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MISC JOINS CRUSH ON LNG BERTHS WITH UP TO SIX LNG CARRIERS IN CHINA

Over 20 LNG carriers contracted in the first month of 2026. Malaysian shipowner MISC has booked up to six LNG carriers at China's expanding Hudong-Zhonghua Shipbuilding, as the first month of the year closed with a large order haul for the ship sector. State-controlled MISC inked three firm 174,000-cbm LNG carriers at the yard and has also secured optional berths for a further trio of vessels. The contracts on these vessels are listed as being signed on 30 January. There is an expectation that the order for the company could grow by a further four newbuildings. Malaysian state energy company Petronas is being quoted as the time-charterer of the contracted newbuildings. These latest LNG newbuilding orders for MISC round off a busy January for LNG carrier contracting in both China and South Korea. At least 21 LNG newbuildings were ordered at five shipbuilders during the month. This compares with just eight in the first half of 2025 and 38 in the full year. But the pace of contracting would appear to be picking up as the strong total for January follows new contracts being placed for 18 ships in December 2025. China is a new departure for MISC, which has travelled the world with its LNG orders, building in France, Japan and South Korea. Brokers said China is offering substantially discounted prices closer to $230m for LNG carriers, compared to the $250m price tag at South Korean yards. Hudong-Zhonghua in particular, which has been China's primary LNG carrier shipbuilder, has been expanding its capacity for the sector and now boasts over 60 LNG carriers on its orderbook. Petronas has also been growing its China connections, signing a new LNG sales and purchase agreement with CNOOC Gas & Power in December and opening a new office in the country. MISC is in the process of renewing its LNG carrier fleet. Clarksons' Shipping

Intelligence Network lists that eight of the company's LNG carriers (built 2002 and 2009) are laid up. Last year, MISC sold two of its steam turbine-driven LNG carriers — the 130,405-cbm Puteri Delima and Puteri Nilam (both built 1995) — for demolition. In December, TradeWinds reported that the company had circulated three more membrane-type LNG steamers — the 137,100-cbm Puteri Firus Satu and Puteri Zamrud Satu (both built 2004), along with the 137,595-cbm Puteri Mutiara Satu (built 2005) — for sale. The trio is on the company's laid-up list. MISC was sounding out the market for demolition bids on the vessels. MISC is listed as having seven LNG carriers on order for delivery dates this year and in 2027. Source: www.tradewindsnews.com

NYK SELLS OFF STEAM TURBINE SHIP TO INDONESIAN BUYER

Nineteen-year-old membrane carrier looks set to trade on. Japanese shipowner NYK has sold one of its steam turbine LNG carriers as it weeds out older tonnage to renew its fleet. Brokers said the 149,700-cbm Grace Barleria (built 2007) had been sold to Indonesia-based buyers. The 19-year-old membrane-type ship is reported to have fetched a strong price of about $35m. NYK officials declined to comment on sales reports. Those following the second-hand LNG carrier sector pointed out that while the ship is fitted with a steam turbine propulsion system, which makes it one of the lowest earners in today's market, it is among the youngest and largest built with this engine type. Its size might make it a more desirable candidate for further trading, potentially on a regional basis, and also for use as a storage vessel. The South Korean-built Grace Barleria is one of a series of LNG carriers apparently speculatively ordered by NYK as it was building out its LNG interests into the European market. The vessel was the "B" in this line of alphabetically named sister ships that included the Grace Acacia (built 2007) and Grace Cosmos (built 2028). NYK and the then GDF Suez managed the trio under the business Gazocean, in which the Japanese shipowner had a 20% stake. In 2024, NYK sold the Grace Cosmos as it approached the end of its long-term charter. The vessel, which passed its last special survey in March 2023, was sold to Chinese company Sino Commerce Offshore for a price in the mid-$50m region. It has since been renamed Grand Cosmos and is listed as owned by Singapore-based Zeus Energy. Kpler data shows the vessel under the control of Russia's Sakhalin Energy, deployed to lift cargoes from the Sakhalin-2 plant for discharge in China and Japan. In 2016, NYK put the Grace Acacia up for sale , when it was just 10 years old and had been redelivered by its French charterer. But it remained unsold the following year and is still in the owner's fleet. Steam turbine LNG carriers are slowly making their way out of the globally traded fleet, where they usually rank as much smaller and less efficient than their modern two-stroke counterparts. Last year, a record 15 LNG carriers were sent for demolition — all of them steamships. Seapeak has confirmed the first scrap sale of 2026, which is also a steamer. In January, Oman's Asyad Shipping announced it had sold four steamships to an unnamed buyer for around $110m in total. Source: www.tradewindsnews.com

WOODSIDE NARROWS DOWN SHORTLIST OF OWNERS FOR RAFT OF LNG NEWBUILDINGS

Battle for LNG berths is heating up as newbuilding talks for one major player move forward. Australia's Woodside Energy is closing in on its choice of shipowners and yards for multiple LNG carrier newbuildings, which it is seeking to take on charter. Brokers and others working in the LNG sector said the energy company has shortlisted seven owners. They name them as Japan's Mitsui OSK Lines and NYK, Hyundai Glovis of South Korea, Seapeak and Greek owners Dynagas, Maran Gas Maritime and GasLog. They highlighted that some of these shipowners, like GasLog and Seapeak, have recently contracted what appear to be as-yet uncommitted LNG carrier newbuildings. Maran Gas has LNG tonnage on order, and others, such as MOL and NYK, have such large LNG fleets that they may also have available vessels. Woodside has been requesting offers on a mix of 174,000-cbm LNG carriers and larger vessels of 200,000 cbm. The company is said to require up to 20 LNG carriers for its shipments to Asian buyers and for its exports from the US. Those close to the process said it is not yet clear how many newbuildings the company will opt for initially. There has been talk of six or eight plus four options. Some have observed that Woodside appears to be interested in taking slightly earlier delivery of ships than the initially planned 2029 to 2030 time frame. They said this could imply the company is considering existing or on-order tonnage. Woodside is also working with shipyards on nailing down its preferred berths. It is expected to marry owners with any slots it selects. A decision on the choice of owners and yards is expected soon. TradeWinds reported in September that Woodside was about to launch a tender to cover its LNG tonnage requirement. The enquiry was one of the anticipated signs that some of the portfolio players were starting to move on the tonnage they will need to ship volumes, which are part of the incoming wave of over 200 mtpa of new LNG. Woodside said in a November presentation that it currently has eight ships in its fleet, plus three on long-term charters that deliver throughout 2026, and employs others on short-term charters. The company said it is growing a shipping fleet in line with its expanding portfolio. Perth-headquartered Woodside is building the 27.6-mtpa Louisiana LNG project in the US, which it acquired when it bought original developer Tellurian in 2024. Last year, Woodside took a final investment decision on the first phase — a 16.5-mtpa, three-train development. Taking over the US project is a major move for Woodside as it transforms the company into a global supplier of LNG. Louisiana LNG is due to be in operation by 2029. In addition, the company is developing the 8-mtpa Scarborough Energy Project off Australia, which will effectively add a second 3-mtpa train to the Pluto LNG development. It is due to start LNG shipments in the second half of 2026. Woodside said that by 2032, it will have around 40 mtpa of LNG capacity in operation, which will double the size of its portfolio. The company is led by acting chief executive Liz Westcott after CEO and managing director Meg O'Neill resigned in December to take the top job at BP. Source：www.tradewindsnews.com

CHINESE OWNER ORDERS FOUR SHELL-BACKED LNG CARRIERS AT CSSC JIANGNAN

Energy major Shell has entered the Chinese LNG carrier newbuilding market as the charterer of a newly ordered quartet at CSSC Jiangnan Shipyard. The Chinese shipbuilder announced on 30 January that it has secured a contract for four 175,000-m³ LNG carriers, with deliveries scheduled between 2028 and 2029. The order is a collaboration between China-based shipowner Shandong Ocean Energy and financier Minsheng Financial Leasing, with the quartet expected to be chartered long-term to Shell Singapore. Shandong Ocean Energy, a subsidiary of state-owned Shandong Ocean Group, has prior ties with CSSC Jiangnan, having previously partnered on LNG carrier and very large ethane carrier (VLEC) newbuilding projects. According to the announcement, Minsheng Financial Leasing "provided core financial support for this project, acting as a key enabler for its implementation." CSSC Jiangnan said the vessels will feature the latest generation of intelligent and flexible LNG transport technology and have undergone full-range optimisation to meet emissions-reduction targets.

China's LNG carrier newbuilding push

This order underlines the continued growth of Chinese shipbuilders' large-scale LNG carrier programmes. It marks the third LNG contract secured in January alone, following deals by TMS Cardiff Gas at CSSC Hudong-Zhonghua Shipbuilding and Eastern Pacific Shipping (EPS) at CSSC Jiangnan. January has been a busy month for CSSC Jiangnan. In addition to LNG carrier contracts, the shipyard has also secured orders for very large ammonia carriers and container vessels from EPS, Southwest Maritime and COSCO. South Korean shipbuilders have also been active early this year, with new orders linked to Alpha Gas and JP Morgan-backed interests. Source: www.rivieramm.com

CHINA'S CNOOC MAKES FIRST LNG DELIVERIES TO TURKIYE AND ITALY

China National Offshore Oil Corporation (CNOOC) continues to expand its international LNG business with first deliveries to Turkiye and Italy. CNOOC's gas and power unit announced on Wednesday that the spot LNG shipments were recently delivered to the two countries. This marks a significant breakthrough in expanding into emerging Mediterranean markets and enhancing the company's global natural gas trade network, CNOOC Gas and Power said. As an energy hub connecting Europe and Asia, Turkiye has become an increasingly important end-user buyer in the international LNG market in recent years, the company noted. CNOOC's successful LNG delivery to Turkiye not only marks a breakthrough into this new market but also creates favorable conditions for its future participation in regional energy cooperation and enhanced influence in European and global LNG trade, it said. CNOOC Gas and Power did not provide further details regarding the shipments. Images published by CNOOC Gas and Power show that the company delivered the cargoes with the 173,400-cbm Global Star and the 160,000-cbm Kool Frost. Global Star's AIS data provided by VesselsValue shows that the LNG carrier visited the Egegaz Aliaga LNG terminal in Turkiye last month, carrying a cargo from the Freeport LNG facility in Texas. In addition, Kool Frost delivered a shipment from Cheniere's Sabine Pass LNG facility in Louisiana to the FSRU Toscana offshore Italy's Livorno last month, the data shows. These two shipments follow CNOOC's first LNG delivery to Senegal. The 174,000-vbm Flex Viglant delivered a US LNG cargo to the 125,000-cbm FSRU Karmol LNGT Powership Africa, owned by the joint venture consisting of Türkiye's Karpowership and Japan's MOI, in December last year. Source: www.lngprime.com

HANWHA OCEAN: US PROJECTS AND STEAM VESSELS SCRAPPING DRIVE NEWBUILDING DEMAND

South Korean shipbuilder Hanwha Ocean said on Wednesday that US export project FIDs and the phase-out of steam LNG carriers are expected to continue to drive newbuilding demand. Last year, Hanwha Ocean said that it expects the recovery in the LNG newbuilding market to be led by US export projects and the phase-out of steam LNG carriers. The shipbuilder said in its fourth-quarter report that 15 steam LNG carriers have been sold for demolition in 2025. This compares to six in 2023 and seven in 2024, according to Hanwha Ocean. In addition to vessel scrapping, the shipbuilder noted in its quarterly report that demand has been boosted by the recovery of shipping rates since October 2025 and by expected orders linked to new LNG export terminals. Hanwha Ocean also noted a potential shift in demand toward Korean shipyards due to the Ships Act and China-related restrictions. Discussing the order outlook, the shipbuilder said that the US-led expansion of LNG projects and rising Asia-driven LNG demand are driving newbuild demand. "Short-term Asia emerging-market demand (China, India) under price sensitivity despite downward price pressure from rising LNG supply, and long-term structural demand growth from electrification and rising living standards in developing economies," it said. The shipbuilder also noted that there is "growing FLNG relevance as a cost-efficient, flexible alternative to large onshore LNG plants, enabling faster commercialization of smaller reserves."

LNG carriers

Hanwha Ocean recently secured a contract valued at approximately $501 million to build two LNG carriers for Greece's Alpha Gas. This is Hanwha Ocean's first LNG carrier order in 2026. Last year, Hanwha Ocean secured orders for 13 LNG carriers, including seven vessels tied to Norway's Knutsen. Last year's orders also include contracts with its US affiliate Hanwha Philly Shipyard. In August 2025, Hanwha Ocean announced a contract with Hanwha Philly Shipyard to build a second LNG carrier. As of the end of December 2025, Hanwha Ocean had 65 LNG vessels worth $16.1 billion in its orderbook. Hanwha Ocean reported revenue of 12.69 trillion won ($8.7 billion) and operating profit of 1.1 trillion won in 2025, both up compared to last year. Source: www.lngprime.com

QATARENERGY PENS 20-YEAR LNG SPA WITH MALAYSIA'S PETRONAS

State-owned LNG giant QatarEnergy signed a 20-year LNG sales and purchase agreement (SPA) with Malaysia's Petronas. According to a QatarEnergy statement, the 20-year deal is for two million tons per annum (mtpa) of LNG from Qatar to Malaysia starting in 2028. The agreement was signed by Qatar's Energy Minister and CEO of QatarEnergy, Saad Sherida Al-Kaabi, and Tan Sri Tengku Muhammad Taufik, the president and group CEO of Petronas during a ceremony held in Doha on the sidelines of the LNG2026 conference. QatarEnergy also signed a 27-year LNG sale and purchase deal with Japan's Jera yesterday.

First long-term LNG SPA

QatarEnergy said this is the first long-term LNG SPA between the company and Petronas. "QatarEnergy is pleased to enter into this new LNG SPA with Petronas, which highlights our continued commitment to support the growing energy needs of Malaysia as well as our customers across the globe," Al-Kaabi said. Petronas said in a separate statement that the long-term volumes secured through this agreement will "play a critical role in reinforcing Malaysia's energy supply security, ensuring stable and reliable LNG availability to meet growing demand in Malaysia." Petronas' CEO said this agreement marks an "important milestone for Petronas in bolstering energy security for those we serve." "The supply of LNG through partnerships with industry-leading partners such as QatarEnergy complements the cargoes from our LNG heartlands in Malaysia and Canada, diversifying our supply nodes even as Petronas unlocks new avenues to derive greater value and efficiency," he said.

Qatari expansion

QatarEnergy is working on the giant North Field LNG expansion program, which includes the North Field South, North Field East, and North Field West projects. Together, these will raise Qatar's LNG production capacity in Ras Laffan from the current 77 mtpa to 142 mtpa in 2030. In February 2024, QatarEnergy announced the North Field West project, which will add 16 mtpa of LNG to the overall expansion of the North Field. Moreover, the first two projects include six mega trains, each with a production capacity of 8 mtpa of LNG. Four of these are part of the North Field East expansion project, and two are part of the North Field South expansion project. Source: www.lngprime.com

GREECE'S DESFA SAYS ALMOST ALL REVITHOUSSA LNG SLOTS BOOKED UNTIL 2040

Greece's DESFA said firms have reserved almost all of the offered regasification slots at its LNG import terminal on the island of Revithoussa for the period 2026-2040. DESFA announced on Tuesday that it has concluded the annual auctions for the booking of LNG unloading slots and regasification capacity at the Revithoussa LNG terminal for the 2026-2040 period, which were held between October

2025 and January 2026. During the auctions, DESFA offered 413 unloading slots, totalling 342.5 TWh. Out of these, 409 slots were booked, with a total quantity of 340.5 TWh, with the participation of up to five users per year, which once again demonstrates the “strong” interest of the market, DESFA said. In December, DESFA said that firms have reserved all of the offered for the period 2026-2035. These new auctions continued toward 2040. DESFA said this year’s auctions once again confirmed the strategic importance of LNG in users’ energy planning and highlighted the practice of long-term capacity booking as a key mechanism to enhance energy security, predictability, and market stability. Furthermore, their results “highlighted the high level of market trust in the energy infrastructure of Revithoussa, as well as the key role of Greece in enhancing the security of supply of the wider region of SE Europe.” At the same time, DESFA’s new infrastructure, such as the compression station in Komotini and Ampelia, combined with investments to upgrade and expand the national natural gas transmission system, allow the transport of increased natural gas flow to the north, confirming that the country now operates as a stable and reliable LNG entry gateway at a regional level, DESFA said.

Revithoussa LNG

Last year, DESFA upgraded its LNG import terminal located on the island of Revithoussa with a new high-pressure boil-off gas compressor station. The station captures LNG vapors from the terminal’s tanks and injects them into the high-pressure network, eliminating flaring in normal operation. LNG deliveries to DESFA’s Revithoussa LNG terminal jumped in 2025 compared to the year before, with the US supplying 86.1 percent of the volumes. LNG shipments during 2025 totalled 30.84 TWh, delivered by 49 LNG carriers. In addition to the Revithoussa LNG facility, Gastrade’ s FSRU-based terminal in Alexandroupolis recently also received its sixth US-origin LNG cargo since the launch of operations. Source: www.lngprime.com

MISC, SONANGOL FUEL LNG CARRIER ORDERING BOOM IN CHINA AND SOUTH KOREA

LNG carrier orders continue to pile up across Chinese and South Korean shipyards, with Malaysian shipowner MISC and Angola’s Sonangol emerging as the latest players to secure newbuilding slots. CSSC Hudong-Zhonghua Shipbuilding signed a contract on 30 January with MISC for the construction of three firm plus three optional 174,000-m³ LNG carriers. Malaysia’s national oil and gas company, Petronas, will act as time charterer for the vessels. The shipbuilder expects the project to expand to 10 vessels. Hudong-Zhonghua will apply its fifth-generation LNG carrier design to the series, incorporating energy-saving technologies aimed at emissions reduction and compliance with evolving environmental regulations. According to information published on its website, MISC currently oversees a fleet of 29 LNG carriers, including chartered-in tonnage and vessels held through joint ventures. The company has traditionally placed LNG carrier orders at South Korean yards and presently holds an orderbook of six vessels, based on shipping platforms’ data. Over the years, MISC has diversified its gas asset portfolio, expanding into floating storage units, LNG bunkering and, more recently, very large ethane carriers.

Sonangol adds one vessel in Korea

Meanwhile, HD Hyundai disclosed on 2 February that Angola’s state-run oil company Sonangol has placed an order for a single LNG carrier. The vessel, scheduled for delivery through the first half of 2028, is valued at approximately US$251M. The two companies have recently collaborated on a Suezmax tanker newbuilding programme covering two vessels. Equasis data lists Sonangol with three LNG carriers as part of a diversified fleet that also includes crude oil and product tankers, LPG carriers and offshore vessels.

LNG newbuilding bonanza

The LNG carrier ordering surge that began in late 2025 has continued into early 2026, with Chinese shipyards steadily increasing their market share and challenging South Korea's traditional dominance in the segment. With the latest MISC contract, Chinese yards have secured orders for 13 LNG carriers so far this year, with options attached for a further five vessels. TMS Cardiff Gas contracted Hudong-Zhonghua for a firm four-ship order plus two optional units, while Eastern Pacific Shipping signed with Jiangnan Shipyard for two vessels. In addition, Shandong Ocean has turned to Jiangnan for four Shell-backed LNG carriers. South Korean builders have also remained active. Alpha Gas placed an order for two vessels at Hanwha Ocean, while JP Morgan-backed interests added another pair at Samsung Heavy Industries. HD Hyundai has further secured contracts for four LNG carriers, reportedly ordered by NYK and Ocean Yield. Source: www.rivieramm.com

COMMONWEALTH LNG, MERCURIA INK 20-YEAR SPA

Kimmeridge's Commonwealth LNG has signed a 20-year sales and purchase agreement with Switzerland-based energy trader Mercuria to supply the latter with LNG from its 9.5 mtpa LNG export project near Cameron, Louisiana. Commonwealth announced on Tuesday the signing of the LNG SPA with Mercuria Energy Trading to provide 1 million tonnes per annum (mtpa) of LNG for 20 years and a gas supply agreement with Mercuria Americas for the supply of a corresponding quantity of natural gas to Commonwealth. "These agreements mark a significant strategic partnership and market expansion," said Caturus CEO David Lawler. Caturus is Kimmeridge's LNG and gas unit in which UAE's Mubadala has a 24.1 percent stake. "Mercuria's global reach can help Commonwealth distribute our LNG to a broader international community, while Mercuria gains a competitive edge with additional supply sources," Lawler said. "This agreement reflects Mercuria's commitment to securing long-term, reliable LNG supply from high-quality US projects," said Brian Falik, president of Mercuria Americas.

7 mtpa

Commonwealth noted that the SPA will become fully effective upon the satisfaction of customary conditions, including an affirmative final investment decision on the project. With the signing of the Mercuria SPA, Commonwealth has secured long-term, binding offtake agreements for 7 of the facility's 9.5 mtpa permitted capacity. The company has entered into long-term sale and purchase agreements with Petronas for 1 mtpa of LNG, Glencore for 2 mtpa of LNG, Jera for 1 mtpa of LNG, and EQT for 1 mtpa of LNG. Saudi Arabia's energy behemoth Aramco also signed a preliminary deal with Commonwealth LNG, Commonwealth said that final negotiations are underway for the facility's remaining capacity. In December, Caturus authorized full purchase orders to key industry partners supporting development of its Commonwealth LNG export facility. The purchase orders are being executed via Commonwealth's engineering, procurement, and construction (EPC) partner Technip Energies. "This new milestone maintains the schedule and cost basis of this development and represents an essential step toward Commonwealth's final investment decision (FID) on the project planned for the first quarter of 2026," Caturus said at the time. Source: www.lngprime.com

ORLEN DELIVERS US LNG CARGO TO UKRAINE'S NAFTOGAZ

Poland's Orlen has delivered one US liquefied natural gas (LNG) cargo to Ukraine's Naftogaz via the Swinoujscie terminal in Poland. Naftogaz announced in a statement on Wednesday that it secured delivery of the first batch of American LNG to Ukraine in 2026.

According to the firm, the volume delivered is almost 100 million cubic metres – enough to provide gas to about 700,000 families for one month during the winter period. Naftogaz noted that the LNG tanker was en route for 20 days, and it arrived in late January at the LNG terminal in Swinoujscie. After regasification, the resource is now available for Ukraine's needs, it said. Nagtogaz did not provide further details regarding the shipment. "Total US LNG supplies to Ukraine could reach 1 billion cubic meters in 2026, which will make a significant contribution to ensuring the stable operation of the energy system in wartime conditions," it said. In addition to Orlen's supplies, a joint venture of Greek companies Aktor and DEPA recently signed its first deal to supply a US LNG cargo to Naftogaz via DESFA's Revithoussa LNG terminal in Greece.

Additional US LNG supplies

In November 2025, Orlen agreed to supply three more LNG cargoes, equivalent to over 300 billion cubic feet (bcf) of gas, to Naftogaz from the US in the first quarter of 2026. Before this, the two firms signed a cooperation deal in March 2025 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 were delivered to Ukraine last year. Ukraine has no LNG import facilities. Orlen has secured long-term regasification capacity at the FSRU-based facility in Klaipeda, reserved until 2032, allowing it to import via the terminal over 0.5 billion cubic meters of natural gas annually. It also uses KN Energies' small-scale LNG terminal in Lithuania's Klaipeda. In Poland, Orlen imports LNG via the Gaz-System-operated import facility in Swinoujscie, which was expanded to about 8.3 bcm per year. In addition, Orlen booked 6.1 bcm per year of regasification capacity at Gaz-System's planned FSRU-based LNG import facility in Gdansk. Orlen has contracts with US LNG exporters Venture Global and Cheniere and QatarEnergy LNG, as well as contracts with US exporter Sempra, under which deliveries have not yet commenced. Source: www.lngprime.com

HUDONG-ZHONGHUA GETS APPROVALS FOR LNG CARRIER, FSRU

Chinese shipbuilder Hudong-Zhonghua has received approvals from classification societies for new vessel designs, including an LNG carrier and a floating storage and regasification unit (FSRU). Hudong-Zhonghua received the approvals in principle (AiPs) from ABS, BV, CCS, DNV, and LR during the LNG2026 conference in Doha. The AiPs are for a 174,000-cbm LNG and FSRU, a 150,000-cbm ultra-large ethane carrier (ULEC), and the P-Flex 201,000-cbm LNG carrier. Hudong-Zhonghua also received an AiP from LR for a carbon capture system for a 271,000-cbm LNG carrier. The Panama-Flex or P-Flex design is a three-cargo tank LNG carrier for which the shipbuilder received approvals last year. The LNG carrier will have a capacity of 201,000 cbm, while its tanks will feature GTT's NO96 Super+ containment technology. Hudong-Zhonghua said the newly developed 174,000-cbm FSRU features a dual-function design that can be converted flexibly into an LNG carrier, significantly enhancing asset utilization and investment returns. The FSRU features a DFDE single-propeller propulsion system and utilizes GTT's NO96 GW containment system. Hudong-Zhonghua said customers may select 3 or 4 regasification modules to meet 750-1000 MMscfd operational demands, balancing flexibility and reliability. Hudong-Zhonghua has been very busy in the last two months. The shipbuilder won orders for 10 firm LNG carriers, including the most recent order by Malaysia's LNG shipping player MISC, a unit of Petronas, for three vessels. Hudong-Zhonghua also secured an order from George Economou-led TMS Group and it won an order from Nigeria LNG's shipping unit Bonny Gas Transport (BGT). Source: www.lngprime.com

QATARENERGY SEALS 27-YEAR LNG SUPPLY DEAL WITH JAPAN'S JERA

State-owned producer QatarEnergy and Japan's power firm and LNG trader Jera signed a 27-year LNG sale and purchase deal. The new SPA includes the delivery of 3 million tons of LNG per annum from Qatar to Japan. QatarEnergy and Jera signed the deal on Tuesday on the sidelines of the LNG 2026 conference in Doha. Jera said in a statement that the Qatari DES (delivered ex-ship) LNG supplies are scheduled to start in 2028. "We are delighted to further strengthen our long-standing relationship with Jera, a strategic partner and one of the leading LNG players globally, and to reaffirm our continued commitment to supporting Japan's long-term energy needs," Qatar's Energy Minister and CEO of QatarEnergy, Saad Sherida Al-Kaabi, said. "Our collaboration, which dates back to the early 1990s, is a testament to the enduring ties between our two companies and to our common desire to ensure that safe and reliable LNG supplies continue to support Japan's economic development," he said. QatarEnergy is working on the giant North Field LNG expansion program, which includes the North Field South, North Field East, and North Field West projects. Together, these will raise Qatar's LNG production capacity in Ras Laffan from the current 77 mtpa to 142 mtpa in 2030. In February 2024, QatarEnergy announced the North Field West project, which will add 16 mtpa of LNG to the overall expansion of the North Field. Moreover, the first two projects include six mega trains, each with a production capacity of 8 mtpa of LNG. Four of these are part of the North Field East expansion project, and two are part of the North Field South expansion project. Source: www.lngprime.com

CHEVRON'S GORGON LNG TERMINAL SHIPS 2000TH CARGO

Chevron Australia, a unit of US energy giant Chevron, has shipped the 2000th cargo of liquefied natural gas from its giant Gorgon LNG terminal in Western Australia. Chevron Australia announced the milestone shipment from the Barrow Island LNG facility in an emailed statement on Tuesday. The 173,400-cbm Maran Gas Chios loaded the milestone shipment. Shell, which charters the LNG carrier and is a partner in the project, lifted the cargo. The Gorgon project is a joint venture of the Australian subsidiaries of Chevron (47.3 percent), ExxonMobil (25 percent), Shell (25 percent), Osaka Gas (1.25 percent), MidOcean Energy (1 percent) and Jera (0.417 percent). "Since the first LNG cargo departed Barrow Island in March 2016, Gorgon has become a pillar of energy security for Australia and the broader Asia Pacific region, playing a vital role in providing LNG to our international trading partners, while also ensuring reliable supply of domestic gas for Western Australian homes and businesses," Chevron Australia president, Balaji Krisnamurthy, said. He said that Gorgon has become the largest supplier of gas to Western Australia's gas market, producing more than 20 percent of the state's supply in 2025. "These milestones reinforce the critical role LNG developments have played in not only supporting the growth of Western Australian's domestic gas sector but also underpinning significant, long-term investment in the country — supporting thousands of jobs, generating substantial tax and royalty revenues, and helping drive economic growth," Krisnamurthy said. Gorgon comprises a three-train, 15.6 million tonnes per annum LNG facility and a domestic gas plant with the capacity to supply 300 terajoules of gas per day to Western Australia. In December last year, Chevron Australia and its partners took a final investment decision to develop backfill fields to maintain natural gas supply to the Gorgon LNG facility. The A$3 billion ($1.95 billion) backfill development, or Gorgon Stage 3, will connect the offshore Geryon and Eurytion natural gas fields in the Greater Gorgon Area to Gorgon's existing subsea gas gathering infrastructure and processing facilities on Barrow Island. The first stage of Gorgon was the Gorgon foundation project, which included constructing the Gorgon gas treatment plant and domestic gas plant on Barrow Island and developing the Gorgon and Jansz-Io offshore gas fields. Source: www.lngprime.com

QATARENERGY'S LNG FLEET TO REACH 200 VESSELS

QatarEnergy's fleet of liquefied natural gas carriers will rise to 200 vessels as Qatar expands its LNG production, according to Qatar's Energy Minister and CEO of QatarEnergy, Saad Sherida Al-Kaabi. Al-Kaabi spoke at the opening of the LNG2026 conference in Doha on Monday. "We have launched the largest shipbuilding program in the industry's history, comprising 128 state-of-the-art LNG carriers with outstanding operational and environmental standards," he said. These vessels include 104 conventional and 24 QC-Max vessels, while yards in South Korea and China are building them. "We have already received 38 new vessels and will receive a new one every three weeks. This will give QatarEnergy the largest LNG carrier fleet in the world, reaching about 200 vessels within the next few years," Al-Kaabi said. The majority of these vessels will serve QatarEnergy's expansion projects, which will double Qatar's LNG production. "The mega-projects we have launched a few years ago will more than double QatarEnergy's LNG production from 77 million tons per annum to 160 million tons per annum, including 142 million tons per annum from Qatar's North Field. Hereby, our projects will contribute about 40 percent of the new global LNG supplies over the next decade," Al-Kaabi said. QatarEnergy is working on the giant North Field LNG expansion program, which includes the North Field South, North Field East, and North Field West projects. In February 2024, QatarEnergy announced the North Field West project, which will add 16 mtpa of LNG to the overall expansion of the North Field. Moreover, the first two projects include six mega trains, each with a production capacity of 8 mtpa of LNG. Four of these are part of the North Field East expansion project, and two are part of the North Field South expansion project.

Increasing gas demand

Al-Kaabi also joined CEOs of TotalEnergies, ExxonMobil, Shell, and ConocoPhillips for a panel on Monday. "We continue to believe in gas as the energy of the future and that increasing demand will continue to be driven by global economic growth and other factors like artificial intelligence and data centers," he said. Furthermore, QatarEnergy, along with its partners represented on the panel, "are building LNG for the future with the lowest carbon footprint you can have. Everywhere where you'll see exploration blocks that are looking for oil or gas, you'll find QatarEnergy working there," Al-Kaabi said. Al-Kaabi reaffirmed his long-stated position that "oil will be needed for a very long time", adding that "people who, two years ago, have been part of the oil cancel culture, are now recognizing the need for oil and that it will not disappear in 2030 like they were saying." Source:www.lngprime.com

PETROVIETNAM GAS LAUNCHES SPOT LNG CARGO TENDER

PetroVietnam Gas, a unit of state-owned PetroVietnam, has released a new tender inviting firms to submit bids for one spot LNG cargo for delivery to the Thi Vai LNG import terminal. According to a tender document posted on the company's website, the cargo, with a quantity of 3,200,000 MMBtu, will be delivered from April 2 to April 7. PV Gas said the specific quantity requirements "shall be written in the term sheet." The company launched the tender on Tuesday, and it closes on February 6. Based on the previous announcements, PV Gas has not issued a tender for spot LNG cargoes since May 2025. However, in August 2025, PV Gas launched a tender seeking a five-year term deal for LNG supplies. This was the first time PV Gas sought term LNG supplies. Last month, PV Gas awarded this tender to a subsidiary of UK-based LNG giant Shell. Under the term contract, Shell Eastern Trading will supply 20,700,000 MMBtu of LNG, or approximately 400,000 mt, per annum on a delivered ex-ship (DES) basis. The LNG supplies will be delivered to the PV Gas-operated Thi Vai LNG terminal from 2027 until 2031. Launched in 2023, Vietnam's first LNG import facility currently has a capacity of 1 mtpa, and it consists of one 180,000-cbm LNG tank, a jetty, and a regas area. PV Gas plans to triple the capacity to 3 mtpa. The company is also working on the Son My LNG import terminal project, LNG terminals in northern and north-central Vietnam, and the PV Gas-Hai Phong LNG port. In addition, PV Power, a sister company of PV Gas, launched commercial operations at its Nhon Trach 3 and 4 LNG power plants in December last year. Vietnam's first LNG power plants have a total capacity of 1.6 GW. Last year, PV Gas signed a long-term contract with PV Power to supply the latter's Nhon Trach 3 and Nhon Trach 4 power plants with LNG. Source: www.lngprime.com

ANGOLA'S SONANGOL BOOKS ONE LNG CARRIER IN SOUTH KOREA

Angola's state-owned energy firm Sonangol has ordered one liquefied natural gas (LNG) carrier from South Korea's HD Hyundai Samho Heavy Industries. HD Hyundai Samho's parent HD Korea Shipbuilding & Offshore Engineering said on Monday that the shipbuilder will build the vessel for Sonangol Shipping Holding. Moreover, the delivery of the LNG carrier is expected to be completed by June 2028. HD KSOE said the contract is worth 357.5 billion won ($251 million). The group did not reveal further details. In September 2025, LNG Prime reported, citing shipbuilding sources, that Sonangol was looking to order one firm and two optional vessels from South Korean and Chinese yards. HD KSOE announced in April last year that it had won two Suezmax tankers from Sonangol Shipping. The 157,000-dwt tankers will also be built by HD Hyundai Samho and are scheduled for delivery by May 2027. Sonangol has a stake in Angola LNG. Angola LNG is a joint venture of Chevron, Azule Energy, a joint venture of BP, Eni, Sonangol, and TotalEnergies. In 2023, Angola LNG shipped its 400th cargo of LNG since the launch of the 5.2 mtpa Soyo plant in 2013. A fleet of seven 160,000-cbm LNG vessels has been chartered on a long-term basis to transport Angola LNG cargoes to customers around the world. Source: www.lngprime.com

DEUTSCHE REGAS: MUKRAN FSRU CONTINUES TO BOOST REGAS VOLUMES

German LNG terminal operator Deutsche ReGas said that its FSRU-based LNG import facility in Mukran has regasified 12.9 TWh over the past three months. The company claims that this is the largest volume of gas of all floating LNG terminals in Europe during the period. Deutche ReGas said in a statement that the "Deutsche Ostsee" facility fed 4.4 TWh into the German grid during the cold and snowy month of January. The company said this is the largest gas volume of all German LNG terminals in January, following December, November, and October. "For the fourth month in a row, we are operating what is by far the highest-performing LNG terminal in Germany. We deliver this performance without state support, and are a cornerstone of the energy supply in the east of the republic, as well as for all of Germany," Ingo Wagner, CEO of Deutsche ReGas, said. Deutsche ReGas is offering up to two billion cubic meters per annum of additional long-term regasification capacity at its FSRU-based LNG terminal. The LNG terminal operator is advancing its plans to expand its facility on the Baltic Sea to the nameplate capacity of 13.5 bcma under the BNetzA regulatory exemption. In December, a spokesman for Deutsche ReGas told LNG Prime that the company was running a tender process to bring back a second floating storage and regasification unit at its LNG import facility in Mukran. The Mukran LNG terminal currently consists of the 2009-built 145,000-cbm, FSRU Neptune, after Deutsche ReGas terminated the charter contract for the 174,000-cbm FSRU Energos Power with the German government. The FSRU Neptune is 50 percent owned by Hoegh Evi and sub-chartered by Deutsche ReGas from French energy giant TotalEnergies, who also holds capacity rights at the Mukran facility along with trader MET. Deutsche ReGas recently also filed a legal challenge against the decision of the European Commission regarding state aid of up to 4.9 billion euros ($5.86 billion) granted by Germany to state-owned DET for its FSRU-based terminals. Source: www.lngprime.com

MARAN GAS WELCOMES NEWBUILD LNG CARRIER 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 174,000-cbm LNG carrier, Maran Gas Antiparos. According to a social media post by Angelicoussis, this is the fourth vessel in a series of thirteen ships. The vessel features "highly efficient main engines with almost zero methane slip, with shaft generators producing electrical power efficiently directly from the main engines," it 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 approximately $218 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. Including these vessels, Maran Gas ordered a total of 13 LNG carriers at Hanwha Ocean since November 2021. Maran Gas has at least 50 operational ships under management, its website shows. Source: www.lngprime.com

WORLEY SCORES EPC GIG FOR SECOND PHASE OF VENTURE GLOBAL'S CP2 LNG PROJECT

Australian engineering firm Worley has secured an engineering, procurement, and construction (EPC) contract for the second phase of Venture Global's CP2 LNG project in Louisiana. Venture Global announced the contract award in a SEC filing on Monday. The US LNG exporter entered the EPC agreement with Worley Field Services for certain design, engineering, procurement, construction management, testing, studies, and related services for the construction of Phase 2 of the company's CP2 project. Worley's services under the contract include the design of the balance of the plant and all interconnections including piping, utilities and associated infrastructure, procurement of all items not covered by CP2's other construction and supply agreements, and scheduling and coordination of the work and services performed by certain subcontractors and other contractors. Moreover, the services include installation and connection of all equipment supplied by CP2's equipment suppliers, construction of the power plant forming part of the CP2 project, compliance with Worley's warranty obligations and all applicable laws, codes, and standards, and provision of project controls and construction performance indicators and invoice reconciliation.

Bonus incentives

Venture Global said that Worley will be paid a reimbursable sum for its scope of work, where CP2 will reimburse Worley for all reimbursable costs incurred in connection with the relevant work. These include costs for materials, transportation, and equipment, plus a margin to cover overhead costs and expenses as well as an agreed profit margin. According to Venture Global, the estimated reimbursable sum represents the "target price" for Worley's scope of work related to Phase 2 of the CP2 project. Venture Global noted that the CP2 Phase 2 EPC contract establishes an agreed project schedule for Worley's scope of work related to Phase 2, including substantial completion deadlines and final completion deadlines for their scope. Each of Worley's schedule milestones requires that the work performed meets or exceeds requirements under the CP2 Phase 2 EPC contract and certain of such milestones additionally require that the work performed passes performance tests. "Worley has significant milestone and schedule-driven bonus incentives under the CP2 Phase 2 EPC contract that are intended to promote schedule adherence and a completion mindset," Venture Global said.

CP2 LNG

In July 2025, Venture Global took FID on the first phase of its CP2 LNG project with a nameplate capacity of 14.4 mtpa. First LNG from this phase is expected in late 2027. Venture Global recently received the first liquefaction train at its CP2 LNG terminal, just six months after it took FID. Worley is the EPC contractor for the first phase of the project. The CP2 LNG plant site is situated adjacent to Venture Global's existing Calcasieu Pass liquefaction plant in Louisiana, which commenced commercial operations in April last year. The project is permitted to produce 28 mtpa from both phases and engineered to generate more than 30 mtpa of LNG on a runrate basis. CEO Mike Sabel said in November last year that Venture Global expects to take FID on the second CP2 LNG phase in the first half of this year. Venture Global expects a total project cost of $28.5 billion to $29.5 billion, including both CP2 LNG phases. Source: www.lngprime.com

DNV SAYS 16 LNG-POWERED VESSELS BOOKED IN JANUARY

Classification society DNV added 16 LNG-powered ships to its Alternative Fuels Insight platform in January, as LNG fuel continues to dominate in new orders for alternative-fueled vessels. DNV said on Monday that a total of 20 new orders for alternative-fuelled vessels were placed last month. Activity continues to be dominated by LNG-fueled container vessels, which accounted for 16 of these orders, with one methanol-fueled offshore vessel and three LPG vessels making up the remainder, according to DNV. "This is a relatively positive start to the year in the alternative-fuelled space. LNG has the highest share with the container segment continuing to drive momentum," Jason Stefanatos, global decarbonization director at DNV Maritime, said. "This is being led by cargo owners and shipowners who are pressing ahead with their own decarbonization strategies, even as market and regulatory uncertainties remain," he said. DNV previously said that a total of 275 orders for alternative-fueled vessels were placed in 2025, representing a year-on-year decrease of 47 percent. Reflecting the container segment's strength, LNG-fueled vessels led the alternative-fueled market across all ship types in 2025, accounting for 188 orders and representing 31 percent of total GT.

854 LNG-powered ships in operation

DNV's Alternative Fuels Insight (AFI) platform shows that there are now 854 LNG-powered ships in operation and 655 LNG-fueled vessels on order. Moreover, 230 LNG-powered containerships and 128 LNG-powered car carriers are in operation, followed by 82 crude carriers, and 82 oil/chemical tankers. As per vessels on order, LNG-powered containerships account for a big part of the orders with 410 units. Shipping firms also ordered 97 car carriers, 48 crude oil tankers, and 37 oil and chemical tankers. These statistics do not include smaller inland vessels or dual-fuel LNG carriers. In addition to 1509 confirmed LNG-powered ships, the fleet powered by alternative fuels includes 449 methanol-fueled vessels, 303 LPG-powered ships, 49 ammonia-fueled vessels, and 37 hydrogen-fueled vessels. Source: www.lngprime.com

GREEK JV TO DELIVER US LNG CARGO TO UKRAINE'S NAFTOGAZ

A joint venture of Greek companies Aktor and DEPA has signed its first deal to supply a US LNG cargo to Ukraine's Naftogaz via DESFA's Revithoussa LNG terminal in Greece. According to a statement by Aktor and DEPA on Monday, their JV Atlantic-See LNG Trade, which was formed in November last year, signed the contract on Friday. The agreement concerns the supply of US LNG by BP to Naftogaz, marking the start of Atlantic-See LNG Trade's commercial activity in the regional natural gas market, the statement said. Under the deal, the cargo of US LNG, of up to 1 TWh, will arrive at the Revithoussa LNG terminal in March this year. Following regasification, the natural gas will be transported via a pipeline linking Greece, Bulgaria, Romania, Moldova, and Ukraine. The partners did not provide further details regarding the deal.

Atlantic-See LNG Trade

In November 2025, US LNG exporter Venture Global LNG signed a sales and purchase deal with the JV, This deal marks Greece's first-ever long-term LNG supply agreement with a US exporter. Under the SPA, Atlantic-See LNG Trade will purchase a minimum of 0.5 million tonnes per annum (mtpa) of US LNG from Venture Global for twenty years starting in 2030. During the same month, Naftogaz and DEPA Commercial signed a letter of intent on the supply of natural gas to Ukraine for the winter period 2025-2026.Naftogaz said at the time that the supply of US LNG will be facilitated through Atlantic-See LNG Trade, in which DEPA holds a 40 percent stake and Aktor holds 60 percent. LNG deliveries to DESFA's Revithoussa LNG terminal jumped in 2025 compared to the year before, with the US supplying 86.1 percent of the volumes. LNG shipments during 2025 totaled 30.84 terawatt-hours, delivered by 49 LNG carriers. In addition to the Revithoussa LNG facility, Gastrade' s FSRU-based terminal in Alexandroupolis recently also received its sixth US-origin LNG cargo since the launch of operations. Source: www.lngprime.com

EXXONMOBIL CEO EXPECTS GOLDEN PASS LNG LAUNCH IN MARCH

ExxonMobil CEO Darren Woods expects the QatarEnergy-led Golden Pass LNG export project in Texas to produce first LNG volumes in early March this year. State-owned QatarEnergy owns a 70 percent stake in the three-train Golden Pass project with a capacity of more than 18 mtpa and will offtake 70 percent of the capacity, while US energy firm ExxonMobil has a 30 percent share. Discussing the start-up of the Golden Pass LNG project during ExxonMobil's fourth-quarter earnings call on Friday, Woods said that the joint venture "has done a really good job of recovering from the bankruptcy." "Obviously, that was a huge break, but they really got back on track and feel good about the progress they've made and mechanically completed that project in the fourth quarter of last year," he said. He was referring to Train 1 achieving mechanical completion late in the last year. "We're basically into commissioning and start-up now. My expectation is we will see kind of first LNG produced in very early March is what's looking like right now," Woods said. A joint venture of Chiyoda, McDermott, and Zachry won the EPC contract to build the three Golden Pass trains worth about $10 billion next to the existing LNG import terminal in the vicinity of Sabine Pass, Texas. However, Zachry Holdings said in May 2024 that it had filed for bankruptcy, initiating a structured exit from the Golden Pass LNG export project due to "financial challenges" related to the facility's construction. In November 2024, Japan's Chiyoda and McDermott's CB&I reached a deal with Golden Pass LNG to complete the construction of the first liquefaction train following the exit of Zachry. Additionally, Chiyoda and McDermott signed a revised EPC contract with Golden Pass LNG in November 2025 to complete the construction of the second and third liquefaction units.

Commissioning

Golden Pass recently received approval from the US FERC to place into service the Sabine Spur facilities. In addition to this approval, FERC recently approved a request by Golden Pass to introduce hazardous fluids into the refrigerant storage system and the Train 1 dry liquid flare header. Golden Pass also filed a request with FERC to introduce hazardous fluids into warm end systems. The JV requests a notice to proceed authorization to introduce hazardous fluids into these systems. The JV has also received FERC approval to introduce hazardous fluids to the thermal oxidizers under the notice to proceed dated December 23, 2025. Golden Pass intends to place the thermal oxidizers into service with the systems in this request, it said. Source: www.lngprime.com

TURKIYE PLANS TWO MORE FSRUS

Turkiye plans to install a second floating storage and regasification unit at the Dortyol facility in the southern province of Hatay and another FSRU in the Mediterranean, according to Türkiye's energy minister Alparslan Bayraktar. Bayraktar announced via his social media channels that he visited the Dortyol facility and witnessed a ship-to-ship LNG transfer at the 170,000-cbm FSRU Ertugrul Gazi. The 174,000-cbm Orion Jessica delivered a cargo of LNG to the FSRU. Botas-operated Ertugrul Gazi recently completed its 100th ship-to-ship transfer of LNG at the Dortyol facility in since its launch in 2021. With a daily regasification capacity of 28 million cubic meters, this facility meets the natural gas needs of 17 provinces, primarily Hatay and Osmaniye, Bayraktar said, adding that Turkiye will further expand the facility. "With our second FSRU project, which will double the capacity in Dortyol, and the new facility we will commission in the Mediterranean, we will increase our daily regasification capacity to 200 million cubic meters. This will enable us to meet more than half of our needs with LNG," the minister said. Bayraktar did not provide further details regarding the new FSRUs. In December last year, Bayraktar said at a conference in Istanbul that Turkiye has increased its LNG regasification capacity fivefold since 2016, reaching 161 million cubic meters per day, as part of its plans to boost energy security, while the country is also working to become an LNG supply hub. He said that Turkiye signed LNG supply agreements for 106 billion cubic meters last year. These deals include the 10-year deals Botas signed to buy LNG from Italian energy firm Eni and German gas importer SEFE. In addition to the FSRU-based Dortyol facility, Botas operates the FSRU-based Saros terminal. There is also one other FSRU operating in Turkiye at the privately-owned Etki terminal in Aliaga, Izmir, while Egegaz operates the Izmir Aliaga LNG facility. Botas also operates the onshore Marmara Ereglisi LNG import terminal. Source: www.lngprime.com

EXCELERATE, INVENIRE MOVE FORWARD WITH INDIAN LNG TERMINAL PLANS

US FSRU player Excelerate Energy and India's Invenire Petrodyne are moving forward with their plans to develop an LNG import terminal at the Syama Prasad Mookerjee Port in Haldia. In September 2025, local reports announced that Excelerate Global Operations and Invenire Petrodyne have secured a 30-year license from Syama Prasad Mookerjee Port, Kolkata, to develop an FSRU-based terminal in the Haldia port. Excelerate declined to comment on the development at the time. Last week, Excelerate's CEO, Steven Kobos, visited India, where he met Prime Minister Narendra Modi and Minister of Petroleum and Natural Gas Hardeep Singh Puri, according to social media posts from Excelerate and Kobos. "This week marked an important milestone for Excelerate as we advanced our strategic partnership with Invenire Petrodyne Ltd. to co-develop an integrated LNG terminal at the Syama Prasad Mookerjee Port in Haldia, West Bengal," Kobos said. "Through our joint development agreement, our consortium will gain long-term access to a 25-acre waterfront site where we plan to develop, build, and operate a world-class LNG import facility that will serve India for decades to come," he said. Moreover, Kobos noted that India is one of the world's fastest-growing economies, and natural gas is poised to play an increasingly important role in supporting its industrial growth, power generation needs, and ambitions for cleaner, more efficient energy systems. "Projects like Haldia demonstrate the importance of reliable downstream LNG infrastructure — supported by scalable development pathways that enable energy access to grow alongside the country's needs," he said.

No FSRUs in India

India currently has no FSRU-based LNG import terminals. The country imports LNG via eight onshore 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. On the other hand, Excelerate currently has 12 FSRUs in its fleet, including a chartered FSRU integrated with the Jamaican assets. In addition, Excelerate's new FSRU recently completed its sea trials in South Korea. Following delivery, the unit will be deployed to Excelerate's integrated LNG import terminal in Iraq. Source: www.lngprime.com

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