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(SALE AND PURCHASE) (GAS PROJECTS)

MERCURIA NAMED AS CHARTERER OF YANGZIJIANG'S FIRST LNG NEWBUILDING

Chinese yard nets business for one of two vessels it opted to build speculatively Trader Mercuria is being named as the charterer of at least one of two LNG carrier newbuilding's being constructed speculatively by China's Yangzijiang Shipbuilding. Brokers said Swiss-headquartered Mercuria is believed to have fixed one of the 175,000-cbm ships and may take the second. They said the vessel has been chartered for between four and five years. Others defined the period as two firm years, plus options to extend the hire by two single years. The charter rate on the ship is reported to be a floating level calculated at 88% of the BLNG2 — the Baltic Exchange's US Gulf to Continent rate estimate. The as-yet-unnamed newbuilding — Hull No YZJ2022-1475 — is scheduled for delivery this month. A sister ship with a consecutive hull number is also listed as due out in June. Tradewinds has contacted Mercuria for comment on the reports. Yangzijiang does not comment on its commercial activity. The Chinese yard made its break into LNG carrier construction in October 2022.It netted a pair of orders for newbuildings priced at about $235m each from Germany's Hammonia Reederei and Peter Dohle, with apparent backing of the German government. But the ship owning duo opted not to proceed and no deposits were paid. However, Yangzijiang remained set on making its move into LNG newbuildings and opted to move ahead with the vessels on speculation. The ships were booked for delivery in December 2025 and April 2026 from Jiangsu Yangzi Xinfu Shipbuilding Co's yard in Taixing, Taizhou.This would not be the first time Mercuria has moved in on delivering LNG newbuilding tonnage. In late 2024, the trader was seen taking two LNG carriers, contracted by JP Morgan's interests, ex-yard on a one to two-year basis. This duo was also booked on a floating rate structure Mercuria has been building out its LNG portfolio and trading activity. In its most recent deal, the trader signed a 20-year agreement to buy up to 1.5 mtpa from upcoming US producer Commonwealth LNG.But it is also looking downstream, tying up deals to supply Turkey's Botas and Guangzhou Gas Partnership while also hooking up with Greece's Motor Oil Hellas on use of its planned Dioriga Gas floating storage and regasification unit. Brokers said term time-charter activity for LNG carriers has been concentrated in the short to medium-term due to the uncertainty in the market. This is centred on concerns regarding the loss of production from the Middle East Gulf region but also the record number of LNG newbuildings delivering into a market where Europe and Asia are being seen competing for cargoes.Brokers said charterers are limiting the period or their term business while they see the situation play out.They price rates for one to three-year fixtures of modern two-stroke LNG carriers around the low $80,000-per-day mark. Source: www.tradewindsnews.com

TRAFIGURA SNAPS UP EXXONMOBIL LNG NEWBUILDING IN TERM DEAL

Vessel details of relet remain sketchy Trading house Trafigura is being linked to the charter of an LNG carrier newbuilding contracted against long-term hire to ExxonMobil. Brokers said it has been fixed for two years from the fourth quarter of 2026.The 174,000-cbm vessel has not been named. Mercuria named as charterer of Yangzijiang's first LNG newbuilding Brokers said it is likely to be a relet of one of the newbuildings ExxonMobil is due to take delivery of this year. These vessels, and the oil major's existing tonnage, which could also be candidates, are normally handled through ExxonMobil's shipping arm, SeaRiver Maritime.One broker pointed to the two newbuildings contracted by Japan's Meiji Shipping at Hanwha Ocean in South Korea against charters with ExxonMobil. The first of these, the 174,000-cbm Esteem Penguin, is due for delivery in July. A sister ship, the Esteem Denali, is scheduled for an August handover. ExxonMobil is also due to take delivery of another Hanwha Ocean newbuilding this month. The 174,000-cbm Seri Dayang (built 2026) is the last of four ships for ExxonMobil contracted by MISC and listed under Petronas' LNG fleet. No rate details were given. Brokers are quoting charter rates for one to three-year hire periods in the $80,000-per-day region. TradeWinds has contacted ExxonMobil for confirmation and further details. Trafigura declined to comment.Trafigura is relatively opaque about its LNG shipping volumes compared with the detail it gives on the other commodities it trades.But it continues to add to its LNG portfolio, which is likely to increase its demand for tonnage.In March, Trafigura signed a deal to buy 500,000 tonnes per annum of LNG from rapidly expanding US producer Venture Global. The deal runs for five years and kicks off in 2026.ExxonMobil, which recently moved into LNG bunkering with newbuilding orders, is building out its shipping fleet as it deepens its bet on the fuel. Laden Indian LNG carrier openly sails through Strait of HormuzIn 2027, it will take on a further five LNG carrier newbuildings contracted by Seapeak.In February, TradeWinds reported that shipyards were limbering up for an incoming tender from ExxonMobil this year for what could be up to 20 LNG carrier newbuildings. The major, which recently started up the Golden Pass LNG export plant in the US with partner QatarEnergy, is expected to need vessels for its upcoming Rovuma LNG project in Mozambique and for the planned expansion of its PNG LNG development in Papua New Guinea.. Source: www.tradewindsnews.com

LNG CARRIER SAILS THROUGH HORMUZ WITH AIS SWITCHED ON, CARRYING QATARI CARGO

An LNG carrier appears to have sailed through the Strait of Hormuz with its AIS signal on, amid reports of a peace agreement between the US and Iran, although shipping traffic is unlikely to return to normal immediately Kpler reported on 15 June that 2004-built *Disha*, chartered by India's state-owned Petronet, had crossed the Strait carrying a QatarEnergy cargo. According to analysts, this is the first QatarEnergy LNG shipment expected to reach India since the outbreak of conflict in the Middle East in late February.Maritime traffic data providers noted that *Disha* is the first and only confirmed vessel to have crossed the Strait since Pakistan's Prime Minister Shehbaz Sharif announced that the US and Iran had agreed to an immediate and permanent cessation of military operations.Kpler analysts highlighted that *Disha* completed the transit without switching off its AIS transponder, unlike earlier QatarEnergy-linked LNG carriers, which went dark while passing through the Strait. However, BIMCO warned on 15 June that "unclear statements" from the US and Iran, combined with a history of overly optimistic reassurances, mean that transits through the area remain highly risky. Shipowners speaking to Riviera said the situation remains fragile, with much of the industry adopting a wait-and-see approach until greater clarity emerges and it is considered safe to resume normal trading patterns through the region. According to Marine Traffic data, 29 verified vessel crossings were recorded between 10 and 14 June, involving crude oil, refined products, LPG, chemicals, methanol and general cargoes. Disha loaded at Qatar's Ras Laffan terminal in early March and remained idle in the Gulf before transiting the Strait, Kpler added. The vessel is currently in the Arabian Sea and is signalling a destination in the Indian Ocean. The transit marks the eighth QatarEnergy-linked LNG carrier to exit the Gulf since shipments began resuming in late May following months of disruption in the region. Kpler also identified Al Kharaitiyat, Mihzem, Fuwairit, Al Rayyan, Rasheeda, Al Daayen and Lebrethah among the laden vessels that have departed the Gulf.Recent QatarEnergy cargo flows have been concentrated on Pakistan and China, alongside deliveries within the Gulf to Kuwait and Dubai.. Source: www.rivieramm.com

PAKISTAN ANNOUNCES DEAL BETWEEN US AND IRAN; FATE OF STRAIT OF HORMUZ TRANSITS UNCLEAR

US President Trump says he "fully authorize(s) the toll-free opening of the Strait of Hormuz" but Iran's state media has claimed the deal calls for reopening of strait under "Iranian arrangements "Reports from world leaders indicate that the beginnings of a peace deal have been reached in the three-and-a-half-month war between the US and Israel and Iran. Pakistan's Prime Minister Shehbaz Sharif was the first to announce the deal, taking to X (formerly Twitter) to say that "both sides have declared the immediate and permanent termination of military operations on all fronts, including in Lebanon," where Israel and Hezbollah have continued to trade attacks during a more than month-long supposed ceasefire that preceded the announcement of what Pakistan called "the Peace Deal". Israel reportedly bombed a Beirut suburb on the day the deal was announced, drawing criticism from the US and Iran.Israel's Prime Minister Benjamin Netanyahu has not commented on the reports of a deal between the US and Iran. The most recent two posts on his X account were a statement defending a drone strike in Lebanon due to what he said were "continued Hezbollah attacks" and a message wishing US President Trump happy birthday. A far-right Israeli minister, however, was reported to have claimed that Israel is not bound by the terms of the deal and that the country is "not party to this agreement". Prime Minister Sharif indicated that the agreement of a deal, which Iran's state media outlet Mehr called a "memorandum of understanding between the governments", was the first step in a lengthy schedule of meetings and talks to reach an "official signing ceremony". That ceremony's place and time have reportedly been set for Switzerland on Friday, 19 June."With the agreement now in place, mediators will facilitate a series of meetings this week. These pre-implementation discussions will lay the foundation for the technical talks and the official signing ceremony," he said.US President Donald Trump took to his own social media platform soon after the announcement from Pakistan to exclaim that "oil will flow on both ends again for the region, and the world". "The Deal with the Islamic Republic of Iran is now complete. Congratulations to all! I hereby fully authorize the toll-free opening of the Strait of Hormuz, and simultaneously herewith, authorize the immediate removal of the United States Naval blockade," Mr Trump said, concluding, "Ships of the World, start your engines. Let the oil flow! "However, Iran's Mehr agency had previously reported on draft terms of the deal, showing a reopening of the Strait of Hormuz within 30 days and "under Iranian arrangements". International Maritime Organization Secretary-General Arsenio Dominguez said he welcomed the agreement. "This signals a crucial return to peace, dialogue, multilateralism and diplomacy, and in particular, an important step toward restoring safety in this vital maritime corridor for seafarers and ships, as well as safeguarding the fundamental principle of freedom of navigation," he said. The Secretary-General expressed sympathies for all victims of the conflict, and particularly seafarers affected and to their families, noting the deal would allow IMO to work to extricate vessels and crew that have been trapped inside the Middle East Gulf for more than three months. "The agreement also allows IMO to advance its plan to evacuate the thousands of seafarers stranded in the area. The Organization is working in close collaboration with Member States and partners to implement this plan safely and effectively. However, its implementation will require time to ensure that all necessary safety and security guarantees are in place. "The UK and France, Germany and Italy released a joint statement upon news of the US-Iran deal, saying it is "vital" to conclude detailed negotiations and implement the agreement "rapidly and comprehensively". "This is a moment of opportunity to restore regional stability and stabilise the global economy," the joint group of Europe's four largest economies said. The mini bloc also indicated their willingness to assist with mine clearance efforts and to play an "independent" role in reassuring commercial shipping of safe transit. "The urgent re-opening of the Strait of Hormuz with unconditional and unrestricted freedom of navigation is essential. We are committed to playing our part to achieve this —in accordance with our respective constitutional requirements— including through a strictly defensive and independent mission to reassure commercial shipping and conduct mine clearance operations," the countries said. The International Chamber of Shipping (ICS) reiterated that extracting the hundreds of ships stuck in the Middle East Gulf will not be immediate and indicated the IMO is best positioned to coordinate efforts. “This announcement comes as a relief to the 20,000 seafarers who have been caught in the middle of this war. Their safe departure from the region must be a top priority but will take time," the ICS said. "With around 500 ships needing to pass through the Strait to exit the area this will require coordination. The International Maritime Organization has a crucial role, working alongside industry and states in the region, to ensure this is done as safely and as quickly as possible."Similarly, BIMCO suggested any return to normalisation of traffic through the Strait of Hormuz should come under the direction of the United Nations to clarify matters including safe transit routes, traffic separation measures, sequencing of ships leaving the Gulf, reporting procedures, ship security procedures and procedures for naval protection and emergency response. "The statements by the US and Iran are currently unclear and do not offer sufficient information regarding key aspects such as timings and safe routes. Due to lack of details and a history of overly optimistic reassurances, we believe the security situation for the shipping industry remains volatile, and we still consider it very risky for ships to commence transits at this point. We advise shipowners to continue doing thorough risk assessments and appeal to all parties to put the safety of seafarers first," BIMCO said.Intertanko, too, has weighed in on the situation, telling ship masters to "take nothing for granted”. Iran’s Islamic Revolutionary Guards Corps (IRGC)-linked Fars news agency has claimed that Iranian negotiators changed the text of the "understanding regarding the Strait of Hormuz" to include "changes that definitively and explicitly emphasized the issue of exercising Iranian-Oman sovereignty over the Strait of Hormuz". The text of the agreement remains unpublished.Claims regarding vessel traffic through the Strait of HormuzIn the days leading up to the announcement of a deal, IRGC-linked entity the Persian Gulf Strait Authority (PGSA) has claimed the strait will be "closed until further notice". The PGSA blamed ’aggressive’ US forces for what it said was a complete closure of the Strait of Hormuz through which it purports to manage transit."Applicants who have already obtained transit permits are kindly requested to remain patient and await further notice by the PGSA," the entity said in a post to X (formerly Twitter).US CENTCOM refuted the claim of a closed strait, saying "commercial ships are continuing to transit in and out of the Strait of Hormuz," in the early hours of 11 June, local time. Donald Trump made claims to media and on his own social media platform that the US military had undertaken "a secret mission to support oil tankers and other commercial ships through the Straight [*sic*] of Hormuz". Mr Trump claimed that 200 vessels and 100M barrels of oil had been ferried safely through the strait. "I’m just announcing today for the first time. We’ve been taking out millions of barrels of oil, millions of barrels. Every night, we took out oil. Now I’m going to tell you, because they just figured it out," Mr Trump said, referring to Iran. Independent oil cargo tracking firm Tanker Trackers claimed in a post on X that there were several "dark ship-to-ship transfers of oil in the Middle East” over the weekend of 7-8 June. If Mr Trump’s claims are true, the 100M barrels of oil only represent a fraction of the oil flows that typically transited the Strait of Hormuz prior to current restrictions on transits stemming from the US and Israeli-initiated war against Iran. Kpler told Riviera that the prewar baseline was around 545.5M barrels of oil per month exported through the Strait of Hormuz, using the three-month average as of February 2026. That is equivalent to roughly 18M barrels per day moving through the strait before the war broke out. “If we take the claim of 100M barrels transported under US guidance at face value, that volume represents only about 18% of one normal prewar month of exports through the Strait of Hormuz. Put another way, it is equivalent to roughly five to six days of prewar flows," Kpler Maritime Risk and Compliance Manager Dimitris Ampatzidis said. Well-known shipping analyst Saul Mercogliano speculated that the US has been using autonomous vessels, aircraft and drones to provide escorts to vessels moving through the strait under cover of darkness. Transiting overnight and with AIS transponders off, a group of tankers would run oil out of the Middle East Gulf, transfer the oil to other tankers waiting in the Gulf of Oman and then return covertly through the Strait of Hormuz to reload, he theorised. “Tankers, including Very Large

Crude Carriers are exiting the Persian Gulf," Mr Mercogliano said in a speculative post on X. "The VLCCs are conducting ship-to-ship (STS) transfers to other tankers in the Gulf of Oman. The empty tankers, which ran the Strait with[out] their AIS, run back through the strait to pick up a new load of oil from the UAE, Saudi Arabia, Bahrain, Qatar or Iraq."Mr Mercogliano said his theory would explain the relatively static number of ships that have remained trapped in the Middle East Gulf and surmised that the vessels making the trips back and forth through the strait would have access to some type of war risk insurance coverage. "This explains why we have not seen an appreciable drop in the number of ships stuck in the Persian Gulf. By running the same ships, war risk insurance, potentially provided by the US through the Development Finance Corporation (DFC) through a pool of approximately of US$40Bn, could be covering these ships making the transits," he said, noting the theory may "also explain the recent announcement by Kuwait to fix new contracts for its oil". Mr Mercogliano further speculated that a downed Apache helicopter that the US cited as a cause for its escalation of attacks on Iran was "probably a part of this operation". Iran, too, appears to have enabled a limited number of energy-laden vessels to transit the strait. British Israeli maritime intelligence consultancy Windward AI said that, between 5-10 June, Iran-linked LPG cargoes reached India and Pakistan despite the US blockade on Iranian ports. "Five LPG carriers used AIS spoofing, dark transit, and fraudulent flags to obscure loading and voyage patterns," Windward said, noting that AIS-visible transits of the strait "dropped sharply after the MARIVEX disabling" by the US. Windward also pointed out that Kharg Island crude loading remains uncertain. US President Trump claimed on 11 June that US forces would be "hitting Iran very hard tonight" and that the US would, "at some point in the not-too-distant future" take control of Kharg Island.

Source: Source: www.rivieramm.com

CHINA'S LNG IMPORTS UP 1.6 PERCENT IN MAY

China, the world's largest importer of liquefied natural gas, reported a 1.6 percent year-on-year increase in LNG imports in May following declines for three straight months. Data from the General Administration of Customs shows that China received 4.86 million tonnes during May, the second-highest monthly volume this year after 6.67 million tonnes in January. May LNG imports rose compared to 4.64 million tonnes in April, 3.95 million tonnes in March, and 3.86 million tonnes in February. During January-May, Chinese LNG terminals received 22.76 million tonnes of LNG.This marks an 8.2 decrease compared to the same period last year, the customs data shows. Natural gas imports, including pipeline gas and LNG, were nearly flat in May, reaching 10.10 million tonnes.The data from the General Administration of Customs shows that China's pipeline imports dropped 0.3 percent year-on-year to 5.25 million tonnes last month.During January-May, pipeline imports dropped 1.5 percent to 23.84 million tonnes.GECF said China's LNG imports declined in March and April, mainly due to reduced supply from Qatar amid the Middle East conflict, while ample domestic supply and elevated spot prices limited the need for replacement purchases. The country was also reloading LNG volumes in March and April and sending them to other Asian countries as prices soared. Reports suggest that China has been ramping up LNG imports since May ahead of the summer months amid increased demand for cooling and electricity. It is also worth noting that the US and Iran just signed an initial agreement that includes reopening the Strait of Hormuz.However, market participants await official information regarding the full reopening of the Strait of Hormuz and the restart of Qatari LNG production and shipments.. Source: www.lngprime.com

LNG CANADA SHIPS 100TH CARGO

Shell-led LNG Canada has shipped the 100th cargo of liquefied natural gas from its Kitimat facility on the west coast of Canada.LNG Canada announced the milestone shipment in a social media on Thursday.However, the JV did not provide further details."Our focus continues to be on safe and responsible operations as we progress towards our vision of becoming a world-class asset, and helping Canada to become a top 5 global LNG exporting nation," it said.Shell and its partners started production at the first liquefaction train in June 2025.In November last year, the partners launched the second liquefaction train at the 14 mtpa LNG export plant in Kitimat.LNG Canada announced the departure of the 25th cargo during the same month. The facility shipped the 50th cargo in February this year. The plant is the first of its kind in Canada with an annual production capacity of approximately 14 million tonnes of LNG.A joint venture of US engineer Fluor and Japan's JGC recently received limited notice to proceed for the proposed Phase 2 expansion of the LNG Canada project. The Phase 2 expansion would double the facility's production capacity if a final investment decision is achieved. At 40 percent, Shell has the largest working interest in the LNG Canada JV.MidOcean Energy, the LNG unit of US-based energy investor EIG, completed its deal to buy a 20 percent interest in Petronas' entities in Canada, including a stake in the LNG Canada project, in December last year. Besides Petronas and MidOocean, other partners include PetroChina, Mitsubishi Corporation, and Kogas.Source: www.lngprime.com

INDIA'S LNG IMPORTS DOWN IN MAY

India's liquefied natural gas (LNG) imports decreased 21 percent year-on-year in May, preliminary data from the oil ministry's Petroleum Planning and Analysis Cell shows. The country imported 2.26 billion cubic meters, or about 1.8 million metric tonnes of LNG, in May via long-term contracts and spot purchases, PPAC's monthly report shows. PPAC said that "LNG import data for the month of May 2026 (as per Apr '26 inputs received from LNG importing entities reporting to PPAC) was 2266 mmscm, which was 20.97 percent lower than the corresponding month of the previous year. "India paid $1.1 billion for May LNG imports, the same as in May last year, the data shows.LNG terminals India imports LNG via eight facilities with a combined capacity of about 52.7 million tonnes per year. These include Petronet LNG's Dahej and Kochi terminals, Shell's Hazira terminal, as well as the Dabhol LNG, Ennore LNG, Mundra LNG, and Dhamra LNG terminals. The newest LNG import terminal is HPCL's 5 mtpa Chhara LNG import terminal in India's Gujarat, which launched commercial operations in February last year.PPAC said that during April-May 2026, the 17.5 mtpa Dahej terminal operated at 91.9 percent capacity, while the 5.2 mtpa Hazira terminal operated at 27 percent capacity.The 5 mtpa Dhamra LNG terminal operated at 36.9 percent capacity, the 5 mtpa Dabhol LNG terminal operated at 40.1 percent capacity, the 5 mtpa Kochi LNG terminal operated at 26.3 percent capacity, the 5 mtpa Ennore LNG terminal operated at 26.4 percent capacity, the 5 mtpa Mundra LNG terminal operated at 24.1 percent capacity, and the Chhara LNG terminal operated at 10.5 percent capacity.

Force majeure

In April, India's largest LNG importer, Petronet LNG, said in a stock exchange filing that facilities related to the expansion of its Dahej LNG terminal from 17.5 to 22.5 mtpa were commissioned on March 31.The Dahej LNG terminal is India's largest LNG import facility. It has eight LNG storage tanks, while Pertonet is also building a third jetty. The launch came amid the Middle East conflict and force majeure on LNG supplies. Petronet issued a force majeure notice on March 3 to its offtakers, including its shareholder GAIL, after it received a notice from state-owned LNG giant QatarEnergy, which stopped production at its giant Ras Laffan LNG plant due to attacks. QatarEnergy said 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. In March, the Indian government invoked emergency measures, prioritizing gas allocation to essential sectors amid the disruption of LNG shipments through the Strait of Hormuz. The US and Iran just signed an initial agreement that includes the full reopening of the Strait of Hormuz. According to its AIS data, the 138,000-cbm LNG carrier Disha is expected to deliver a Qatari cargo to Petronet's Dahej terminal this week after transiting the Strait of Hormuz. Source: www.lngprime.com

ENBW BUYS MORE LNG FROM VENTURE GLOBAL

German energy firm EnBW has agreed to buy more liquefied natural gas from US LNG exporter Venture Global LNG.Venture Global announced on Wednesday the execution of new, binding agreements for the purchase of approximately 0.82 million tonnes per annum (mtpa) for approximately five years commencing in 2026, to be supplied from Venture Global's portfolio. The company did not provide further details. The new agreements add to the existing long-term sales and purchase agreements (SPAs) between Venture Global and EnBW for 2 mtpa for 20 years. In June 2022, the two firms signed two 20-year sales and purchase agreements under which Venture Global would supply about 1.5 million tonnes per annum from its Plaquemines and CP2 facilities, starting in 2026.Later the same year, EnBW increased the quantity of its long-term LNG offtake from Venture Global by an additional 0.5 mtpa from Plaquemines and CP2 LNG.Venture Global supplied the first Plaquemines LNG commissioning cargo to EnBW last year."As one of Germany's top LNG suppliers, Venture Global is proud to strengthen our partnership with EnBW and support the region's energy security with a reliable supply of LNG," said Venture Global CEO Mike Sabel."The new mid-term agreements build on our strong, long-standing relationship with EnBW and reflects our commitment to meeting our customers' evolving energy needs. Our dynamic marketing platform uniquely positions us to provide supply solutions across the short, medium, and long term," he said.Venture Global and a joint venture between Greek companies Aktor and DEPA also recently doubled volumes under their previously announced LNG supply deal.Under the amended deal, Atlantic-SEE is doubling its existing contract with Venture Global from a minimum of 0.5 mtpa to 1 mtpa.. Source: www.lngprime.com

EQUINOR KICKS OFF HAMMERFEST LNG MAINTENANCE

Norwegian energy firm Equinor has shut down its Hammerfest liquefied natural gas (LNG) export plant for a planned three-day maintenance. An Equinor spokeswoman confirmed to LNG Prime on Monday that "short maintenance is planned at HLNG." "This is a regular maintenance stop," she said. Gassco data shows that Equinor started the maintenance on Monday and expects to complete it by Thursday. The 4.3 mtpa Hammerfest LNG plant liquefies natural gas coming from the Snohvit field in the Barents Sea. The LNG plant mainly supplies European countries with LNG. According to Equinor, its production capacity of around 6.5 bcm of gas per year is enough to supply 6.5 million households with light and heat. Gas reaches Hammerfest LNG via a 160-kilometer gas pipeline which became operational in the autumn of 2007. Equinor is the operator of both the Snohvit field and Hammerfest LNG with a 36.8 percent stake. Other license owners of Snohvit are Petoro (30 percent), TotalEnergies EP Norge (18.4 percent), Var (12 percent), and Harbour Energy Norge (2.81 percent). In December 2025, Equinor announced that the Snohvit Future project, which involves upgrading the Hammerfest LNG export facility, had been delayed by one year and its costs had increased approximately 4 billion Norwegian krone ($423 million) since 2024. The project includes onshore compression and electrification of the Hammerfest LNG terminal. Norway's Var Energy, a unit of Italy's Eni, and Equinor also plan to send natural gas from the Goliat gas export project in the Barents to Equinor's Hammerfest LNG export facility for liquefaction. Source: www.lngprime.com

CROATIAN FSRU WRAPS UP 600TH TRUCK LOADING OP

State-owned LNG Croatia, the operator of the FSRU-based Krk import facility, has completed the 600th LNG reloading operation directly from the vessel to a truck.The LNG terminal operator announced the 600th operation in a social media post.However, LNG Croatia did not provide further information.In April 2022, LNG Croatia started offering these services, and it completed the 100th ship-to-truck LNG operation in July the same year.The FSRU completed the 500th operation in March last year. On a monthly basis, terminal users can book about 40 slots to fill their trucks with LNG.LNG Croatia is owned by Croatian state-owned power utility HEP and Plinacro, the national gas transmission system operator (TSO), with 85 percent and 15 percent, respectively.Hungary's MFGK and a unit of Switzerland-based trading firm MET are some of the users of the facility.Croatia's FSRU-based LNG terminal on the island of Krk received 148 cargoes since the launch of operations in January 2021.According to LNG Croatia's website, the Krk LNG terminal has shipped more than 12.69 billion cubic meters of natural gas into the Croatian system.The Croatian FSRU mainly receives shipments from the US, but it also received cargoes from Algeria, Qatar, Nigeria, Egypt, Trinidad, Indonesia, and reloads from European terminals.Most recently, Croatia's FSRU-based LNG import facility received its first cargo from the BP-operated Greater Tortue Ahmeyim LNG project offshore Mauritania and Senegal.In November 2025, LNG Croatia boosted the capacity of its FSRU-based LNG import terminal on the island of Krk with the commissioning of a new regasification module.The new regasification module comprises one train with a maximum natural gas sendout of 250,000 cbm per hour. The total maximum capacity of the LNG terminal was thus increased from 3.9 billion cubic meters of natural gas to 6.1 billion cubic meters of natural gas. Source: www.lngprime.com

MOL, COSCO SHIPPING NAME LNG CARRIER IN CHINA

China's Hudong-Zhonghua has hosted a naming ceremony for a new 174,000-cbm LNG carrier built for Japan's MOL and Cosco Shipping's unit CSLNG.Hudong-Zhonghua held the ceremony for the newbuild vessel Greenergy Cloud on Wednesday. According to the shipbuilder, the vessel was completed three months ahead of the contracted schedule. This is the sixth and last LNG carrier MOL, in a partnership with CSLNG, ordered at the shipbuilder in January 2022.China's energy giant CNOOC chartered all six LNG carriers, and it is also part of the JV that owns the vessels. In 2024, Hudong-Zhonghua delivered the first vessel in this batch, Greenergy Ocean.

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

JAPAN'S LNG IMPORTS DOWN 15 PERCENT IN MAY

Japan's liquefied natural gas (LNG) imports decreased by 15.1 percent in May compared to the same month last year, according to provisional data released by the country's Ministry of Finance.Japan's liquefied natural gas (LNG) imports decreased by 15.1 percent in May compared to the same month last year, according to provisional data released by the country's Ministry of Finance.The country's LNG imports dropped to 3.96 million tonnes last month compared to 4.66 million tonnes in May 2025.LNG imports also dropped compared to 4.26 million tonnes in April, 5.87 million tonnes in March, 5.82 million tonnes in February, and 6.24 million tonnes in January.Moreover, Japan's coal imports for power generation rose in May compared to the same month last year.The ministry's data shows that coal imports were up by 14.1 percent to 6.60 million tonnes.

LNG import bill

The May LNG import bill, which was approximately $2.45 billion, down by 3 percent compared to the same month last year.JOGMEC said in its preliminary report last week that the average price of spot LNG cargoes for delivery to Japan contracted in May 2026 and scheduled to be delivered from the month onward (contract-based price) was not disclosed.Moreover, the average price of spot LNG cargoes that were delivered in Japan within the month of May 2026 regardless of the month when the contracts were made (arrival-based price) was 18.1/MMBtu.JOGMEC said confirmed figures for April 2026 were updated from the preliminary figures, with the contract-based price at $19.2/MMBtu. The arrival-based price remained unchanged at $17.9/MMBtu.LNG prices and shipping rates skyrocketed after QatarEnergy halted LNG production on March 2 due to military attacks on its operating facilities in Ras Laffan. The company also declared force majueure to its buyers on March 4.Japan Petroleum Exploration Co (Japex) previously said that it had purchased two spot LNG cargoes at "significantly" higher prices to substitute cargoes from the Middle East due to the ongoing blockade of the Strait of Hormuz.The recent announcment of a memorandum of understanding between the US and Iran pushed oil and gas, and LNG prices lower.However, market participants await official information regarding the full reopening of the Strait of Hormuz and the restart of Qatari LNG production and shipments.

LNG inventories

Japan's Ministry of Economy, Trade and Industry (METI) previously announced that Japan's LNG inventories for power generation stood at 2.06 million tonnes on May 3, down from 2.17 million tonnes the previous week.According to METI, LNG inventories stood at 2.12 million tonnes on May 10, 2.04 million tonnes on May 17, 1.95 million tonnes on May 24, 1.90million tonnes on May 31, 1.80 million tonnes on June 7, and 2.04 million tonnes on June 10.

Deliveries

As per LNG shipments to Japan in May, deliveries from Asia rose by 40.4 percent year-on-year to 899,000 tonnes, according to the ministry's data.Middle East LNG shipments dipped by 72.1 percent to 129,000 tonnes in May due to the conflict.Moreover, shipments from Russia dropped by 8.7 percent to 453,000 tonnes, while US deliveries rose by 43 percent to 677,000 tonnes in May.China, the world's largest importer of LNG, has not released official LNG import data for May, but its total gas imports, including pipeline natural gas, were flat last month.In April, China reported a 22.9 percent year-on-year decrease in LNG imports.During January-April, Chinese LNG terminals received 17.94 million tonnes of LNG.This is 4.25 million tonnes less than Japan imported during the four-month period.. Source: www.lngprime.com

EXXONMOBIL PENS HOA TO SUPPLY SOUTH AFRICAN LNG TERMINAL

US energy giant ExxonMobil has signed a heads of agreement with a joint venture of Dutch terminal operator Vopak and Transnet Pipelines to supply liquefied natural gas to the planned LNG import terminal in South Africa's Richards Bay.Zululand Energy Terminal announced on Wednesday that it has signed the initial agreement with ExxonMobil South Africa LNG, an affiliate of ExxonMobil, marking "another milestone" in the development of South Africa's first LNG import terminal at the Port of Richards Bay.ZET did not provide any details regarding the agreement. The HoA signals international market interest in supplying LNG to South Africa and supports the continued development of infrastructure required to establish a new gas import platform for the country, ZET said."This agreement represents more than a commercial milestone; it is a strong vote of confidence in the Zululand Energy Terminal and the future of LNG in South Africa. The participation of a global energy leader such as ExxonMobil reinforces the strategic importance of Richards Bay as an entry point for LNG and supports our vision of developing the infrastructure needed to unlock a competitive and sustainable gas market," Oliver Naidu, Director of ZET said."This agreement reflects ExxonMobil's global LNG experience and our commitment to support South Africa's energy security with reliable supply. With LNG markets continuing to expand globally, we see a strong opportunity to help meet growing demand for secure energy and look forward to working with ZET to progress this opportunity," Andrew Barry, Chairman of ExxonMobil LNG Market Development, said.Earlier this month, South Africa's state power company, Eskom, signed a heads of agreement with ZET to become a foundation customer for the planned LNG import terminal.Eskom will assume foundation customer status at the proposed terminal that will provide open access to LNG import, storage, and regasification infrastructure, underpinning Eskom's planned 3 000 MW gas-to-power program.

LNG terminal

In February 2025, South Africa's Transnet National Ports Authority signed a 25-year terminal operator agreement with the joint venture consisting of Vopak and Transnet Pipelines for South Africa's first LNG import terminal. Both TNPA, which is developing an LNG import terminal in the Port of Ngqura, and Transnet Pipeline are part of the South African rail, port, and pipeline company Transnet.Vopak is developing the LNG import project via its 70 percent-owned joint venture, Vopak Terminal Durban. The partners plan to develop the project in two phases.According to ZET, the first phase includes a floating storage unit (FSU) of at least 170,000 cbm capacity and an onshore regasification system with an indicative capacity of 3 mtpa, or about 400 mmscfd, and optional truck loading facilities.Vopak and Transnet Pipelines plan to take a final investment decision on this phase in 2028.The second phase includes an onshore LNG tank with a capacity of up to 220,000 cbm, potentialy replacing the FSU, and additional regasification capacity, increasing the total to 4.5 mtpa.. Source: www.apanews.net

UK SANCTIONS FOUR LNG CARRIERS

The UK government has imposed sanctions on four more liquefied natural gas carriers linked to Russian LNG exports.The Foreign, Commonwealth & Development Office announced in a statement on Tuesday “70 new sanctions targeting Russia’s decrepit shadow fleet, military procurement supply chains, and illicit finance networks used to circumvent sanctions.”The UK has now sanctioned almost 500 individuals, entities, and ships under its Russia sanctions regime in 2026 alone.According to the statement, the UK is the first G7 country to sanction several LNG vessels recently acquired by Russia “at great expense to service Russia’s sanctioned Arctic LNG 2 project, responsible for exporting millions of tonnes of LNG.”The vessels are Merkuriy (IMO 9326689), Kosmos (IMO 9300817), Luch (IMO 9317315), and Orion (IMO 9294264).According to VesselValue data, these four steam LNG carriers were sold by Oman’s Asyad Shipping earlier this year. Asyad Shipping announced in February that it had completed the sale of its partially-owned LNG vessels Ibra LNG, Ibri LNG, Nizwa LNG, and Salalah LNG, which were built by the company 20 years ago, for $110 million.The data shows that Ibra LNG was purchased by Turkiye-based Fidelity Denizcilik ve Ticaret and renamed Zahit LNG, and subsequently bought by an unknown Chinese buyer and renamed Merkuriy.The same Turkish firm bought the other three vessels.Salalah was renamed Cargi LNG and also subsequently sold to an unknown Chinese firm, which renamed the vessel Kosmos.The data shows that the Chinese buyer also purchased the other two LNG carriers, but then it sold the vessels to Russia-based Abakan LLC.Nizwa was renamed Vakit LNG, then Orion, while Ibri was renamed Akit LNG, then Luch.According to their AIS data over the last three months, all vessels appear to have visited Noavtek’s 360,000-cbm Saam FSU in Ura Bay near Murmansk, Russia, to load Arctic LNG volumes for onward delivery via Europe to Asia.

Arctic LNG 2

The Arctic 2 LNG project, in which Russian LNG exporter Novatek holds a 60 percent operating stake, has been severely impacted by sanctions imposed by the EU and the US.Novatek delivered the second gravity-based structure platform from its yard near Murmansk to the site of the Arctic LNG 2 project located on the Gydan peninsula in August 2024.The company completed the second GBS despite sanctions by the US, the EU, and the UK related to the Arctic LNG 2 project and LNG carriers.The first GBS left the Belokamenka yard in July 2024, and Novatek completed the installation on the underbake foundation on the seabed at the Utrenniy terminal in August of the same year.The first and second GBS each have a capacity of about 6.6 mtpa. It is worth noting that a Novatek unit recently received Russian approval to acquire a 10 percent stake in the Arctic LNG 2 project from French energy giant TotalEnergies, according to a presidential decree.. Source: www.lngprime.com

HANWHA OCEAN INKS MOU WITH KANATA FOR CANADIAN FLNG PROJECT SOUTH

Korea's Hanwha Ocean has entered into a non-binding memorandum of understanding with Canada's Kanata Clean Power & Climate Technologies to cooperate on a 12 mtpa floating liquefied natural gas export project planned for Prince Rupert, British Columbia. The project is expected to cost $15.7 billion**.** The two firms announced the memorandum in a joint statement on Tuesday. Under the terms of the MuU, Hanwha Ocean and Kanata intend to explore potential opportunities for cooperation across several technical and commercial areas, including engineering and construction of floating LNG production and related facilities, and operations and maintenance services over the facilities' operating life.The memorandum also includes strategic equity participation by Hanwha Ocean or affiliated entities, long-term LNG purchase arrangements, and midstream solutions including LNG carriers, LNG bunkering vessels, and more, the statement said.

Binding agreements

Any future commitments regarding engineering, investment, operations or LNG offtake remain entirely subject to further due diligence, the negotiation and execution of binding agreements, corporate board approvals, and customary conditions, the partners said.The proposed Kanata LNG project remains subject to numerous approvals and conditions, including environmental assessments, engagement with Indigenous communities, regulatory approvals, and the negotiation and execution of definitive commercial agreements, they said.

"Canada has world-class natural gas resources and strong long-term potential to support reliable LNG supply to Asia-Pacific markets. We are pleased to establish this strategic relationship with Kanata and to explore how Hanwha Ocean's FLNG, offshore engineering, construction, and marine energy capabilities could contribute to the proposed Kanata LNG project," Philippe Levy, president of Hanwha Ocean's energy plant unit, said.

Hanwha's LNG moves

Earlier this year, South Korean conglomerate Hanwha signed a memorandum of understanding with Fermeuse Energy to jointly develop the latter's planned LNG export project in the Canadian province of Newfoundland and Labrador.Last year, Crown LNG and Fermeuse announced plans to build a liquefaction and export facility valued at up to $15 billion in Newfoundland and Labrador.Hanwha and its units already have a stake in US LNG firm NextDecade, which is building the Rio Grande LNG export terminal in Texas.According to Hanwha Ocean's quarterly presentation, Hanwha Group has a 22.7 percent stake (HIP 9.1 percent, Aerospace 6.8 percent, Ocean 6.8 percent) in NextDecade and is the largest shareholder. In October last year, NextDecade took final investment decisions on the fourth and fifth train, bringing the total expected LNG production capacity under construction at Rio Grande LNG to approximately 30 mtpa.Source: www.lngprime.com

KOGAS REPORTS SLIGHTLY LOWER GAS SALES IN MAY

South Korean LNG importer Kogas said its gas sales decreased by 0.8 percent in May compared to last year. State-owned Kogas sold 2.37 million mt last month, compared to 2.39 million mt in May 2025, the firm said in a stock exchange filing. May sales were 11 percent lower compared to the previous month's 2.67 million mt, which marked an increase of 1.7 percent on the year. Purchases by power firms dropped 5.1 percent year-on-year to 1.19 million mt in May and were 9.3 percent lower compared to the previous month. Moreover, Kogas said its city gas sales rose 4.2 percent year-on-year to 1.17 million mt last month. City gas sales were 12.8 percent lower compared to the previous month.Kogas said in its results report last month that it sold 12.23 million mt in the first quarter of 2026.This is up by 3 percent compared to the three-month period in 2025.Kogas said its city gas sales decreased by 2 percent year-on-year to 7.29 million mt, while purchases by power firms rose 11.3 percent to 4.92 million mt.According to Kogas, there was a decline in heating demand due to higher average temperatures in the first quarter compared to the previous year. Also, Kogas said there was a decrease in industrial demand caused by delayed recovery in the manufacturing sector. Kogas noted there was an increase in LNG power generation due to lower baseload generation (resulting from increased nuclear power plant maintenance schedules) and reduced direct imports.

Korean LNG imports

Kogas operates 77 LNG storage tanks at five LNG import terminals in South Korea. The large terminals include Incheon, Pyeongtaek, Tongyeong, and Sam Cheok, while the firm has a small-scale regasification terminal at the Aewol port on Jeju island as well.In addition to these facilities, the firm is building a large terminal in the western port city of Danglin, and it expects to launch the first phase of this facility in May next year.Customs data shows that South Korean LNG terminals received 19 million mt of LNG in the first five months of this year, a drop compared to 19.95 million mt in the same period last year. Australia was the biggest supplier to South Korea in January-May with 5.29 million mt of LNG, followed by Malaysia with 3.55 million mt, Canada with 1.90 million mt, the US with 1.87 million mt, and Qatar with 1.60 million mt.South Korea has not received Qatari LNG in April and May due to the Middle East crisis. QatarEnergy 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 state-owned firm 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. Source:www.lngprime.com

KNUTSEN WORKING ON NUCLEAR-POWERED LNG TANKER

Norwegian owner Knutsen is exploring the possibility of retrofitting a small nuclear reactor on its steam liquefied natural gas (LNG) carrier. According to a recent statement posted on the website of the Norwegian University of Science and Technology (NTNU), there are now two demonstration projects underway, including a nuclear-powered LNG tanker, backed by Knutsen, and a specialized offshore vessel being developed with Island Offshore. This work is supported by a broader research and industrial effort - including the recently completed NuProShip II project - where ship designers, class and operators are examining how small modular reactors can be integrated into real vessel concepts."The focus is no longer on whether nuclear propulsion is possible but on how it can be implemented - and what stands in the way," the statement said.NTNU hosted a conference on June 9 where the projects were discussed. It appears that the demostatrion vessel is the 2004-built 138,000-cbm Cadiz Knutsen, which has a 28,000 kW steam turbine plant. The steam LNG carrier is planned for retrofitting with Tesser Atomics' molten-salt Triton reactors. This move comes at a time when Knutsen is investing heavily in expanding its LNG fleet. Knutsen recently announced that it is working on new projects to further expand its fleet of 50 LNG carriers. The company just ordered another LNG carrier from South Korea's Hanwha Ocean. This puts the total to nine LNG carriers the company ordered at the shipbuilder since last year. Source: www.lngprime.com

INPEX SAYS ICHTHYS LNG STRIKE TO DISRUPT PRODUCTION

Japan's Inpex expects the ongoing protected industrial action to disrupt production at both onshore and offshore Ichthys LNG facilities in Australia's Northern Territory.Australia's national workplace relations tribunal on Sunday denied a request by Inpex to stop industrial action at the Ichthys LNG project.Inpex also said that it has prepared an updated offer as part of the bargaining process for a new enterprise agreement.The Offshore Alliance, which includes the Maritime Union of Australia and Australian Workers' Union, said in a social media post that its members across the Inpex facilities will continue to strike until a new agreement has been reached."Despite these ongoing discussions, further protected industrial action has been notified today by the unions to extend the current period of industrial action at Ichthys LNG to July 6, 2026," Inpex senior vice president corporate, Bill Townsend, told LNG Prime in emailed comments on Tuesday."While mitigation efforts are underway, we anticipate imminent disruption to production at both onshore and offshore Ichthys LNG facilities, he said."In the context of current global fuel supply constraints, the disruption is expected to be significant," Townsend said.He added that Inpex "remains focused on maintaining safe operations at Ichthys LNG – and importantly, is making every effort to ensure reliable energy supply to the Northern Territory and our key trading partners in the Indo-Pacific region amid ongoing global market disruption."

Ichthys LNG

Last year, Ichthys LNG accounted for 8 percent of both Japan and Taiwan's respective LNG import volumes, delivered via long-term sales and purchase agreements, according to Inpex. The facility shipped 112 LNG cargoes in 2025. It shipped 43 LNG cargoes in the first four months of this year, up by two shipments compared to the year before. Ichthys LNG is a joint venture between operator Inpex and major partner TotalEnergies. In 2024, Inpex also purchased a small stake in Ichthys LNG from compatriot Tokyo Gas to boost its stake from 66.245 percent to 67.82 percent. Besides TotalEnergies, other partners in the Ichthys project include Australian units of CPC, Osaka Gas, Kansai Electric Power, Jera, and Toho Gas. Natural gas arrives to the LNG plant at Bladin Point, near Darwin, from the giant Ichthys field offshore Western Australia via an 890-kilometer-long export pipeline. Source: www.lngprime.com

SINGAPORE LNG BUNKERING VOLUMES HIT NEW RECORD IN MAY

Singapore's monthly liquefied natural gas (LNG) bunkering sales reached a new record in May, 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 70,270 mt last month.This marks a new monthly record, surpassing the previous record of 66,960 mt set in August 2025, the data show. LNG bunkering sales rose 56.1 percent from 45,000 mt in May 2025 and 65.6 percent compared to 42,430 mt in the previous month. During the first four months of this year, Singapore LNG bunkering volumes rose 39.4 percent year-on-year to 263,320 mt, MPA's data shows. Last year, Singapore LNG bunkering volumes rose 23.9 percent compared to the year before, reaching a new yearly record.

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 in March following the closure of Qatar Energy's giant Ras Laffan LNG facility due to missile attacks and the closure of the Strait of Hormuz. At present, the port of Singapore is served by three licensed LNG bunker suppliers and hosts three LNG bunkering vessels which provide ship-to-ship fueling operations.

The bunkering vessels are the 7,500-cbm FueLNG Bellina, the 18,000-cbm FueLNG Venosa, and the 12,000-cbm Brassavola.. Source: www.lngprime.com

GIIGNL: LNG IMPORTS INCREASED 5 PERCENT IN 2025

Global LNG imports reached a new record of 428 million tons in 2025, rising by 5 percent year-on-year, as the market was reshaped by a strong rebound in European demand and a new wave of Atlantic Basin supply, according to the newest annual report by the international group of LNG importers, GIIGNL.GIIGNL's previous report showed that global LNG imports rose 1 percent in 2024 to 406 million tons. The Paris-based group said in the new report that growth in 2025 was led by the United States, where the ramp-up of Plaquemine's LNG and Corpus Christi Stage 3 drove a major increase in exports. New supply also entered the market from Canada, Mauritania/Senegal, and Congo developments, while output in several legacy producing countries was constrained by feed gas availability, maintenance, sanctions, or domestic supply priorities. On the demand side, Europe was the main engine of global LNG import growth, with imports rising by 28 MT, or 29 percent, as reduced pipeline availability, lower storage levels and higher power sector demand reinforced LNG's role as the region's primary marginal gas supply source, GIIGNL said By contrast, Asia's LNG imports declined by 11 MT, or 4 percent, mainly due to lower Chinese demand, as pipeline gas and domestic production gained share in China's gas supply mix, it GIIGNL said that the Middle East and Africa recorded the fastest relative growth, driven largely by Egypt's rapid return to LNG imports, while imports in the Americas declined as hydropower recovery and pipeline gas availability reduced LNG requirements.Moreover, the supply side entered a new expansion phase.GIIGNL said global liquefaction capacity reached 524 MTPA, supported by 3 new liquefaction projects and 1 expansion coming online in 2025: LNG Canada Trains 1 and 2, Corpus Christi Phase 3 Trains 1 to 4, Plaquemines Phase 1, and Greater Tortue Ahmeyim FLNG.At the same time, final investment decisions on new projects accelerated, particularly in the United States and floating LNG, pointing to a broader build-out of supply capacity in the second half of the decade.More liquid, flexible, and infrastructure-rich LNG marketGIIGNL said that regasification infrastructure also continued to expand, with global regasification capacity reaching 1,247 MTPA by the end of 2025.New terminals, expansions, reactivations, and FSRU deployments supported market growth across Asia, Europe, and the Middle East, while terminal operators increasingly diversified their services to include bunkering, bio-LNG, truck loading, reliquefaction, and small-scale LNG distribution.Overall, 2025 confirmed LNG's central role in energy security, market flexibility, and regional gas supply rebalancing, GIIGNL said.The year combined record trade, accelerating infrastructure development, shifting procurement strategies, and increasingly regionalized demand drivers, setting the stage for a more liquid, flexible, and infrastructure-rich LNG market in the years ahead, it said.899 vessels GIIGNL said the total LNG tanker fleet consisted of 899 vessels at the end of 2025.This compares to 831 vessels at the end of 2024.The 2025 fleet included 54 FSRUs and 82 vessels (59 LNGBVs + 23 small-scale LNG carriers) of 30,000 cubic meters or less. According to GIIGNL, total cargo capacity at the end of 2025 stood at 136 million cubic meters. Total operational capacity (vessels known to be in service) amounted to 131 million cubic meters.GIIGNL noted that a total of 79 LNG carriers were delivered in 2025, compared to 67 vessels in 2024.The number of new orders reached a total of 61 units compared to 89 new orders in 2024, it said. At the end of 2025, the orderbook consisted of 343 units (55 million cubic meters), including 4 FSRUs and 44 LNGBVs.GIIGNL said that the orderbook represented 42 percent of existing fleet capacity. According to the group, 95 units on order were scheduled for delivery in 2026. Source: www.lngprime.com

AUSTRALIA'S WOODSIDE DENIES TAKEOVER TALKS WITH EXXONMOBIL

Australian LNG player Woodside said on Monday that it is not in discussions with US energy giant ExxonMobil regarding a potential transaction following media reports."In response to recent media speculation, Woodside is not aware of any proposal and confirms it is not in discussions regarding a potential transaction with ExxonMobil," th company said in a short statement.Woodside added that it "will continue to comply with its continuous disclosure obligations. "Bloomberg reported on Friday, citing people with knowledge of the matter, that ExxonMobil is studying potential acquisition targets including Woodside, as the US giant eyes options to deepen its presence in LNG and Asian markets. Woodside operates the NWS LNG project and the Pluto LNG project, where it is currently building the second LNG train, which will receive natural gas from the Scarborough project. The company also recently exercised its right to pre-empt the sale of PetroChina International's 10.67 percent participating stake in the Browse joint venture to Japan's Inpex.Outside of Australia, Woodside is building the Louisiana LNG export project in the US. On the other hand, ExxonMobil and QatarEnergy started shipping LNG from the first train at their Golden Pass LNG terminal in Texas earlier this year. According to its website, ExxonMobil is on track to nearly double its LNG portfolio by 2030, with projects in the United States, Papua New Guinea, Mozambique, and Qatar.ExxonMobil CEO **Darren Woods** said last month that the company and its partners "continue to progress toward final investment decisions on LNG projects in Papua New Guinea and Mozambique, both expected later this year," Woods said. Last year, ExxonMobil and its partners in the Rovuma LNG project in Mozambique lifted force majeure on the project. In Papua New Guinea, ExxonMobil has a 37.04 percent stake in the Papua LNG project. The facility will be built adjacent to the existing PNG LNG processing facilities, operated by ExxonMobil and located 20 kilometres northwest of Port Moresby.Source: www.lngprime.com

INDICATIVE LNG CHARTER RATES – JUNE 2026 3RD WEEK

PROPULSION TYPE	TYPICAL VESSEL SIZE (CBM)	SPOT EQUIVALENT ($/DAY)	1-YEAR TC ($/DAY)	2-YEAR TC* ($/DAY)	3-YEAR TC ($/DAY)	5-YEAR TC ($/DAY)
STEAM TURBINE (ST)	125,000 – 155,000	60,000 – 80,000	55,000	57,000	58,000	62,000
DFDE	145,000 – 170,000	80,000 – 100,000	70,000	72,000	74,000	78,000
TFDE	155,000 – 174,000	95,000 – 115,000	78,000	80,000	82,000	86,000
X-DF	174,000 – 180,000	105,000 – 130,000	85,000	87,000	89,000	94,000
ME-GA	174,000 – 180,000	110,000 – 135,000	87,000	89,000	91,000	96,000
ME-GI	174,000 – 180,000	115000 – 140,000	90,000	92,000	95,000	1,00,000

LNG INDUSTRY, NATURAL GAS WORLD, LNG JOURNAL, RIVIERAMM , THE HINDU BUSINESS, ARGUS MEDIA, PETROWATCH, REUTERS, IGU LNG REPORT, TRADEWINDS, MONEYCONTROL,LNG JOURNAL, RIVIERAMM, LNG JOURNAL

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