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NIGERIA LNG'S SHIPPING ARM ZONES IN ON CHINESE YARD FOR LNG NEWBUILDINGS

Talk on vessel pricing is sparks interest in the market. West African producer Nigeria LNG (NLNG)'s shipping arm has selected its preferred shipbuilder for a batch of up to six upcoming LNG carrier newbuildings as it moves to renew its fleet. Newbuilding sources said Bonny Gas Transport (BGT) has homed in on China's Hudong-Zhonghua Shipbuilding to build three LNG carriers and lined up slots for an optional trio of vessels. The firm newbuildings are understood to be for delivery dates in 2029. Those following the business said the contracts on them may not be signed until the new year. They said Hudong-Zhonghua fought hard to win this business, beating off its South Korean competitors. One indicated that he believes the per-vessel price is likely to be below $240m. But this has yet to be confirmed. This comes at a time when LNG carrier newbuilding prices have softened slightly into the low $250m or slightly below region on the back of the dearth of orders seen so far this year. In the past week, talk has also emerged of a sub-$240m price at a South Korean yard, although details have still to emerge. Brokers said overall prices for LNG carriers, while weaker, have been holding up in anticipation of new requirements for tonnage expected in the next few years. NLNG has been contacted for confirmation and comment on the shipyard selection. TradeWinds reported in March that BGT had started sniffing around for LNG newbuilding slots, but at that time was said to be at a very early stage. The company later went out more formally to yards mid-year before assessing commercial offers in September onwards. BGT controls a fleet of 23 LNG carriers, including seven steam turbine vessels and four dual-fuel diesel-electric ships, which are chartered to NLNG and managed by NLNG Ship Management. The company's parent, NLNG, and its management arm have been open about the need to replace the older steamships, which are much smaller and less efficient than modern LNG ships. Speaking almost a year ago, NLNG general manager for production Nnamdi Anowi said the company plans to replace all 23 vessels in its fleet in the next 10 years as part of efforts to reach the company's net-zero target by 2040. Anowi said 25% of NLNG's emissions come from its fleet. Aside from fleet renewal, NLNG is also trying to boost its own production with its long-planned Train 7 expansion project, which will increase its LNG production capacity from 22 mtpa to 30 mtpa. In June, the company indicated that this project is 80% complete, later signing sales deals for offtake volumes with buyers. The BGT newbuilding business will bring a new customer to ever-LNG-order-hungry Hudong-Zhonghua. In 2021, the Chinese yard laid out ambitious plans to double its LNG carrier newbuilding output to between 10 and 12 vessels per year by 2025. The shipbuilder then went on to haul in a raft of the LNG newbuildings for QatarEnergy's huge project, including the first of the new QC-Max 271,000-cbm size vessels, with delivery dates on vessels pushed out to 2031. According to Clarksons' Shipping Intelligence Network, Hudong-Zhonghua now has an LNG carrier orderbook of 49 vessels. The shipyard is also building two LNG bunker vessels. Source :www.tradewindsnews.com

SHIPOWNERS SHORTLIST EMERGES FOR EQUINOR LNG NEWBUILDING TENDER

Names slimmed to five for those competing to net term-charter business to back new vessels. Five shipowners are battling it out to build a series of LNG carrier newbuildings for Norwegian energy company Equinor. Those following the business listed the companies as BW LNG, Knutsen OAS Shipping, Maran Gas Maritime, NYK and Seapeak. Equinor has selected South Korean shipbuilder Hanwha Ocean to build up to four LNG carriers, TradeWinds reported last month. Brokers have since reported that Equinor has now signed a letter of intent with Hanwha for the slots. The company is said to be keen to wrap up the newbuildings this month. Equinor has consistently said that it does not comment on market rumours when contacted about developments related to this business. The energy company has been running two tenders, one with yards for berths and the second with shipowners for the charters to support the newbuildings. Initially, Equinor is said to have gone out to a wide range of owners. Those selected to move forward in the process finally got the full tender details in late August-early September. The Norwegian company is seeking two firm LNG carriers of 174,000 cbm, along with a pair of optional vessels. The charter hire period on the ships is not known, but the company has previously fixed two BW LNG newbuildings — which are scheduled to deliver this year — for seven-year periods with options to extend the hire. The company needs the new tonnage to replace existing Moss-type, steam turbine vessels it charters in to serve its Hammerfest LNG project. These are nearing the end of their 20-year contracts and are much smaller and less efficient than the modern two-strokes Equinor is looking to order. The energy company, which at the beginning of this year promised higher oil and gas output while cutting investment in renewables, has also been growing its LNG portfolio. Equinor has signed up to buy 1.75 mpta of LNG over 15 years from Cheniere Energy in the US on a free-on-board basis with shipments due to begin in 2027. LNG carrier newbuilding orders have been in short supply in 2025 after a bumper haul last year. Clarksons' Shipping Intelligence Network lists just 18 LNG vessels as having been contracted to date. This number is expected to rise before the end of the year, with Equinor's business and at least one vessel for Hyundai Glovis. Nigeria LNG's Bonny Gas Transport is also closing in on contracts for LNG carriers in China. Source: www.tradewindsnews.com

LNG SCRAP SALES SUSPENDED BY SPOT SURGE

Clarksons data showed LNG carrier spot earnings hitting their highest level since August 2024 as recycling reports pointed to record gas carrier scrapping. LNG carrier earnings tightened sharply in mid-November, reinforcing the sense that owners of modern tonnage would think twice before committing vessels for recycling. Clarksons reported the average spot rate for a modern two-stroke 174,000-m³ LNG carrier increased by 30% week-on-week to US$77,500/day in the week to 14 November, the highest level since August 2024 and more than three times the mid-October level. That acceleration reflected tightening availability in both basins. In its weekly gas and chemical markets commentary in Shipping Intelligence Weekly, Clarksons noted "further firm gains" in LNG carrier spot markets, describing an "increasingly bullish" week in the West, with firm activity on both sides of the Atlantic and "momentum firmly with owners". In the East, the availability of two-stroke units was reported as tight, with several large vessels positioned towards Canada, reducing prompt options in the Pacific. The freight rebound followed a period of weaker LNG market conditions earlier in the year, which had already pushed a significant tranche of older capacity towards the beaches. Clarksons estimated a record 1.9M m³ of LNG capacity had been sold for demolition in 2025 to date, more than four times the 10-year average in cubic-metre terms. Within the broader gas carrier segment, total demolition reached 1.1M dwt on an annualised basis, 122% higher than the previous year. On the ground, recyclers confirmed LNG units had become a notable, if intermittent, feature of the end-of-life market. In its Week 46 market insight, vessel cash buyer GMS reported "a steady stream of occasional LNGs" - alongside end-of-life MR tankers and smaller product tankers - had prevented ship recycling markets from "dozing off completely" in the latter part of 2025. Earlier in the year, Bangladeshi yards' activity had "essentially banked primarily on large LDT dry bulk and LNG units", before volumes faded and 2025 was described as "barren" for the country's recyclers. At the same time, overall recycling supply remained constrained even as yards invested to comply with the Hong Kong Convention and related frameworks. Clarksons calculated just 10.4M dwt had been reported sold for demolition across all sectors in 2025 to date, around half the 10-year average annual rate, despite a 34% increase on 2024's exceptionally low total. GMS highlighted the pressure this combination of low volumes and lower prices had placed on South Asian facilities, noting Indian HKC-approved yards in particular were facing a "struggle for survival". For LNG owners, the data pointed to a market in which a meaningful slice of older capacity had already exited, while tight spot tonnage and firmer earnings made further removals less attractive in the near term. With recycling economics weakened and regulatory compliance costs rising at the yards, decisions to scrap LNG carriers now looked increasingly binary: either crystallise residual values in a thinner, more regulated demolition market, or continue trading into a freight environment that, at least for now, was rewarding modern two-stroke tonnage handsomely. Source: www.rivieramm.com

HOW BIOLNG BECAME THE FUEL OF CHOICE FOR NORTH EUROPEAN FERRY OPERATORS

Ferry operators and LNG suppliers have agreed a series of bioLNG fuel supply deals. In recent months, TT-Line, EnviTec Biogas, Viking Line, Gasum, Wasaline, Destination Gotland, Stena Line and Avenir LNG have agreed bioLNG fuel supply deals for ferries operating in north Europe. Baltic ferry operator TT-Line has agreed a bioLNG fuel supply contract after a trial bunkering of 40 tonnes of renewable gas on ropax ferry Peter Pan in Travemünde, Germany. The deal followed a test delivery EnviTec Biogas carried out for TT-Line earlier in 2025. EnviTec Energy managing director Markus Pille said, "We are delighted to be able to supply TT-Line's ropax ferries, a combination of passenger and vehicle ships, with our renewable fuel bioLNG." EnviTec said its bioLNG, produced from organic biomass waste including slurry, dried poultry manure, food waste or agricultural residues, can cut emissions by up to 100% compared with marine diesel. TT-Line chief financial officer Torben Nikolay said Peter Pan and sister ship Nils Holgersson, described by the company as the largest LNG-powered ropax ferries in the world, were intended to do more than fulfil regulatory requirements. “These ferries represent far more to us than merely meeting legal requirements; we are preparing ourselves and our fleet as well as possible for a sustainable future,” Mr Nikolay said. He added, “We have already carried out extensive bioLNG bunkerings by bunker barge this year and are now pleased to have found, in EnviTec Biogas, a German partner for particularly flexible bunkering by truck.” Other north European ferry owners have also entered into bioLNG arrangements. Sweden-headquartered Viking Line has started to run ropax vessels Viking Glory and Viking Grace on bioLNG supplied through Gasum’s FuelEU Maritime pooling service, and plans to increase purchases of liquefied biomethane. Viking Line chief executive Jan Hanses said, “For us at Viking Line, taking every possible step towards more sustainable maritime transport is a top priority.” Finnish operator Wasaline has signed a biogas contract with Gasum together with a FuelEU Maritime pooling agreement with Stena Line that will see hybrid ferry Aurora Botnia operate solely on bioLNG on the Vaasa-Umeå route in the Baltic Sea. Wasaline managing director Peter Ståhlberg said, “With this unique collaboration with Stena Line and Gasum, Wasaline can achieve carbon neutrality now as a forerunner for the industry.” In Sweden, Destination Gotland has received an inaugural delivery of ISCC-certified bioLNG supplied by Avenir LNG under a multi-year bunkering agreement for dual-fuel ropax ferries. Avenir said the bioLNG was produced in Europe and loaded at the Zeebrugge terminal before delivery by bunker vessel Avenir Aspiration to the Port of Visby, where Destination Gotland’s ferries operate. Source: www.rivieramm.com

DYNAGAS LNG PARTNERS REPORTS HIGHER Q3 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 third quarter compared to the same period in 2024. The NYSE-listed limited partnership formed by Greek shipowner Dynagas posted a net income of $18.7 million for the third quarter of this year. This represents a 23.8 percent increase compared to $15.1 million in the same quarter last year. Net income also rose compared to $13.7 million in the second quarter of this year. Dynagas LNG attributed the year-on-year rise in net income to the increase of other income from insurance claims for damages incurred in prior years, the decrease in net interest and finance costs, and the decrease in general and administrative expenses, compared to the corresponding period in 2024. Also, the rise in net income was partially offset by the decrease in voyage revenues and the decrease in gain on the interest rate swap transaction which expired in September 2024.

Voyage revenues slightly down

The company said that its adjusted net income of $14.2 million in the third quarter decreased 2.1 percent compared to the same quarter last year, mainly due to the decrease of cash revenues. Voyage revenues for the third quarter were $38.9 million. This compares to $39.1 million in the corresponding period in 2024, a drop of 0.5 percent. Dynagas LNG said this decrease is mainly attributable to the lower cash revenues earned, mainly due to the decrease of the daily hire rate of the LNG carrier Arctic Aurora in the third quarter and the decrease in revenue-earning days of the LNG carrier Yenisei River due to unscheduled repairs. The decrease in voyage revenues was partially offset by the noncash effect of the amortization of deferred revenues and the value of the EU ETS emissions allowances, the LNG shipping firm said. Dynagas LNG reported average daily hire gross of commissions of approximately $69,960 per day per vessel for the three-month period, compared to approximately $72,800 per day per vessel for the corresponding period of 2024. The company’s vessels operated at 99.1 percent and 100 percent fleet utilization during the three-month periods ended September 30, 2025 and 2024, respectively.

“Strong” results

Chief executive Tony Lauritzen said that the company reported “strong” financial results for the third quarter of 2025, which demonstrated “significant” improvement in net income versus both last quarter and one year ago. “We continue to focus our efforts on increasing value for our common unitholders by striving to strike a responsible balance between reducing leverage and returning capital in a sustainable manner while navigating the ongoing geopolitical environment,” Lauritzen said. Consistent with this focus, Dynagas LNG’s board of directors declared a quarterly cash distribution of $0.050 per common unit which was paid on November 14, 2025, representing an annualized distribution yield of approximately 5.7 percent. “We maintain a firm belief in the long-term fundamentals of LNG shipping. Final investment decisions for new LNG export projects have accelerated in 2025, contributing to a growing pipeline of future natural gas supply. Over the medium term, this wave of new liquefaction capacity – combined with global efforts to expand affordable energy access – supports a constructive outlook for LNG transportation demand,” he said. “While LNG shipping remains, our core focus we may consider to broaden our investment horizon to prudently explore accretive growth opportunities in adjacent shipping sectors with the aim of maximizing unitholder returns and enhancing the overall value of the partnership,” Lauritzen added. Source: www.lngprime.com

WORLD BANK’S INVESTMENT ARM TO HELP LEBANON DEVELOP LNG-TO-POWER PROJECT

The International Finance Corporation (IFC), the World Bank’s private investment arm, said on Thursday that it signed an agreement with the government of Lebanon to help the country implement an LNG-to-power project under a public-private partnership model. IFC announced five new investments and engagements in a statement to expand access to finance and energy, support the growth of the manufacturing sector, and create jobs across Lebanon. In close coordination with the WBG’s International Bank for Reconstruction and Development, IFC will serve as the lead transaction advisor to the government of Lebanon, working closely with the High Council for Privatization and PPPs and the Ministry of Energy and Water to promote efficient power generation by structuring and implementing a gas-to-power project. IFC said the agreement supports the development of a floating storage and regasification unit (FSRU) to import, store, and regasify liquefied natural gas (LNG). Additionally, the project includes modernizing the 465-megawatt Deir Ammar I power plant into a more efficient, higher-capacity independent power producer. It also includes the construction of a new 825-megawatt combined-cycle gas turbine plant, Deir Ammar II, to boost generation capacity. “Once completed, the projects will expand access to reliable electricity, support the country’s shift to more renewable energy, improve the efficiency of Lebanon’s electricity sector, reduce its reliance on diesel, and cut down the cost of electricity generation,” IFC said. IFC did not provide further details. Lebanon has no LNG import facilities, and it previously launched tenders for FSRU-based facilities. On the other hand, the World Bank has earlier this year approved a project aimed at helping Bangladesh’s state-owned company Petrobangla to secure LNG supplies. Washington-based World Bank said that its board of executive directors approved two projects totalling $640 million to help Bangladesh improve gas supply and air quality. Source: www.lngprime.com

CHINA’S CNOOC HITS NEW LNG BUNKERING MILESTONE

China National Offshore Oil Corporation (CNOOC) has reached a new milestone with its liquefied natural gas (LNG) business, as the number of LNG dual-fuel vessels continues to rise. On November 16, CNOOC’s 12,000-cbm LNG bunkering vessel, Hai Yang Shi You

302, refueled MSC's LNG dual-fuel container vessel, MSC Emilia, at the Chuanshan Port Area of Ningbo Zhoushan Port, according to a statement by CNOOC's gas and power unit. With this operation, CNOOC Gas & Power's annual LNG bunkering volume for vessels has surpassed 200,000 tons in 2025, 3.6 times more the total volume achieved in 2024, the company said. This achievement "injects robust confidence into China's advancement toward global leadership in the marine LNG bunkering sector," CNOOC Gas & Power said. CNOOC's unit said it is fully committed to building an LNG bunkering network for ships that integrates international and domestic operations. To date, 25 LNG bunkering stations have been established along China's coastline, the Pearl River, the Yangtze River, and the Beijing-Hangzhou Canal, it said. In the international refueling sector, the group has obtained eight international refueling licenses in locations including Shenzhen, Ningbo, and Xiamen. This has enabled the establishment of an international ship refueling network centered on the Yangtze River Delta, Greater Bay Area, and Bohai Rim port clusters, positioning CNOOC as China's sole energy enterprise with multi-port joint guarantee and supply capabilities, the company said. CNOOC Gas & Power says it has secured fixed-term bunkering agreements totaling 200,000 tons annually with multiple international clients while accelerating collaborations with leading global shipping companies. For domestic bunkering, the group capitalized on the launch of national subsidies for upgrading aging operational vessels. By deepening client partnerships, the group has signed letters of intent for gas supply to over 670 vessels, effectively advancing the "clean" development of inland waterway shipping, CNOOC Gas & Power said. Source: www.lngprime.com

COOLCO REPORTS HIGHER NET INCOME AND REVENUES IN Q3

LNG carrier operator Cool Company (CoolCo), which is in the process of merging with a unit of its largest shareholder Eastern Pacific Shipping, reported higher net income and revenues in the third quarter of this year compared to the same period last year. LNG carrier operator Cool Company (CoolCo), which is in the process of merging with a unit of its largest shareholder Eastern Pacific Shipping, reported higher net income and revenues in the third quarter of this year compared to the same period last year. CoolCo generated total operating revenues of $86.3 million for the third quarter, compared to $82.4 million in the same quarter last year and $85.5 million in the second quarter. The company's net income of $10.81 million for the third quarter rose from $8.12 million in the same quarter last year, but it dropped compared to $11.91 million in the prior quarter, with CoolCo attributing the decrease primarily to higher non-recurring legal expenses during the third quarter. Adjusted Ebitda of $52.6 million in the third quarter dropped compared to $53.7 million in the same quarter last year and $56.5 million in the prior quarter. CoolCo achieved average time-charter equivalent earnings of $70,500 per day for the third quarter. This compares to $81,600 per day in the third quarter of 2024 and $69,900 per day in the prior quarter. During the first nine months of this year, CoolCo's total operating revenues and net profit were at $257.3 million and $31.7 million. Revenues rose from $253.9 million in the third quarter last year, while net profit dropped from $71.4 million in the comparable quarter. CoolCo achieved average time-charter equivalent earnings of $70,300 per day in the nine-month period, down from $79,000 in the same period in 2024.

Fleet

CoolCo has seven TFDE LNG carriers, which it acquired from Golar LNG, and the four LNG carriers it purchased from EPS. Besides these vessels, CoolCo purchased two newbuild LNG carriers from EPS, and they feature GTT's Mark III Flex membrane cargo tank system, reliquification, air-lubrication, and shaft generators. The shipping firm exercised its option with affiliates of EPS Ventures in June 2023 to acquire newbuild contracts for the two 2-stroke LNG carriers. CoolCo said its fleet maintained "strong performance" in the third quarter, achieving a 91 percent fleet utilization. During the quarter, the LNG carriers Kool Boreas and Kool Firn completed their respective drydocks. CoolCo noted that Kool Boreas also received LNGE upgrades, which included a high-capacity sub-cooler retrofit and various other performance enhancements. In addition, CoolCo "commenced a three-year floating-rate charter on a redelivered vessel during the quarter."

EPS merger

In September, CoolCo entered into a merger agreement with EPS Ventures. Pursuant to the merger, EPS will acquire all of the outstanding shares of CoolCo that are not already held by EPS in exchange for $9.65 in cash per common share. As of November 14, CoolCo had 52,868,029 shares issued and outstanding, excluding the 858,689 treasury shares held by the company as a result of the share repurchases. Of the outstanding shares, 31,354,390 (59.3 percent) shares were owned by EPS and 21,513,639 (40.7 percent) shares were owned by other investors in the public market. CoolCo said in the financial report that the transaction is expected to close in the fourth quarter of 2025 or the first quarter of 2026, subject to the receipt of the required shareholder approval and the satisfaction or waiver of the remaining closing conditions. Upon completion of the merger, the company's shares will be delisted from the New York Stock Exchange and Euronext Growth Oslo. Source: www.lngprime.com

HOEGH GANNET TO RESUME OPS

State-owned German LNG terminal operator DET said that the 170,000-cbm FSRU Hoegh Gannet, which serves the Elbehafen LNG import terminal in Germany's Brunsbüttel, has returned from the Danish Fayard shipyard. DET previously announced that the FSRU will be relocated to the yard from September 18 until the middle of November. During its planned two-month stay at the Fayard shipyard, the FSRU was fitted with catalytic converters to further reduce air pollutant emissions and comply with the requirements of the 44th Federal Immission Control Ordinance, according to DET. "The catalytic converters not only serve to keep the air clean but also contribute to noise reduction," the LNG terminal operator said. In addition, DET had the outlet pipes on the regasification vessel's funnel rotated so that they are no longer directed towards residential areas. DET said the absence of the FSRU was also used in the Elbe port to carry out installations on the new jetty west as well as inspections and maintenance work on the existing facilities.

Preparatory work

On November 18, Höegh Gannet berthed alongside its sister ship, Höegh Esperanza, which serves DET's first Wilhelmshaven LNG terminal for a brief period. Höegh Gannet was refueled with approximately 40,000 cubic meters of LNG from Höegh Esperanza to prepare for its return to Brunsbüttel, according to DET. However, before the 297-meter-long regasification vessel moors at its central berth in the port of Elbe on November 24, preparatory work must be carried out in the port, on the loading infrastructure, and by the network operator, DET said. This may cause higher noise levels on November 20 and 21 due to mandatory safety tests. DET and its partner companies are "committed to minimize any unavoidable disruption to local residents." The schedule for the recommissioning of the FSRU terminal, which has been worked out in detail over the past few weeks, ensures that all work is "optimally timed," DET said. Given the tide times for arrival on November 24, noise in the early hours of the morning and on the following day cannot be completely ruled out. "DET will exhaust all reasonable measures to minimize noise as much as possible and asks residents for their understanding in advance," the company said. In 2025, the FSRU has so far been able to feed around 19 terawatt hours of energy in the form of natural gas into the German gas grid. This corresponds to the annual natural gas consumption for heating almost 1.4 million four-person households in 100-square-meter apartments in multi-family buildings, according to DET. Source: www.lngprime.com

CHENIERE TO BOOST CAPACITY OF CORPUS CHRISTI MIDSCALE TRAINS

US LNG exporting giant Cheniere is seeking authorization from the US FERC to increase the LNG production capacity of nine midscale trains at its Corpus Christi LNG plant in Texas. The first three Corpus Christi trains have a capacity of approximately 15 mtpa. Cheniere made the final investment decision on the Corpus Christi Stage 3 expansion project, worth about $8 billion, in June 2022. The project includes building seven midscale trains, each with an expected liquefaction capacity of approximately 1.49 mtpa. In addition, Cheniere decided in June this year to build two more midscale trains at its Corpus Christi LNG plant. The CCL midscale trains 8 and 9 project is being built adjacent to the Corpus Christi Stage 3 project and consists of two midscale trains with an expected total liquefaction capacity of over 3 mtpa of LNG and other debottlenecking infrastructure. Last month, Cheniere achieved substantial completion of the third liquefaction train at the Corpus Christi Stage 3 expansion project. Cheniere expects first LNG from Train 4 in November 2025 and substantial completion "around year-end 2025 or early 2026." Trains 5 - 7 are scheduled to reach substantial completion throughout 2026.

Capacity boost

Cheniere now expects these trains to produce more LNG than originally expected, and revealed more details on the expansion plans in a FERC filing dated November 14. Cheniere's units CCL and CCL Midscale 8-9 submitted to the FERC a request for determination by the Director of the Office of Energy Projects that the CCL entities' anticipated application for a limited amendment to increase the LNG production capacity of the facilities authorized by the regulator is not subject to the Commission's mandatory pre-filing procedure. In November 2019, FERC granted an order of the units to site, construct, and operate the Stage 3 project, consisting of midscale natural gas liquefaction trains 1-7 with a maximum annual production capacity of approximately 582.14 billion cubic feet per year (bcf/y) and associated facilities. In March this year, the Commission authorized the CCL entities to site, construct and operate the Trains 8 & 9 project, consisting of two trains with a maximum LNG production capacity of approximately 170 bcf/y and associated facilities. The CCL entities seek Commission authorization to increase the LNG production capacity of Midscale Trains 1-9 by 251 bcf/y, from the currently authorized 752.14 bcf/y to approximately 1,003.14 bcf/y (CCL midscale uprate), they said. "Based on refinements made during the final design and construction of the Stage 3 project, as well as production data gathered through commissioning, the CCL entities have more precise knowledge and insight concerning the potential production capacity of the midscale trains," Cheniere's units said. According to the units, these refinements and optimizations do not involve significant or major modifications of existing facilities, additional construction of new facilities, or additional environmental impacts. The CCL entities anticipate filing an application with FERC pursuant to NGA Section 3 for the CCL midscale uprate project by no later than December 5, 2025. "Therefore, the CCL Entities respectfully request that the Director of OEP issue the waiver requested herein on an expedited basis, by no later than November 21, 2025," the units said. Source: www.lngprime.com

SHELL SEALS HAZIRA LNG DEAL

A unit of UK-based LNG giant Shell has signed a gas sales and purchase agreement with India's Think Gas for supplies from Shell's Hazira LNG import terminal in Gujarat. Think Gas announced the signing of the agreement with Shell Energy India in a social media post on Tuesday. Under this partnership, Shell will supply natural gas to Think Gas through its portfolio at the Hazira LNG terminal, Think Gas said, without providing further details regarding the deal. The firm said that this agreement strengthens its mission to deliver "reliable, affordable, and cleaner energy" across its portfolio. AG&P Pratham and Think Gas merged into one entity earlier this year. Its marquee investors include I-Squared Capital, and the Japanese consortium of Osaka Gas, JOIN, Sumitomo Corporation, and Konoike Transport.

According to the Think Gas website, it holds 19 city gas distribution (CGD) licenses, supplying piped natural gas to households, commercial businesses, and industries, as well as CNG and LNG for vehicle use. As India advances toward a gas-based economy, this collaboration aligns with the national objective of increasing natural gas' share in the energy mix, Think Gas said. Abhilesh Gupta, CEO of ThinkGas, said this long-term agreement will "help build upon our strategy to diversify our gas portfolio in a complex global environment, while offering reliable, flexible, affordable and sustainable solutions to our downstream customers." He also noted that this agreement will cater to a "portion of the projected energy requirement in the upcoming years, and that Think Gas is evaluating other similar partnerships to satisfy the growing needs of its customers." Shell Energy India owns and operates the 5 mtpa LNG import terminal at Hazira, Gujarat.

The terminal has been in operation since 2005. In 2021, Shell's India unit also launched a truck loading unit at its Hazira LNG import terminal, the firm's first move into small-scale infrastructure. Two years after that, India's largest gas utility GAIL and Shell joined forces to collaborate in various fields, including LNG for road transport and regasification. Earlier this year, Shell Energy India also signed a five-year deal to supply regasified LNG to India's IRM Energy. Source: www.lngprime.com

LNG IMPORTS CLIMB IN OCTOBER

Global liquefied natural gas (LNG) imports rose by 8.3 percent year-on-year in October, setting a new record for the month, the Gas Exporting Countries Forum said in its latest report. Last month, global LNG imports increased by 2.85 Mt year-on-year to 37.04 Mt, marking a y-o-y increase for the ninth consecutive month of annual growth. Doha-based GECF said Europe and, to a lesser extent, the MENA region continued to drive the rise in global LNG imports, offsetting weaker imports in Asia. Europe continued to act as the premium market for US LNG exports, underpinned by a narrow price spread between European and Asian spot LNG prices, it said. From January to October 2025, aggregated global LNG imports reached 357.27 Mt, up 5.3 percent (17.90 Mt) y-o-y, driven mainly by Europe, according to GECF.

European LNG imports jump

In October 2025, Europe's LNG imports rose sharply to 11.18 Mt, a 48 percent increase (3.62 Mt) y-o-y, GECF said. This marks the highest level since March and a record high for October. GECF noted that stronger gas consumption, combined with reduced pipeline gas inflows, drove the surge in LNG imports. At the country level, Belgium, Germany, Italy, the Netherlands, Spain, Türkiye, and the UK were the main contributors to the increase, which offset a decline in France. GECF said the increase in LNG imports to Belgium, Germany, Spain, and Türkiye was driven by stronger gas consumption and higher pipeline exports to neighbouring countries. In Germany, the ramp-up of the Wilhelmshaven FSRU 2 facility also supported the rise in imports. Italy's LNG imports grew due to higher domestic gas demand, increased underground storage injections, greater pipeline exports, and a decline in pipeline imports from Algeria. In the Netherlands, the increase was attributed to a combination of rising gas consumption, lower domestic production, reduced pipeline imports from Norway, and higher cross-border exports. In the UK, a drop in pipeline gas imports from Norway prompted greater reliance on LNG, GECF said.

Conversely, France experienced a decline in LNG imports due to strike actions at several LNG terminals and a pipeline outage affecting regasified LNG flows from the Fos Cavaou and Fos Tonkin terminals. Between January and October 2025, Europe's aggregated LNG surged by 30 percent (24.32 Mt) y-o-y to reach 105.42 Mt, surpassing the region's total LNG imports of 101.16 Mt for the full year 2024, GECF said.

Asia Pacific LNG imports continue to drop

In October, Asia Pacific's LNG imports continued to slide, falling by 5.4 percent (1.30 Mt) y-oy to 22.73 Mt, unchanged from a month earlier, GECF said. China, Pakistan, and South Korea drove this decline, which was partially offset by higher LNG imports in Japan and Taiwan. China's LNG imports continue to decline due to rising domestic gas production and increased pipeline imports, coupled with weak industrial gas demand. In Pakistan, reduced gas demand—particularly from the power sector—has led to lower LNG imports. GECF said the country cancelled several contractual cargoes from Eni and deferred some Qatari cargoes to 2026. In South Korea, elevated LNG storage levels in September curbed import requirements in October. Conversely, Japan's LNG imports rose in October, driven by pre-winter restocking efforts, GECF said. In Taiwan, LNG imports increased due to stronger power sector demand following the phase-out of nuclear power. From January to October 2025, Asia Pacific's aggregated LNG imports reached 223.61 Mt, representing a decline of 4.5 percent (10.57 Mt) y-o-y, GECF said.

Latin America and MENA

ECF said that LNG imports in the Latin America & the Caribbean region totalled 1.03 Mt in October, marking a y-o-y decline of 28 percent (0.40 Mt). Brazil accounted for the majority of this decrease, with Argentina, Chile, and Colombia also registering smaller declines. GECF said the drop in LNG imports in Argentina and Brazil can be attributed to increased domestic gas production. In Brazil and Chile, higher renewable energy output limited the need for additional gas-fired power generation. Meanwhile, Colombia's LNG imports declined due to maintenance activities at the SPEC FSRU terminal. From January to October 2025, aggregated LNG imports in the LAC region dropped by 13 percent (1.68 Mt) y-o-y to reach 11.08 Mt, GECF said. On the other hand, LNG imports in the MENA region continued their upward momentum, soaring by 87 percent y-o-y (0.98 Mt) to reach 2.11 Mt, it said. The surge was led by Egypt, where lower domestic gas production sustained strong LNG import demand. Between January and October 2025, aggregated LNG imports in the MENA region jumped by 62 percent (6.19 Mt) y-o-y to 16.14 Mt and is on track to reach a record high, GECF said.

LNG exports hit record

GECF said that global LNG exports reached a record high of 38.56 Mt, marking a 13 percent y-o-y increase (4.50 Mt) — the largest annual increment since April 2019. Both GECF and non-GECF countries contributed to the surge, offsetting a decline in LNG re-exports. From January to October 2025, cumulative global LNG exports rose sharply by 5.5 percent y-o-y (18.78 Mt), reaching 357.98 Mt. GECF said the increase was primarily driven by non-GECF countries, while GECF member countries also contributed to a lesser extent. Over the same period, LNG re-exports declined slightly. The share of LNG exports from GECF and non-GECF countries increased from 45.3 percent and 53.7 percent in October 2024 to 45.4 percent and 54.5 percent in October 2025, respectively. In contrast, the share of LNG re-exports dropped significantly, from 1 percent to just 0.1 percent. GECF said that the US, Qatar, and Australia remained the top three LNG exporters during the month. Source: www.lngprime.com

AWILCO EXPECTS 'CHALLENGING' LNG SHIPPING MARKET NEXT YEAR

Norway's Awilco LNG, the owner of two TFDE LNG carriers, said on Wednesday that the recent strengthening in the LNG shipping market is positive, but the market looks "challenging" for next year as increasing LNG production and the phase-out of older steam vessels are unlikely to cover the number of newbuildings delivered. However, in the longer term, Awilco expects this situation to change with more LNG production coming on stream than ever before, the company said in its third-quarter results report. Awilco LNG currently owns two 156,000-cbm TFDE LNG vessels, WilForce and WilPride. "Following redelivery from its legacy time charter mid-November, both WilPride and WilForce are trading in the spot market while the company is searching for longer-term employment," Awilco LNG said. Both vessels are currently fixed on short-term employment covering most of the available days in 2025, according to Awilco LNG.

LNG shipping market

Over the last weeks, shortage of vessels, particularly in the Atlantic, has led to an "impressive improvement with spot rates up x10 from a few weeks ago in what can only be described as a seasonal winter market, to the surprise of most, if not all market participants," Awilco said. "The third quarter was very weak, and the current strength may be short-lived, but the volatility is nevertheless a sign of a more balanced winter market," the company said. With lower gas prices across Europe and Asia as LNG production is starting up, some of the increased supply capacity from delivering newbuildings will be mitigated, according to Awilco. "A large number of steam vessels are in cold or warm lay-up and an all-time high number of 14 steam vessels sold for recycling so far in 2025 while there are still around 200 steam vessels left in the market that are potential recycling candidates," the company said. "Together with the expected increase in LNG production in the longer-term phase out of these vessels are supportive for a market recovery," Awilco said. At the end of the third quarter, 52 LNG carriers had been delivered year to date. Awilco said the delivery pace is set to continue throughout the year, but the total number of vessels hitting the water is likely to be "significantly lower2 than expected at the start of the year. "This means that a number of deliveries will be delayed to next year and the total orderbook is set to be pushed out in time," the company said.

Net loss

Awilco LNG reported a net loss of $0.3 million in the third quarter of 2025. This compares to a net loss of $3.1 million in the second quarter of 2025 and a net loss of $0.3 million in the same quarter last year. The company reported net freight income of $10.6 million in the third quarter of 2025, while Ebitda reached $6.4 million. Awilco's net TCE came in at $57,800 per day for the third quarter of 2025, compared to $42,600 per day for the second quarter of 2025. "Despite a very challenging spot market during the third quarter, the company improved its results significantly, though we still report a small loss for the quarter," said CEO Jon Skule Storheill. "In recent weeks, we have seen a seasonally strengthened winter market, which most market participants had written off only a few weeks back," he said. He said the number of new vessels to be delivered ahead of the "massive" increase in LNG production may from time to time oversupply the market over the next couple of years. "A continued steady flow of final investment decisions for new LNG production is proof of strong long-term demand for LNG shipping," Storheill said. Source:www.lngprime.com

INDIA'S LNG IMPORTS DOWN IN OCTOBER

India's liquefied natural gas (LNG) imports decreased by 22.6 percent year-on-year in October, preliminary data from the oil ministry's Petroleum Planning and Analysis Cell shows. The country imported 2.80 billion cubic meters, or about 2.1 million metric tonnes of LNG, in October via long-term contracts and spot purchases. October LNG imports were similar to those of the previous month, when they reached 2.81 bcm, and in August. India imported 19.79 bcm of LNG during April-October, down by 12.5 percent compared to the previous year, according to the data. From April 2024 to March 2025, India took 36.99 bcm of LNG, or about 27.7 million metric tonnes, up by 15.4 percent compared to the same period in the year before, PPAC's data previously showed. India paid $1.2 billion for October LNG imports, down from $1.6 billion in October 2024, the PPAC data shows. Moreover, India's natural gas production reached 2.95 bcm in October, a drop of 5.1 percent from the corresponding month of the previous year. Natural gas production reached 20.53 bcm during April-October, down by 3.4 percent year-on-year.

LNG terminals

India imports LNG via eight facilities with a combined capacity of about 52.7 million tonnes per year. These include Petronet LNG's Dahej and Kochi terminals, Shell's Hazira terminal, and the Dabhol LNG, Ennore LNG, Mundra LNG, and Dhamra LNG terminals. The newest LNG import terminal is HPCL's 5 mtpa Chhara LNG import terminal in India's Gujarat, which launched commercial operations in February. PPAC said that during April-September this year, the 17.5 mtpa Dahej terminal operated at 92 percent capacity, while the 5.2 mtpa Hazira terminal operated at 33.1 percent capacity. The 5 mtpa Dhamra LNG terminal operated at 35.8 percent capacity, the 5 mtpa Dabhol LNG terminal operated at 34.1 percent capacity, the 5 mtpa Kochi LNG terminal operated at 23.6 percent capacity, the 5 mtpa Ennore LNG terminal operated at 24.9 percent capacity, the 5 mtpa Mundra LNG terminal operated at 17.6 percent capacity, and the Chhara LNG terminal operated at 4.6 percent capacity. India's largest LNG importer, Petronet LNG, again pushed back the launch of an additional 5 mtpa capacity at its Dahej LNG terminal in western Gujarat state. Petronet expects to launch the additional capacity by March 2026. Source:www.lngprime.com

SINGAPORE LNG BUNKERING VOLUMES RISE IN OCTOBER

Singapore's monthly LNG bunkering sales rose 19.8 percent in October 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 60,600 mt last month. This compares to 50,580 mt in October 2024 and 48,450 mt in September this year. Also, October LNG bunkering sales are the second-highest monthly figure after the record 66,960 mt in August this year. During January-October, Singapore LNG bunkering volumes reached 461,740 mt, a rise of 19.9 percent compared to 385,140 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

DET SAYS STADE FSRU TERMINAL WILL NOT GO INTO OPERATION BEFORE Q2 2026

State-owned German LNG terminal operator DET expects that the Stade FSRU-based terminal will not go into operation before the second quarter of 2026 after it took over the construction of the superstructure from Hanseatic Energy Hub. In March 2024, the 2021-built 174,000-cbm FSRU, Energos Force, owned by Apollo's Energos Infrastructure and chartered by Germany's federal government, arrived at the AVG jetty in Stade. However, DET terminated the contract related to the Stade FSRU-based facility with compatriot Hanseatic Energy Hub, the developer of the onshore LNG terminal in Stade, in March this year. DET also sub-chartered Energos Force for deployment in Jordan. The LNG terminal operator announced in a statement that "significant" progress has been made toward the completion and subsequent commissioning of the LNG terminal in Stade. According to an agreement dated November 14 between DET and HEH, which has been responsible for the construction of the superstructure for the FSRU terminal to date, DET will now take over the completion of the superstructure. DET said the agreement grants company access to the superstructure, enabling it to immediately begin inspection, planning, and completion. Also, DET partner companies can now be mobilized for the remaining work and commissioned to procure the necessary materials. "At the core of the project's completion are international safety standards, complete mandatory documentation, and full compliance with all legal and regulatory requirements. These are the prerequisites for the floating LNG terminal to be accepted by the global gas trade," DET said- "Based on the current situation, it can be assumed that the terminal will not go into operation before the second quarter of 2026. A more precise schedule can be expected once the inspections have been completed. The timely return of the sub-chartered regasification vessel FSRU Energos Force is ensured," the company said.

DET's FSRUs

DET currently operates three FSRU-based LNG import facilities, two in Wilhelmshaven and one in Brunsbüttel. The company will hold a short-term capacity auction for its three FSRU-based facilities later this month. DET previously announced that the 170,000-cbm FSRU Hoegh Gannet, which serves the Elbehafen LNG import terminal in Brunsbüttel, will be relocated to the Danish Fayard shipyard from September 18 until the middle of November. According to its AIS data, the FSRU is expected to return to Brunsbüttel this week. Hoegh Gannet is currently working at the Brunsbüttel Port's existing dangerous goods berth in Brunsbüttel's Elbehafen port, while a new jetty is being built to the west of this location. In addition to the Brunsbüttel FSRU-based terminal, DET operates the two facilities in Wilhelmshaven. DET launched commercial operations at its second FSRU-based terminal in Wilhelmshaven in August. In May, the 2024-built 174,000-cbm Energy Endurance delivered the commissioning cargo to Excelerate's 138,000-cbm FSRU Excelsior in Wilhelmshaven from Venture Global LNG's Plaquemines LNG export plant in Louisiana. The chartered FSRU is located two kilometers south of the Wilhelmshaven 1 terminal. It is moored at an island jetty, completed last year, and located about 1.5 km from the shore. Source:www.lngprime.com

AUSTRALIAN LNG EXPORT REVENUE DOWN IN OCTOBER

Australian liquefied natural gas (LNG) export revenue in October decreased 18.3 percent year-on-year, according to EnergyQuest. The consultancy estimates that Australian LNG export revenue reached A$4.57 billion ($2.98 billion) last month. EnergyQuest said this is the second-lowest monthly revenue (September 2025 was A$4.23 billion) since July 2021 when the monthly revenue was $4.31 billion, due to the combination of lower volumes, Brent oil prices and JKM spot prices. Western Australia projects earned A$2.73 billion in export revenue, Queensland projects earned A$1.56 billion, and Northern Territory projects earned A$0.28 billion.

92 cargoes

Based on shipping data, EnergyQuest estimates that Australia exported 6.26 Mt of LNG in October 2025, totaling 92 cargoes. The October 2025 result is an increase compared to September 2025, when Australia exported 5.94 Mt and 88 cargoes. When annualised, October's exports represent 73.7 Mtpa, equivalent to 86 percent of the total Australian nameplate capacity of 86 Mtpa, the consultancy said. Combined, the five WA projects (NWS, Pluto, Gorgon, Prelude, and Wheatstone) shipped 54 cargoes totaling 3.74 Mt in October, compared to 58 cargoes for 4.05 Mt in September. EnergyQuest said the October result also compares to the five projects shipping 53 cargoes for 3.73 Mt in August, shipping 56 cargoes for 3.97 Mt in July, and 48 cargoes for 3.40 Mt in June. During October, the three Queensland LNG projects shipped 33 cargoes for a combined total of 2.14 Mt compared to shipping 29 cargoes for 1.89 Mt in September. The October result also compares to the projects shipping 30 cargoes for a combined total of 1.94 Mt during August, shipping 28 cargoes for a combined total of 1.79 Mt during July and 29 cargoes for 1.91 Mt during June, according to EnergyQuest. The consultancy noted that Ichthys LNG operations in the NT recommenced in early October with the first lifting being on October 9 and the project shipped five cargoes for 0.38 Mt in October. Source:www.lngprime.com

GREECE'S DEPA TO SUPPLY US LNG TO UKRAINE'S NAFTOGAZ

Greece's DEPA will supply US liquefied natural gas (LNG) cargoes to Ukraine's Naftogaz under a newly signed preliminary deal. According to a statement by DEPA, the two state-owned firms signed a letter on November 16 to supply natural gas to Ukraine's market for the winter period between December 2025 and March 2026. Under the framework of the prospective agreement, LNG volumes originating from the United States are expected to be transported through "Route 1", offered jointly by the gas transmission system operators of Greece (DESFA), Bulgaria (Bulgartransgaz), Romania (Transgaz), Moldova (VestMoldTransgaz), and Ukraine (GTSOU). Moreover, DEPA said the supply of US LNG will be facilitated through Atlantic-See, in which DEPA holds a 40 percent stake and Aktor holds 60 percent. The JV recently signed a sales and purchase deal with US LNG exporter Venture Global LNG. This deal marks Greece's first-ever long-term LNG supply agreement with a US exporter. Under the SPA, Atlantic-See will purchase a minimum of 0.5 million tonnes per annum (mtpa) of US LNG from Venture Global for twenty years starting in 2030. In addition to this deal with DEPA, Naftogaz recently signed a letter of intent with Poland's Orlen to receive more US LNG cargoes from the latter. Under the signed letter of intent, Orlen will supply three LNG cargoes, equivalent to over 300 billion cubic feet (bcf) of gas, from the US in the first quarter of 2026. Orlen said it will deliver the shipments to one of the two terminals where the company holds capacity reservations, where the supplies will be regasified and transmitted via pipeline to Ukraine. In March, the two firms signed a cooperation deal under which Orlen delivered LNG cargoes to the FSRU-based terminal in Lithuania's Klaipeda and the Swinoujscie terminal in Poland. Under this deal, more than 600 million cubic metres of gas will be delivered to Ukraine this year. Source:www.lngprime.com

TOTALENERGIES IN EUROPEAN LNG-TO-POWER MOVE

French energy giant TotalEnergies said on Monday that its new deal with Czech energy company EPH to buy 50 percent of the latter's flexible power generation platform in Western Europe will enable the company to capture added value to approximately 2 Mtpa of LNG.

TotalEnergies said in a statement that EPG's gas-fired and biomass power plants and batteries in Italy, the United Kingdom and Ireland, the Netherlands, and France are valued at 10.6 billion euros ($12.3 billion). Under the new agreement, EPH will receive the equivalent of 5.1 billion euros in TotalEnergies shares. The transaction will result in the creation of a joint venture owned 50/50 by TotalEnergies and EPH, which will be responsible for the industrial management of the assets and the business development, while each company will market its share of production under a tolling arrangement with the joint venture.

Added value

TotalEnergies said this transaction is fully consistent with its integrated power strategy and will strengthen its position in European electricity markets by enhancing the complementary relationship between intermittent renewable power generation and flexible power generation It will allow TotalEnergies to expand its power trading activities across Europe and develop its "clean firm power" offering to its customers. Furthermore, leveraging TotalEnergies' "strong" position in supplying LNG to Europe, this transaction enhances the company's ability to diversify value creation along the gas value chain, particularly between the United States and Europe," it said. "The additional net electricity production from the transaction, estimated at 15 TWh/y, will enable the company to capture added value to approximately 2 Mtpa of LNG," TotalEnergies said. The transaction covers a portfolio of more than 14 GW gross capacity of flexible generation assets in operation or under construction. This primarily includes gas-fired power plants, biomass power plants and battery systems, which benefit from secured capacity revenues representing 40 percent of the gross margin, allowing TotalEnergies to strengthen its presence in the most profitable European electricity markets, the company said. The acquisition scope also includes about 5 GW of projects under development.

Mid-2026

TotalEnergies said the transaction is "immediately accretive" to its shareholders. Over the next five years, TotalEnergies expects an increase in available cash flow of about $750 million per year, which "far exceeds the additional dividend requirement for the newly issued shares." As a result of this transaction, the integrated power segment will generate positive free cash flow and contribute to shareholder returns as early as 2027 compared to 2028 previously, the company said Due to this accelerated inorganic growth within the integrated power segment, the company is lowering its annual net Capex guidance by $1 billion per year to $14-16 billion per year for 2026-2030, of which $2-3 billion is for integrated power, while maintaining its 2030 electricity generation target of 100-120 TWh. TotalEnergies said the transaction is subject to the legal information and consultation process of the relevant employee representatives and to the approval of the competent authorities. Completion is expected mid-2026. "This acquisition marks another major milestone in TotalEnergies' strategy to build an integrated electricity player in Europe," said Patrick Pouyanné, chairman and CEO of TotalEnergies. "Given our position as the number one gas supplier in Europe, this transaction enables us to fully capitalize on gas-to-power integration and create added value for our LNG chain, independently of oil cycles," he said. "We are convinced that this partnership will create lasting value for our shareholders and are also pleased to welcome a new long-term European shareholder who is fully committed to TotalEnergies' transition strategy," said Pouyanné. Source:www.lngprime.com

MARAN GAS ADDS NEW LNG TANKER TO ITS FLEET

Greece's Maran Gas, the gas shipping unit of Angelicoussis, has added one more newbuild liquefied natural gas tanker to its large LNG fleet. South Korea's Hanwha Ocean delivered the LNG carrier, Maran Gas Syros, according to a social media post by Angelicoussis. This vessel flies the Greek flag. Maran Gas Syros has a carrying capacity of 174,000 cubic meters and encompasses the "highest design and construction standards," Angelicoussis said. The shipping group did not provide further details. According to VesselsValue data, Maran Gas ordered this LNG carrier and another vessel at Hanwha Ocean, previously known as DSME, in January 2022 for about $210 million per ship. In November 2024, Hanwha Ocean secured a new order from Maran Gas to build two LNG carriers. The deal also includes two optional vessels. According to Hanwha Ocean, the deal is worth about $510 million or $255 million per vessel. Including these two new vessels, Maran Gas has ordered a total of 13 LNG carriers at Hanwha Ocean since November 2021. Maran Gas has 49 ships under management and 11 vessels on order, its website shows. Source:www.lngprime.com

VENTURE GLOBAL PLANS TO MORE THAN DOUBLE PLAQUEMINES LNG CAPACITY

US LNG exporter Venture Global LNG now plans to more than double liquefaction capacity at its Plaquemines LNG terminal in Louisiana due to optimization of liquefaction trains and "strong" market demand. US LNG exporter Venture Global LNG now plans to more than double liquefaction capacity at its Plaquemines LNG terminal in Louisiana due to optimization of liquefaction trains and "strong" market demand. Venture Global announced on Monday that it filed with the US Federal Energy Regulatory Commission (FERC) its application for the permitting and approval of the Plaquemines LNG brownfield expansion project. In addition, Venture Global has filed with the US Department of Energy (DOE) for the export authorizations associated with this expansion. In March, Venture Global began the pre-filing process at the US FERC for the $18 billion brownfield expansion of its Plaquemines LNG terminal. The company said then that the project would comprise 24 LNG trains and certain related infrastructure expected to produce "at least 18.6 mtpa." After that, Venture Global added four more liquefaction blocks to the proposed brownfield expansion in July. As a result of this modification, the proposed production capacity of the project increased from approximately 18.6 mtpa to approximately 24.8 mtpa.

More than 30 mtpa

However, Venture Global has now added further capacity to the planned expansion. Venture Global has since March increased the expected output from this project by "nearly 40 percent from the previously announced plans due to the continued optimization of our liquefaction trains and strong market demand," the company said on Monday. This bolt-on expansion will be built incrementally in three phases and consist of 32 modular liquefaction trains, adding in total over 30 mtpa in peak production capacity, according to Venture Global. Venture Global said this would bring the total peak production capacity across the entire Plaquemines complex to over 58 mtpa. As previously stated, the commercial operations timelines for Phase I and Phase II "remain unchanged," the firm added. "Incrementally expanding Plaquemines is a logical and economically efficient opportunity to build on our strong existing infrastructure," said Venture Global CEO Mike Sabel. "This strategic step provides Venture Global with the optionality to develop a scalable project that can efficiently meet market needs as they evolve," he said. Venture Global took a final investment decision on the first phase of the Plaquemines project with a capacity of 13.3 mtpa and the related pipeline in May 2022, while the company sanctioned the second phase in March 2023. The full project, including the second stage, features 36 modular units, configured in 18 blocks. Each train has a capacity of 0.626 mtpa. Earlier this year, Venture Global also received approval from FERC to boost the capacity of its Plaquemines LNG terminal to 27.2 mtpa. In December 2024, Venture Global shipped the first Plaquemines LNG cargo. Venture Global expects to ship 234 - 238 cargoes from the Plaquemines project in 2025, inclusive of the 144 cargoes it exported from the project in the first nine months of this year. Source:www.lngprime.com

NLNG PICKS HUDONG-ZHONGHUA TO BUILD LNG CARRIERS

Nigeria LNG's shipping unit Bonny Gas Transport (BGT) has selected Chinese shipbuilder Hudong-Zhonghua to build LNG carriers, according to shipbuilding sources. LNG Prime was the first to report earlier this year that yards in South Korea and China were competing to win an order to build LNG carriers for LNG producer Nigeria LNG. Sources said on Tuesday that BGT has now chosen Hudong-Zhonghua to build three 174,000-cbm LNG carriers. There is also an option for three more vessels. The sources said that the shipbuilding deal is expected to be signed in the first quarter of 2026. Moreover, the price of each of the vessels is said to be between $230 and $240 million. The vessels are expected to feature GTT's NO96 Super+ containment tech and WinGD 2.0 engines The delivery of the new vessels is slated for 2029.

Fleet renewal

The new move is part of NLNG's fleet renewal initiative, which aims to diversify and reduce the carbon footprint of the company's shipping portfolio. NLNG's website previously showed that the firm operated a fleet of 23 vessels under long-term time charters, dedicated to transporting LNG from its Bonny plant. These include 13 vessels (six TFDE and seven steam ships) owned by its shipping unit BGT. The remaining vessels are owned by Japan's NYK (eight steam ships), and BW Gas (two steam ships). As part of its fleet renewal, NLNG's BGT chartered newbuild vessels Aktoras and Axios II. These 174,000-cbm LNG carriers, built in 2024, are owned by Capital Clean Energy Carriers.

Expansion

Nigerian state-owned NNPC has a 49 percent stake in NLNG, UK-based Shell holds 25.6 percent, France's TotalEnergies has 15 percent, and Italy's Eni owns 10.4 percent. The Bonny Island liquefaction plant currently has six trains and a capacity of 22 mtpa, but NLNG is also adding the seventh production unit. The NLNG Train 7 project consists of the construction of one complete LNG train and one additional liquefaction unit. Following completion, the project will add around 8 mtpa of capacity to the Bonny Island facility for a total of about 30 mtpa. Source:www.lngprime.com

HD HYUNDAI SAMHO BAGS CONTRACT TO BUILD LNG CARRIER DUO

South Korea's HD Hyundai Samho has secured an order to build two liquefied natural gas (LNG) carriers for approximately $508 million. Hyundai Samho's parent HD Korea Shipbuilding & Offshore Engineering said on Tuesday that the shipbuilder will build the vessels for an unidentified owner in North America. Moreover, the delivery of the two LNG carriers is expected to be completed by November 2028. HD KSOE said the contract is worth 741.2 billion won ($508 million), or about $254 million per vessel. Including this order, HD KSOE and its units have won orders for a total of 104 ships worth $14.24 billion, achieving 78.9 percent of its annual target of $18.05 billion. The orders include seven LNG carriers and six LNG bunkering vessels. Earlier this year, HD Hyundai Samho won an order for four 174,000-cbm LNG carriers tied to Evangelos Marinakis-led Capital, with each vessel worth approximately $256.5 million. Before this order, HD Hyundai Samho secured an order for one LNG carrier worth $262 million in April. London-based Purus ordered this 180,000-cbm LNG carrier. LNG Prime was unable to immediately identify the owner behind the latest order for two LNG carriers at Hyundai Samho. Shipbuilding sources said there have been several recent moves regarding potential orders for two LNG carriers, including requests by BW LNG, Evalend, and Asyad. Source:www.lngprime.com

PRIME INFRA TAKES 60 PERCENT STAKE IN FIRST GEN'S BATANGAS LNG TERMINAL

Prime Infrastructure Capital has completed the previously announced purchase of a 60 percent equity stake in First Gen's gas business in the Philippines, including the Batanagas LNG terminal. First Gen announced in a stock exchange filing on Monday the closing of the transaction. Razon-led Prime Infra said in a separate press release that it has reached the financial close of its transaction worth 50 billion pesos ($847.4 million) to acquire and operate the gas assets of First Gen. Last month, First Gen revealed that the Philippine Competition Commission cleared the acquisition. Earlier this year, First Gen entered into the deal with Prime Infrastructure. Following completion, Prime Infra now owns 60 percent of the issued and outstanding capital stock of five power plants, all located in Batangas City. First Gen has a portfolio of four gas-fired power plants with a combined capacity of 2,017 MW that have been supplied for many years with gas from the Malampaya offshore gas field. These include the 1000 megawatt (MW) Santa Rita power plant, the 500 MW San Lorenzo power plant, the 450 MW San Gabriel power plant, the 97 MW Avion power plant, and the proposed 1200 MW Santa Maria power plant. The transaction also includes the interim offshore LNG terminal. Prime Infra will own 60 percent of the Batangas gas plants, with First Gen owning 40 percent. Meanwhile, Prime Infra will hold 60 percent in the LNG import terminal, while First Gen and Japan's Tokyo Gas will each hold 20 percent. Source:www.lngprime.com

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