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now led by new chief executive Liz Westcott since March, has stated that the completion of the Louisiana LNG project will allow the company to deliver around 24 mtpa of LNG from its global portfolio in the 2030s and operate over 5% of global supply. Source: www.tradewindnews.com

FIRST-QUARTER LNG NEWBUILDINGS RATCHET UP WITH RETURN OF INDEPENDENT OWNERS

Some orders appear speculative during active first quarter At least 35 LNG carrier newbuildings were contracted in the first quarter of 2026, with several independent shipowners inking orders. Eastern Pacific Shipping, Alpha Gas, TMS Cardiff Gas, Tsakos Energy Navigation, Celsius Tankers, Purus Marine and Maran Gas Maritime all contracted tonnage between January and the end of March. But only two are believed to have moved ahead without firm charter commitments for their vessels. The bulk of the others are understood to be backed by big-name charterers, although some owners were working hard to keep the details under wraps. The number of LNG carrier orders compares with just three in the same period a year ago and follows a rising trend that started in 2025. While pricing on LNG newbuildings has remained firm and reasonably static throughout the quarter, some Chinese yards were offering significant discounts. Brokers said Jiangnan Shipyard, in particular, was able to undercut its South Korean competitors by approximately \$20m per ship and so hauled in six orders for its 175,000-cbm design. The yard also secured four vessels, contracted by China's Shandong Shipping against time charters with Shell, marking a first for the energy major to turn to a Chinese owner and yard for its LNG carrier newbuildings. The quarter saw eight 200,000-cbm vessels ordered for partners in these vessels, NYK and Ocean Yield. The slightly larger LNG carriers have proven popular with US producers and exporters seeking economies of scale on US to Asia shipments. US LNG producer Cheniere Energy was unveiled as the charterer on the newbuildings. There was also a glimpse of fleet renewal business with Angolan state energy company Sonangol booking a single LNG newbuilding and pencilling in slots for two more for the Angola LNG project. Looking ahead, shipyards remain bullish on further LNG orders this year, despite the war in the Middle East sounding notes of both caution and confusion over its impact on the sector. One factor concerning market players is QatarEnergy's huge LNG newbuildings project. Questions are being asked as to whether the delivery of some of these vessels will now be delayed at yards after Qatar suspended its LNG production and suffered damage to two of its liquefaction trains following a drone strike. Some owners fear these vessels will be pumped out on schedule but offered to the wider charter market, soaking up tonnage requirements that might have been available to others. There is also interest as to whether TotalEnergies and its partners will move forward with their planned 17 LNG carriers for the Mozambique LNG project. This week, BRS Shipbrokers said in its annual review that a further 272 LNG carriers will need to be ordered in the next seven years to meet demand growth and fleet requirements, translating to around 40 newbuilding orders per year until 2032. Source: www.tradewindnews.com

AT LEAST US\$25BN, AND YEARS, TO RESTORE ENERGY INFRASTRUCTURE DAMAGED IN IRAN WAR

'Capital alone will not be sufficient' to bring Qatar LNG's damaged Ras Laffan facilities back online, says Rystad Energy's analysis, which points to fragility in the manufacturing supply chain fragility in the manufacturing supply chain for LNG terminal components is a key consideration for estimating the extent of cost and supply disruption energy markets are likely to face from war-damaged energy

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

GLENFARNE’S COMMODITIES UNIT TO OFFTAKE TEXAS AND ALASKA LNG VOLUMES

US energy firm Glenfarne said it is expanding its global LNG commodities platform, Glenfarne Global Commodities, to include 1.5 mtpa of LNG offtake from Texas LNGs planned 4 mtpa export terminal in the port of Brownsville as the project nears a final investment decision. In addition to the Glenfarne-operated Texas LNG project, GCC will offtake Alaska LNG volumes determined when customer allocations are finalized in the coming weeks, according to Glenfarne. Glenfarne, which became the majority owner of the Alaska LNG project last year, is developing Alaska LNG in two financially independent phases to accelerate project execution. Phase One consists of a 739-mile (1,287 km) pipeline, while Phase Two of the project will add the LNG liquefaction terminal and related infrastructure to export 20 mtpa of LNG. Glenfarne said in a statement that this provides GGC and its LNG projects with commercial flexibility and optionality that benefit from an LNG portfolio serving both the Atlantic and Pacific basins. “The addition of these volumes to GGC’s marketing portfolio reflects Glenfarne’s conviction that the global LNG market will continue to be buoyed by compelling long-term fundamentals, supported by the growth of LNG as a vital fuel to power generation, industries, and data centers, and driven by ongoing geopolitical tensions,” Glenfarne said. Glenfarne noted that GGC was formed to further develop its global LNG capabilities, including LNG trading and import into markets Glenfarne serves directly or through subsidiaries. One of Glenfarne’s subsidiaries is one of Colombia’s largest importers of LNG, having imported more than 50 cargoes over the last two years while providing a robust commercial offering to domestic natural gas users, the company said. EQT amendment GGC has entered into a long-term offtake arrangement with Texas LNG for 1.5 mtpa of offtake capacity to serve Atlantic markets. In addition, Glenfarne anticipates adding offtake from Alaska LNG to GGC’s supply portfolio when Alaska LNG becomes operational in 2031. According to Glenfarne, GGC’s offtake obligations under the long-term arrangement with Texas LNG will be underpinned by investment-grade fundamentals supporting project finance underwriting. Glenfarne said the increase in GGC’s capacity was accommodated through an agreement with EQT to amend its long-term offtake from Texas LNG to 0.5 mtpa. In 2024, US natural gas producer EQT entered into a binding agreement for liquefaction services from Texas LNG’s planned facility in Brownsville to produce 2 mtpa of LNG under a 20-year tolling agreement. More than \$10 billion in underwriting capacity. Glenfarne said that Texas LNG continues to “advance toward a targeted second-quarter final investment decision. “The company has received letters from an initial bank group with more than \$10 billion in underwriting capacity, nearly double the project’s requirements,” it said. “This support reinforces the high-quality project financing aspects of Texas LNG in the bank syndication market. Project financing is being led by financial advisors CIBC and Mizuho,” Glenfarne said. Glenfarne also noted that it has executed a lump-sum turnkey engineering, procurement, and construction agreement with Kiewit for Texas LNG and will use Kiewit Offshore Services in Ingleside, Texas, to fabricate the project’s liquefaction, pretreatment, and pipe rack modules. Source: www.lngprime.com

of “New NFE” corporate debt from \$5.7 billion to \$527.5 million, the issuance of up to \$2.5 billion of “New NFE” preferred equity, and the issuance of 65 percent of “New NFE” common equity. Moreover, existing NFE shareholders will have their ownership diluted to 35 percent of “New NFE” common equity and are subject to further dilution if some or all the preferred equity is converted at the end of year three.

Source: www.lngprime.com

HUDONG-ZHONGHUA LAUNCHES TOTAL ENERGIES LNG BUNKERING VESSEL

China’s Hudong-Zhonghua has launched an 18,600-cbm LNG bunkering vessel it is building for French energy giant TotalEnergies. The shipbuilder also delivered MOL’s LNG carrier Greenenergy Wind. The shipbuilder said in a statement on Wednesday that the newbuild (H1930A) is the first “V3.0 version” 18,600-cbm LNG bunkering vessel, and marks its 100th LNG storage and transportation vessel. This vessel is also the first to be launched from Dock No. 1 at Hudong-Zhonghua’s new shipyard, it said. In March last year, Hudong-Zhonghua held a steel-cutting ceremony for the newbuild, attended by officials from Spain’s Ibaizabal, Bureau Veritas (BV), and others. The shipowner of the vessel is Ibaizabal and the operator is TotalEnergies. Hudong-Zhonghua said the new LNG bunkering vessel is 135.9 meters long, 24.5 meters wide, and 16 meters deep. In July 2024, Hudong-Zhonghua confirmed that it had secured this order to build one 18,600-cbm LNG bunkering vessel for TotalEnergies. This new vessel is similar to the 135-meter-long 18,600-cbm LNG bunkering ships, Gas Vitality and Gas Agility, which Hudong-Zhonghua previously built for owner Japan’s MOL and charterer TotalEnergies. However, this 2.0 version has “better ship-to-shore compatibility, lower energy consumption and emission, and better energy saving and environmental protection,” Hudong-Zhonghua said. In addition to this newbuild, Hudong-Zhonghua secured another order to build one 18,600-cbm LNG bunkering vessel for TotalEnergies and Ibaizabal in July last year. This is the optional vessel as part of the 1+1 order announce in July 2024

Delivery of Greenenergy Wind

Hudong-Zhonghua also announced in the statement the delivery of the 174,000-cbm LNG carrier Greenenergy Wind, which was named last month. According to the shipbuilder, the vessel was delivered three months ahead of the contracted schedule to Japan’s MOL and Cosco Shipping’s unit CSLNG. Also, this is the 61st large LNG carrier delivered by Hudong-Zhonghua. This is the fifth of six LNG carriers MOL, in a partnership with CSLNG, ordered at the shipbuilder in January 2022. China’s energy giant CNOOC will charter all six LNG carriers, and it is also part of the JV that owns the vessels. This is the world’s first fifth generation “Changheng” series LNG carrier. The 299-meter-long vessel features GTT’s NO96 Super+ containment system and WinGD 5X72DF2.1 dual-fuel main engine. Source: www.lngprime.com

AMIGO LNG, IRH SEAL 20-YEAR SPA

Amigo LNG, a unit of LNG Alliance, has signed a 20-year sales and purchase agreement with 2PointZero’s International Resources (IRH) to supply the latter with liquefied natural gas from its planned 7.8 mtpa LNG export plant in Mexico. According to a statement by Abu Dhabi-based 2PointZero, IRH will purchase 1 million tonnes per annum (mtpa) of LNG for 20 years from Amigo LNG’s export terminal in Guaymas, Sonora, Mexico. 2PointZero noted that deliveries are expected to begin when the project’s liquefaction train enters commercial operations in the second half of 2028. The deal provides direct access to Asian markets while bypassing Panama Canal constraints, enhancing delivery efficiency and cost competitiveness, it said. “This milestone reflects IRH’s continued focus on building resilient, geographically diversified energy supply chains to meet growing global demand,” the statement said. IRH’s integrated model

regasification system, dual-fuel engines, selective catalytic reduction system, boil-off gas management, and other technologies which will improve performance and efficiency while lowering emissions. The vessel's tanks feature GTT's Mark III Flex membrane containment system. Moreover, the unit is equipped with the world's first H54DF HiMSEN engine. Following delivery, Exclerate will have 12 FSRUs in its fleet, including a chartered FSRU integrated with the Jamaican assets. Source: www.lngprime.com

GASFIN TAKES OVER COMMERCIAL MANAGEMENT OF GERMAN LNG TERMINALS

Bonn-based Gasfin said it had taken over the commercial management for DET's three FSRU-based LNG import terminals in Germany. Gasfin said in a statement that the new role at the LNG terminals in Brunsbuttel, Wilhelmshaven 1, and Wilhelmshaven 2 is effective as of April 1. With this step, Gasfin is expanding its role in terminal operations. In addition to technical and operations management, Gasfin now also assumes responsibility for the commercial steering of terminal processes - from LNG deliveries to entry into the gas grid, the company said. Gasfin said the focus of commercial management is the coordination across all terminal interfaces. "What may sound abstract at first is, in practice, a core element of terminal operations. With our team, we ensure 24/7 that booked capacities are turned into reliable gas deliveries," says Danny van Schie, managing director of Gasfin Services. Gasfin's key responsibilities include the planning and coordination of LNG deliveries, alignment with capacity holders, terminal operators, and grid operators, as well as terminal capacity management. This is complemented by the monitoring of delivery volumes and gas quality, as well as gas accounting and billing, the company added. Regas volumes rising State-owned German LNG terminal operator Deutsche Energy Terminal (DET) has set a new record with its regasified volumes in the first quarter of this year. DET said on Tuesday that its three chartered FSRUs delivered more than 25 terawatt-hours (TWh) of natural gas into the German grid during the period. This is a 2.5-fold increase compared to the previous year's figure (10 TWh; Q1 2025) and corresponds to around 10 percent of Germany's total natural gas storage capacity, according to DET. After three years of operation, DET now employs specialists from over 18 countries at its sites in Brunsbuttel, Stade, and Wilhelmshaven, as well as at its headquarters in Dusseldorf. Last year, the federal government's subsidiary fed 79 TWh into the grid via its FSRU-based facilities, significantly higher than the figures for the two previous years (59 TWh each). This follows the commissioning of its second Wilhelmshaven FSRU-based facility in May last year. DET also said that it continues to work on the Stade FSRU project and the construction of a new jetty at the Brunsbuttel Elbe port. In November 2025, DET announced that the Stade FSRU-based terminal would not go into operation before the second quarter of 2026, after it assumed responsibility for the superstructure from Hanseatic Energy Hub. In March 2024, the 2021-built 174,000-cbm FSRU, Energos Force, owned by Apollo's Energos Infrastructure and chartered by Germany's federal government, arrived at the AVG jetty in Stade. However, DET terminated the contract related to the Stade FSRU-based facility with compatriot Hanseatic Energy Hub, the developer of the onshore LNG terminal in Stade, in March last year. DET also sub-chartered Energos Force for deployment in Jordan. Source: www.lngprime.com

NFE SEALS LONG-TERM DEAL FOR BRAZILIAN LNG TERMINAL

US LNG firm New Fortress Energy said on Tuesday that its Brazil platform has signed a long-term lease and capacity agreement for the FSRU-based LNG import terminal in Santa Catarina, Brazil. NFE announced in a statement that its Brazil platform has entered into an agreement for its Terminal de Gas Sul (TGS). According to NFE, the lease agreement is expected to commence in August 2026.

Acceleration Act passed by the federal government in 2022 include the Stade FSRU project and the construction of a new jetty at the Brunsbüttel Elbe port, which will strengthen the federal republic's security of supply through the construction, operation, and marketing of LNG terminals," DET said. DET did not provide further details regarding the Stade FSRU-based facility. In November 2025, DET announced that the Stade FSRU-based terminal would not go into operation before the second quarter of 2026, after it assumed responsibility for the superstructure from Hanseatic Energy Hub. In March 2024, the 2021-built 174,000-cbm FSRU, Energos Force, owned by Apollo's Energos Infrastructure and chartered by Germany's federal government, arrived at the AVG jetty in Stade. However, DET terminated the contract related to the Stade FSRU-based facility with compatriot Hanseatic Energy Hub, the developer of the onshore LNG terminal in Stade, in March last year. DET also sub-chartered Energos Force for deployment in Jordan. In addition to these facilities, private German LNG terminal operator Deutsche ReGas recently received permanent approval to operate its Mukran LNG facility with two FSRUs using onboard gas generators. Since October last year, around 21 TWh have been fed into the German long-distance gas network via the FSRU-based facility, according to Deutsche ReGas. Source: www.lngprime.com

PETROVIETNAM GAS SEEKS NEW SPOT LNG CARGO

PetroVietnam Gas, a unit of state-owned PetroVietnam, has released a new tender inviting firms to submit bids for one spot LNG cargo for delivery to the Thi Vai LNG import terminal. According to a tender document posted on the company's website, the cargo, with a quantity of 3,200,000 MMBtu, will be delivered from April 20 to May 14. PV Gas said the supplier "shall nominate a 2-day delivery window (final delivery window) within this range in its quotation. "The company launched the tender on Monday, and it closes on Wednesday, April 1, at 03:30 P.M. (Vietnam time). Last month, PV Gas released a new tender inviting firms to submit bids for one spot LNG cargo for delivery from April 2 to April 7. Before this, PV Gas had not issued a tender for spot LNG cargoes since May 2025. However, in August 2025, PV Gas launched a tender seeking a five-year term deal for LNG supplies. This was the first time PV Gas sought term LNG supplies. PV Gas awarded this tender to a subsidiary of UK-based LNG giant Shell.

Qatari LNG shipment

The company recently received a cargo of LNG from Qatar at its Thi Vai LNG import terminal. 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, equivalent to about 87 million Sm³ of natural gas. PV Gas said this is the company's first LNG import shipment in 2026, further affirming its role in proactively ensuring energy supplies for the national power system, especially amid significant fluctuations in the global energy market. This LNG shipment was loaded on February 26 at QatarEnergy's giant Ras Laffan LNG complex in Qatar. Notably, the ship departed the Middle East and passed through the Strait of Hormuz before military tensions in Iran erupted, ensuring that the transport journey was not interrupted amid the region becoming a geopolitical hotspot, PV Gas said. QatarEnergy stopped producing LNG at its giant Ras Laffan complex on March 2 due to military attacks on its operating facilities. It declared force majeure to its affected LNG buyers on March 4. The state-owned firm 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

According to the firm, the final LNG cargo is expected to be delivered on Monday, March 30. From the beginning of 2026 until the interruption due to force majeure expected in April, approximately 1.6 billion cubic meters of natural gas had been delivered. No impact on customers. The group confirmed that it does not expect any impact on its end customers, thanks to the “mitigation actions undertaken and the portfolio management activities currently in place.” Edison continues to closely monitor the situation and will promptly provide updates should any further relevant information become available,” it said. Edison has a long-term contract with QatarEnergy for the supply of 6.4 billion cubic meters of gas per year to Italy. The contract, which began in 2009, has a total duration of 25 years. 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. QatarEnergy stopped producing LNG at its giant Ras Laffan complex on March 2 due to military attacks on its operating facilities. The LNG producer declared force majeure to its affected LNG buyers on March 4. On the other hand, US LNG exporter Venture Global LNG and Edison just signed a commercial agreement to settle the pending arbitration over LNG sales from the Calcasieu Pass plant in Louisiana. As part of the settlement, Edison and Venture Global have also agreed to deliver additional LNG cargoes to Europe. Venture Global said the first delivery is scheduled for May at Italy’s Adriatic LNG import terminal, owned by VTTI and Snam. Source: www.lngprime.com

ATLANTIC LNG RATES DROP BELOW \$100,000 PER DAY

Atlantic LNG shipping rates dropped below \$100,000 per day this week for the first time since the start of the Middle East conflict, according to Spark Commodities. “Spark30S (Atlantic) rates have dropped \$85,250 week-on-week, now at \$96,500 per day – the lowest rates since the outbreak of the conflict (2nd March) and largely driven by the US front-month arb to Asia being firmly closed and pointing to Europe for the past week, incentivising US cargos to remain within the Atlantic basin and thus increasing vessel availability,” Spark’s data lead, Qasim Afghan, told LNG Prime on Friday. He said Spark25S (Pacific) rates have dropped \$33,750 to \$108,000 per day.

“While conflict in the Middle East remains far from resolved, there is at least more stability in the prompt LNG commodity and freight markets this week,” Fearnley LNG said in its weekly LNG report on Thursday. The Oslo-based advisory and brokering firm noted that shipping has “remained largely secondary to commodity price, and although swings in LNG DES levels have determined the direction of traffic to some extent, high freight rates have limited a full and sustained opening of the US-Asia arbitrage.” Despite fixing levels still being well above this year’s pre-conflict outlook, the apparent easing of the initial shock has given rise to a softening of sentiment across the board. Prompt vessels are competing more aggressively for employment, giving charterers more leverage in negotiations,” Fearnley LNG said. Fearnley LNG said it remains to be seen whether the market is resilient enough to maintain levels above long-term breakeven; however, in the short term, it does appear that elevated cargo prices are supporting healthier freight levels. “Looking beyond, the uncertainty in when or how the conflict will end, how production will be affected in the Middle East, and the future direction of trade flows are causing headaches in pricing longer-term charters. Although owners are there to lock in longer periods, the lack of clarity is impeding activity in the multimonth space,” it said. “Forward availabilities provide even larger and perhaps sharper headaches for charterers, who wrestle with the risk of remaining short versus locking in flexibility at a premium to their now-outdated forecasts,” Fearnley LNG said. Increased demand for delivery slots into NW-Europe. In Europe, the SparkNWE DES LNG dropped compared to last week. “The SparkNWE front-month DES LNG price for April delivery, assessed as a basis to the TTF, has widened 9.5c to TTF – \$0.445 for NW-Europe front month delivery,

vessels departing US ports was 134 Bcf, up less than 1 Bcf from the previous week. Cheniere's Sabine Pass plant shipped nine LNG cargoes, and the company's Corpus Christi facility sent five shipments during the week ending March 25, according to the report. Moreover, Venture Global LNG's Plaquemines terminal sent seven cargoes, the Freeport LNG facility sent five shipments, and Sempra Infrastructure's Cameron LNG terminal shipped four cargoes. Venture Global's Calcasieu Pass facility shipped three cargoes, and the Cove Point facility sent two cargoes. The Elba Island LNG facility did not ship LNG during the week under review. Henry Hub down EIA reported that the Henry Hub spot price decreased by 22 cents from \$3.14/MMBtu last Wednesday to \$2.92/MMBtu this Wednesday, after averaging \$3.01/MMBtu over this report week. According to the agency, Henry Hub spot prices have remained near \$3.00/MMBtu since mid-February due to declining residential and commercial demand. Warmer temperatures in the West were offset by near-normal temperatures in the Midwest and eastern United States, continuing to support prices that have been largely flat over the past month. Total US consumption of natural gas in the residential and commercial sectors fell 11.4 Bcf/d compared with last week, according to LSEG data. TTF averaged \$19.35/MMBtu. EIA said that the price at the Dutch Title Transfer Facility in Europe averaged \$19.35/MMBtu, \$1.96 higher than the previous week. Moreover, the Japan-Korea Marker price averaged \$21.11/MMBtu. This is \$2.88 higher than the previous week, EIA said. Source: www.lngprime.com

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