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FORMER ADNOC VESSEL MOOTED FOR SENEGAL FSU CONVERSION JOB

Two more LNG steamships are being linked to an infrastructure developer A 32-year-old LNG carrier formerly controlled by Adnoc Logistics & Services is being named as the vessel set to be converted to serve as a floating storage unit for a new import project in Senegal. Brokers following the project identified the 135,496-cbm Shahamah (built 1994) as to be used for the upcoming new facility being developed by AG&P LNG and its subsidiary GasEntec. Kpler data shows the Moss-type LNG steam turbine vessel waiting off Fujian in China after arriving there in February. The LNG carrier shifted to the ownership of Executive Ship Management of Singapore in November 2025.AG&P LNG interests said: "A vessel has already been selected as the FSU for the Senegal project. It is currently undergoing conversion in a yard. "Last week, AG&P LNG-controlled technology provider GasEntec said it had signed contracts with Senegalese energy infrastructure company Elton Logistics and Services to deliver a jetty-based regasification unit and associated onshore equipment for the Dakar LNG Terminal. Shipments will be imported via an FSU. The gas will be used to supply Senegal's 300 MW combined-cycle power plant in Cap des Biches, Dakar, with truck-loading facilities to reach other users. In the last few days, LNG industry sources have also linked AG&P LNG to two other carriers — the 145,000-cbm Methane Rita Andrea (built 2006) and the 154,000-cbm Trinity Glory (built 2009), currently owned by K Line.They said the ships are said to have been sold to an entity called Astr Gas, which is controlled by AG&P Shipping & Trading. Prices for the vessels have yet to emerge.AG&P LNG has not responded to questions about Astr Gas and these two ships. Announcing results on 23 April, GasLog Partners revealed that it had sold the Methane Rita Andrea, its last steam turbine LNG carrier. But the company did not name the buyer of the vessel. Clarksons' Shipping Intelligence Network lists the Trinity Glory as laid up, with Kpler data showing the vessel at anchor in Brunei Bay, east Malaysia, a centre for lay-up. The LNG sector has been experiencing brisk sale-and-purchase activity so far this year. Brokers said owners are moving more determinedly to sell off their older vessels, particularly the steam turbine ships, due to their smaller sizes, inefficiencies and lack of regulatory compliance in some areas.So far, just five LNG steamships have been sold for demolition, while a wave of others have been, or are in the process of shifting into other uses. Tradewinds reported last week that four LNG steamships sold by Asyad Shipping earlier this year have since re-emerged under the Russian flag. In early April, Belgian shipowner Exmar was named as the buyer of at least two Maran Gas Maritime steamers, the 145,000-cbm Ummera (ex-Umm Bab, built 2005) and the 159,800-cbm Maran Gas Troy (built 2015). Both are earmarked for conversion projects. Source: www.tradewindsnews.com

US PUSHES ITS LNG TO CENTRAL AND EASTERN EUROPE WITH 'TRUMP PEACE PIPELINES FRAMEWORK'

Producer Venture Global, Greece's Aktor and Albania hook up on $6bn supply deal More US LNG cargoes could be heading for gas deliveries into eastern and central parts of Europe under a new US investment initiative to bolster infrastructure in the region.US secretary of energy Chris Wright helped launch the Trump Peace Pipelines Framework at a meeting in Croatia on Tuesday. This is designed to funnel billions of dollars of private capital investment into the central and eastern European region to build more natural gas infrastructure to support Europe's continued expansion of US LNG imports, the US department of energy said. America is producing as much natural gas as Russia, China and Iran combined, the department said. "The US also leads the world in LNG exports and is on track to more than double its exports within the next decade. "On the same day, expansionist-minded US producer Venture Global inked a $6bn agreement with Greece's Aktor LNG USA and the government of Albania on US LNG supply. Speaking at a ceremony in Tirana alongside Albanian Prime Minister Edi Rama, US ambassador to Greece Kimberly Guilfoyle said the 20-year agreement is part of a trilateral framework between Greece, Albania and the US to strengthen energy security in the region. The US will also supply LNG to convert an existing oil-fired power plant in Vlore to run on natural gas. The signing has given fresh impetus to the planned Vlora LNG import hub. In 2021, US floating regasification specialist Excelerate Energy, energy major ExxonMobil and Albania's ministry of infrastructure and energy signed up to study the development of a floating storage and regasification unit-based LNG import terminal. The facility was due to be in operation by 2023. But the project stalled with the advent of Russia's invasion of Ukraine in February 2022 and north-west Europe's sudden scramble for LNG imports as pipeline gas supplies were cut. The new deal for US LNG builds on earlier signings from 2025, which place Greece as the import hub for the region and the south-to-north "vertical corridor" for natural gas in central and eastern Europe. In November, Venture Global inked a deal to supply 500,000 tonnes to Atlantic-See LNG Trade — a new Greek joint venture between Aktor and state-run energy supplier Depa. Before this, Venture Global also booked about 25% of the capacity at Greece's Alexandroupolis LNG FSRU-based import terminal… Source: www.tradewindsnews.com

MIDDLE EAST TURMOIL TO DELAY LNG SUPPLY WAVE BY AT LEAST TWO YEARS

The Middle East disruption is set to delay the start of the global LNG supply wave by at least two years, the International Energy Agency (IEA) said in its Q2 gas market report The IEA estimates that LNG supply losses from Qatar and the United Arab Emirates will total around 20Bn m³ over March and April. "Furthermore, the restart and ramp-up of LNG liquefaction plants could take several weeks, resulting in output being around 10Bn m³ lower than under normal operations," the agency said. Beyond disruptions to LNG flows via the Strait of Hormuz, the IEA noted that damage to Qatar's liquefaction infrastructure has weakened the outlook for global LNG supply growth over the medium term and is expected to delay the impact of the emerging LNG supply wave by at least two years. "The damage caused by attacks on Qatar's LNG facilities could reduce the country's LNG output by nearly 70Bn m³ by 2030, assuming a four-year repair period," the agency added. Delays to the North Field East expansion project could further reduce LNG supply by close to 20Bn m³ from **2026 to 2030.**

According to the IEA, the Middle East conflict has already resulted in the loss of around 120Bn m³ of cumulative LNG supply over 2026 to 2030, when accounting for both near-term disruptions and medium-term impacts. "These losses represent around 15% of expected global LNG supply over 2026 to 2030 and are likely to be offset over time by the start-up of new liquefaction capacity," the agency said. "The impact on growth is largely concentrated in 2026 to 2027 and therefore delays the market-balancing effects of the LNG wave by at least two years. "Growth stalls Global LNG supply increased by around 12% year-on-year between October and February, supported primarily by the ramp-up of new liquefaction projects in North America and Africa, according to the IEA.However, growth stalled in March following the closure of the Strait of Hormuz. Global LNG deliveries fell by 2% year-on-year in March, "as the full impact of the disruption takes time to materialise due to shipping times. "Deliveries declined by 10% year-on-year in the first 20 days of April. Riviera has reported on analysts' estimates that the crisis is expected to weigh most heavily on Asia. "Even under the base case, Asian LNG imports are forecast to decline sharply in 2026, with only limited recovery until prices ease," Poten & Partners said. Source: www.riviera.com

FIRST LADEN LNG CARRIER APPEARS TO TRANSIT STRAIT OF HORMUZ SINCE WAR OUTBREAK; JAPANESE VLCC FOLLOWS

The first laden LNG carrier since the war in the Middle East broke out on 28 February appears to have transited the Strait of Hormuz Meanwhile, a Japanese-owned VLCC has also reportedly made the passage, a development that analysts say is notable for regional shipping risk sentiment. Market intelligence provider ICIS LNG ship-tracking data shows that 1996-built Mubaraz, linked to the Abu Dhabi National Oil Co (ADNOC), is now off the coast of southern India. "We had no signals from the ship for several weeks, but it reappeared on tracking systems on 27 April," ICIS senior LNG analyst Alex Froley told Riviera. ADNOC has not officially confirmed the transit, telling Bloomberg that it does not comment on the position, movements or routeing of its vessels. "It looks like the ship must have crossed through the Strait of Hormuz with its signal turned off," Mr Froley said. Mubaraz would be the first laden LNG carrier to pass through the Strait since the conflict began on 28 February. One empty vessel, 2001-built Sohar LNG, owned by Oman LNG, transited in early April. However, for the broader gas market, what matters most is when regular flows can resume, Mr Froley said. "Qatar used to export 90 cargoes per month, and the UAE around eight per month. So to have a significant impact on gas prices, the market would need to see a regular flow of cargoes resuming," he explained. The International Energy Agency last week projected that the Middle East conflict could result in the loss of around 120Bn m³ of cumulative LNG supply over 2026-2030, taking into account both near-term disruptions and medium-term impacts. Japanese VLCC transit Meanwhile, Marine Traffic indicated on 28 April that a Japanese-owned VLCC successfully transited the Strait of Hormuz, having departed Ras Tanura on 17 April. Idemitsu Maru, built in 2007 and owned by Idemitsu Tanker, is carrying 2M barrels of crude oil and had been in Saudi Arabia since late February. "The transit is seen as significant by market participants," Marine Traffic said. Kpler principal market analyst Yui Torikata noted that Japanese shipowners have historically taken a highly cautious stance on regional security risks, making the voyage a notable signal of measured confidence. Reuters reported that before the conflict, Japan relied on the region for around 95% of its oil imports, with the bulk transiting the Strait of Hormuz.. Source: www.riviera.com

VENTURE GLOBAL CLOSES US$750M LOAN OFFERING FOR CALCASIEU PASS

Venture Global's inaugural LNG export project - Calcasieu Pass - began selling US LNG to the project's long-term customers in April 2025 Venture Global subsidiary Venture Global Calcasieu Pass has closed an offering of US$750M in senior secured notes due in 2036. The company said it has used the net proceeds from the offering, together with cash on hand and "proceeds received from certain hedge terminations", for the prepayment, in full of its outstanding term loans. The guarantee on the notes, which mature on 1 May 2036, come from affiliate Trans Cameron Pipeline. Venture Global began commercial operations at Calcasieu Pass, its first LNG export facility, in April 2025, with sales of US LNG cargoes to customers on long-term agreements. The company also overcame an arbitration case with one of its long-term agreement customers, Shell, in 2025, brought in relation to LNG cargoes from the Calcasieu Pass facility. According to the company, the tribunal “found that Venture Global did not breach the contract and that Shell’s claims for damages are denied in their entirety”. Venture Global LNG chief executive Mike Sabel said the decision “fully vindicates Venture Global and confirms that we honoured our contractual obligations to Shell”. He added the company would “continue to supply LNG customers worldwide from our Calcasieu Pass facility and future projects”. The company’s 2024 annual report identifies the venue and institution for the proceedings, stating that Shell “submitted a request for arbitration to the International Chamber of Commerce, International Court of Arbitration”. The same filing records, “The remedies sought by the long-term customer are damages of approximately US$1.0Bn” and the “liability portion of the merits hearing for this arbitration proceeding occurred in September 2024”.The long-term sales and purchase agreements at Calcasieu Pass are reportedly among the most attractive price points for customers in the world, with average liquefaction fees under US$2/mmbtu. Its long-term customers will benefit from low-cost North American LNG for the full duration of their 20-year contracts, according to Venture Global chief executive Mike Sabel. Upon the start of operations at its Calcasieu facility in 2025, Venture Global said its "owner-led approach to construction" allowed the company to "overcome significant unforeseen challenges, including a global pandemic, two hurricanes, and a force majeure event that arose due to major manufacturing issues with the facility’s power island". Source: www.rivieramm.com

EU 20TH SANCTIONS PACKAGE MANDATES TANKER SALE CHECKS, RESTRICTS LNG CARRIER SERVICES

The European Union has adopted its 20th sanctions package against Russia, targeting shadow fleet vessels, introducing due diligence requirements for tanker sales, and banning certain services for LNG carriers However, the package did not ultimately include the proposed full ban on maritime services linked to Russian crude oil, which would have marked a significant shift in policy beyond the existing price-cap regime. The EU said on 23 April that the package lays the groundwork for a future maritime services ban. “It will be in full coordination and discussion with the G7 and the Price Cap Coalition - G7 members and other participating countries,” the announcement stated. The approval of the package follows a failure in February to reach agreement, after Hungary opposed the measures over oil transit disputes involving Ukraine. “Today we have finally broken the deadlock. On top of the €90Bn loan for Ukraine, we have also adopted the 20th sanctions package. The EU will provide Ukraine with what it needs to hold its ground while we inhibit those enabling Russia’s illegal aggression,” EU foreign policy chief Kaja Kallas said. Turning to the measures included in the package, the EU said an additional 46 vessels have been subjected to a port access ban and restrictions on a broad range of maritime transport services, bringing the total number of designated ships to 632.According to Riviera estimates, the newly listed vessels include around 19 Aframaxes, alongside a number of smaller chemical and product tankers. The measures also cover some Suezmax and VLCC tankers. The 20th package also introduces mandatory due diligence requirements for the sale of tankers. This further clarifies provisions outlinedin February, when the EU first indicated measures to restrict Russia’s ability to acquire tankers for its shadow fleet. To ensure vessels sold by Union operators do not join or support the shadow fleet, conditions for tanker sales to third-country operators should be tightened through enhanced due diligence and a mandatory clause in sale agreements. This would prohibit resale or transfer to any Russian person or entity, or for use in Russia. Such due diligence must be proportionate and include screening of all parties involved in the transaction, the sanctions text states. LNG sector measures Meanwhile, the EU has also banned the provision of maintenance and other services for Russian LNG carriers and icebreakers. In addition, from January 2027, it will be prohibited to provide LNG terminal services to Russian entities or entities owned or controlled by Russian nationals or operators. The EU has already advanced its plan to phase out Russian gas imports entirely by late 2027.Under the regulation, for short-term LNG contracts concluded before 17 June 2025, the import ban will apply from 25 April 2026, and for pipeline gas from 17 June 2026. For long-term LNG contracts, the prohibition will take effect from 1 January 2027.Long-term pipeline gas contracts will be banned from 30 September 2027, provided member states meet gas storage targets. In any case, the ban will take effect no later than 1 November 2027. Source: www.rivieramm.com

INDIA'S GAIL LIFTS FIRST CARGO ON ALPHA GAS LNG CARRIER

India's state-owned natural gas company GAIL had signed a multi-year charter agreement with Anna Angelicoussis-led Alpha Gas in early April 2026 GAIL has confirmed that it has started operations with its chartered Alpha Gas LNG Carrier *Energy Fidelity*. GAIL said that the carrier had departed the US LNG facility Sabine Pass, located on the Gulf Coast in Louisiana, on 20 April, with a cargo bound for India.Posting on X (formerly Twitter), the energy company said the cargo "reflects the deepening energy partnership between India and the United States, anchored in mutual trust, shared goals of energy security, and expanding economic collaboration".The 174,000-m³ Energy Fidelity, built in 2023, was fixed on a five-year charter at rates in the high US$70,000s per day according to broker reports in early April. According to ICIS data, a two-stroke LNG carrier on a contract of this length would earn around US$78,000 per day, broadly aligning with broker estimates. "This agreement reflects a strong partnership, shared vision, and our joint commitment to supporting global energy security. Energy Fidelity will strengthen GAIL's LNG portfolio, and we are proud to contribute with our high-quality fleet and operational excellence," Alpha Gas said in a social media post at the time. GAIL added that the charter "marks a key milestone under the 'Maritime Amrit Kaal Vision 2047', further strengthening India's maritime infrastructure and energy supply chain capabilities. "India had a delegation in the US capital, Washington, DC, in late April to discuss a longer-term trade deal as well as a proposed interim trade deal that has been outlined between the two countries. Source: www.rivieramm.com

PETRONAS, ENEOS XPLORA STRENGTHEN PARTNERSHIP WITH NEW BINTULU LNG DEAL

Malaysian energy giant Petronas and Japan's Eneos Xplora have reaffirmed their long-standing partnership through the signing of definitive agreements formalizing the latter's re-entry into Malaysia LNG Tiga, part of the giant Bintulu LNG plant in Sarawak. Eneos Xplora, previously known as JX Nippon Oil & Gas Exploration, and Petronas announced the signing of the agreements in separate statements on Thursday. Subject to the fulfilment of certain closing conditions, Eneos will hold a 10 percent equity stake in MLNG Tiga for the next decade, following the expiry of the previous MLNG Tiga joint venture agreement in 2023.The partners did not reveal the pricing details. Established in 1995, MLNG Tiga is a joint venture involving Petronas and other partners, with the objective of liquefying natural gas produced from offshore fields including the SK-10 Block operated by Eneos Xplora, located off the coast of Sarawak, Malaysia. The plant has two trains with a total capacity of 7.7 mtpa. "The agreement marks a significant milestone in the enduring partnership between Petronas and Eenos, reflecting shared commitment to strengthening long-term energy security and supporting reliable LNG supply to international markets, particularly Japan, amid an increasingly complex and volatile global energy landscape," Petronas said. The Petronas-operated Bintulu plant, which has shipped more than 12,000 LNG cargoes since it started operations back in 1983, consists of nine trains and supplies key demand centres such as Japan, South Korea, China, and Taiwan. The LNG complex has a capacity of approximately 29.3 mtpa and includes MLNG Satu, MLNG Dua, MLNG Tiga, and Train 9, which started commercial operations in 2017.Eneos Xplora also has a 10 percent equity in Train 9. Source: www.lngprime.com

EXPAND ENERGY SEALS NEW DELFIN LNG DEAL

US shale gas producer Expand Energy has signed a new sales and purchase agreement with Delfin Midstream to offtake volumes from the latter's planned floating LNG export project offshore Louisiana. Expand Energy said the previously announced SPAs with Delfin and Gunvor have been terminated**.** Expand Energy, formed by the October 2024 merger of Chesapeake and Southwestern Energy, revealed this in its first-quarter results report. On April 22, the company executed the SPA for long-term liquefaction offtake with Delfin FLNG 1, subject to final investment decision. Under the SPA, Expand Energy will purchase approximately 1.15 million tonnes of LNG per annum from Delfin FLNG 1 at a Henry Hub price with a contract targeted start date in 2031, it said. In February 2024, Chesapeake entered into an offtake deal with Delfin Midstream to supply LNG to Geneva-based trader Gunvor. Under this SPA, Chesapeake planned to buy about 0.5 mtpa of LNG from Delfin at a Henry Hub price with a targeted start date in 2028.The firm then planned to deliver LNG to Gunvor on a free-on-board (FOB) basis, with the sales price linked to the Japan Korea Marker (JKM) for a period of 20 years. This means that Expand Energy more than doubled the yearly volumes under the new SPA. Expand Energy sees LNG as "natural extension" of its business Expand Energy's interim chief executive **Michael Wichterich** said during the quarterly earnings call on Wednesday that the company's Gulf Coast assets "sit at the epicentre of LNG.""In fact, our largest customers today are LNG facilities, and there is an increasing recognition of the strength and competitive advantage of our Haynesville position," he said"According to third-party reports, today we own 72 percent of the lowest break-even inventory in the basin, allowing us to deliver certified natural gas directly to LNG facilities with minimal risk of basis floods. Fundamentally, we see LNG as a natural extension of our business," Wichterich said. Discussing the Delfin LNG SPA, he said that the company sees "great value in this transaction as it's bigger, reaches market sooner and cheaper compared to our previous agreement, which has been terminated." Our LNG strategy will be dynamic and shaped by the economic merits of each agreement, partnership, or joint venture. We will take a portfolio approach, continuing to add to our LNG opportunities over the next several years with different types of contracts," he said. Wichterich said that Expand Energy wants exposure to the international prices, "whether it be JKM or TTF or others." Delfin is the start, and we'll call it our foundational sort of contract in order to start to capture the LNG market, you know, opportunity and the premium pricing. It kind of flows into our bigger marketing plan," he said. Dan Turco, Expand Energy's executive VP, marketing and commercial, said that "we're trying to integrate this through our value chain, we have a long-term partnership with Delfin. " We're negotiating with them right now to be their gas supply manager," he said. "We're integrating it right through our value chain. That differentiates us and brings more value to us, and we think brings more value to the customers. We're able to offer different solutions," Turco said. FID on first FLNGIn January 2026, Delfin Midstream said that it expects to make a final investment decision on its first FLNG unit in February this year.The LNG developer agreed to an extension of the letter of award with South Korean shipbuilder Samsung Heavy Industries previously announced in October 2025.The LOA formally notified SHI that it had been selected and awarded as the exclusive EPCI contractor for the first FLNG of the Delfin LNG project, while Delfin is entitled to the exclusive rights to SHI's dock for construction of the first FLNG.Concurrent with this extension, Delfin has entered into an LoA with Black & Veatch for the execution of a purchase order with Siemens Energy. This follows an agreement in July 2025 between Delfin and Siemens Energy to reserve manufacturing capacity for the SGT-750 gas turbine mechanical drive packages.Delfin's brownfield deepwater port requires minimal additional infrastructure investment to support up to three floating LNG vessels producing up to 13.2 million tonnes of LNG annually.In November 2025, Delfin secured an additional extension from the US Department of Energy to begin LNG exports.DOE amended Delfin's non-FTA export authorization to allow it to start commercial non-FTA exports of LNG by June 1, 2031.As per supply deals, UAE-based International Resources Holding (IRH) signed a 20-year heads of agreement last year with Delfin and energy trader Vitol to buy 1 million tonnes per annum from Delfin's planned floating LNG project in the US. Under the agreement, Delfin Midstream's Delfin LNG will supply LNG on a free-on-board (FOB) basis to Vitol, which will act as the offtaker and deliver the volumes to IRH Global Trading (IRHGT), IRH's global trading arm.In 2022, Delfin Midstream signed a long-term deal to supply 0.5 million tonnes per annum of LNG on a free on-board (FOB) basis for a 15-year period to a unit of energy trader Vitol. IN addition to the SPA, Vitol completed a strategic investment in the company. Source: www.lngprime.com

MOL'S LNG CARRIER FLEET STANDS AT 103 VESSELS

MOL's large fleet of liquefied natural gas (LNG) tankers had 103 vessels as of the end of March this year. The Japanese shipping firm revealed this in its results report on Thursday. This is four fewer LNG carriers than in the previous quarter and compared to the end of March 2025.According to the new report, MOL expects its LNG carrier fleet to reach 111 vessels by March 2027.Last year, brokers reported that MOL sold its 2004-built 137,500-cbm steam LNG carrier, Dukhan, for scrap.MOL's fleet includes LNG carriers owned and/or operated by joint venture companies. Additionally, MOL previously stated that it had approximately 30 LNG carriers on order.As of March 31, 2026, MOL's fleet included eight FSUs/FSRUs, three LNG bunkering vessels, one LNG power ship, and six ethane carriers.As part of its plans to reduce emissions, MOL has also set a target to operate 90 LNG-powered and methanol-fueled vessels by 2030.

"Stable" LNG profit

MOL reported revenue of 1,825 billion yen, an operating profit of 127 billion yen, an ordinary profit of 175.8 billion yen, and profit attributable to owners of parent of 213.2 billion yen in the fiscal year ending March 2026.The company's energy business, which includes the liquefied gas segment, reported revenue of 525.7 billion yen and profit of 55.5 billion yen.Revenue rose 2.9 percent year-on-year, while profit decreased 45.6 percent.MOL noted that from March onwards, market conditions "became unstable across all vessel types due to the deterioration of the situation in the Middle East."The company said its LNG and ethane carrier business "secured stable profit through existing long-term charter contracts."However, a one-time expense was recorded due to financing matters at an equity-method affiliate, resulting in a decrease in profit compared to the previous fiscal year, according to MOL.The gas infrastructure business recorded a decrease in profit compared to the previous fiscal year, partly due to a "decline in operational efficiency caused by equipment malfunctions at certain projects," MOL said.MOL also provided an outlook for the LNG and ethane business."The LNG and ethane carrier business is expected to continue securing stable earnings," the company said."The gas infrastructure business expects a decrease in profit due to the impact of operational conditions on certain projects," MOL said. Source: www.lngprime.com

OOIL TO SPLASH $2.22 BILLION ON LNG-FUELED CONTAINERSHIP ORDER

Cosco Shipping's Orient Overseas International (OOIL) will spend $2.22 billion on an order for 12 LNG dual-fuel container vessels in China. Hong Kong-based OOIL said in a stock exchange filing that CSSC's Hudong-Zhonghua will build the LNG dual-fuel vessels, each with a capacity of 13,600 teu. The company's twelve indirect wholly owned subsidiaries entered into the shipbuilding contracts with Hudong-Zhonghua on April 29 Each vessel is worth $185 million or $2.22 billion for 12 vessels.

2028-2030

OOIL said the vessels are expected to be delivered between the third quarter of 2028 and the first quarter of 2030.According to OOIL, the shipbuilding transaction is "consistent with the group's strategy to prudently expand its fleet capacity and further enhance its competitive position within the container shipping industry."OOIL noted that the Vessels are versatile and suitable for deployment across a wide range of trade routes and terminals. The group will progressively rejuvenate its fleet through the introduction of high-quality new vessels, while the Vessels will be equipped with "green fuel technologies, such as LNG dual-fuelengines. "Such configuration is expected to reduce the need to purchase carbon credits, and it demonstrates the group's commitment to energy conservation and carbon emission reduction," OOIL said.OOIL invited quotations for the construction of the vessels from several shipbuilders, including Hudong-Zhonghua and two other independent yards. "However, those two other independent shipbuilders were unable to offer quotations due to limited shipbuilding slot availability and resources," OOIL said. Cosco Shipping Earlier this month, LNG Prime reported, citing shipbuilding sources, that Cosco Shipping is expected to order 12 LNG dual-fuel containerships from Hudong-Zhonghua. Sources said the vessels would likely feature Type C LNG tanks. In January, Cosco Shipping ordered 12 LNG dual-fuel containerships worth approximately $2.4 billion at Jiangnan. Each of the vessels will have a capacity of 18,000 teu. Moreover, the deal is worth approximately 16.79 billion yuan ($2.4 billion), or approximately $200 million per vessel. Cosco Shipping expects to take delivery of these vessels between 2028 and 2029.Source: www.lngprime.com

PETROVIETNAM GAS GETS AUSTRALIAN LNG CARGO

PetroVietnam Gas, a unit of state-owned PetroVietnam, has received a cargo of liquefied natural gas from Australia as it increases LNG imports amid disruptions caused by the Middle East conflict. On April 28, just ahead of the April 30-May 1 holiday period, PV Gas promptly imported over 71,000 tons of LNG from Australia and 45,000 tons of LPG from the United States, ensuring a stable energy supply to meet both domestic demand and export requirements, the company said in a statement. The LNG carrier Pacific Success delivered the LNG shipment to the PV Gas-operated Thi Vai LNG import facility. According to its AIS data provided by VesselsValue, the 2024-built 174,000-cbm Pacific Success, owned by Sinkor, delivered the cargo from the Australia Pacific LNG plant on the Curtis Island, Gladstone. PV Gas said it continues to arrange additional LNG shipments for the second quarter of 2026, including one scheduled for delivery between May and June. In parallel with import operations, PV GAS is continuously coordinating with the National System and Market Operator (NSMO), the Vietnam Electricity Group (EVN), and the Vietnam Oil and Gas Power Corporation (PV Power) to update consumption demand, market trends, and select appropriate timing for LNG procurement. At the same time, PV GAS maintains regular communication with international suppliers to monitor supply conditions and capitalize on optimal purchasing opportunities, it said. These measures "demonstrate an increasingly robust LNG supply chain management capability, ensuring the ability to meet demand amid volatile market conditions. "Regarding LPG for industrial production and residential use, PV Gas imported over 45,000 tons from the United States via the vessel Jeng gala 21.PV Gas expects that by May 2026, import volumes will reach approximately 100,000 tons, contributing to the total import volume for the second quarter of 2026—expected to reach nearly 300,000 tons—with diverse sources from the United States, the Middle East, and other regions. In addition to domestic demand, PV GAS is also serving several export markets such as Cambodia and the Philippines. "Expanding supply sources beyond the traditional Middle East region helps mitigate the risk of dependency while enhancing PV Gas's operational flexibility in managing LPG and LNG supply," the company added.PV Gas received two LNG shipments from Brunei and Malaysia, totaling approximately 60,000 tons, equivalent to about 80 million Sm^3 of natural gas, in early April. This brings the cumulative total to over 123,000 tons of LNG since the beginning of 2026, ensuring a stable gas supply for power generation during the peak dry season, PV Gas said earlier this month. Before these shipments, PV Gas received a cargo of LNG from Qatar at its Thi Vai LNG import terminal, the company's first LNG import shipment in 2026.The QatarEnergy-chartered 174,000-cbm LNG carrier, Fat'h Al Khair, docked at the Thi Vai LNG terminal on March 10, carrying approximately 63,000 tons of LNG.Notably, the ship departed the Middle East and passed through the Strait of Hormuz before military tensions in Iran erupted, PV Gas said.. Source: www.lngprime.com

GREECE'S AKTOR TO SUPPLY US LNG TO ALBANIA

A unit of Greece's Aktor has signed a long-term deal with Albanian state-owned gas firm Albgaz to supply LNG produced at Venture Global LNG's plants in the US to Albania.Aktor announced the signing of the 20-year commercial agreement for the sale and purchase of LNG from the US in a statement on Tuesday.Aktor LNG USA, a wholly owned subsidiary of Aktor, signed the deal with Albgaz.The 20-year agreement stipulates that Aktor LNG USA will supply Albgaz with 1 billion cubic meters (Bcm) annually, starting in 2030.According to the Greek firm, estimated revenue for the entire duration of the agreement amounts to 6 billion euros ($7 billion).In addition, Aktor Energy USA signed a memorandum of understanding (MoU) with the Albanian Ministry of Infrastructure and Energy to conduct studies regarding the development, construction, and operation of an integrated energy hub, which will include a natural gas-fired power plant in Albania with a capacity of approximately 380 MW.The project is supported by the US government, Aktor said.Albanian Prime Minister Edi Rama and US ambassador to Greece Kimberly Guilfoyle also announced the signing of the agreement in separate social media posts.

Rama's press office said in a statement that the memorandum for the development of the Vlora Energy Hub and the framework agreement for the supply of LNG were signed, as important steps toward diversifying energy sources and strengthening energy independence, in close cooperation with the US, as well as through concrete interaction with neighboring Greece. No further details were revealed.

Venture Global LNG SPA

In November 2026, Venture Global signed a sales and purchase deal with a newly formed joint venture of Greek companies Aktor and DEPA.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.VentureGlobal said at the time that Atlantic-See has the potential to expand its purchase commitment. Venture Global also said that this supply agreement follows its previously announced investment in regasification capacity at Gastrade's Alexandroupolis FSRU-based LNG import terminal in Greece, which currently accounts for approximately 25 percent of the terminal's total capacity.The US exporter operates the Calcasieu Pass plant in Louisiana, the Plaquemines LNG facility, which is under commissioning, and the CP2 LNG project in Louisiana, on which it took FID last year.

Albanian LNG plans

Albania currently has no LNG import facilities. In 2021, US FSRU player Excelerate Energy joined forces with Italian energy firm Snam to build a natural gas pipeline in Albania after it signed a memorandum to conduct a feasibility study for the potential development of an LNG import terminal in the Port of Vlora in Southern Albania.Excelerate planned to deploy its FSRU Excelsior to serve the Vlora LNG project in Albania.However, this unit now serves the second Wilhelmshaven FSRU-based LNG import facility in Germany.. Source: www.lngprime.com

TOTALENERGIES REPORTS HIGHER LNG SALES, PROFIT

French energy giant TotalEnergies reported higher LNG sales in the first quarter of this year, while its integrated LNG business also logged higher adjusted net operating income. During the first quarter, TotalEnergies sold 12.4 million tonnes of LNG, up 16 percent from 10.6 million tonnes in the same quarter in 2025.LNG sales rose 1 percent compared to 12.2 million tonnes of LNG in the prior quarter. TotalEnergies said LNG sales were "stable quarter-to-quarter, in the context of strong spot activity. "Hydrocarbon production for LNG reached 606 kboe/d in the first quarter, up 4 percent from the same period in 2025, and up 12 percent compared to the previous quarter.LNG hydrocarbon production increased by 12 percent quarter-to-quarter, mainly supported by production growth in Australia, the United States, and Malaysia, TotalEnergies said.

LNG earnings up

The company's integrated LNG business logged a rise in its adjusted net operating income in the first quarter. TotalEnergies said adjusted net operating income for integrated LNG was $1.32 billion, up 2 percent compared to $1.29 billion in the comparable quarter. Compared to prior quarter, adjusted net operating income jumped 43 percent. Cash flow from operations excluding working capital (CFFO) amounted to $1.78 billion, up 43 percent and 54 percent, respectively. TotalEnergies said adjusted net operating income and cash flow from operations increased "significantly" quarter-to-quarter, underpinned by the LNG production increase and "strong" trading activities benefiting from market volatility.

LNG price

TotalEnergies recently said that it expects its integrated LNG results to be "significantly higher" in the first quarter compared to the prior quarter, underpinned by "strong" trading activities benefiting from market volatility. The company said its average price for equity LNG sales in the first quarter was $8.48/MMBtu over the three-month period, down $1.52/MMBtu from $10/MMBtu in the first quarter of 2025.Additionally, the average price was the same compared to the fourth quarter last year, and it decreased from $8.91/MMBtu in the third quarter and $9.10/MMBtu in the second quarter. These prices do not include LNG trading activity.

Net income

Overall, TotalEnergies reported adjusted net income of $5.4 billion in the first quarter, up 20 percent year-on-year. Adjusted net income rose 11 percent compared to the prior quarter. Driven by a 4 percent year-on-year organic production growth, offsetting the impact on production of the current Middle East conflict, TotalEnergies reports adjusted net income of $5.4 billion and a cash flow of $8.6 billion in the first quarter, demonstrating its ability to capture price upside through a high-performing and diversified integrated portfolio in oil, gas, and power. IFRS net income amounted to $5.8 billion," chief executive Patrick Pouyanne, said. He said first quarter oil and Gas production reached 2.553 Mboe/d, benefiting from the ramp-ups and start-ups of new projects, in particular this quarter Lapa SW in Brazil and Mabruk in Libya, offsetting production losses in the Middle East (around 100 kboe/d on average over the quarter)."Given the company's strong cash flow generation in the first quarter and supported by the ability of the company to maintain a strong balance sheet, the board of directors decided to increase the first interim dividend by 5.9 percent to 0.90 euros per share, the highest dividend growth among the oil and gas majors," Pouyanne said. Furthermore, the board authorized the continuation of share buybacks up to $1.5 billion in the second quarter and confirmed the objective of a payout ratio above 40 percent over the year, he added.

Average LNG selling price to be 10/MMBtu in Q2

In the context of the conflict in the Middle East, oil markets remain elevated, around $100/b, and "extremely volatile," TotalEnergies said. "Given the time required to restart production facilities in the Middle East (2-3 months), prices should remain at high levels during the second quarter," the company said. Furthermore, the impact of this conflict on global hydrocarbon inventories is leading to the drop of the 2026 surplus scenario that was anticipated at the beginning of the year, the company noted. TotalEnergies said European gas prices for the second quarter on forward markets are high, around $14-15/MMBtu, in the context of inventory replenishment in Europe, where storage levels, at the end of the winter season, are at the lowest point in the last five years (25 percent)."Competition between LNG demand in Europe to replenish storage and in Asia for the warm season should support prices in the coming months," it said. Given the evolution of oil and gas prices in recent months and the lag effect in pricing formulas, TotalEnergies anticipates an average LNG selling price of around $10/MMBtu in the second quarter of 2026.Excluding the impact of the conflict in the Middle East, the production of the second quarter is expected to grow around 4 percent compared to the second quarter of 2025, "in line" with the first quarter growth, TotalEnergies said.. Source: www.lngprime.com

VITOL IN ARGENTINA LNG MOVE

Energy trader Vitol has signed a memorandum of understanding with Argentina's Camuzzi Gas Inversora to evaluate offtaking volumes and a potential stake purchase in the latter's planned LNG project at the port of La Plata in Buenos Aires province.Under the MoU, Vitol will be able to acquire up to 100 percent of the project's production through a long-term offtake agreement, according to a statement by Camuzzi on Monday.Vitol will also evaluate the possibility of making an equity investment in LNG del Plata alongside Camuzzi, it said.

Camuzzi said that the LNG development, currently owned 100 percent by the company, has access to the natural gas transportationinfrastructure from Vaca Muerta shale gas resources in the Neuquen basin.The project aims to position Argentina as a "competitive and reliable" supplier of liquefied natural gas (LNG) in international markets, leveraging its abundant gas resources.Once operational, it is expected to reach a nominal capacity of at least 2.4 million metric tons per annum (mtpa), the company said.Camuzzi previously announced that the expected investment in the project amounts to $3.9 billion over the next 20 years and constitutes the first development of its kind in the Buenos Aires province. The project's development is subject to the fulfillment of various conditions, including obtaining the necessary regulatory approvals, Camuzzi said. "This agreement represents a strategic step in Argentina's integration into the global LNG market. Through LNG del Plata, we seek to develop competitive infrastructure for the export of liquefied natural gas, generate sustainable value, attract investment, and contribute to energy security at both the local and international levels," said Alejandro Macfarlane, president of Camuzzi.Pablo Galante Escobar, head of LNG at Vitol, said that Vitol believes Argentina "will play a significant role in meeting the growing global demand for LNG, thanks to its abundant gas reserves, with the potential to become a diversified and reliable source of supply for our customers.""We are excited to work alongside Camuzzi to move this strategic project forward," he said.YPF and its partners are working on the Argentina LNG export project, based on the Vaca Muerta resources.Argentina's Southern Energy, owned by Pan American Energy, YPF, Pampa Energia, Harbour Energy, and Golar LNG, took a final investment decision on the second floating LNG production unit in August last year.SESA will install two converted FLNGs owned by Golar LNG in Argentina.

Vitol's LNG business on the rise

Vitol boosted its LNG volumes by 27.8 percent to 23 million metric tons in 2025.This compares to approximately 18 million metric tons of LNG in 2024, which also increased from 17 million metric tons in 2023.During 2025, Vitol expanded its long-term partnerships in the LNG sector with both utilities and national oil and gas companies in the Americas, Asia, and the Middle East, the trader recentčy said.Overall, Vitol's energy volumes delivered in 2025 rose to 605 million tonnes of oil equivalent (mTOE), up from 537 mTOE in 2024.Crude oil and products remain the core of Vitol's business, and in 2025, the trader delivered an average of 8 mbpd, compared to 7.2 mbpd in 2024.. Source: www.lngprime.com

ADNOC L&S TAKES DELIVERY OF SIXTH LNG NEWBUILD FROM JIANGNAN

UAE's Adnoc L&S, a unit of state-owned energy giant Adnoc, has taken delivery of the sixth and final 175,000-cbm LNG carrier from China's Jiangnan Shipyard. Jiangnan announced in a statement on Monday that the LNG carrier Al Taweelah was delivered seven months ahead of the contracted schedule. Arada is the last of six LNG carriers Adnoc L&S ordered during 2022 from Jiangnan. The entire order is worth more than $1.2 billion.In November 2024, Adnoc L&S welcomed the first LNG carrier in this batch, Al Shelila, while the fifth vessel, Arada, joined the fleet in last month.These "LNG Jumbo" dual-fuel carriers feature GTT's Mark III Flex membrane system, WinGD engines, and a partial reliquefaction system.

LNG expansion

Adnoc is investing heavily in its LNG business.In June 2024, it made the final investment decision to build its LNG export terminal in Al Ruwais.The LNG project consists of two 4.8 mtpa trains with a total capacity of 9.6 mtpa, more than doubling Adnoc's existing UAE LNG production capacity to around 15 mtpa, as the company builds its international LNG portfolio.Adnoc currently owns a 70 percent stake in Adnoc LNG, which produces about 6 mtpa of LNG from its facilities on Das Island.However, the facility's operations have been affected by the ongoing conflict in the Middle East.The company's unit, Adnoc Gas, announced last month that it made "temporary adjustments" to its LNG production in response to ongoing shipping disruption in the Strait of Hormuz.Several repots, citing shipping data, said on Tuesday that the 1996-built 137,000-cbm Mubaraz, owned by Adnoc L&S, could be the first laden LNG carrier to transit the Strait since the start of the Middle East conflict on February 28.LNG Prime could not verify this by the the time this article was published.According to its AIS data provided by VesseleValue, the steam LNG carier loaded a cargo at the Das Island plant last month and was on Tuseday sailing in the Laccadive Sea, situated along the southwestern coast of India.Source: www.lngprime.com

LNG IMPORTS DOWN IN MARCH

Global liquefied natural gas (LNG) imports in March recorded their first year-on-year decline since January 2025, falling by 1.7 percent to 36.32 Mt, the Gas Exporting Countries Forum (GECF) said in its latest report.Doha-based GECF said the decline was led by Asia and Europe, partially offset by higher imports in the Middle East and Africa (MEA) and North America.GECF noted that this was primarily driven by reduced LNG supply from the Middle East amid the regional conflict, which disrupted flows through the Strait of Hormuz and constrained Qatari exports to key markets.For the period January to March 2026, global LNG imports reached 117.57 Mt, up 7.5 percent (8.19 Mt) y-o-y, supported by stronger imports from Asia, Europe, and MEA, GECF said.

European LNG imports edge down

In March 2026, Europe's LNG imports edged down by 2.2 percent (0.29 Mt) y-o-y to 12.69 Mt, marking the first annual decline since December 2024, according to GECF.The decrease was mainly driven by lower gas consumption, higher pipeline gas imports, and lower LNG supply from Qatar amid the escalation of the Middle East conflict.At the country level, reduced imports in France, Spain, Turkiye, and the UK contributed to the decline, partially offset by increases in Belgium, Germany, and Portugal.For the period January to March 2026, Europe's LNG imports jumped by 11 percent (3.89 Mt) y-o-y to reach 40.75 Mt, GECF said.In France and Spain, stronger pipeline gas imports reduced LNG imports, while lower gas demand in France and reduced Qatari supply to Spain further weighed on their imports. Turkiye's imports declined due to more favorable netbacks for US LNG deliveries to North West Europe, while weaker gas demand also reduced LNG imports in the UK, GECF said.Conversely, higher LNG imports in Belgium and Germany were driven by increased re-exports of regasified LNG to neighboring markets, with lower pipeline gas imports also supporting Belgium's intake.In Portugal, LNG imports rose to offset reduced pipeline gas imports from Spain, GECF said.

Asia Pacific LNG decline further

GECF said that Asia's LNG imports declined further in March, falling by 4.3 percent (0.94 Mt) y-o-y to 21.12 Mt, the lowest level for March since 2019.The decline was primarily driven by reduced LNG supply from Qatar and the United Arab Emirates (UAE) amid the Middle East conflict.China, India, and Pakistan led the drop, partially offset by higher imports in Taiwan and Thailand, GECF said. For the period January to March 2026, Asia's LNG imports reached 69.25 Mt, representing an increase of 3.8 percent (2.55 Mt) y-o-y. Lower LNG imports from Qatar were the main driver behind declines in China, India, and Pakistan, with reduced UAE LNG supply further weighing on India.In China, a well-supplied gas market also dampened spot LNG demand, GECF said. Despite reduced Qatari volumes, Taiwan increased LNG imports from Brunei, Canada, and the US to meet stronger gas demand, it said. GECF noted that Thailand boosted imports of re-exported LNG from China to offset lower Qatari LNG supply and weaker pipeline gas imports. Similarly, South Korea's reduced LNG imports from Qatar were largely offset by higher imports from Canada and re-exported LNG from China, it said.

Latin America and MENA

GECF said that LNG imports in the Latin America and the Caribbean region rose by 8 percent (0.07 Mt) y-o-y to 0.94 Mt.For the period January to March 2026, LAC's LNG imports were down marginally by 0.7 percent (0.02 Mt) y-o-y to 2.75 Mt.According to GECF, Chile's imports increased due to higher volumes from Trinidad and Tobago and the receipt of its second LNG cargo from Australia's QCLNG facility, supplied by Shell to meet contractual obligations. Meanwhile, lower domestic gas production boosted Colombia's LNG imports.

Conversely, reduced imports from Mexico and Nigeria weighed on Jamaica's intake, while Panama's imports declined due to lower imports from the US, GECF said. On the other hand, LNG imports in the MENA region grew 38 percent (0.38 Mt) y-o-y to 1.38 Mt. GECF said that growth was driven primarily by Egypt, which increased imports to offset lower domestic gas availability, more than compensating for a sharp decline in Kuwait's LNG imports. The drop in Kuwait's imports was attributed to the impact of the Middle East conflict. For the period January to March 2026, MEA's LNG imports increased by 44 percent (1.17 Mt) y-o-y to reach 3.81 Mt, GECF said.

LNG exports drop

In March 2026, global LNG exports fell by 6.8 percent (2.62 Mt) y-o-y to 35.80 Mt, marking the largest decline since July 2020, GECF said. Exports from GECF member countries drove the decline, which was partially offset by higher exports from non-GECF countries and an uptick in re-exports, GECF said. For the period January to March 2026, global LNG exports increased by 7 percent (7.55 Mt) y-o-y to 115.94 Mt, driven by mainly by stronger exports from non-GECF countriesGECF said the share of non-GECF countries in global LNG exports increased sharply to 66.2 percent in March 2026, up from 53.1 percent a year earlier.Similarly, the share of re-exports rose from 1.1 percent to 1.8 percent, while the share of GECF member countries declined from 45.8 percent to 32 percent.GECF said the US, Australia, and Russia were the top LNG exporters during the month, with Qatar dropping out of the top three due to the impact of the Middle East conflict.Source: www.lngprime.com

HANWHA OCEAN SEES 'SOLID' MID-TERM DEMAND FOR LNG NEWBUILDS

South Korean shipbuilder Hanwha Ocean expects "solid" mid-to-long-term demand for LNG carrier newbuildings driven by new LNG projects and aging fleet replacement. The shipbuilder said in its first-quarter earnings report on Monday that there is a near-term uncertainty stemming from Middle East conflicts, but it sees rising LNG carrier newbuild demand, supported by supply diversification, higher ton-miles, and long-term charter-based orders linked to LNG terminals. Hanwha Ocean sees a sustained mid-to-long-term demand supported by the phased ramp-up of new export terminals in the US and other regions, despite damage to QatarEnergy's Ras Laffan LNG facilities and delays in new projects. In addition, accelerating scrapping of older steam-turbine LNG carriers is supporting replacement demand (1 vessel in 2022, 7 in 2023, 8 in 2024, 15 in 2025, and 4 year-to-date in 2026), according to Hanwha Ocean.Hanhwa Ocean also expects "expanding FLNG order opportunities" driven by rising LNG demand and oil majors' LNG portfolios strengthening.The shipbuilder said that growing LNG demand is driving the expansion of LNG export infrastructure in North America, with oil majors strengthening their LNG portfolios.Hanwha Ocean noted, citing Clarksons data, that gas project activity is expected to increase in South America (Venezuela) and Africa (Mozambique, Nigeria).

LNG carriers

Hanwha Ocean booked four LNG carriers worth approximately $1 billion year to date. In January this year, 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 month, Greece's Maran Gas, the gas shipping unit of Angelicoussis, ordered two more LNG carriers from Hanwha Ocean for $501 million. 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 March 2026, Hanwha Ocean had 63 LNG vessels worth $15.8 billion in its orderbook.Hanwha Ocean reported revenue of 3.21 trillion won ($2.18 billion) and operating profit of 441 billion won in the first quarter of 2026, both up compared to last year.Source: www.lngprime.com

INDONESIAN FSRU WRAPS UP 100TH STS LNG TRANSFER

Hoegh Evi's Lampung FSRU, which serves Pertamina's Perusahaan Gas Negara off the southeast coast of Sumatra in Indonesia, has completed its 100th ship-to-ship LNG transfer since it started operations in 2014.Hoegh Evi's Lampung FSRU, which serves Pertamina's Perusahaan Gas Negara off the southeast coast of Sumatra in Indonesia, has completed its 100th ship-to-ship transfer since it started operations in 2014.PGN LNG, a unit of PGN and the operator of the floating LNG import facility offshore Lampung, announced the milestone LNG transfer in a social media post on April 25.The 1990-built 136,400-cbm, Ekaputra 1, delivered approximately 114,000 cbm of LNG from BP's Tangguh LNG export project in Indonesia's Papua Barat province on April 23.With this, the 170,132-cbm FSRU received 10.9 million cbm since 2014, serving PGN and PLN.The regasified LNG from the FSRU-based facility goes for power generation and industrial users in West Java.Connected to a tower yoke mooring system, the FSRU delivers gas via a 21 km-long offshore pipeline. The 2.7 mtpa facility received its 30th cargo in March 2021, and the 69th shipment in January 2025.This means that the FSRU significantly boosted its volumes since January last year with 31 cargoes arriving. The unit serves a 20-year charter deal PGN has with Hoegh Evi, previously known as Hoegh LNG.In 2024, the Norwegian FSRU player resolved a dispute with PGN over issues related to the Lampung FSRU charter.Hoegh said that the two firms have agreed to "finally and irrevocably settle all of the disputes, claims, and counterclaims between the parties that gave rise to the said arbitration proceedings and agreed to terminate the arbitrations with immediate effect."
Back in July 2021, Hoegh LNG Partners, now part of Hoegh, received a letter where PGN said it would start arbitration to "declare the charter null and void, and/or to terminate the charter, and/or seek damages."After that, Hoegh LNG Partners filed a countersuit against PGN.Source: www.lngprime.com

CHENIERE NEARS LAUNCH OF SIXTH CORPUS CHRISTI EXPANSION TRAIN

US LNG exporter Cheniere is close to launching the sixth train at the Corpus Christi Stage 3 expansion project in Texas. The US FERC said on Friday it granted Corpus Christi Liquefaction's April 16 request to introduce feed gas to the warm end of Midscale Train 6 for the Stage 3 project. In addition, Corpus Christi Liquefaction submitted compliance statements and associated documentation related to the commissioning of the train to FERC on Friday. "The compliance statements and associated documentation are in support of a forthcoming request by CCL to introduce feed gas and refrigerants to the cold end of Midscale Train 6 (String 1)," it said. Earlier this month, Corpus Christi Liquefaction secured approval from the US FERC to introduce fuel gas to the sixth train of the Corpus Christi Stage 3 expansion project Cheniere achieved substantial completion of the first liquefaction train at the Corpus Christi Stage 3 expansion project in March 2025, while the company completed the second liquefaction train in August, the third train in October, and the fourth train in December. Cheniere CEO Jack Fusco recently said during an event in Houston that the company is working with Bechtel to "safely and efficiently expedite the completion of the project's two remaining midscale trains later this year. "The new milestone followed the installation of "first steel" earlier last month at the CCL Midscale Trains 8 & 9 Project, a second expansion under construction at Corpus Christi. The Midscale 8 & 9 Project and estimated debottlenecking opportunities stand to add another approximately 5 mtpa of capacity by late 2028.That would put CCL at over 30 mtpa and Cheniere as a whole at over 60 mtpa.Source: www.lngprime.com

CHINA'S ZHEJIANG ENERGY GETS FIRST LNG SHIPMENT UNDER BP SPA

China's Zhejiang Energy has received its first liquefied natural gas (LNG) cargo under a long-term deal with UK-based energy giant BP. Zhejiang Energy and BP China announced the delivery of the first LNG cargo under the long-term sales and purchase deal signed in May 2025 in separate statements on Sunday. The LNG cargo arrived at Zhejiang Energy's Wenzhou LNG terminal in Zhejiang from North America on April 25, the Chinese company said. Zhejiang Energy did not provide further details regarding the shipment. Under the SPA, BP will supply up to 1 million tons of LNG per year to Zhejiang Energy on a DES basis from its diversified global LNG portfolio. The contract is for 10 years. BP China said this SPA further strengthens strategic cooperation between the two companies, following the duo's 2023 joint venture to supply LNG via trucks in China. In July 2024, the first truck supplied by the joint venture Zhejiang Yingneng LNG left Zhejiang Energy's Wenzhou LNG terminal in Zhejiang.BP China said at the time that this is the first cooperation between the two firms and BP's third marketing and sales venture in China for trucked LNG, including Shenzhen Dapeng LNG Marketing.In 2021, BP started directly supplying customers in China with regasified LNG from the Guangdong Dapeng LNG terminal in Shenzhen, where it owns a 30 percent stake. In addition to trucked supplies, BP delivered its first LNG cargo to Zhejiang Energy's Wenzhou LNG terminal in October 2024.With this, BP created a fully integrated gas value chain in southern China for the second time, directly connecting upstream resources with downstream gas customers. Zhejiang Energy launched its 3 mtpa Wenzhou LNG terminal in August 2023.The terminal has four 200,000 cbm storage tanks, a jetty for ships of up to 266,000 cbm capacity, a truck loading facility, and a 25 km pipeline linked to the grid.. Source: www.lngprime.com

GASLOG PARTNERS SELLS STEAM LNG CARRIER

GasLog Partners, part of Greek LNG carrier owner GasLog, has agreed to sell its last steam LNG carrier, Methane Rita Andrea.

The LNG shipping firm revealed in its first-quarter results report that it entered into an agreement to sell the 2006-built 145,000-cbm vessel to an "unrelated third party. GasLog Partners said the deal remains subject to customary and other closing conditions. This resulted in the vessel being reclassified as held for sale and the recognition of an impairment loss of $7.7 million as of March 31, 2026.GasLog Partners added that the transaction is expected to be completed in the second quarter of 2026 upon completion of the vessel's dry-docking. It did not provide further details. GasLog purchased this LNG carrier from BG, now part of Shell, in 2014 for $156 million, according to VesselsValue data. The data suggests that the LNG carrier is currently worth approximately $26 million.Maethane Rita Andrea was on Monday located at the Yiu Lian Shekou yard on Mazhou Island, China.This is the only steam LNG carrier in Gaslog Partners' fleet, which includes nine TFDE LNG carriers built between 2013 and 2016, the company's previous quarterly results showed. Last year, GasLog Partners sold its 2007-built steam LNG carrier, Methane Alison Victoria, to US FSRU player Excelerate Energy for $27 million. In addition, Indonesia's GTS Internasional (GTSI) purchased GasLog Partners' steam LNG carrier Methane Jane Elizabeth for $24.5 million. ResultsGasLog Partners said its revenues were $68.6 million for the quarter ended March 31, 2026, compared to $80.3 million for the same period in 2025The company attributed the decrease of $11.7 million mainly to the redelivery of the LNG carrier Methane Heather Sally to its owners in July 2025, the sale of Methane Alison Victoria in July 2025, and the sale of Methane Jane Elizabeth in October 2025, as well as 119 additional idle days for the remaining vessels in the three months ended March 31, 2026.GasLog Partners said its profit reached $19.1 million for the quarter, compared to $25.8 million for the same period in 2025.The decrease in profit of $6.7

million is mainly attributable to a $7.7 million non-cash impairment loss, and a decrease of $11.7 million in revenues, the company said..

Source: www.lngprime.com

LNG SHIPPING RATES REMAINED STEADY THIS WEEK

Atlantic and Pacific LNG shipping rates remained relatively steady this week, as the market appears to have entered a more stable, albeit still fragile, phase, according to Spark Commodities and Fearnley LNG.Spark's data lead, Qasim Afghan, told LNG Prime on Friday that Spark30S (Atlantic) rates rose $2,000 to $103,750 per day this week.On the other hand, Spark25S (Pacific) rates have dropped $500 to $71,250 per day, he said.Vessel availability is still sufficient"The market appears to have entered a more stable, albeit still fragile, phase. Volatility in commodity prices has subsided somewhat after weeks of wild swings around news (and non-news) about the Straits of Hormuz. Paper markets have become increasingly resistant to new developments, with the physical market already pricing in realities," Fearnley LNG said in its weekly LNG report on Thursday. "In the Atlantic basin, activity remains subdued, with several participants describing the market as quiet and lacking liquidity. Underlying concerns about European storage and forward balances persist, providing some support to sentiment," the Oslo-based advisory and brokering firm said. According to Fearnley LNG, vessel availability is still sufficient but increasingly fragmented, and there is a growing expectation that tonnage could tighten further toward the end of May. "East of Suez, buyers remain largely absent, watching softer prices down the curve and prompt supply that is well covered. Qalhat and Bintulu loadings continue to dominate the limited liquidity in the East, but with requirements developing in Australia, Canada, and Southeast Asia, current availability is expected to be stretched in the coming weeks," Fearnley LNG said."Looking ahead, much will depend on how regional imports respond to current pricing dynamics, such as whether Asia will draw more volumes out of the Atlantic and when Europe will begin refilling storage," Fearnley LNG said. Pricing signals for prompt US cargoes switchingIn Europe, the SparkNWE DES LNG rose compared to last week.

"The SparkNWE front-month DES LNG price for May delivery is assessed at TTF-$0.390. The outright NWE DES LNG price is now at $14.882/MMBtu, having risen $1.859 since Friday," Afghan said. "The US prompt (M+1) arb to Asia via COGH, having pointed to Europe for much of this week, is now once again pointing to Asia at +$0.118/MMBtu. This marks the 5th time this month that pricing signals for prompt US cargoes have switched to/from Europe & Asia - the most volatile month for US LNG prompt arb switches since May 2022," he said. Afghan added that "the US prompt arb via Panama remains open and firmly pointing to Asia for the 8th week running, now priced at +$0.809/MMBtu."Data by Gas Infrastructure Europe (GIE) shows that volumes in gas storages in the EU rose from last week and were 30.82 percent full on April 23, 2026.Gas storages were 29.56 percent full on April 16, 2026, and 37.54 percent full on April 23, 2025.JKMIn Asia, JKM, the price for LNG cargoes delivered to Northeast Asia in June 2026 settled at $16.390/MMBtu on Thursday.Last week, JKM for June settled at 15/MMBtu on Friday, April 17. Front-month JKM rose to 15.235/MMBtu on Monday, 15.810/MMBtu on Tuesday, and 16.125/MMBtu on Wednesday.. Source: www.lngprime.com

NATURGY TO SUPPLY ONE SPOT LNG CARGO TO ARGENTINA

Argentina's state-owned LNG importer Energia Argentina (Enarsa) has selected Spanish utility Naturgy to supply one spot liquefied natural gas (LNG) cargo to Argentina's FSRU-based facility in Escobar.Enarsa said in a statement on Thursday that the award follows an international tender held on April 15.This is Argentina's first spot LNG purchase in 2026.As in each of its procurement processes, Enarsa invited 39 prequalified firms to participate in the tender. Of those, six submitted bids in the latest process, the company noted.

Enarsa opened the bids last week during a livestream broadcast on its YouTube channel.Glencore, BP, TotalEnergies, PetroChina, Vitol, and Naturgy submitted bids for the LNG cargoes.BB Energy declined to participate in this tender.Enarsa did not reveal the price Naturgy offered for the spot LNG cargo. The company said that the acquisition of this cargo is intended to replenish stock on the floating storage and regasification unit (FSRU) located at the Escobar terminal. The estimated arrival date is the second week of May.Enarsa said this stock replenishment would make it possible to inject regasified gas into the system in the event of potential peaks in residential demand caused by lower temperatures, or in the case of unforeseen failures in the natural gas transportation system. Launched in 2011, GNL Escobar (GNLE) is located on the Parana River, about 30 miles outside Buenos Aires.YPF and Enarsa operate the facility via a 50/50 joint venture.Excelerate Energy's 150,900-cbm Expedient FSRU serves the LNG import terminal. According to Enarsa's website, the company purchased 27 LNG cargoes for delivery to this facility via four separate tenders last year.BP and TotalEnergies were the LNG suppliers in 2025.First private LNG importer Enarsa did not provide any updates on the selection process for Argentina's first private LNG importer. According to local media reports, Argentina's government decided not to select a private LNG importer this year to replace Enarsa due to the market volatility caused by the Middle East conflict. Last week, Enarsa received updated offers from commodity trader Trafigura and Naturgy as part of the selection process for Argentina's first private LNG importer. Trafigura Argentina, a unit of Trafigura, offered a price of $4.57 per MMBtu, while Natural Energy, a unit of Naturgy, offered $4.50 per MMBtu.Previously, Trafigura Argentina offered a price of $4.91 per MMBtu, and Natural Energy offered $4.95 per MMBtu.. Source: www.lngprime.com

ENI BOOSTS Q1 LNG SALES

Italian energy firm Eni said its liquefied natural gas (LNG) sales rose 21 percent in the first quarter of this year compared to the same period in 2025.According to its quarterly results report released on Friday, Eni sold 3.4 bcm (2.5 million tonnes of LNG) in the first quarter of this year.Quarterly LNG sales were higher compared to 3.4 bcm in the previous quarter, which increased 19 percent year-on-year.

The Italian firm said LNG sales in the first quarter increased due to more supply from Congo, Nigeria, and the US.Eni sold 12.1 bcm (8.8 million tonnes) in 2025, up 23 percent from 2024.The company sold 9.8 bcm in 2024, a rise of 2 percent compared to 9.6 bcm in 2023.In February, Eni Nguya's floating liquefied natural gas (FLNG) unit shipped its first cargo, marking the start of exports of the second phase of the Congo LNG project.The project now has two operational FLNG's and a capacity of of 3 million tonnes per annum (mtpa) of LNG, equivalent to 4.5 bcm of gas per year.Eni shipped the first LNG cargo from its Tango floating LNG facility moored in Congolese waters in February 2024.In the first quarter of this year, Eni's natural gas sales were 13.90 bcm, an increase of 15 percent from the comparative period.Eni said sales in Italy increased by 29 percent year-on-year, with higher volumes sold in the wholesale market, while sales in the European market amounted to 5.23 bcm, an increase of 5 percent year-on-year, reflecting higher sales in Germany, Austria, and Benelux.EarningsEni's global gas and LNG business reported a proforma adjusted EBIT of 315 million euros ($368 million) in the first quarter.The Italian firm said this was “in line with the comparative period benefitting from the continued asset portfolio optimizations.”Overall, Eni reported adjusted EBIT of 3.54 billion euros, and adjusted net profit of 1.3 billion euros, both down year-on-year. Source: www.lngprime.com

US WEEKLY LNG SHIPMENTS REMAIN STEADY

US liquefied natural gas (LNG) plants sent 35 cargoes during the week ending April 22, the same as in the previous week, according to the Energy Information Administration.EIA said in its weekly natural gas storage report that the LNG-carrying capacity of vessels departing US ports was 134 Bcf, up 1 Bcf from the previous week.Cheniere’s Sabine Pass plant shipped nine LNG cargoes, and the company’s Corpus Christi facility sent six shipments during the week ending April 22, according to the report.Moreover, Venture Global LNG’s Plaquemines terminal sent seven cargoes, while the Freeport LNG facility and Sempra Infrastructure’s Cameron LNG terminal each shipped four cargoes. Venture Global’s Calcasieu Pass facility shipped three cargoes, and the Cove Point facility and the Elba Island facility each sent one cargo during the week under review. Henry Hub slightly upEIA reported that the Henry Hub spot price rose by 1 cent from $2.75/MMBtu last Wednesday to $2.76/MMBtu this Wednesday.The agency said that prices in April so far have averaged $2.82/MMBtu, down 17 percent from the April 2025 average.Moreover, the Henry Hub price was the highest of major pricing hubs across the US on Wednesday.Total domestic US demand for natural gas increased by 4 percent (2.3 Bcf/d) compared with last week, according to LSEG data.A 10 percent (1.5 Bcf/d) increase in residential and commercial sector consumption drove this increase.EIA said average total supply of natural gas fell 0.7 percent (0.9 Bcf/d) this week due to a 0.7 percent (0.8 Bcf/d) decrease in dry production.US temperatures were near normal this past week, with averages ranging between 40°F and 80°F, the agency said.TTF averaged $14.27/MMBtuEIA said that the price at the Dutch Title Transfer Facility in Europe averaged $14.27/MMBtu, 96 cents lower than the previous week.Moreover, the Japan-Korea Marker price averaged $15.66/MMBtu, $3.72 lower than the previous week.This week’s JKM and TTF prices were 48 percent and 33 percent higher, respectively, than prices for the week ending February 25, the last full week before the disruption of LNG deliveries through the Strait of Hormuz, EIA said. Source: www.lngprime.com

FORTISBC HITS LNG BUNKERING MILESTONE

Canadian utility and operator of the Tilbury LNG facility in the province of British Columbia, FortisBC, said it had completed its 10,000th liquefied natural gas (LNG) refueling operation for marine vessels.FortisBC announced the milestone LNG bunkering in a statement on Thursday, but it did not provide further information regarding the operation.Since initiating LNG bunkering operations in 2016, FortisBC has steadily expanded its capabilities and partnerships, including an agreement with the Musqueam Indian Band to collaborate on LNG projects, “helping vessel operators transition away from higher-emitting fuels in alignment with the provincial government’s Look West strategy,” the company said.As more operators convert vessels to LNG, FortisBC continues to focus on meeting demand and advocating for expanded LNG infrastructure to position British Columbia as a “leading” marine bunkering hub.FortisBC said the delivery follows a year of firsts at the Port of Vancouver for LNG produced at its Tilbury facility and delivered through Seaspan Energy’s LNG bunkering vessels.These include Canada’s first ship-to-ship LNG transfer, the first LNG transfer to a car carrier, and the first cruise ship bound for Alaska fueled with LNG. In Vancouver’s English Bay, the first ship-to-ship LNG transfer to a container vessel was also completed, FortisBC said.“We’re continuing to build on those milestones, with development of greater ship-to-ship fuelling capabilities and additional infrastructure to meet growing demand for LNG in transpacific shipping," the company said.FortisBC noted that a "key" driver of this growth in LNG marine refueling has been its collaboration with Seaspan Ferries and BC Ferries to develop proprietary tanker-truck technology that enables LNG fueling directly onboard vessels.The Seaspan Swift ferry was the first in North America to receive LNG fuel via delivery truck on-board an open vehicle deck, the company added. Source: www.lngprime.com

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