



IN THIS EDITION

1. SINOKOR MARITIME FINALLY SCRAPS ONE OF ITS LONG-TERM IDLE LNG CARRIERS 1

2. EXMAR SNAPS UP TWO MARAN GAS MARITIME LNG CARRIERS FOR CONVERSION JOBS 2

3. MIDDLE EAST DISRUPTIONS TRIGGER 'STRUCTURAL SHOCK' IN LNG MARKET 3

4. EUROPEAN DUO TO INSTALL FLNG UNITS FOR ARGENTINA'S FIRST LNG EXPORT PROJECT 4

5. SOUTH KOREA'S KOGAS REPORTS HIGHER SALES IN MARCH..... 5

6. CHINA'S GAS IMPORTS DROP IN MARCH..... 5

7. EXCELERATE SECURES GUANTANAMO LNG SUPPLY CONTRACT..... 6

8. TRAFIGURA AND NATURGY COMPETE TO BECOME ARGENTINA'S FIRST PRIVATE LNG IMPORTER 7

9. CCEC SELLS LNG CARRIER STAKE, SEALS 10-YEAR CHARTER DEAL 7

10. ALEXANDROUPOLIS LNG TERMINAL UNDERGOING THREE-MONTH MAINTENANCE..... 8

11. EXMAR KICKS OFF EEMSHAVEN FSRU CONVERSION WORK 9

12. SINGAPORE LNG BUNKERING VOLUMES RISE IN MARCH..... 10

13. CHENIERE GETS FERC OK TO INTRODUCE FUEL GAS TO SIXTH CORPUS CHRISTI EXPANSION TRAIN..... 10

14. GERMANY'S SEFE INKS \$2.36 BILLION CREDIT FACILITY..... 11

15. GTT BAGS NEW LNG TANK GIG..... 12

16. ITALIAN SMALL-SCALE LNG TERMINAL GETS 20TH CARGO 12

17. BOTAS LAUNCHES TENDER FOR LNG CARRIER DUO 13

18. ARGENTINA'S ENARSA GETS NEW LNG OFFERS FROM TRAFIGURA AND NATURGY 13

EXMAR SNAPS UP TWO MARAN GAS MARITIME LNG CARRIERS FOR CONVERSION JOBS

Ships expected to be for project business in Colombia and the Netherlands. Belgian shipowner and infrastructure developer Exmar has bought a steam turbine LNG carrier from Maran Gas Maritime, with a second purchase from the Greek owner also said to have been agreed. Brokers named Exmar as the buyer of the 145,000-cbm Ummerra (ex-Umm Bab, built 2005). A price on the 21-year-old vessel has yet to emerge. Clarksons' Shipping Intelligence Network records the ship's registered owner as Exmar Fortitude LNG. The vessel is listed as "laid up" by the brokerage. Kpler data shows the steamship as anchored with other laid-up LNG carriers in Brunei Bay, East Malaysia. The vessel is one of the first LNG carriers ordered by Maran. It was later moved into the Maran-Nakilat joint venture, where the Greek shipowner holds a 60% stake and its Qatari partner the remaining 40%. Brokers have also linked Exmar to a second upcoming LNG carrier purchase from Maran, the 159,800-cbm Maran Gas Troy (built 2015). As yet, this ship is still listed under the Greek owner's control. Exmar has secured at least two infrastructure projects for which the company has said it will require LNG carrier tonnage for conversion. Last year Exmar announced it had signed up with Colombian gas supplier Regasificadora Del Pacifico to provide a floating storage unit for deployment off Buenaventura on the country's west coast. The company said at the time it was seeking a 138,000-cbm to 145,000-cbm steam turbine LNG carrier to convert for this project. The Ummerra is expected to be converted for this project. It is due to be in place this year. In October, Exmar also won the job of chartering and operating two floating storage and regasification units from 2027 for Gasunie and Vopak's Eemshaven LNG terminal in the Netherlands. One of these will be Exmar's own 25,000-cbm, barge-based FSRU Eemshaven LNG (built 2017), which already operates at the facility. This week, Exmar said it has launched the conversion works for the FSRU for this project and secured a dual-fuel diesel-electric membrane-type LNG carrier to serve as the unit. This vessel is understood to be the Maran Gas Troy. This new FSRU conversion will eventually replace the 170,000-cbm Energos Igloo (built 2014), which currently serves at the Dutch facility. Details on the yards selected for both the FSU and FSRU conversion jobs have still to be revealed. Brokers said sale-and-purchase activity for LNG carriers has been brisk in the first few months of this year, with one brokerage contacted by TradeWinds having concluded more than 15 transactions. One prominent player said the conflict in the Middle East has pushed up prices, with the unexpected charter rate rises seen in March following the start of the war, giving owners a more bullish outlook on the trading potential for their ships. The larger LNG steamships of around 145,000 cbm are now attracting levels in the low-\$30m range, up from prices that previously started with a "2", he said. Talk is also emerging of substantially higher prices being paid for some secondhand LNG carrier tonnage, amid talk that these vessels could eventually find their way into Russia's shadow fleet. Source:

www.tradewindsnews.com

MIDDLE EAST DISRUPTIONS TRIGGER 'STRUCTURAL SHOCK' IN LNG MARKET

The LNG market is facing what analysts describe as a “structural shock”, as supply disruptions in the Middle East prove too significant to offset, with any eventual return to normality expected to be gradual. In a recent webinar, Poten & Partners estimated that the closure of the Strait of Hormuz removed around 7–8M tonnes per month from global LNG supply during the disruption period. If the ceasefire holds and flows resume relatively quickly – the firm’s base-case scenario – global LNG supply is expected to show no year-on-year growth, as capacity expansions are offset by reduced Middle East output. “Damage at Qatar’s Ras Laffan facility compounds the impact. The loss of 12.8M tonnes of capacity reduces Qatar’s effective nameplate capacity to 64.7M tonnes per year, materially changing the supply landscape,” Poten said. Under this scenario, Qatar’s LNG exports are projected to fall from around 80.0M tonnes to approximately 47.0M tonnes in 2026, before recovering to about 66.4M tonnes in 2027. “A ramp-up period of three to four months is assumed once transit resumes,” Poten added. However, the pace and extent of recovery remain uncertain. “If the current path of de-escalation is maintained, energy and freight markets should gradually return to normality, but the process will be slow, and the implications for LNG shipping dynamics remain uncertain,” Fearnleys said in its latest weekly LNG report. According to Poten, repairs at Ras Laffan could take between three and five years, while the North Field expansion is now likely to be delayed until late 2027 or early 2028. No incremental volumes are assumed in the 2026–2027 forecast window. In a separate analysis, Wood Mackenzie noted that a real structural change in supply at Ras Laffan would require all 12 operable trains to be restarted. It remains unclear whether QatarEnergy would consider doing this during a ceasefire, analysts said. Wood Mackenzie Europe Gas and LNG director Tom Marzec-Manser added that if ballast LNG carriers were able to enter the Gulf, immediate loading for more than 10 vessels would be possible, even if production at Ras Laffan had not fully resumed. The consultancy estimates that, if QatarEnergy began restarting Ras Laffan at the start of May, it would take until the end of August for all 12 trains to return to full operations.

Largest impact on Asia

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 said. The firm has revised its 2026 demand forecast for the region down from approximately 291M tonnes preconflict to around 260.0M tonnes in its base case. “Elevated prices and volatility are driving a shift towards coal-fired generation, particularly in China and India, both of which have significant underutilised coal capacity and continue to expand coal power,” Poten added. Meanwhile, Europe is emerging as the marginal buyer. “With storage levels near 30%, Europe requires aggressive summer injections to reach its 80% target by November,” Poten said. “Imports are expected to rise in all scenarios despite high costs, reflecting Europe’s willingness to prioritise energy security over price.” “While storage targets appear achievable, doing so will be extremely expensive, particularly given a relatively flat forward curve that provides limited incentive to build storage over the summer months,” Poten concluded. Source: www.rivieramm.com

EUROPEAN DUO TO INSTALL FLNG UNITS FOR ARGENTINA'S FIRST LNG EXPORT PROJECT

Two European heavy-lift and subsea specialists secure key role in Argentina's first LNG export project. CoreMarine and Jumbo Offshore have secured a contract to perform the transport and installation of the soft-yoke (SSY) mooring systems and hook-up of two floating LNG vessels in Argentina's San Matías Gulf. The deal, which covers both Hilli Episeyo FLNG and MKII FLNG units, has been awarded by Argentine energy company Southern Energy S.A. (SESA), owned by Pan American Energy, YPF, Pampa Energía, Harbour Energy, and Golar LNG. The award is said to represent a significant milestone for both European companies and a pivotal breakthrough for Argentina's gas sector as it scales up its export capabilities. CoreMarine and Jumbo Offshore said they will deliver the project through a fully integrated execution model that combines project management, engineering, transportation, offshore installations, and hook-up. As the lead contractor, CoreMarine will contract Jumbo Offshore to transport and install the SSY mooring system, including heavy-lift and piling activities. CoreMarine will follow up with diving and construction activities, including spool installation, ballasting, riser hook-up, pre-commissioning, positioning, and hook-up of both FLNG units. The offshore campaign will involve complex, simultaneous operations, including heavy lifting, riser installation, piling, spool installation, saturation diving, and multi-vessel SIMOPS. The project will require the chartering of multiple assets, such as dive support vessels, support vessels, and station-keeping tugs. The SSY systems, supplied by NOV, will enable both FLNG units to weathervane around a single mooring point, aligning with environmental forces and providing a cost-efficient solution that eliminates the need for fixed infrastructure such as jetties. Commenting on the contract, CoreMarine chief executive officer, Ben Fitzgerald, said, "Our objective is not just to deliver two FLNG installations, but to leave behind strong local capability, confidence, and a proven model for future offshore developments in the region." CoreMarine and Jumbo Offshore both commenced project management and engineering in January 2026. Hilli Episeyo FLNG is scheduled for installation in 2027, followed by MKII FLNG in 2028, marking the first application of SSY technology in Argentine waters. The project marks CoreMarine's first FLNG development and its largest contract in Latin America, while further bolstering Jumbo Offshore's track record in SSY installations and floating energy infrastructure. As Riviera previously reported, SESA was created in 2024 to develop Argentina's first large-scale LNG export project, monetising gas from the Vaca Muerta shale formation, one of the world's largest unconventional gas resources. It will deploy the two FLNG units, to be moored near each other offshore in San Matías Gulf, in the province of Río Negro. With a combined LNG production capacity of approximately 6 mta, the multi-decade export project is expected not only to position Argentina as a new global gas exporter but also to support Europe's efforts to diversify gas imports. In March 2026, SESA secured Argentina's first long-term LNG export contract with Germany's SEFE. Under the eight-year agreement, SEFE will purchase 2 mta of LNG, with deliveries scheduled to begin in late 2027. Source: www.rivieramm.com

TRAFIGURA AND NATURGY COMPETE TO BECOME ARGENTINA'S FIRST PRIVATE LNG IMPORTER

Commodity trader Trafigura and Spanish utility Naturgy are competing to become Argentina's first private importer of liquefied natural gas (LNG). State-owned LNG importer Energia Argentina (Enarsa) opened two bids on Monday during a livestream broadcast on its YouTube channel. Trafigura Argentina, a unit of Trafigura, offered a price of \$4.91 per MMBtu, while Natural Energy, a unit of Naturgy, offered \$4.95 per MMBtu. According to Enarsa, the contract award is due today, March 14. Enarsa launched a tender in early March for the selection of an agent marketer-aggregator for the acquisition of LNG and its commercialization in the domestic market nationwide during the winter period. The process aims to select an operator that is in charge of importing LNG and market the fuel in the domestic market, through the use of the regasification terminal located in Escobar, the company said. According to Enarsa, the initiative is part of the government's resolution that ordered the transfer to the private sector for the import and marketing of LNG during winter. In this way, for the first time since 2008, the state would stop acting as a direct buyer and intermediary in the purchase of LNG, a role assumed by a private operator selected through a competitive process, it said. Enarsa said the new scheme aims to introduce competition and efficiency in the process of LNG supply, allowing specialized operators to optimize the business management and logistics for imports to meet seasonal demand for natural gas.

Escobar LNG shipments

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. The cargoes were purchased for delivery between March and July. A unit of UK-based energy giant BP won tenders to provide 20 of these cargoes, while a unit of French energy giant TotalEnergies won tenders to provide seven cargoes. The shipments, worth approximately \$698 million, were sourced from Trinidad and Tobago's Point Fortin LNG facility (15 cargoes) and the US (11 cargoes). Argentina imports LNG despite its vast Vaca Muerta shale gas resources. YPF and its partners are working on the Argentina LNG export project, based on these 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. Source: www.lngprime.com

CCEC SELLS LNG CARRIER STAKE, SEALS 10-YEAR CHARTER DEAL

LNG carrier owner Capital Clean Energy Carriers (CCEC) has agreed to sell its 2023-built LNG carrier Amore Mio I to a unit of a joint venture it formed with global energy trader BGN Group. The JV has secured a 10-year time charter of the vessel with BGN. The Evangelos Marinakis-backed, US-listed shipping firm said on Wednesday that the JV will be effected through BM Capital HoldCo LLC, a newly formed Marshall Islands limited liability company, in which CCEC holds a 51 percent interest and BMarine Shipping Investment FZCO holds the remaining 49 percent. BM Capital, a wholly owned subsidiary of BM Capital HoldCo, will acquire the vessel for \$230 million. CCEC said the existing financing on the vessel is expected to be refinanced upon acquisition of the vessel in the first quarter of 2027. Moreover, the JV has secured a 10-year time charter (with two three-year extension options) of the vessel to BGN INT DMCC commencing simultaneously with the acquisition of the vessel. This charter is expected to generate aggregate revenues (including all options) of up to

SINGAPORE LNG BUNKERING VOLUMES RISE IN MARCH

Singapore's monthly LNG bunkering sales rose 26 percent in March compared to the same month last year, according to Singapore's Maritime and Port Authority. Preliminary bunkering data on MPA's website shows LNG bunkering sales in the world's largest bunkering port reached 49,020 mt last month. This compares to 39,030 mt in March 2024. LNG bunkering sales dropped from 59,010 mt in the prior month, but they rose from 42,590 mt in January. During the first three months of this year, Singapore LNG bunkering volumes rose 47.9 percent year-on-year to 150,620 mt. Last year, Singapore LNG bunkering volumes rose 23.9 percent compared to the year before, reaching a new yearly record. Data on MPA's website shows LNG bunkering sales reached 571,350 mt last year. This compares to 460,950 mt in 2024, which surged compared to 110,850 mt in 2023. LNG bunkering volumes in Singapore increased due to new bunkering vessels working in the Singapore port, the growth of the global fleet of LNG-powered vessels, and lower LNG fuel prices. However, LNG prices surged last month following the closure of QatarEnergy's giant Ras Laffan LNG facility due to missile attacks. The impact on the LNG fuel market in Singapore is yet to be seen. MPA is also currently looking for ways to scale up the use of LNG as a marine fuel in the port of Singapore. At present, the port of Singapore is served by three licensed LNG bunker suppliers and hosts three LNG bunkering vessels which provide ship-to-ship fueling operations. The bunkering vessels are the 7,500-cbm FueLNG Bellina, the 18,000-cbm FueLNG Venosa, and the 12,000-cbm Brassavola. In January, MPA opened applications for additional licenses to supply LNG as a marine fuel in the port of Singapore. According to MPA, the license application is open to both existing LNG licensees and new entrants. Source: www.lngprime.com

CHENIERE GETS FERC OK TO INTRODUCE FUEL GAS TO SIXTH CORPUS CHRISTI EXPANSION TRAIN

US LNG exporter Cheniere has secured approval from the US FERC to introduce fuel gas to the sixth train of the Corpus Christi Stage 3 expansion project in Texas. FERC granted Corpus Christi Liquefaction's April 14 request to introduce fuel gas and hot oil into Midscale Train 6 for the Stage 3 project on Tuesday. Earlier this month, CCL submitted documents to FERC regarding the commissioning of the train. In March, Cheniere reached substantial completion of the fifth liquefaction train at the Corpus Christi Stage 3 expansion project. According to Cheniere, the seven-train, 10-plus mtpa CCL Stage 3 project "continues to track on budget and ahead of schedule." 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

GERMANY'S SEFE INKS \$2.36 BILLION CREDIT FACILITY

German gas importer Securing Energy for Europe (SEFE) has signed a five-year revolving credit facility worth two billion euros (\$2.36 billion), replacing state-backed liquidity support. At the same time, SEFE said on Wednesday that it has fully refinanced and voluntarily canceled the remaining liquidity support facility of 2.5 billion euros provided by Kreditanstalt für Wiederaufbau (KfW), Germany's state-owned development bank, with both transactions completed on April 2. In 2022, SEFE received liquidity support from KfW in the form of a credit facility of up to 13.8 billion euros to secure the company's liquidity amid an "unprecedented crisis situation." Following European Commission approval of the German government's recapitalization and nationalization of SEFE, a debt-to-equity conversion of 6.3 billion euros was implemented, thereby reducing the KfW facility to 7.5 billion euros and significantly strengthening SEFE's capital structure. Since April 2023, the facility has remained fully undrawn, "demonstrating SEFE's stable liquidity position and disciplined financial management," the company said. In 2025 and the first quarter of 2026, SEFE executed a structured and orderly reduction of the KfW facility in three equal tranches of 2.5 billion euros. The first reduction took place in January 2025, reducing the facility to 5 billion euros, followed by a further reduction in September 2025 to 2.5 billion euros. On 2 April 2026, SEFE completed its exit from state-backed liquidity support, voluntarily canceling the final tranche of 2.5 billion euros and refinancing it through the newly signed RCF with a syndicate of 27 international banks, it said. Despite challenging market conditions, the RCF attracted "very strong interest from financial markets and was oversubscribed by a factor of 2.2, underscoring the high level of confidence in SEFE's credit quality and its strategic importance for European energy security," the company said. With these transactions, SEFE achieves full financial independence and returns to solely market-based funding, the company added.

Tender

SEFE recently started taking LNG deliveries under a previously signed contract with state-owned producer Oman LNG as scheduled, a SEFE spokesperson told LNG Prime. "These LNG deliveries are intended for various destinations and are not currently affected by the conflict in the Middle East," the spokesperson said. Oman LNG currently operates three liquefaction trains at its site in Qalhat near Sur. In 2024, Oman LNG and SEFE finalized their sales and purchase deal. Under the deal, SEFE will buy 0.4 million tonnes per annum of LNG between 2026 and 2029. SEFE recently launched a tender for medium-term LNG deliveries covering the period 2027 to 2036. According to SEFE, the tender is for DES (delivered ex-ship) LNG cargoes, primarily into north-west European terminals. Contract durations will range from one to ten years. SEFE said the tender is open to both LNG producers and portfolio players, with deliveries from successful counterparties set to start as early as 2027. "With this LNG tender, we want to engage the market, aiming to mitigate supply disruptions in the Middle East and strengthen Europe's security of supply, while complementing our recent long-term LNG deals, including that with Argentina," Frederic Barnaud, SEFE's CCO, said. QatarEnergy recently announced that it expects the damage to its Ras Laffan complex caused by missile strikes to cost about \$20 billion a year in lost revenue and to take up to five years to repair, impacting supply to markets in Europe and Asia. The firm said that it will be compelled to declare force majeure for up to five years on some long-term LNG contracts. Source: www.lngprime.com

GTT BAGS NEW LNG TANK GIG

France's GTT has secured a new tank design order from South Korean shipbuilder Samsung Heavy Industries for one 174,000-cbm liquefied natural gas (LNG) carrier. GTT announced in a statement that it secured the order in the first quarter of 2026. The French firm said the vessels' cryogenic tanks would be fitted with its Mark III Flex membrane containment system. Delivery of the vessel is expected in 2029. GTT said that an Asian shipowner had ordered the vessel from Samsung Heavy, but it did not provide further details. Last month, Samsung Heavy announced that it would build one LNG carrier for an unidentified owner in Oceania for approximately \$252 million. London-based Purus Marine is tied to this new order. In December last year, Purus placed an order for two LNG carriers at the shipbuilder worth \$503 million. GTT announced several LNG carrier orders since the beginning of this year. Most recently, the company won an order from HD Korea Shipbuilding & Offshore Engineering for Sonangol's LNG carrier. According to GTT's new chief executive Francois Michel, the company will revise its estimate of more than 450 orders for large LNG carriers over the next ten years due to increased demand for newbuilds. He sees the number of LNG carriers "significantly upward versus 450." Source: www.lngprime.com

ITALIAN SMALL-SCALE LNG TERMINAL GETS 20TH CARGO

Italian LNG terminal operator Higas has received the 20th LNG shipment at its small-scale facility in Oristano, on the Italian island of Sardinia. Higas announced the milestone shipment in a statement on Tuesday. The LNG terminal operator did not provide further details. According to its AIS data provided by VesselsValue, Avenir LNG's 7,500-cbm bunkering and supply vessel Avenir Advantage delivered the shipment from Spain. Avenir Advantage was heading to Cartagena on Wednesday. Uk-based Avenir LNG said in October 2024 that it plans to divest its ownership of the Higas LNG storage terminal in Sardinia to three of its existing shareholders, including Stolt-Nielsen and Golar LNG, as part of a strategic refocus of its business. Avenir, which is now fully owned by Norway's Stolt-Nielsen, became the sole owner of the Higas terminal in 2022 after it bought a 10 percent stake in the terminal from Italian engineering firm Heat and a 10 percent stake from CPL Concordia. Gas and Heat was also the EPC contractor for the Higas storage, regasification, and distribution facility at the port of Oristano, which received its first shipment from the 7,500-cbm Avenir Accolade in May 2021. In January 2022, Avenir's 7,500-cbm bunkering and supply vessel, Avenir Aspiration, started serving the terminal in Sardinia. The facility features six horizontal low-pressure cryogenic type C tank storage tanks with a total capacity of 10,800 cbm. However, the facility could be expanded to accommodate a floating storage and regasification unit (FSRU) in the future. In October 2025, Italian LNG terminal operator Snam signed an agreement for the potential acquisition of the Higas small-scale LNG terminal. Snam plans to install an FSRU at the facility in cooperation with Norway's Hoegh Evi. Source: www.lngprime.com

FINCANTIERI TO BUILD LNG-POWERED TRIO FOR PRINCESS CRUISES



Italian shipbuilder Fincantieri has won a new order from Carnival's Princess Cruises to build three LNG dual-fuel cruise ships worth more than 2 billion euros (\$2.36 billion). US-based Princess Cruises announced three new shipbuilding agreements with Fincantieri on Wednesday, saying the newbuilds are slated for delivery in late 2035, 2038, and 2039, respectively. According to the cruise operator, these new ships will build upon the Sphere Class platform and continue to leverage the latest guest-facing and marine technologies. Similar to Sun Princess and Star Princess, the Voyager class ships will be dual-fuel powered – primarily by LNG,

“the best readily available advanced fuel technology that delivers immediate GHG reductions, significantly reducing air emissions compared with other widely available conventional marine fuels,” Princess Cruises said. The new ships, which will be the largest by capacity in the Princess Cruises fleet, will be built at Fincantieri's shipyard in Monfalcone, Italy. Princess Cruises said the value of these agreements, subject to financing and other typical terms and conditions, are considered “very important”, exceeding 2 billion euros.

Carnival's LNG-powered fleet rises to 21 vessels

The agreements for Princess Cruises' next-generation cruise ships represent what will be Carnival Corporation's 19th, 20th, and 21st LNG-based vessels, the company noted. These agreements are part of the company's ongoing fleet enhancement strategy, aimed at “creating excitement in the vacation market while accelerating demand for cruising, the fastest growing segment in the vacation industry.” In addition to these three ships scheduled for delivery in late 2035, 2038, and 2039, Carnival has seven additional new ships under contract that are scheduled for delivery between 2027 and 2033. Source: www.lngprime.com

