liquefaction op

Lithuanian LNG terminal operator KN Energies and its partners Gasum and Equinor have completed the first virtual liquefaction operation of biomethane at the Klaipeda FSRU-based LNG terminal. Earlier this year, KN said that it plans to introduce this service at its Klaipeda LNG terminal. KN said in a statement on Wednesday that the first operation took place during the weekend. According to the LNG terminal operator, bio-LNG was loaded onto the Coral Energy bunkering vessel, chartered by Finland's Gasum (the buyer), while virtual biomethane liquefaction at the terminal was carried out by Norwegian energy firm Equinor (the seller). KN said that bio-LNG is biomethane liquefied from the gas network and produced from raw materials located in Europe, which will enable customers to reduce their carbon footprint by using the infrastructure of the Klaipeda LNG terminal. The company noted that this service will enable biomethane producers and suppliers to integrate their operations into the LNG logistics chain and to market gas produced both in Lithuania and across Europe – gas that is available within the interconnected European gas network. "By completing the first virtual biomethane liquefaction operation, the Klaipeda LNG terminal has become the first terminal in the Baltic region to offer such a service. Currently, only a few of the 28 operating LNG terminals in Europe provide biomethane liquefaction or virtual liquefaction services," said KN's CCO Mindaugas Navikas.

FSRU Independence

Last December, KN Energies assumed ownership of the FSRU Independence from Hoegh Evi, and the unit was registered under the Lithuanian flag. In March this year, the FSRU Independence completed its 500th ship-to-ship LNG transfer in Klaipeda since the start of operations in 2014. The majority of LNG volumes originate from Norway and the United States, but the Klaipeda FSRU-based facility has also received LNG from Nigeria, Trinidad and Tobago, Egypt, Algeria, and other countries. During the first half of this year, the FSRU completed 42 STS operations, compared to 30 STS operations in the same period last year. The unit received 924,000 tonnes of LNG in January-June, compared to 686,000 tonnes last year. According to KN, the FSRU regasified 1,236 billion nm3 of natural gas and supplied it to the natural gas transmission system in the first half. This compares to 0.795 billion nm3 in the first half of 2024. Source:www.lngprime.com

TotalEnergies: average LNG price down in Q3

French energy giant TotalEnergies, one of the world's largest LNG players, reported a year-on-year drop in its average price for equity liquefied natural gas sales in the third quarter of this year. TotalEnergies said on Wednesday in its trading statement that the average LNG price was $8.91/MMBtu in the three-month period, down by $1/MMBtu compared to $9.91/MMBtu in the third quarter of 2024. Additionally, the average price decreased compared to $9.10/MMBtu in the second quarter and $10/MMBtu in the first quarter of this year. The company's average price was $10.37/MMBtu in the fourth quarter of last year. TotalEnergies said in its results report in July that its average LNG selling price will be between $9 and $9.5/MMBtu in the third quarter of 2025 "given the evolution of oil and gas prices in the recent months and the lag effect on price formulas." According to the statement on Wednesday, integrated LNG cash flow "should be in line with the second quarter 2025 in a similar environment (~$9/MMBtu)." Moreover, TotalEnergies said the integrated LNG results will be impacted by the planned turnaround at the Inpex-operated Ichthys LNG plant in Australia. The firm expects oil and gas production for the third quarter to be "at 2.5 Mboe/d, growing 4 percent year-on-year, above the annual and quarterly guidance of more than 3 percent and despite the planned turnaround (~-50kboe/d) at Ichthys LNG." "Compared to second quarter 2025, exploration and production results and cash flow should outpace the E&P production growth of 4 percent thanks to the accretive impact of the new barrels," TotalEnergies said. TotalEnergies plans to release its quarterly results on October 30. Source:www.lngprime.com

Japan's Jera in Hawaii move

Japan's power firm and LNG trader Jera has signed a strategic partnering agreement with the government of Hawaii to support the US island state's plans to shift away from oil by using alternative fuels, including natural gas. Jera said on Wednesday that the agreement establishes a framework for long-term collaboration among the company, its US unit Jera Americas, and the state of Hawaii focusing on "fuel diversity and developing pathways toward decarbonization." This partnership is designed to help realize the Hawaii state energy office's alternative fuels, repowering and energy transition Study, published in January 2025, which concluded in the short term that the state should accelerate its shift away from oil by using "affordable and reliable" alternative fuels, including natural gas. According to the study, LNG emerged as the near-term fuel with the potential to "cost-effectively reduce the state's greenhouse gas emissions during the transition to economywide decarbonization in 2045, but more analysis is needed to quantify a range of potential benefits and to identify how those benefits can be maximized to residents at the appropriate level of infrastructure buildout." Jera said in the statement it brings "extensive experience in the development and operation of large-scale, reliable energy infrastructure worldwide, with a growing focus on low carbon fuels, hydrogen, ammonia, and renewable energy integration." The company produces one-third of Japan's electricity, and is one of the largest LNG buyers in the world. Jera has a large LNG portfolio and the company signed several deals this year, including with US producers. 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. Glenfarne-led Alaska LNG also recently signed a letter of intent with Jera to sell liquefied natural gas to the latter. Source:www.lngprime.com

Hudong-Zhonghua delivers Cosco's LNG vessel

Chinese shipbuilder Hudong-Zhonghua has delivered Cosco Shipping Energy Transportation's LNG carrier, Ocean Inspiration, which will serve a charter deal with Sinochem. The vessel was handed over to its owner on Wednesday, according to a statement by the CSSC controlled shipbuilder. The shipbuilder officially started construction on this vessel in August 2023, while the LNG carrier completed its trials earlier this year. This is the first of two 174,000-cbm LNG carriers Hudong-Zhonghua built for the Sinochem project. The LNG carrier is 295 meters long, 45 meters wide, and has a speed of 19.5 knots. In May 2022, Cosco's shipping arm signed shipbuilding deals for two LNG carriers worth about $430 million with compatriot Hudong-Zhonghua. LNG Hong Kong, a unit of Cosco Shipping, entered the deals with CSSC's Hudong-Zhonghua and China Shipbuilding Trading. Under the contracts, Hudong-Zhonghua will deliver these vessels on or before October 31, 2025, and March 31, 2026, respectively. Following delivery, the vessels will serve long-term charter deals with a Singapore-based shipping unit of China's Sinochem. Hudog-Zhonghua noted that this is the second large LNG carrier it has delivered in three days. The shipbuilder delivered the 174,000-cbm Greenenergy Star to Japan's MOL and Cosco Shipping's unit CSLNG on October 10. This vessel will serve a charter deal with China's CNOOC. In addition to these deliveries, Hudong-Zhonghua launched three LNG carriers on October 11, as it works to deliver over 10 LNG vessels this year. Source:www.lngprime.com

China's gas imports drop in September

China's natural gas imports, including pipeline gas and LNG, decreased by 7.9 percent last month compared to September 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 11.99 million tonnes in September 2024 and 11.85 million tonnes in August 2025. China's gas imports reached 92.85 million tonnes in January-September, down 6.2 percent compared to the same period in 2024. The country paid approximately $42 billion for these imports, down 13.6 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 only LNG imports in September this year has not yet been released. During January-August this year, China imported 41.77 million tonnes of LNG, a decrease of 16.8 percent compared to the same period last year. It is worth mentioning here that Japan overtook China in the first eight months of this year as the world's biggest LNG importer. Source:www.lngprime.com

CIMC SOE scores new LNG bunkering vessel orders

China's Nantong CIMC Sinopacific Offshore & Engineering has secured new orders from Purus and GSX Energy to build LNG bunkering and supply vessels. CIMC SOE said in a statement that it has recently signed contracts with the two Singaporean shipowners for four firm LNG bunkering vessels. Under the deal with Purus, CIMC SOE will build two 18,900-cbm vessels. As recently reported by LNG Prime, UK-based LNG giant Shell will take on charter these two LNG bunkering vessels from Purus. CIMC SOE will deliver these ships in 2028. According to CIMC SOE, the new vessels will be under 140 meters in overall length, and will feature two type C tanks. Moreover, the Chinese shipbuilder will construct two 20,000-cbm LNG bunkering vessels for GSX Energy. This contract also includes two optional vessels. CIMC SOE said that GSX Energy is a joint venture of several internationally renowned shipping enterprises. The shipbuilder did not provide the pricing or other details regarding the contracts.

CIMC SOE's growing LNG orderbook

Earlier this year, CIMC SOE secured a contract for one 20,000 cbm bunkering vessel scheduled for delivery in September 2027. The shipbuilder will build the ships for Belgium's Somtrans. CIMC SOE said this is its sixth order for the same type of LNG bunkering vessel. Before these contracts, CIMC SOE clinched an order from Singapore's Equatorial Marine Fuel Management Services to build one 20,000-cbm vessel in December last year. This new order from EMF came just two weeks after CIMC SOE announced a contract to build up to two LNG bunkering and supply vessels for compatriot Fuzhou Wuyang Refined Oil Trading. These LNG bunkering and supply vessels will have a capacity of 12,000 cbm. Earlier in 2024, Geneva-based energy trader Vitol also ordered two LNG bunkering vessels from CIMC SOE. CIMC SOE will build for Vitol's unit Vitol International Shipping one 12,500-cbm and one 20,000-cbm LNG bunkering vessel. In addition to the order, the trader also signed a seven-year charter deal for one LNG bunkering vessel with UK-based small-scale player Avenir LNG. CIMC SOE is also building this 20,000-cbm vessel, which will start serving Vitol in the fourth quarter of 2026. Source:www.lngprime.com

Spain boosts LNG imports in September

Spanish liquefied natural gas (LNG) imports continued to rise in September compared to the previous year. LNG imports rose by 23.3 percent year-on-year to 17.5 TWh in September and accounted for 67.2 percent of the total gas imports, according to the preliminary monthly report by LNG terminal operator Enagas. Imports rose compared to 15.26 TWh in August, which marked a 15.8 percent year-on-year rise. Including pipeline imports from Algeria (7.34 TWh), France, and Portugal, gas imports to Spain reached about 27.56 TWh last month, a rise from 25.89 TWh in September last year, the report shows. Moreover, national gas demand in September rose by 8.5 percent year-on-year to 24.59 TWh. Demand for power generation increased by 40.3 percent year-on-year to 8.45 TWh last month, while conventional demand decreased by 3 percent to 16.13 TWh, the LNG terminal operator said. In August, storage facilities were 87 percent full, compared to 100 percent in the same month last year and 85 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, Nigeria, and Algeria

The seven operational Spanish LNG regasification terminals unloaded 19 cargoes last month, up by three cargoes compared to September 2024. The US was the biggest LNG supplier to Spain in September with 7.44 TWh, a rise from 6 TWh last year. Moreover, Nigeria supplied 3 TWh of LNG to Spain in September, up from 1.14 TWh last year, Algeria supplied 2.9 TWh, while Angola supplied 2.14 TWh last month. Other suppliers include Russia with 1.12 TWh, down from 3.36 TWh, Egypt with 1 TWh, and Trinidad and Tobago with 0.85 TWh.

LNG reloads rise

Spanish LNG terminals loaded about 1.14 TWh in September, a rise compared to 0.66 TWh in September 2024. Relaods dropped from 1.92 TWh in August, which was the highest monthly figure this year. Spanish terminals reloaded 0.68 TWh in July, 1.09 TWh in June, 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 September, the Cartagena terminal reloaded 0.39 TWh, the Barcelona terminal reloaded 0.37 TWh, and the Sagunto terminal reloaded 0.2 TWh. Enagas said 67.4 percent of the loaded volumes were used for bunkering, 27.5 percent landed in EU countries, and the rest in non-EU countries. Moreover, truck loading operations at the LNG terminals rose by 4.7 percent to 1,075. The data shows that last month, the Huelva LNG terminal completed 240 truckloads, the Barcelona terminal completed 235 truckloads, and the Sagunto terminal completed 180 truckloads. Source:www.lngprime.com

Hudong-Zhonghua launches LNG carrier trio

Chinese shipbuilder Hudong-Zhonghua has launched three liquefied natural gas carriers, as it works to deliver over 10 LNG vessels this year. According to a statement by Hudong-Zhonghua, the company launched the three LNG carriers on October 11, setting a new record in its LNG carrier construction business. The shipbuilder said that the LNG carriers in question are the Petronas project vessel No. 2 (H1895A), CNOOC phase II project vessel No. 3 (H1888A), and CNOOC project vessel No. 6 (H1885A). These three new vessels are all fifth-generation "Changheng" series LNG carriers. To date, Hudong-Zhonghua has delivered 52 large LNG carriers, while it is currently building 24 LNG carriers. Moreover, the shipbuilder noted that it is poised to surpass its own record for large LNG carrier deliveries set in 2024 this year. Hudong-Zhonghua delivered eight large LNG carriers last year. In 2023, Hudong-Zhonghua delivered six LNG carriers. The shipbuilder confirmed its plans to deliver more than 10 large LNG vessels in 2025. Source:www.lngprime.com

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