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(SALE AND PURCHASE) (GAS PROJECTS)

QATARENERGY: LNG FACILITIES NOT AFFECTED BY RAS LAFFAN EXPLOSION

State-owned LNG giant Qatar Energy said that its LNG facilities in Ras Laffan were not affected by the explosion and fire at the Barzan gas facility on Sunday.QatarEnergy released an update on Monday afternoon local time after it reported on Sunday that there was an "operational incident during the start-up of operations at Ras Laffan Industrial City which resulted in an explosion and fire at the Barzan local gas supply facility in the evening hours of Sunday. "Qatar Energy "confirms the tragic loss of 13 lives, and that 66 people are receiving medical treatment, none of whom are in a life-threatening condition," the company said in the update."The lives lost in this incident are of Indian and Pakistani nationalities, and those injured are of Qatari, Indian, Pakistani, Bangladeshi, Kenyan, Ghanaian, Tanzanian, Nigerian, and Nepalese nationalities," it said.QatarEnergy emphasized that this was an "operational accident and not sabotage or hostile in nature. "According to QatarEnergy, Barzan production, which supplies domestic gas, was intentionally completely stopped since December 2025 due to "urgent maintenance requirements" and was first restarted again two days prior to the incident. "QatarEnergy's emergency response team and Qatar's Civil Defense swiftly and fully extinguished the fire onsite. Work is underway to assess the damage to Barzan and neighboring facilities," the company said.QatarEnergy's LNG facilities, Ras Laffan Port, other logistics operations, and QatarEnergy's export capabilities "remain unaffected as a result of this explosion and fire," the company said.The company added that a full investigation to determine the cause of this incident has commenced.Ras Laffan LNG production QatarEnergy stopped producing LNG at its giant Ras Laffan complex on March 2 due to military attacks on its operating facilities, with Qatar's Ministry of Defense saying that "Qatar was attacked by two drones launched from the Republic of Iran."The LNG producer declared force majeure to its affected LNG buyers on March 4.After that, QatarEnergy said on March 19 that its facilities in Ras Laffan Industrial City were damaged following missile attacks. According to QatarEnergy, the attacks damaged two LNG producing Trains 4 and 6 totaling 12.8 million tons per annum (MTPA) of production, representing approximately 17 percent of Qatar's exports. QatarEnergy previously 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. According to Kpler, a QatarEnergy LNG carrier returned to Ras Laffan last week and loaded more than 209,000 cbm of LNG, becoming the first known ballast vessel chartered by the firm to re-enter the Gulf for reloading since the conflict disrupted commercial shipping through the Strait of Hormuz.The vessel in question is the 216,200-cbm Al Hamla.This follows the signing of an initial agreement by the US and Iran to stop the conflict and reopen the Strait of Hormuz. Source: www.lngprime.com

QATAR SAYS RAS LAFFAN INCIDENT CAUSED BY TECHNICAL MALFUNCTION

Qatar's interior ministry said on Sunday that an "internal" explosion at the giant Ras Laffan LNG complex was caused by a technical malfunction. The incident took place at the Barzan gas plant. The ministry first said in a social media post that "an internal explosion occurred at a factory in Ras Laffan Industrial City due to a technical incident. "After that, the ministry said in an update that the "incident was caused by a technical malfunction during operations at a factory in Ras Laffan Industrial City. " A number of injuries were reported,

with no leaks posing a threat to public safety," it said. The ministry did not say which Ras Laffan facilities were affected. The ministry said in a further update on Monday that "the total number of injured persons in the incident that occurred at a factory in Ras Laffan Industrial City has reached 54.""The Qatar International Search and Rescue Group of the Internal Security Force (Lekhwiya), in cooperation with civil defence teams, is conducting search operations for 18 missing persons," it said. Barzan gas plant"QatarEnergy confirms that there was an operational incident during the start-up of operations at Ras Laffan Industrial City which resulted in an explosion and fire at the Barzan local gas supply facility in the evening hours of Sunday," the company said in a statement."Emergency response teams were deployed immediately to contain the fire, which is now under control," it said."QatarEnergy will continue to communicate the latest available information," the company added.Commissioned in 2022, the Barzan facility supplies pipeline gas to local industries and Qatar's power generation sector.It also supplies associated hydrocarbon products to local refineries and petrochemical industries and international markets, according to QatarEnergy LNG's website.The facility can provide 1.4 BSCFD of sales gas to local power generation and water desalination plants as well as local industries.In addition, Barzan has the production capacity to supply ethane, condensate, LPG, and sulfur for local markets and export.Ras Laffan LNG production State-owned QatarEnergy stopped producing LNG at its giant Ras Laffan complex on March 2 due to military attacks on its operating facilities, with Qatar's Ministry of Defense saying that "Qatar was attacked by two drones launched from the Republic of Iran."The LNG producer declared force majeure to its affected LNG buyers on March 4.After that, QatarEnergy said on March 19 that its facilities in Ras Laffan Industrial City were damaged following missile attacks. According to QatarEnergy, the attacks damaged two LNG producing Trains 4 and 6 totaling 12.8 million tons per annum (MTPA) of production, representing approximately 17 percent of Qatar's exports. QatarEnergy previously 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.According to Kpler, a QatarEnergy LNG carrier recently returned to Ras Laffan and loaded more than 209,000 cbm of LNG, becoming the first known ballast vessel chartered by the firm to re-enter the Gulf for reloading since the conflict disrupted commercial shipping through the Strait of Hormuz.The vessel in question is the 216,200-cbm Al Hamla.This follows the signing of an initial agreement by the US and Iran to stop the conflict and reopen the Strait of Hormuz."The transit is being closely watched by traders and shipowners as an early indicator of improving confidence in the region's most critical energy corridor," Kpler said."The development follows signs of fleet repositioning by QatarEnergy and growing expectations that shipping movements through Hormuz could continue to normalize," it said Source: www.tradewindsnews.com

QatarEnergy pushes out additional LNG carrier for charter

Producer has a wealth of logistics, options and hurdles to consider as its ships return to load Qatari cargoes QatarEnergy is continuing to tender its LNG tonnage for short-term period hire as it begins to draw vessels back to resume loadings in the Middle East Gulf.On Monday, QatarEnergy LNG Marketing (QELM) circulated another of its 174,000-cbm LNG carriers for a three-month hire.QELM said the vessel is open between 17 and 23 July in the US Gulf region and is in cold condition.It is available until mid-October 2026.Bids were requested to be valid until the close of business in Doha.The new offer of its tonnage comes as QatarEnergy is beginning to reposition some of its chartered LNG carrier fleet to load at its Ras Laffan terminal, now the US-Israel conflict with Iran seems to be coming to an end.Those watching QatarEnergy's moves highlighted the mid-October redelivery date on this latest ship, which also chimes with the timeline on the LNG carriers the company has previously offered out.One watcher said that this would appear to be QatarEnergy's current date for reassessment of its strategy for its rapidly expanding chartered LNG carrier fleet.In early May, TradeWinds reported that the

company and its affiliates were offering out a raft of different types of LNG tonnage to charterers.By the end of that month, it emerged that at least five LNG carriers under QatarEnergy's control had been relet on one-year deals. Brokers named five major charterers — BP, TotalEnergies, SEFE Securing Energy for Europe, Eni and India's LMCS Maritime — as taking on the vessels at rates in the high $70,000-per-day region. The producing giant has many considerations. QatarEnergy is resuming its LNG production, which it halted in early March at the outbreak of attacks in the region and the closure of the Strait of Hormuz. On Monday, a convoy of at least four LNG carriers sailed back into the Gulf openly with their AIS on to load, with others following or signalling Ras Laffan. QatarEnergy has indicated its output could ramp to about 50% of its original production within one month and around 80% in two months. But the repair of its two liquefaction trains damaged by a drone will take several years. Shipping logistics is being cited as a major hurdle for getting LNG exports flowing smoothly again. On top of this, the Doha-headquartered company, which is also battling the aftermath of a fatal explosion at a Ras Laffan plant on Sunday, is continuing to take delivery of LNG carrier newbuildings into what is widely considered to be a structurally oversupplied market on tonnage. According to Fearnley LNG, QatarEnergy has to date taken delivery of 47 of the 128 newbuildings it booked across four shipyards. But, as TradeWinds reported, QatarEnergy has the option in its time-charter contracts to give six months' notice prior to the ship's handover date that it does not intend to take delivery of the LNG carrier onto its charter for a period of up to two years. It is also looking at how to juggle its fleet to serve its newly started up US export project, Golden Pass LNG.On Monday, Golden Pass asked the US Federal Energy Regulatory Commission for permission to start commissioning the project's 6-mtpa Train 2.QatarEnergy Trading is the offtaker for 70% of the project's production capacity. Source: www.tradewinds.com

Poland set to add second FSRU for incoming Gdansk terminal

First under-construction regas unit, Solidarity, due on site in 2027 Gas buyer Poland is aiming to double up on its floating storage and regasification units at its upcoming new LNG import terminal in Gdansk.Prime Minister Donald Tusk said on Tuesday that Poland plans to add a second FSRU at the facility being built to receive the first unit.Tusk said the strong commercial demand from shipping companies supports the addition of the second unit in the Baltic port city.He added that the level of commercial interest in the terminal means the project will not need government funding.Polish state energy company Gaz-System said today that it has completed the open season procedure for its FSRU 2 terminal, under which four entities have contracted long-term access to the upcoming 4.5 bcm per annum facility.It said the market interest exceeded the offer of 39 slots each year. This has prompted a decision to increase the terminal's regasification capacity to 6.1 bcm per annum."After increasing the technical parameters of the FSRU 2 terminal to 58 slots, the total booking rate for the entire service period reaches 74%," Gaz-System said, adding that remaining capacity will be offered to the market in the future.Poland is building its second LNG import terminal in the Bay of Gdansk.The country's first land-based LNG import terminal, in Swinoujscie, celebrated its 10th year of operations last week and has received 445 cargoes. The addition of the two FSRUs would give Poland's 20 bcm per annum of regasification capacity.For the first unit for Gdansk facility, Gaz-System is time-chartering a 174,000-cbm FSRU newbuilding from Japan's Mitsui OSK Lines under a 15-year deal with options to extend the hire.The unit, rumoured to be priced at about $364m, was launched at HD Hyundai Heavy Industries in May. It is due to arrive on site at the end of 2027 for start-up early the following year.The FSRU is listed as due to be named the Solidarity.MOL will manage the 6.1 bcm capacity unit.Gaz-System is responsible for the new terminal along with the ship berth, connecting pipelines and providing regasification services.It also has purchase rights on the FSRU.Poland's Orlen Group has signed up to take all the capacity at the new facility.The project to install the FSRU is being

treated as a “strategic investment” by Poland, as it is seen as key to the country’s energy security while also helping lower emissions.The project is backed by European Commission funding.: Source: www.tradewinds.com

LNG TRADE RECALIBRATION TO BOOST DEMAND FOR NEW VESSELS AMID MASSIVE CAPACITY GROWTH

Around 250-280 new LNG carriers will need to be ordered by 2028 to accommodate upcoming supply growth, as the trade outlook remains bullish and increasingly supported by long-haul voyages that are boosting tonnage demand Drewry Maritime Research lead LNG shipping analyst Pratiksha Negi told Riviera that while the Middle East crisis and the resulting delays to regional projects may postpone part of the anticipated LNG supply wave, the ongoing recalibration of global trade flows continues to support a favourable market environment.“The gradual shift in trade dynamics, with long-haul movements increasingly outweighing intra-regional trade, will further boost shipping demand and require more modern carriers by the end of the decade,” Ms Negi said, adding that ordering activity is expected to remain strong.She pointed to a number of developments underpinning this trade recalibration.These include the rapid expansion of US liquefaction capacity and the resulting increase in US-Asia trade, Canada securing long-term supply agreements with European and Asian buyers, African cargoes finding their way to Asia, Argentina targeting Asian markets, and importers across Asia seeking to diversify supply sources as geopolitical tensions in the Middle East threaten supply flexibility.One consequence of the Middle East crisis could be delays to the delivery of Qatari-linked LNG carrier newbuildings. Around eight vessels originally scheduled to enter the fleet at the start of 2026 have already been postponed, and additional delays remain possible as uncertainty persists in the Middle East Gulf.

LNG wave now expected in 2029 (source: Drewry)

North America leads project pipeline.

Shipowners and traders appear to be positioning themselves for this demand growth, with a significant number of LNG carrier orders already placed this year.Ms Negi told Riviera that approximately 54 vessels were contracted during the first half of 2026, compared with 34 orders recorded during the whole of 2025.“The main driver is rising vessel demand linked to new LNG projects. Around 230M tonnes per annum (mtpa) of liquefaction capacity is currently under construction, while a further 300 mtpa remains in the planning phase,” she explained.According to Ms Negi, North America will account for the bulk of new liquefaction volumes and will therefore be a key driver of LNG carrier demand.The US continues to accelerate project development, with 125 mtpa currently under construction and a further 180 mtpa in the planning pipeline.Meanwhile, Canada is also advancing its LNG ambitions following the successful start-up of LNG Canada Phase 1, which has a capacity of 13 mtpa. Beyond North America, Africa and South America are also expected to contribute meaningful new volumes.In addition to supporting new trade flows, vessel demand will also be driven by replacement requirements as scrutiny of older steam-turbine LNG carriers intensifies. Drewry estimates that the current LNG carrier fleet includes around 180 steam vessels, some of which may undergo conversion programmes while others are likely to be recycled.Ms Negi estimates that around 60 LNG carriers could be scrapped by 2028, based on vessel age, charter expirations and prevailing market conditions. Increased demolition activity is therefore expected to further support demand for modern tonnage.This helps explain why most LNG carriers ordered this year have already secured

long-term charter employment.“Charterers expect LNG trade to remain strategically indispensable in an increasingly volatile world,” Ms Negi said.Source: www.lngprime.com

High-casualty explosion at Qatari gas plant caused by 'technical malfunction'

Qatari officials said an ’internal explosion’ at a Ras Laffan Industrial City gas facility killed 13 and injured at least 66 as the local gas plant restarted after maintenance An investigation is underway to determine the cause of a deadly explosion in a local gas plant near the world’s largest LNG export facility at Ras Laffan Industrial City.QatarEnergy, whose gas unit QatarEnergy LNG runs operations at the Ras Laffan Industrial City, home to the world’s largest LNG export complex, said its LNG export facilities, Ras Laffan Port, logistics operations and the emirate’s export capabilities have not been affected by the fire."At Barzan local gas supply facility at Ras Laffan Industrial City, which is operated by QatarEnergy LNG, it is with deep regret QatarEnergy confirms the tragic loss of 13 lives, and that 66 people are receiving medical treatment, none of whom are in a life-threatening condition," a QatarEnergy statement said.Those who lost their lives were Indian and Pakistani nationals, according to QatarEnergy and those injured are of Qatari, Indian, Pakistani, Bangladeshi, Kenyan, Ghanaian, Tanzanian, Nigerian, and Nepalese nationalities."QatarEnergy would like to emphasise that this was an operational accident and not sabotage or hostile in nature," the organisation said.State-owned QatarEnergy said the incident happened two days into a process of restarting the Barzan local gas supply facility after the plant’s production was "intentionally completely stopped since December 2025 due to urgent maintenance requirements". The incident occurred late on Sunday, 21 June. In an announcement following the incident, Qatar’s government said it was conducting search and rescue efforts in an attempt to find 18 people listed as missing.Qatar’s Ministry of Interior updated its information to say that "search operations at the incident site have been completed".The ministry’s first statement, issued shortly after the explosion, reported no injuries or leaks at that time. Later updates confirmed fatalities and injuries as rescue operations progressed. The Barzan gas plant, which is focused on producing gas for Qatar’s domestic use in electricity grids and water desalination plants, was initially taken offline for urgent technical and maintenance work, according to Qatar’s Minister of State for Energy Affairs, Saad Sherida al-Kaabi. According to Qatar’s Minister of State for Energy Affairs, the plant’s shutdown was extended because of disruptions associated with regional conflict.Ras Laffan was the target of destructive strikes from Iran during the early weeks of a war that began with 28 February 2026 bombing of Iran by the US and Israel and quickly escalated.Force majeure background and analyst estimates on resumption of LNG production at Ras LaffanMissile attacks launched by Iran more than two weeks into the war in mid-March damaged two LNG-producing trains at the world’s largest LNG export facility, Ras Laffan, curtailing 12.8M tonnes per annum (mta) of production, or approximately 17% of Qatar’s LNG exports.Declaring ’long term’ force majeure at the time, QatarEnergy estimated damage to its Ras Laffan LNG export facility will cost US$20Bn in lost revenue and take up to five years to repair.Analysis by Rystad Energy in late March 2026 pointed to inherent fragility in the manufacturing supply chain for LNG terminal components as a key consideration for estimating the extent of cost and supply disruption energy markets are likely to face from war-damaged energy infrastructure in the Middle East.Rystad’s conclusion at the time was that ’capital alone will not be sufficient’ to bring Qatar LNG’s damaged Ras Laffan facilities back online.Estimates from analysts at market intelligence firm Rystad Energy highlighted the complexity of repairs and restoration for the energy facilities damaged or destroyed by strikes in the war between allies the US and Israel, and Iran.Rystad put the cost for energy infrastructure and repair at "at least US$25Bn". The lion’s share of the cost and time to repair is taken up by damage and shutdowns affecting liquefied natural gas (LNG) trains at Qatar’s Ras Laffan Industrial City, the Rystad assessment said. Rystad analysts said the timeline is dictated

by integral parts needed for repair that are made in a limited number of specialist facilities that all have long lead times for fabrication.While acknowledging the impacts of the Strait of Hormuz blockades, Rystad Energy head of supply chain research Audun Martinesen pointed to the long-term potential setbacks from the damaged facilities."Every day of damaged or shut-in infrastructure pushes [the return to] prewar production capacity further out of reach," he said, noting that, with urgent repairs likely taking precedence above other initiatives, the impacts from the damage to facilities at Ras Laffan are likely to hamper Qatar's expansion plans, longer-term.Italy's Edison, a division of French energy group EDF, said it has received multiple force majeure extensions from QatarEnergy on a long-term offtake agreement between the two companies.Since QatarEnergy initially declared force majeure on 20 March, 2026, Edison has said it has replaced nine of the 17 lost cargoes, to date, and "does not expect any impact on its end customers".QatarEnergy has not commented on the extended disruption notices reported by Edison.Source: www.lngprime.com

Gas carriers on the move through Hormuz despite lingering uncertainty

LPG and LNG carriers appear to be on the move following news of a peace agreement between the US and Iran, with activity continuing despite reports that Tehran may have once again closed the Strait of Hormuz over the weekend Intelligence service and data provider Anfil Gas noted in its latest report that the lifting of blockades at the end of last week triggered a wave of departures by Iranian-traded very large gas carriers (VLGCs), with nearly a dozen vessels leaving the area and releasing almost half a million tonnes of LPG.Market participants estimate that the majority of these cargoes will be discharged in China.Meanwhile, some other VLGCs linked to the Iranian trade have entered the Middle East Gulf for loading, according to Anfil Gas data.Outside vessels affiliated with Iranian trade flows, the company noted that a 2018-built VLGC that loaded at Kuwait's Mina Al Ahmadi in early March managed to depart the Gulf after being effectively stranded in the region for more than 100 days.Anfil Gas said that while uncertainty in the region remains a key deterrent for many owners, with reports of a renewed Hormuz closure expected to weigh on sentiment, some VLGCs originally scheduled to reposition towards the US Gulf Coast (USGC) have opted to explore loading opportunities in the Middle East Gulf.According to Anfil Gas, key regional exporters remain willing to continue moving cargoes loaded from the terminals of Ruwais, Mina Al Ahmadi and Ras Laffan through ship-to-ship (STS) operations, either at the Sohar or Vadinar anchorages in India.More ballast LNG carriers heading to Qatar Turning to the closely watched LNG carrier market, expectations for a gradual normalisation of trade flows are increasing as more QatarEnergy-controlled vessels appear to be ballasting back to Qatar through the Strait of Hormuz.ICIS senior LNG analyst Alex Froley told Riviera that four additional Qatari-linked LNG carriers – 2009-built Al *Sadd,* Mekaines and Mesaimeer, along with 2025-built *Wadi al Sail* – have crossed westbound through the Strait of Hormuz.Riviera reported last week that 2008-built Al *Hamla* became the first empty Qatari LNG carrier to return to Ras Laffan to load a new cargo since the war began in late February.Al *Hamla* was followed by 2007-built *Al Areesh* and 2008-built *Al Khuwair*. With the latest four vessels completing the passage, the number of empty Qatari LNG carriers returning westbound for new cargoes has now risen to seven.Regarding laden LNG carriers departing the Gulf, Fearnley LNG said that 16 transits through Hormuz have been observed since the start of the war, with cargoes heading to Pakistan, China, India and Japan.These volumes were sourced from Ras Laffan storage, alongside limited production from LNG trains operating at reduced capacity and cargoes from ADNOC's Das Island LNG facility."QatarEnergy has indicated that once safe passage through Hormuz is restored, output could ramp to 50% within one month and 80% within two months. The remaining capacity (the two trains damaged in March) is expected to take years to fully recover," Fearnley LNG noted.However, in the latest major development, Qatar's Ministry of Interior reported an "internal explosion"

at the Barzan gas plant in Ras Laffan Industrial City, part of Qatar's LNG production infrastructure, leaving at least 54 people injured and 18 missing.QatarEnergy also confirmed the incident, stating that the fire caused by the explosion had been brought under control. The impact on the country's LNG production remains unclear for now. Source: www.riviera.com

Vitol, IRH finalize 20-year LNG supply deal

Energy trader Vitol and UAE-based International Resources Holding (IRH) have signed a 20-year LNG sales and purchase agreement for volumes from Delfin Midstream's floating LNG project in the US.Vitol announced on Thursday the signing of the SPA with IRH Global Trading, a subsidiary of IRH, following the signing of the heads of agreement in November 2025.Under the agreement, Vitol will supply 1 million tonnes per annum (mtpa) of LNG on a free on-board (FOB) to IRH for a period of 20 years, "reinforcing IRH's long-term commitment to securing reliable and diversified energy supply to meet growing global demand," Vitol said.Vitol did not mention Delfin in the statement or provide further details.Under the HoA in November 2025, Delfin Midstream's Delfin LNG will supply LNG on FOB basis to Vitol, which will act as the offtaker and deliver the volumes to IRH's global trading arm.A unit of US FLNG developer Delfin Midstream recently signed a sales and purchase agreement with UK-based energy firm Centrica to supply LNG from the second floating LNG unit as part of its project offshore Louisiana.This is the first long-term agreement to purchase LNG from Delfin's planned second project (FLNG 2).On June 3, Delfin took a final investment decision for the first 4.4 mtpa floating LNG unit of its LNG project under development in Louisiana.Delfin says the FLNG is the first floating liquefaction facility in the United States and the world's largest FLNG.The company said its first FLNG 1 is backed by long-term LNG sales agreements with "leading" global energy companies, including Vitol, Expand Energy, Centrica, and Gunvor.Source: www.lngprime.com

Poland's Orlen, Ukraine's Naftogaz seal LNG cooperation pact

Poland's Orlen and Ukraine's Naftogaz signed an agreement to further expand their cooperation in liquefied natural gas (LNG).Orlen announced on Thursday that the two firms signed two cooperation agreements that set the framework for further collaboration between the companies in areas critical to Ukraine's energy security.The first agreement concerns the development of cooperation in the field of LNG and aims to initiate analyses regarding the expansion of LNG trade between the two firms.In particular, it covers the possibility of joint or coordinated use of access to regasification and transportation infrastructure in the Baltic Sea region and Central and Eastern Europe, as well as the search for logistical and commercial solutions that could facilitate LNG deliveries to Ukraine, increase the flexibility of supply sources, and strengthen the energy security of Ukraine and the entire region, Orlen said.The two firms signed a cooperation deal in March 2025 under which Orlen delivered LNG cargoes to the FSRU-based terminal in Lithuania's Klaipeda and the Swinoujscie terminal in Poland.In November 2025, Orlen agreed to supply three more LNG cargoes, equivalent to over 300 billion cubic feet (bcf) of gas, to Naftogaz from the US in the first quarter of 2026.Naftofaz recently booked long-term regasification capacities at the KN Energies-operated FSRU-based LNG import facility in Klaipeda.This is the first time Naftogaz has secured long-term LNG regasification capacity in Europe.The capacity provides access to the LNG terminal in Klaipeda from 2033 to 2044.Source: www.lngprime.com

GOLDEN PASS LNG GETS GREEN LIGHT TO START COMMISSIONING OF SECOND TRAIN

Golden Pass LNG, a joint venture of energy giants QatarEnergy and ExxonMobil, has secured approval from the US FERC to kick off the commissioning process for the second liquefaction train at its three-train plant in Texas.FERC said on Wednesday that it has approved Golden Pass LNG's June 22 request to commission the Train 2 systems.The regulator noted that this approval does not grant Golden Pass the authority to introduce hazardous fluids into project facilities at the LNG terminal."Additional authorizations will be released once Golden Pass has demonstrated full compliance with the conditions of the order," it said.Golden Pass said in its request that it will use the same design and procedures for Train 2 that FERC previously approved for Train 1's commissioning.Moreover, this NTP request to commission systems in Train 2 includes the flare system, refrigeration system, inlet facilities, condensate stabilization, liquefaction, regen gas system, and other systems, it said.In May, the Fluxys-operated Zeebrugge LNG import terminal received the first Golden Pass LNG cargo produced from the first liquefaction train.The Golden Pass LNG export terminal has three liquefaction trains with a total capacity of 18.1 million tons per year, five 155,000 cbm LNG storage tanks, and two marine berths to accommodate the world's largest LNG carriers.State-owned QatarEnergy owns a 70 percent stake in the Golden Pass project and will offtake 70 percent of the capacity, while US energy firm ExxonMobil has a 30 percent share.. Source: www.lngprime.com

BP, TOTALENERGIES TAKE STAKE IN UAE GAS PROJECT

Energy giants BP and TotalEnergies and others have signed a concession agreement to develop the Adnoc-led Bab Gas Cap project in UAE's Abu Dhabi.With this agreement, BP and TotalEnergies each hold a 10 percent interest in the concession, according to separate statements by the two firms.Adnoc, via its unit Adnoc Onshore, holds a 60 percent operating stake, CNPC 8 percent, JODCO/INPEX 5 percent, ZhenHua 4 percent, and GS Energy 3 percent.This new concession will enable the partners to develop the large gas cap resources of the Bab onshore field, with a target production rate of 1.5 billion cubic feet per day.It builds on the 2015 renewal for 40 years of the onshore oil concession (formerly ADCO).The partners said that the project also aligns with Abu Dhabi's strategy to expand both its liquids production from condensates and its gas output while reinforcing its LNG value chain, notably the Ruwais LNG project, in which TotalEnergies holds a 10 percent interest.With this project, BP also continues to build on its long-standing partnership with Abu Dhabi, with a 10 percent interest in Adnoc Onshore, Adnoc LNG, the National Gas Shipping Company (NGSCO), and Adnoc's Ruwais LNG development.Adnoc is investing heavily in its LNG business.In June 2024, it made the final investment decision to build its LNG export terminal in Al Ruwais.The LNG project consists of two 4.8 mtpa trains with a total capacity of 9.6 mtpa, more than doubling Adnoc's existing UAE LNG production capacity to around 15 mtpa, as the company builds its international LNG portfolio.Adnoc currently owns a 70 percent stake in Adnoc LNG, which produces about 6 mtpa of LNG from its facilities on Das Island.Source: www.lngprime.com

LLOYDS ENERGY EVALUATING LNG OPPORTUNITIES IN ASIA AND AFRICA

Dubai-based Lloyds Energy said it is evaluating a range of liquefied natural gas (LNG), FSRU, and downstream gas infrastructure opportunities in Asia and Africa.Lloyds Energy said in a statement on Tuesday that it is currently assessing opportunities across several regions where LNG regasification infrastructure requirements are "expanding rapidly", including South and Southeast Asia, Eastern India,

the Philippines, Vietnam, Indonesia, and selected African markets."Industry analysts continue to identify these regions as among the fastest-growing LNG demand centers globally, driven by industrialization, rising electricity demand, and the need for reliable energy supply," it said.The company is exploring a range of potential initiatives, including LNG supply chain infrastructure, FSRUs, strategic LNG terminal partnerships, gas-to-power developments, industrial gas supply solutions, and energy infrastructure investment opportunities.Lloyds Energy said recent market developments continue to demonstrate "strong" investment activity in LNG regasification infrastructure, including new FSRU projects in India and ongoing expansion of LNG terminal capacity across Asia.The company said that all opportunities currently remain under evaluation and that no final investment decisions have been made.Lloyds Energy did not provide further details, and the company's website could not be accessed on Wednesday.According to the company's previous press releases, Lloyds Energy submitted in 2017 a formal application with the US Department of Energy (DOE) to export LNG to countries that have a free trade agreement (FTA) with the US from its proposed facility in Calhoun County, Texas.The company also said in a statement in 2018 that it had moved one step closer to its plan to build and develop an LNG energy hub in the Philippines after receiving a letter from the Philippine National Oil Company... Source: www.lngprime.com

MODEC CLINCHES CORAL NORTE FLNG GIG

Japan's Modec has secured a contract to supply an internal turret mooring system for the Eni-led Coral Norte (Coral North) FLNG project offshore Mozambique.Modec announced the award of the Sofec internal turret mooring system for the project developed by Eni and its partners CNPC, ENH, XRG, and Kogas in a statement on Wednesday.The new award builds on the previous contract for the internal mooring system for the Coral Sul (South) FLNG.Modec did not reveal the pricing details for the new award.The Japanese firm said it is collaborating with the Technip Energies-JGC joint venture to support seamless integration, efficient execution, and long-term performance.With the final investment decision achieved in October 2025, the hull launched in January 2026 at Samsung Heavy Industries' Geoje shipyard in South Korea, and the first LNG targeted for 2028, the project is advancing on schedule, Modec noted.Modec has supported the project since the early stages and is progressing engineering and supply activities in line with the overall timeline, it said.Designed as an enhanced replica of Coral Sul — incorporating lessons learned and optimized for improved efficiency and performance — Coral Norte will add 3.6 mtpa of liquefaction capacity.The turret mooring system is a "mission-critical element" of FLNG performance, enabling safe weathervaning, high uptime, and resilient operations in the metocean conditions of the Rovuma Basin, Modec said.

More than $4.54 billion

Eni-led Mozambique Rovuma Venture recently awarded a contract to Japan's JGC, France's Technip Energies, and South Korea's Samsung Heavy to provide engineering, procurement, construction, installation, and commissioning (EPCIC) services for the second FLNG project in Mozambique.JGC said its share of the contract exceeds $1 billion, while Technip Energies said that its share of the contract exceeds 1 billion euros ($1.15 billion).Samsung Heavy said in a stock exchange filing that it won an order from an African owner for one offshore production facility, with delivery scheduled by September 2029.The shipbuilder said the contract is worth $2.39 billion, including $1.14 billion from previously announced preliminary work.This means the total contract award for the three companies exceeds $4.54 billion.Source: www.lngprime.com

AUSTRALIAN LNG EXPORT REVENUE DROPS IN MAY

Australian liquefied natural gas (LNG) export revenue and shipments in May dropped compared to the previous month, according to EnergyQuest.The consultancy estimates that Australian LNG export revenue reached A$4.02 billion ($2.81 billion) last month.EnergyQuest said this was down by A$0.44 billion (-10 percent) from A$4.46 billion in April.The May result was also down by A$1.08 billion (-21 percent) from May 2025's A$5.10 billion.According to EnergyQuest, this was principally due to lower average prices as well as lower volumes, which were down by 0.73 Mt (-11 percent) as total exports during May 2025 were 6.41 Mt.

88 cargoes

Based on shipping data, EnergyQuest estimates that Australia exported 5.69 Mt of LNG in May 2026, totaling 88 cargoes.This represented a decrease of 12.7 percent from April 2026, when exports totaled 6.51 Mt, for 94 cargoes, EnergyQuest said. When annualized, May's exports represent 67 Mtpa, equivalent to 78 percent of the total Australian nameplate capacity of 86 Mtpa.Combined, the five Western Australia projects (NWS, Pluto, Gorgon, Prelude, and Wheatstone) shipped 48 cargoes totaling 3.34 Mt of LNG during May, one cargo for 0.14 Mt less than they exported during April when they shipped 49 cargoes for 3.47 Mt, EnergyQuest said.The May result was also down by five cargoes compared to May 2025 when they shipped 53 cargoes for 3.72 Mt.Ichthys LNG and the Darwin LNG projects shipped a total of 11 cargoes for 0.83 Mt during May - down from the 12 cargoes for 0.91 Mt they (Ichthys only) shipped during April and one cargo less than the 12 cargoes shipped for 0.88 Mt during May 2025, the consultancy said.It is worth noting that Inpex recently reached an in-principle agreement with unions representing its workers at the Ichthys LNG facilities in Australia's Northern Territory to end a dispute over pay and conditions.The three Queensland projects shipped a total of 29 cargoes for 1.86 Mt, down by four cargoes for 0.27 Mt compared to shipping 33 cargoes for 2.13 Mt in April, but up by one cargo from 28 cargoes for 1.82 Mt in May 2025, EnergyQuest said.. Source: www.lngprime.com

PIL NAMES LNG-POWERED DUO IN CHINA

Singapore's Pacific International Lines has named two of its newest LNG dual-fuel containerships in China.Hudong-Zhonghua held the twin naming ceremony of PIL's 13,000-tei LNG dual-fuel container vessels, Kota Elok and Kota Elan, in Shanghai on Tuesday, according to separate statements by the two firms.PIL said the name Kota Elok, meaning "beautiful city" in Malay, reflects both the grace and elegance of the vessel, and the vibrant ports and communities she will connect.Moreover, Kota Elan, derived from the word "elan", represents dynamism, vitality and forward momentum—symbolizing the vessel's role in enabling global trade flows with energy and purpose, PIL said.The two Hudong-Zhonghua vessels are the first in a series of 13 new 13,000-teu ships designed to elevate PIL's operational capabilities.They form a key part of the company's broader fleet renewal strategy, aimed at modernizing its vessels, increasing competitiveness and growing capacity.Kota Elok and Kota Elan will work on PIL's service connecting Asia and South America. Source: www.lngprime.com

KOSPO, EXXONMOBIL INK US POWER AND LNG COOPERATION PACT

Korea Southern Power (Kospo) has signed a memorandum of understanding with a unit of US energy giant ExxonMobil to collaborate on the development of combined-cycle gas turbine power projects and the LNG supply chain in the US.Kospo announced in a statement that

it had signed the MoU with ExxonMobil Power and Gas Services on Monday.According to the statement, this agreement establishes a cooperative framework between Kospo, which is expanding its local power market investment portfolio by operating the Niles and Trumbull gas combined-cycle power plants in Ohio, and ExxonMobil, which possesses extensive natural gas production and export infrastructure in the US, to collaborate on identifying new business opportunities.Under the agreement, the two companies plan to strengthen cooperation in the development and evaluation of combined-cycle gas turbine projects in the US, as well as in natural gas supply, LNG fuel supply, and the construction of LNG value chain infrastructure.In particular, as power shortages in the US intensify due to surging data center demand driven by the growth of the artificial intelligence (AI) industry, natural gas power generation is expected to serve as an alternative to ensure a stable power supply, Kospo said.Furthermore, the two companies plan to jointly review investment opportunities across the entire US power value chain, including power generation assets, energy infrastructure, and decarbonization projects, and explore potential areas of cooperation in global markets in the future."Based on our experience directly operating gas-fired combined-cycle power plants in the US, we will work with ExxonMobil to strengthen our business competitiveness in the US energy market," Park Young-Chul, executive VP of corporate planning at Kospo, said."We will continue this cooperation to contribute to domestic energy security by securing a stable LNG supply chain," he added.

Kospo's LNG moves

Last year, South Korea's Hanwha Aerospace and Hanwha Energy, units of Hanwha, teamed up with Kospo to jointly buy US LNG supplies. According to Kospo's website, the firm has seven LNG power plants in South Korea: Shinincheon, Busan, Namjeju, Yeongwol, Andong, ShingSejong, and Hanlim.Posco International, a unit of South Korean steel producer Posco, and Kospo recently signed a heads of agreement on the use of Posco International's Gwangyang LNG import terminal and the construction of a pipeline.According to Posco International, the company will provide services to Kospo through the use of the facilities of the Gwangyang LNG terminal and a direct pipeline to be constructed from the LNG terminal to the Hadong LNG combined cycle power plant.. Source:www.lngprime.com

BP, Eni to send more gas to Angola LNG plant

Azule Energy, a joint venture of UK-based BP and Italy's Eni, and other partners will send more natural gas for liquefaction at the Angola LNG plant in Soyo following a final investment decision on the Greater PAJ project offshore Angola.Azule Energy, Angola's National Agency for Oil, Gas and Biofuels (ANPG), and partners Sonangol E&P and Equinor, announced the final decision for the project located in Blocks 31 and 31/21 in a statement on Monday.Greater PAJ is Angola's first integrated cross-block development, representing a coordinated approach to developing hydrocarbon resources across two adjacent concessions, according to the statement.With first oil expected in less than 3 years, in the first half of 2029, the project brings together five offshore fields across the two blocks - Palas, Astraea, and Juno in Block 31 and Urano and Dione in Block 31/21.The overall development concept consists of 17 wells connected to a new floating production, storage, and offloading vessel (FPSO) with a nameplate capacity of 95,000 barrels of oil per day and a gas export capacity of 70 million standard cubic feet of gas per day, which will be delivered to the Angola LNG (ALNG) plant via a new gas export line that will be tied-in to the existing Block 31 gas export network.The partners also awarded six main contracts critical to project

delivery.These include the FPSO contract with CIMC Raffles, subsea production systems (SPS) with Baker Hughes, umbilicals with OneSubsea, risers and flowlines with TechnipFMC, rigid pipes with Vallourec, and transportation and installation with Saipem.

Angola LNG

Angola LNG, which is a joint venture between Chevron, Azule Energy, Sonangol, and TotalEnergies, has been producing LNG since 2013.In 2023, Angola LNG shipped its 400th cargo of LNG since the launch of the 5.2 mtpa Soyo plant in 2013.The gas supplies will also be delivered to the Angola LNG plant in Soyo for export. Source: www.lngprime.com

Woodside seals domestic gas supply deal

Australian LNG player Woodside has signed a deal with aluminum producer Alcoa to deliver domestic natural gas from its Western Australian operations.Woodside said on Tuesday that the sale and purchase agreement with Alcoa includes the supply of 31.1 petajoules of domestic gas from 2027 to 2030.The agreement follows the Western Australian state government's approval in December 2025 extending the operation of the Pluto-Karratha gas plant interconnector.Woodside noted that approval enables additional Pluto-sourced gas to be processed using existing capacity at the Karratha gas plant and brought to market quickly as new contracted domestic supply."This gas will be supplied to Alcoa's Western Australian refineries, which provide thousands of local jobs and produce alumina, the feedstock for aluminum, a key material for the construction, manufacturing, and energy sectors," Woodside executive VP marketing and CCO Mark Abbotsford, said."The agreement again demonstrates the Western Australian domestic market is operating in a way which supports both gas producers and consumers. It also underlines the ongoing effectiveness of Western Australia's domestic gas policy in providing stable and predictable policy settings that underpin the delivery of gas to major industrial users," he said. The company has supplied domestic gas to Western Australia for more than 40 years. In 2025, Woodside's share of Western Australian natural gas production was 90.3 petajoules, representing approximately 21 percent of the state's domestic gas supply, according to Woodside. Source: www.lngprime.com

Japan's Cosmo Energy eyes LNG power plant

Japan's Cosmo Energy is looking into the possibility of building a liquefied natural gas (LNG)-fired power plant.The energy firm said in its business plan for fiscal 2035 that it is considering developing new power sources such as offshore wind power and LNG-fired thermal power.Cosmo Energy's presentation posted on its website shows that its plans for the next decade include onshore and offshore wind power, solar power, and LNG-fired thermal power as it shifts to a power generation mix that includes "stable" power sources.Discussing LNG-fired thermal power, Cosmo Energy said key points for optimizing power supply configuration include "refinery assets located in a waterfront industrial complex (utilization of repurposable oil facilities and expertise) and collaboration with synergy-creating partners."The key points include "energy sources that go beyond green electricity to include cost-efficient, low-carbon, and decarbonized fuels."Cosmo Energy said it aims to invest 800 billion yen ($4.96 billion) into growth over the next decade.This entails 200 billion yen ($1.24 billion) in the electricity supply chain, which includes LNG-fired thermal power and renewable energy.As part of its plans to optimize its power mix, the company aims to reach 2,000 MW of power capacity by fiscal 2035, including LNG power, according to the presentation.Cosmo Energy did not provide further details regarding LNG-fired power plants.China and Japan are the world's largest

LNG importers.During January-May, Japan's LNG terminals received approximately 26.15 million tonnes of LNG, up from 22.76 million tonnes received by Chinese terminals during the period.Source: www.lngprime.com

PetroVietnam Gas and EVN working to finalize supply deal for LNG power plants

PetroVietnam Gas, a unit of state-owned PetroVietnam, and compatriot power utility EVN are working to finalize an agreement to supply liquefied natural gas to EVN's Quang Trach II and III LNG power plants.In April this year, the two firms signed a framework agreement.According to PV Gas, the supply of regasified LNG would come from its planned North Central LNG terminal project, which will be located in the Vung Ang Economic Zone.The first phase of the terminal will have a capacity of up to 3 mtpa of LNG per year, with a total investment of approximately 26.7 trillion Vietnamese dong ($1 billion).EVN said in a statement last week that the partners held a meeting to discuss progress in implementing LNG supply to the Quang Trach II and III power plants and to review technical, investment, and commercial coordination matters.PV GAS plans to complete its internal review of the feasibility study and submit it to the Ministry of Industry and Trade in August 2026, the statement said.EVN said that Quang Trach II is expected to require gas supply for trial operations starting in April 2029.Regarding the draft gas sales agreement (GSA), EVN and PV GAS will continue to discuss and finalize the details to reach an early consensus, thereby supporting the overall progress of the project to supply LNG to the Quang Trach II and III power plants, the company said.In addition, the two parties agreed to continue collaborating on determining the pipeline route, location, and area of the gas station within the Quang Trach power center site, EVN said.In February this year, EVN awarded an EPC contract to a consortium of PowerChina and Lilama for its Quang Trach II LNG power plant in the province of Quang Binh.The contract is worth 25.2 trillion Vietnamese dong ($957 million).The LNG power plant will have a capacity of 1,612 MW, consisting of two 806 MW units.The project consists of two components and its total investment will reach 52,490 billion dong ($2 billion).The first is the power plant, using the combined cycle gas turbine (CCGT) technology, with a total investment of 40,123 billion dong, while the second comprises the LNG storage facility and jetty, with an estimated investment of 11,800 billion dong.Source: www.lngprime.com

India's Petronet gets Qatari LNG cargo

India's largest LNG importer, Petronet LNG, has received an LNG cargo from Qatar via the Strait of Hormuz at its Dahej terminal in Gujarat.Petronet announced in a social media post on Friday that its time-chartered LNG vessel Disha berthed at the Dahej LNG terminal, delivering 62,000 MT of LNG, reaffirming Petronet LNG's "unwavering commitment to India's energy security.""The voyage holds special significance as Disha became the first Indian LNG carrier to transit the Strait of Hormuz following its reopening," Petronet said."Having remained stranded in the region since March 2, 2026, due to the prevailing conflict in the Middle East, the vessel's arrival marks a remarkable achievement in ensuring the continuity of the critical energy supply chain," the company said.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.Compared to 2025, India's LNG imports decreased in April and May, data from the oil ministry's Petroleum Planning and Analysis Cell shows.India imports LNG via eight facilities with a combined capacity of about 52.7 million tonnes per year.These include Petronet's Dahej and Kochi terminals, Shell's Hazira terminal, as well as the Dabhol LNG, Ennore LNG, Mundra LNG, Dhamra LNG, and Chhara LNG terminals..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	50,000 – 70,000	53,000	55,000	58,000	62,000
DFDE	145,000 – 170,000	72,000 – 92,000	68,000	70,000	74,000	78,000
TFDE	155,000 – 174,000	95,000 – 108,000	76,000	78,000	82,000	86,000
X-DF	174,000 – 180,000	98,000 – 120,000	82,000	84,000	89,000	92,000
ME-GA	174,000 – 180,000	102,000 – 125,000	84,000	86,000	91,000	94,000
ME-GI	174,000 – 180,000	105000 – 128,000	86,000	92,000	95,000	97,000

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