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QATARENERGY CHARTERS OUT FIVE LNG CARRIERS ON ONE-YEAR DEALS

Middle East producing giant QatarEnergy has chartered out five of its newly delivered or delivering LNG carriers on one-year period deals. The transactions are sending fresh jitters round a structurally long LNG shipping sector. Qatar Energy ducks delivery of LNG carriers from owners with charter clause loophole Brokers named five major charterers — BP, TotalEnergies, SEFE Securing Energy for Europe, Eni and India's LMCS Maritime — as taking on the vessels for 12-month periods. Rates on the vessels are understood to be in the high-$70,000-per-day range. The ship names have yet to emerge. But the vessels are 174,000-cbm two-stroke ships built between 2024 and 2026.The number of vessels and the length of the charter has surprised some in the LNG sector. One market participant said it is a sign that QatarEnergy sees itself as long on LNG tonnage for a period much greater than previously expected, which could weigh on the charter market in the next few years. Record numbers of LNG newbuildings are scheduled to deliver this year and in 2027. The ships are to hit the water in a market that is still awaiting new cargo supply that is under construction to fire up. This is further complicated by the disruption to LNG markets caused by the US-Israeli conflict with Iran, which has effectively resulted in a loss of Middle East production this year. In a webinar this month, analyst Vortexa detailed that the market is going to be 12 mtpa to 15 mtpa short of anticipated LNG supply from Qatar, which was described as equating to "notable vessel demand". Qatar's expanding LNG shipping fleet set to weigh on supply-shocked market, Vortexa saysQELM listed modern two-stroke tonnage and named Q-Flex vessels and steam turbine LNG carriers, positioned in both trading basins, as available for hire from June. In early May, QELM was also seen offering out a single LNG carrier, in cold condition for charter, the 174,000-cbm Al Slaimi (built 2025), but again the vessel was detailed as available from mid-June until mid-October.Then last week, brokers said bids were invited by Qatari interests on a single ship for a period of 12 months.LNG carriers trickle out of the Gulf via 'closed' Strait of HormuzIt now appears that, following this, not one but five ships were fixed to the charterers listed.QatarEnergy's oversupply of LNG tonnage in advance of its new production coming on stream was evident before the current Middle East crisis.TradeWinds recently reported that QatarEnergy has been making use of a loophole in its chartering contracts with some owners on the 128 newbuildings it booked across four shipyards.For some shipowners who contracted these vessels against long-term contracts with the Qatari giant, QatarEnergy has the right to give six months' notice prior to the ship's delivery that it does not intend to take delivery of the LNG carrier onto its charter for a period of up to two years.QatarEnergy pushes out more LNG carriers for charter as Gulf lockdown rolls onNot all LNG carrier owners are said to have agreed to this clause in their charterparties.Those familiar with these contracts said some of these delayed deliveries onto charter hires were exercised last year, well before the closure of the Strait of Hormuz and QatarEnergy's decision to shutdown its LNG production in March. Source: www.tradewindsnews.com

LAID-UP MISC LNG CARRIER DUO SOLD ON AS TRADING BUYS

Two laid-up LNG carriers controlled by MISC have been sold rather than scrapped, as the pace of secondhand sales in the sector picks up.Exmar snaps up two Maran Gas Maritime LNG carriers for conversion jobsBrokers said the 157,721-cbm Seri Balhaf (built 2008) and the 157,611-cbm Seri Balqis (built 2009) are believed to have been bought by Indonesian interests.Silo Maritime has been named as one of the buyers, possibly working in partnership with PT Soechi Lines. Both companies have been contacted about the ships.A price for the dual-fuel diesel-electric, membrane-type ships has yet to emerge, but sources aware of the sale believe the figure is in the $60m to

$70m range per vessel.Both vessels are listed as “laid up” on Clarksons’ Shipping Intelligence Network database. Kpler data shows the Seri Balhaf off the coast near Malacca on Malaysia’s west coast, where a number of other LNG vessels are parked up. The vessel is recorded as last delivering a Qatari cargo to China in March 2025.The Seri Balqis is also anchored in the same area and was last shown as discharging a cargo in Taiwan in April 2025.The LNG pair were originally built for the Yemen LNG project against 20-year charters.In 2016, TradeWinds reported that both ships had been laid up in Labuan, east Malaysia, after the Yemen liquefaction plant was shut down in April 2015. They later started trading again.LNG steamer offered for sale as four sister ships redeliver from long-term chartersShipowner Silo already owns one LNG carrier, the 145,127-cbm Golden Isaia (built 2007), which it bought from GasLog Partners in July 2022 for $53. 75m.Soechi has also been buying secondhand LNG carriers. The company bought the 140,648-cbm Golar Arctic (built 2003) in February 2025 for about $24m. The vessel has since been renamed SC Serenity.The company also owns two other LNG carriers, the 138,209-cbm Prima Concord (ex-Methane Kari Elin, built 2004) and the 136,942-cbm Prima Carrier (ex-Pacific Eurus, built 2006), listed as bought in 2022 and 2021, respectively Brokers have reported an uptick in interest in secondhand LNG carriers. This is partly driven by older tonnage being sold off in a year of record newbuilding deliveries and amid tighter environmental regulations. But also a widely referenced interest from Russian-related buyers. Russia is seen as on the hunt for secondhand LNG carriers to boost its fleet as new European rulings kick in banning Russian imports of LNG, which will send these cargoes on longer voyages east. But Russian-affiliated buyers have offered and bought at inflated prices. Brokers said this has frustrated other buyers unable to compete on tonnage at these levels, although one recently noted that more bidders are finding they can line up for vessels. Source: www.tradewindsnews.com

'FOUNDATION SET' FOR SINGAPORE LNG'S FIRST FSRU

Singapore LNG Corporation’s first floating storage and regasification facility (FSRU) vessel has hit a milestone in its constructionSeven months into its construction, the keel has been laid for Singapore’s first FSRU.The company took to its social media pages to celebrate the milestone, noting that it marks the formal start of assembly for the vessel’s modular components. "The FSRU’s construction has been progressing according to schedule. Thank you to the teams whose dedication has brought us to this point, and who will see the project through to completion," Singapore LNG said, tagging Mitsui OSK Lines and shipyard Hanwha Ocean, which is building the vessel.

Scheduled for delivery in 2027, the FSRU is being built for owner Mitsui OSK Lines and will go on a long-term, 25-year charter to Singapore LNG Corporation (Singapore LNG).Capable of holding 204,000-m³ of LNG, it will be moored at Jurong Port and connected to the city-state’s gas network in 2030 to boost Singapore’s LNG import capacity.Singapore LNG has contracted to process 5M tonnes of LNG per annum at the floating facility, increasing import capacity by 50% compared with the existing landside terminal. "This regasification capacity is sufficient to power roughly 6 million 4-room HDB flats for an entire year. When completed, the FSRU will measure some 299 m in length, which is about the length of three football fields, while spanning 51 m in width and rising 55 m in height. It will have living quarters that can accommodate up to 45 ship crew personnel, and include facilities for meeting, medical and recreational use," SingaporeLNG said when marking the steel cutting for the vessel in October 2025.Shipbuilder Hanwha Ocean has reported delivery of 23% of the global gas fleet and recently completed its 200th LNG carrier. In September, the South Korean shipbuilder enlisted ABB to supply a medium-voltage generator, 6.6-kV switchboards for cargo and regasification, and the motor, transformer and drive for propulsion. The scope also includes remote control and diagnostics, condition monitoring and an enhanced power protection system.. Source: www.riviera.com

QATARENERGY LNG FORCE MAJEURE EXTENDS INTO MID-AUGUST, SAYS ENERGY PARTNER

Italy's Edison energy company said Qatar has extended its force majeure to cover five further cargoes of LNG on its long-term delivery contract Nearly three months after the US and Israel began a war in Iran, Qatar, the world's largest liquefied natural gas (LNG) producer, has again notified a European partner of continued war-related disruption to LNG supplies.Italy's Edison, a division of French energy group EDF, said it has received another force majeure extension from QatarEnergy, just three weeks after a prior extension led to revised estimates for overall delivery on the long-term offtake agreement Edison has with QatarEnergy."Edison announces that it has received a further extension of the force majeure notice from QatarEnergy covering an additional five LNG cargoes, scheduled for delivery to the Adriatic LNG terminal between July and mid-August 2026," the company said.In total, Edison said 17 LNG cargoes have been designated as subject to the 'long term' force majeure declared by QatarEnergy near the end of March 2026 in the wake of attacks from Iranian missiles. Edison reported that, up to March 2026, it had received 25% of its total annual contracted LNG volume from QatarEnergy, or 1.6Bn m^3 out of the 6.4Bn m^3 contracted annually over the 25-year lifespan of the sale and purchase agreement between the companies. Edison had also said in an earlier notice that the overall reduction in LNG volumes, and the timing of deliveries, would depend "in particular on the evolution of regional conflicts". 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 to Edison. Force majeure background and analyst estimates on resumption of production at Ras Laffan Missile 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 energyfacilities damaged or destroyed by strikes in the ongoing 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 immediate impacts of the ongoing Strait of Hormuz closure, 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. Source: www.riviera.com

U-MING NAMES ITS FIRST LNG CARRIER

Shipowner christens LNG carrier through joint venture with Kawasaki Kisen Kaisha (K Line) while expanding its core dry bulk fleetTaiwan-based shipping company U-Ming Marine Transport Corporation has christened its first LNG carrier, marking its entry into the gas energy transportation sector.The 174,000-m^3 *Diamond Gas Jade* was named at Samsung Heavy Industries' (SHI) Geoje Shipyard in South Korea on 19 May. Diamond Gas Jade will be operated by KMU LNG Shipping, a 50:50 JV established between U-Ming's subsidiary, Oceanic LNG Investment, and Japanese shipping major K Line.Upon its delivery in August 2026, the vessel will begin a long-term charter agreement with Diamond Global Energy (DGE), a subsidiary of Mitsubishi Corporation, supporting the Shell-led LNG Canada project in British Columbia.The vessel features a length overall (LOA) of approximately 290 m, a beam of 45.8 m, and is capable of reaching a service speed of 19.5 knots. The newbuild is equipped with a dual-fuel propulsion engine and an optimised, streamlined hull form.

U-Ming grows dry bulk fleet

The transition into gas shipping coincides with U-Ming's 'Dual Growth' strategy, aimed at expanding its fleet beyond 100 vessels and pushing its aggregate carrying capacity above 10M dwt. To support this goal, the company's board of directors recently approved orders for four 210,000-dwt Capesize and four 64,000-dwt Ultramax dry bulk carriers. Specific details regarding the assigned shipyards, delivery schedules, and contract values have not yet been disclosed. U-Ming noted that the dry bulk market has remained resilient in 2026, citing Clarksons' forecasts of tighter effective vessel supply and rising tonne-mile demand. Freight rates have outperformed traditional seasonal trends, driven by a recovery in the Capesize segment. The shipowner added that long-haul demand from the Simandou iron ore project and Guinea's bauxite exports, combined with limited fleet growth, ageing vessels and stricter environmental regulations, should continue supporting freight rates as the sector gradually recovers.Fleet diversification and green shipping initiatives Beyond fleet expansion, U-Ming is also accelerating its regional footprint in the Asia-Pacific offshore wind power market. Its subsidiary, U-Ming Marine Offshore, recently partnered with UK-based Purus to establish UPO Holdings, focusing on regional offshore wind operations and maintenance capabilities. At its annual general meeting in May, the Taipei-based shipowner also revealed plans to introduce biodiesel trials across its owned dry bulk fleet. The initiative aims to mitigate carbon costs under the European Union Emissions Trading System (EU ETS) while optimising the fleet's Carbon Intensity Indicator (CII) ratings. This move follows U-Ming's recent deployment of wind-assisted propulsion. Last year, the company became the first Taiwanese shipowner to adopt rotor sails by retrofitting its 325,000-dwt very large ore carrier (VLOC) Grand Pioneer with four 35-m-tall tilting rotor sails supplied by Anemoi Marine Technologies. Operating on deep-sea routes between China and Brazil, the vessel is projected to achieve average fuel and emission reductions of 10% to 12%.In response to global supply chain restructuring and broader energy transition, the company plans to continue expanding its core fleet while accelerating investments in low-carbon and new energy sectors.U-Ming currently operates a diversified fleet of 84 vessels, including owned vessels, joint ventures, and newbuildings, totalling nearly 10M dwt. The fleet spans bulk carriers, very large crude carriers (VLCCs), VLOCs, offshore wind support ships (CTV/CSOV) and its first LNG carrier. Source: www.rivieramm.com

CHENIERE, BECHTEL SEAL EPC DEAL FOR FIRST SABINE PASS LNG EXPANSION PHASE

A unit of Cheniere Energy Partners has entered into a lump sum, turnkey, engineering, procurement, and construction (EPC) contract with Bechtel for the first phase of the Sabine Pass LNG expansion project in Louisiana. In addition, Bechtel has received a limited notice to proceed to start early engineering and procurement for the project. Cheniere Energy Partners, a limited partnership formed by US LNG exporter Cheniere and the operator of the Sabine Pass LNG terminal, announced the award by its unit Sabine Pass Liquefaction Stage V in a statement on Thursday. The company did not provide the pricing details in the statement. However, Cheniere Partners said in a SEC filing later on Thursday that the EPC contract is valued at $4.69 billion. Cheniere's Sabine Pass facility currently has a capacity of approximately 30 million tonnes per annum (mtpa) following the launch of the sixth train in February 2022.The expansion project is being developed for up to three large-scale liquefaction trains with an expected total peak production capacity of up to approximately 20 mtpa of LNG, inclusive of estimated debottlenecking opportunities and supporting infrastructure.

Cheniere Partners is developing the project in phases.

The EPC agreement with Bechtel for Phase 1 includes a single train, Train 7, a boil-off gas reliquefaction unit, along with supporting infrastructure and tie-ins to the existing Sabine Pass LNG terminal. Inclusive of estimated debottlenecking, Phase 1 has an expected total LNG production capacity of over 6 mtpa.Cheneire Partners said Phase 1 is commercially underpinned by long-term agreements with "creditworthy counterparties", and a positive final investment decision (FID) on Phase 1 is subject to, among other things, receipt of necessary regulatory approvals and an acceptable financing arrangement.The Federal Energy Regulatory Commission (FERC) application for authorization to site, construct, and operate the expansion Project, as well as the Department of Energy (DOE) application authorizing the export of LNG to non-free trade agreement (non-FTA) countries, remain pending. Last month, FERC released a draft environmental impact statement for Cheniere's planned Sabine Pass Stage 5 expansion project. The regulator concluded that construction and operation of the LNG project would result in "some adverse environmental effects; however, effects would be reduced to less-than-significant levels." Cheniere Partners expects to reach FID on Phase 1 by early 2027.Source: www.lngprime.com

INDONESIA'S SOECHI LINES BUYS MISC LNG CARRIER

Indonesia's Soechi Lines has purchased MISC's 2009-built liquefied natural gas (LNG) carrier, Seri Balqis, according to brokers. The 157,000-cbm dual-fuel diesel-electric vessel has been renamed SC Prestige. No details regarding the purchase price have been revealed. According to VesselsValue data, the vessel is worth approximately $76 million. It was anchored offshore Malaysia's Malacca on Thursday, where it arrived in June last year, the data shows. Last year, Soechi Lines purchased the 2003-built steam turbine LNG carrier, Golar Arctic, from Golar LNG for approximately $24 million. The vessel, now named SC Serenity, ships LNG to meet domestic LNG demand, especially from industrial requirements, according to Soechi Lines.

MISC's LNG fleet

On the other hand, Malaysia's LNG shipping player MISC, a unit of Petronas, sold three steam LNG carriers for scrap earlier this year. The LNG vessels in question are the 2004-built 137,500-cbm, Puteri Zamrud Satu, the 2004-built 137,500-cbm, Puteri Firus Satu, and the 2005-built 137,500-cbm, Puteri Mutiara Satu. Brokers also reported in October last year that MISC sold two of its steam LNG carriers for scrap.These two LNG carriers are the 1995-built 130,300-cbm, Puteri Nilam, and the 1995-built 130,300-cbm, Puteri Delima.MISC said in its first-quarter results report that it expects charter rates for modern LNG carriers to remain elevated relative to the pre-Middle East conflict period, underpinned by robust long-term LNG demand. Meanwhile, steam LNG carrier rates are expected to remain subdued as charterers continue to favor more efficient and modern tonnage, MISC said.MISC said its gas assets and solution business, which includes a fleet of LNG and ethane carriers, "continues to focus on advancing its fleet rejuvenation strategy through the delivery of modern and efficient LNGCs and securing new long-term charters. "According to MISC's website, it operates a fleet of 31 LNG carriers, including steam LNG carriers and five as part of joint ventures. It also has one chartered LNG bunkering vessel. In addition to its operational vessels, MISC has LNG carriers on order, including its most recent orders for five LNG vessels at China's Hudong-Zhonghua, which will serve 20-year charter deals with Petronas.MISC also ordered its first LNG FSRU in South Korea, which will serve the planned Petronas Gas' RGT-3 terminal in Malaysia. Source: www.lngprime.com

RUSSIA BOOSTS LNG PRODUCTION IN APRIL

Russian liquefied natural gas (LNG) production rose 10.4 percent in April this year compared to the same month in 2025, according to the Russian statistics agency Rosstat.Rosstat's data shows that the country's LNG terminals produced 3 million mt last month.This is lower than 3.3 million mt in March, which equaled the monthly LNG production record achieved in January this year.During the first four months of this year, LNG production rose 9.6 percent year-on-year to 12.5 million mt, the data shows.Rosstat data previously showed that Russian LNG production dropped to 32.9 million mt last year.Russia currently produces LNG via Novatek and Gazprom-operated LNG terminals.Gazprom operates the Sakhalin-2 LNG terminal with a capacity of 10.8 mtpa and the mid-scale Portovaya LNG complex in the Leningrad region with a capacity of about 1.5 mtpa. Besides these facilities, Novatek operates the 17.4 mtpa Yamal LNG plant in Sabetta and the Arctic LNG-2 export plant, which was the first to be hit by US and EU sanctions. Novatek also operates the mid-scale LNG plant in Russia's Baltic Sea port of Vysotsk with a capacity of more than 660,000 tons of LNG per year. Last year, the US sanctioned Gazprom SPG Portovaya, the Russia-based operator of the Portovaya LNG terminal, and Cryogas Vyostsk, the Russia-based operator of the Cryogas Vysotsk LNG terminal. The UK government also sanctioned these two facilities. Source: www.lngprime.com

THAILAND'S PTT PLANS TO GROW LNG PORTFOLIO TO 15 MTPA

Thailand's state-owned oil and gas firm PTT aims to increase its liquefied natural gas (LNG) portfolio to 15 million tonnes per year by 2035 as it aims to become a global LNG player.Thailand currently imports LNG via two import terminals operated by PTT.These terminals include the first Map Ta Put LNG terminal (LMPT 1) with a capacity of 11.5 mtpa and the second Map Ta Phut LMPT2 LNG terminal, also known as the Nong Fab LNG terminal, with a capacity of 7.5 mtpa.Since March, PTT has accelerated spot LNG procurement from sources outside the Middle East to offset supply disruptions caused by the conflict there.The company also aims to increase LNG supplies under a long-term deal it has with US LNG exporter Cheniere.PTT CEO Kongkrapan Intarajang discussed PTT's LNG imports and trading plans during the first-quarter analyst meeting last week. He noted that Thailand imports approximately 30 percent of its natural gas requirements. Approximately 64 percent of natural gas comes from domestic sources, 9 percent from Myanmar, 6 percent comes from the Middle East via LNG from Qatar, and 21 percent is from other LNG sources. Intarajang said that 20 percent of global LNG supply is transiting the Strait of Hormuz, creating a significant market impact, especially for Asia. He said that supply normalization has now been re-baselined for 2028-2029, as asset restoration has effectively neutralized the previously projected LNG oversupply in 2026.The CEO also noted that LNG prices have increased with market volatility.

Global LNG player

With this, PTT aims to accelerate sourcing from the US and other regions to reduce reliance on the Middle East. The CEO said that PTT wants to strengthen its LNG portfolio by enhancing the value chain investment and securing “competitive LNG”.“Amidst volatility, we have to step up LNG so that we can capitalize on LNG in the face of volatility,” he said. He said that PTT’s target is to have a portfolio of 10 million tonnes per annum by 2030.The company’s presentation shows that PTT aims to have a portfolio of 15 million tonnes per annum by 2035.According to the presentation, PTT’s 2026 LNG portfolio target is 3.7 mtpa.PTT’s plans include entering into long- and short-term LNG supply agreements, both free on board (FOB) and delivered ex-ship (DES), gas and oil-linked, and hybrid.The presentation shows that PTT plans include supplying LNG from the US to Europe and Asia, as well as LNG from Canada, Latin America, APAC, and the Middle East to Asia.PTT launched its LNG trading desk through its international trading unit in 2019.PTT Trading’s website indicates that the company’s LNG portfolio exceeded 4 mtpa in 2023.Source: www.lngprime.com

SOUTH KOREA’S SAMSUNG HEAVY TO BUILD ONE LNG CARRIER FOR $252 MILLION

South Korean shipbuilding giant Samsung Heavy Industries has secured an order to build one liquefied natural gas (LNG) carrier for approximately $252 million. Samsung Heavy announced on Wednesday that it will build the new LNG vessel for an unidentified owner in Bermuda. The order is valued at 381.4 billion won, or approximately $252 million. Samsung Heavy will deliver the LNG carrier by October 2028.The shipbuilder did not provide further details regarding the new contract. Shipbuilding sources said this order is tied to interests associated with JPMorgan.JP Morgan was also tied to two LNG carriers at Samsung Heavy in January this year. In addition to the LNG carrier order, Samsung Heavy Industries announced two separate orders from an unidentified owner in Bermuda for two very large gas carriers (VLGCs) and two crude oil tankers.

Growing orderbook

Including these new orders, Samsung Heavy has secured $5.4 billion in orders for 27 vessels this year. This includes orders for 12 LNG carriers and one FSRU.Prior to this order, Stonepeak’s Seapeak ordered three LNG carriers from Samsung Heavy. Samsung Heavy also won an order for two LNG carriers from Greece’s TMS Cardiff Gas, three LNG carriers from Denmark’s Celsius Tankers, a unit of Celsius Shipping, one LNG carrier for London-based Purus Marine, and one LNG FSRU from Malaysia’s MISC. Last year, Samsung Heavy secured orders for 11 LNG carriers. Source: www.lngprime.com

RUSSIA’S NOVATEK, VIETNAM’S EVN TALK LNG-TO-POWER PROJECTS

Russian LNG producer Novatek is interested in cooperating with Vietnam’s power utility EVN to develop LNG-to-power projects in Vietnam. This was revealed on Tuesday during a meeting in Hanoi by officials from EVN and Novatek, according to an EVN statement.

At the meeting, Novatek introduced its capabilities and experience in the natural gas and LNG sectors and expressed an interest in exploring opportunities in Vietnam's energy market, EVN said. The company highlighted its interest in participating in integrated LNG-to-power chains, from fuel supply and LNG infrastructure development to power plant investments.EVN noted that LNG-fired power is identified as a key energy source in Vietnam's power development orientation under the revised Power Development Plan VIII.The two firms also exchanged views on international experience in LNG development, gas-to-power value chain models, and technical requirements for power projects, especially as Vietnam's power system increasingly requires greater flexibility, stability, and responsiveness to growing electricity demand.Novatek stated that it would continue discussions with EVN and relevant stakeholders to further explore technical solutions, cooperation models, and opportunities to participate in energy projects aligned with Vietnam's development strategy, the statement added.

Novatek established Hanoi office in 2021

In 2021, Novatek established a representative office in Hanoi as part of its plans to supply LNG to Vietnam. Novatek also signed a cooperation agreement with PetroVietnam Power, a unit of PetroVietnam. The Russian LNG exporter operates the 17.4 mtpa Yamal LNG plant in Sabetta and the Arctic LNG 2 export plant, which was the first to be hit by US and EU sanctions. Novatek also operates the sanctioned mid-scale LNG plant in Russia's Baltic Sea port of Vysotsk with a capacity of more than 660,000 tons of LNG per year.

EVN working on LNG-to-power projects

On the other hand, EVN and compatriot Hiep Phuoc Power recently signed a power purchase agreement for the Hiep Phuoc LNG power plant and held the groundbreaking ceremony for the project. The utility said this is the second PPA in the LNG power sector in Vietnam, following the Nhon Trach 3 & 4 project, operated by PV Power.EVN recently also awarded an EPC contract to a consortium of Power China and Lilama for its Quang Trach II LNG power plant in the province of Quang Binh. Source: www.lngprime.com

AXPO WRAPS UP FIRST CRUISE SHIP LNG BUNKERING IN NAPLES

Switzerland-based Axpo has completed what it claims is the first LNG bunkering of a cruise ship in Naples, Italy. According to a statement by Axpo, ship-to-ship refuelling of the 175,500-ton, 4,300-guest Sun Princess, operated by Carnival's Princess Cruises, took place on May 24. The Axpo-chartered and NYK-owned 5,200-cbm bunkering vessel, Green Zeebrugge, delivered LNG fuel to the cruise vessel. Axpo said the operation is the result of close collaboration between the company, the Port System Authority of the Central Tyrrhenian Sea, Terminal Napoli, and the Port Authority of Naples. Following the first ship-to-ship bio-LNG refuelling in Italy in December 2025, the Naples operation is "another important first in Axpo's strategy to build a comprehensive small-scale LNG and bio-LNG supply chain across Italy and Spain," the company said. The company is developing bunkering infrastructure for maritime and heavy transport sectors, including the 7,500-cbm Green Pearl, which was launched in January 2026 for ship-to-ship and ship-to-truck operations in Italian ports, and the 12,500-cbm Alisios LNG, which began operations in Spain in March 2026.In addition, units of UK-based LNG giant Shell and Axpo recently received approvals from Spain's Port Authority of Valencia to provide commercial LNG bunkering services in three ports.

The two concessions are valid for six years and the ports are Valencia, Sagunto, and Gandia.. Source: www.lngprime.com

ICHTHYS LNG STRIKE CALLED OFF

Japan's Inpex confirmed on Tuesday that workers on the Ichthys liquefied natural gas (LNG) export project will not strike on Wednesday and Thursday as previously planned. Inpex said on May 18 that it had received notice to strike from unions representing its workers on the Ichthys LNG export project. "We confirm Inpex has been advised that protected industrial action will not take place on May 27 and 28," an Inpex spokesperson told LNG Prime. Moreover, the spokesperson said that Inpex continues to "actively engage in good faith in the interest-based bargaining process facilitated by the Fair Work Commission, with negotiations continuing." "Inpex remains focused on maintaining safe operations at Ichthys LNG, reaching a fair and equitable agreement with employees – and importantly, ensuring reliable energy supply to our key trading partners in the Indo-Pacific region amid disruption to global energy markets," the spokesperson added. The Offshore Alliance, which includes the Maritime Union of Australia and Australian Workers' Union, reportedly said in a separate announcement that it had called off PIA due to "progress made in bargaining".Inpex told LNG Prime on April 17 that the majority of Ichthys workers had voted against a new employment agreement.Launched in October 2025, the process has involved extensive engagement from Inpex employees, bargaining representatives, and unions.The company said that the proposed enterprise agreement offer was "fair and competitive" and that it also "maintains alignment of our employment conditions with the external market and meets or exceeds peer conditions in several areas."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.. Source: www.lngprime.com

ITALY'S SNAM OFFERS REGASIFICATION CAPACITY AT RAVENNA FSRU

Italy's Snam has launched a multi-year regasification capacity allocation procedure for the FSRU-based LNG import terminal offshore Ravenna in the Adriatic Sea. In May last year, Snam launched commercial operations at the Ravenna facility, which features the 2015-built 170,000-cbm FSRU BW Singapore. The FSRU, with a 5 bcm per year regasification capacity, is moored about 8 kilometres offshore Ravenna, at a specially constructed offshore platform. Following the expressions of interest received, Snam announced on Monday that it has published the procedure for allocating multi-year regasification capacity at the Ravenna terminal, with the deadline for submitting requests set for June 15.Taking into account the expressions of interest submitted within the allocation requests, Snam is offering a multi-year product with a duration of ten consecutive thermal years, from 2028/2029 to 2037/2038, with an option to extend until 2044/2045 and/or with an option to bring forward the start date of the capacity from 2026/2027.Moreover, Snam is offering a multi-year product with a maximum duration of five consecutive thermal years and a minimum of three consecutive thermal years, for the period from 2026/2027 to 2030/2031.For the thermal year 2026/2027, Snam is offering 35 regasification slots, while for the other years, the company is offering 43 slots.

Italian LNG imports continue to rise

Italian LNG imports continued to rise in the first quarter of this year, with seven more cargoes delivered compared to the previous year, **Luca Passa**, Snam's chief of financial sustainability and international asset management officer, said during Snam's recent first-quarter earnings call. He said that LNG continues to "provide significant volumes and flexibility, accounting for around 33 percent of total gas imports, with 52 cargoes delivered to Italy versus 45 last year. "Looking at the supply flows, we have seen a further increase with LNG volumes up 17 percent versus the first quarter of 2025, mainly driven by the good availability of the Ravenna FSRU, which has been fully operational since May 2025," he said.Snam recently became the sole owner of OLT Offshore LNG Toscana, the operator of the FSRU Toscana offshore Livorno, after it agreed to purchase the remaining 2.69 percent share in OLT from Golar.In addition to OLT and the Ravenna FSRU, Snam holds controlling or co-controlling stakes in all regulated LNG regasification terminals operating in Italy. These include the Panigaglia onshore terminal (100 percent stake), operating since 1971 near La Spezia, the Adriatic LNG terminal (30 percent stake), operating since 2009 offshore Rovigo, and the Italis FSRU (100 percent stake), operating since July 2023 offshore Piombino.Source: www.lngprime.com

EDISON SAYS QATARENERGY EXTENDS FORCE MAJEURE UNTIL MID-AUGUST

Italian energy firm Edison, a unit of EDF, said it had received a new force majeure notification from state-owned LNG giant QatarEnergy, affecting supplies scheduled for delivery at the Adriatic LNG terminal in Italy.Edison announced on Monday that it has received a further extension of the force majeure notice from QatarEnergy covering an additional five LNG cargoes, scheduled for delivery to the Adriatic LNG terminal between July and mid-August 2026.To date, a total of 17 LNG cargoes are subject to force majeure, representing approximately 2.2 billion cubic meters of gas, according to Edison Since receiving the first notification from QatarEnergy in early March 2026, Edison has continued to work on replacing the volumes and maintaining the delivery slots. As of May 25, 2026, Edison reports that it has replaced nine out of the now 17 cargoes, representing a volume of approximately 1 billion cubic meters of natural gas. The company, as previously announced, confirms that it does not anticipate any impact on its end customers, thanks to the mitigation measures undertaken and the portfolio management activities already initiated. Edison noted that the latest cargoes from Qatar date back to the end of March 2026 and that it received a total of 1.6 billion cubic meters of natural gas during the first quarter of the year. Edison holds a long-term contract with QatarEnergy for the supply of 6.4 billion cubic meters of gas per year to Italy. The contract, which has been in force since 2009, has a total duration of 25 years.QatarEnergy stopped producing LNG at its giant Ras Laffan complex on March 2 due to military attacks on its operating facilities. The LNG producer declared force majeure to its affected LNG buyers on March 4. 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… Source: www.lngprime.com

MERCURIA, MOTOR OIL INK MOU FOR GREEK FSRU PROJECT

Switzerland-based energy trader Mercuria and Greece's Motor Oil signed a memorandum of understanding to collaborate on the latter's planned Dioriga Gas FSRU-based LNG import project in Greece's Saronic Gulf. Mercuria and Motor Oil Hellas announced the memorandum in a joint statement on Monday, establishing a framework for long-term cooperation in the LNG import project.Under the MoU, the parties have worked on step-by-step cooperation regarding regasification capacity reservation at the terminal, the long-term supply of LNG by Mercuria to Motor OIL for delivery through the Dioriga Gas FSRU, and the joint development of the framework required to bring the project to commercial operation. "This cooperation reflects a shared commitment to support energy security in Europe and to invest in the infrastructure that underpins a reliable and diversified gas supply," the statement said. "Both parties look forward to working together to advance this important addition to the region's LNG import capacity," they said. The partners said that the project "stands as the most advanced and mature FSRU project in Greece." Strategically located in the Saronic Gulf, it represents the "optimal solution for LNG imports into Greece and the wider Southeast European region."

Project development

The FSRU-based facility has been in development for years. In 2023, the project was characterized as a "strategic investment" by the Greek government. The terminal will be located about 70 km away from Athens, in the area "Agioi Theodori" of the regional district of Corinth, near Motor Oil's refinery, and at a distance of about 1.5-2 km from the national natural gas system. According to the Dioriga Gas website, the project "brings 21-24 TWh of LNG imports (30 percent of the Greek market) and additional storage of 177,000 cbm in Southern Greece (+45 percent)." Dirigo Gas said in a May 8 status update that the project has already offered its capacity through a market test with "strong participants. "Moreover, it is highlighted that this project comes at a time when Greece is enhancing its role as a regional LNG hub, covering 2 - 6 bcma (2 only Greece and 6 with exports) deficit after the full phase-out of Russian gas from 2027 onwards," the LNG terminal developer said.Dioriga Gas said its project team is currently working towards "obtaining a sea license, third-party exemption from RAAEY, and is in negotiations with important LNG market participants to join the existing project stakeholders."

Greece mostly imports US LNG

LNG deliveries to DESFA's Revithoussa LNG terminal and Gas trade's Alexandroupolis FSRU-based facility in Greece rose in the first quarter of this year, with the US supplying the majority of the volumes. The Greek gas grid and Revithoussa LNG terminal operator, DESFA, said that LNG shipments totaled 14.90 TWh during the first quarter. This marks a 36 percent increase compared to 10.96 TWh in the corresponding period of 2025, with Revithoussa serving as the main entry point, accounting for 11.44 TWh, or approximately 43 percent of total imports.At the same time, the Alexandroupolis FSRU significantly increased its contribution, covering approximately 13 percent with 3.46 TWh, DESFA said.DESFA said the US remained the leading LNG supplier to Greece, with 7.60 TWh, accounting for approximately 66 percent of total LNG imports, followed by Nigeria with 3.02 TWh.Mercuria also trades US LNG volumes and it recently agreed to buy more LNG from Kimmeridge's Commonwealth LNG, the developer of the 9.5 mtpa LNG export project near Cameron, Louisiana. Mercuria agreed to buy approximately 1.5 million tonnes per annum from the project, which just took a final investment decision. Source: www.lngprime.com

MISC EXPECTS LNG CARRIER CHARTER RATES TO REMAIN ELEVATED

Malaysia's LNG shipping player MISC, a unit of Petronas, expects LNG carrier charter rates to remain elevated relative to the pre-Middle East conflict period, underpinned by robust long-term LNG demand.MISC said in its first-quarter financial report on Monday that long-term charter rates for LNG carriers rose modestly in early March, driven by heightened geopolitical tensions in the Middle East. Spot Atlantic LNG carrier rates were approximately at $100,000 per day last week, while Atlantic rates were at $64,000 per day. Meanwhile, steam LNG carrier rates are expected to remain subdued as charterers continue to favor more efficient and modern tonnage, MISC said.

MISC said its gas assets and solution business, which includes a fleet of LNG and ethane carriers, “continues to focus on advancing its fleet rejuvenation strategy through the delivery of modern and efficient LNGCs and securing new long-term charters. ”In parallel, the segment continues to implement strategic measures for vessels currently off charter, including lay-ups to optimize costs, monetization of assets to redeploy capital, and the exploration of redeployment opportunities,” it said.MISC is one of the largest operators of LNG carriers and most of them are on long-term charters.According to MISC’s website, it operates a fleet of 31 LNG carriers, including steam LNG carriers and five as part of joint ventures. It also has one chartered LNG bunkering vessel. In addition to its operational vessels, MISC has LNG carriers on order, including its most recent orders for five LNG vessels at China’s Hudong-Zhonghua, which will serve 20-year charter deals with Petronas.MISC also ordered its first LNG FSRU in South Korea, which will serve the planned Petronas Gas’ RGT-3 terminal in Malaysia.

LNG revenue down

MISC said its gas assets and solution business posted first-quarter revenue of 394.4 million ringgit ($99.7 million), a drop of 38 percent compared to the same period in 2025.MISC attributed the drop to no construction revenue recognized in the current quarter and lower earning days resulting from vessel disposal, vessels lay-up, and lower charter rates Moreover, MISC’s gas assets and solution business reported operating profit of 214.2 million ringgit in the first quarter. Operating profit decreased by 29.5 percent compared to the same period in 2025 due to lower revenue.MISC said its group revenue of 2,891.4 million ringgit in the first quarter was 2.7 percent higher year-on-year mainly due to higher revenue from the petroleum and product shipping segment, while operating profit of 766.8 million was 10.5 percent lower year-on-year due to lower revenue in the gas assets and solutions segment. Source: www.lngprime.com

LNG IMPORTS DIP IN APRIL

Global LNG imports in April dipped to the lowest monthly level since September 2023 due to LNG supply disruptions from Qatar and the UAE following restrictions on transit through the Strait of Hormuz amid the Middle East conflict, the Gas Exporting Countries Forum (GECF) said in its latest report.Doha-based GECF said global LNG imports fell by 10 percent (3.62 Mt) year-on-year to 31.50 Mt in April. According to GECF, this also marks the largest y-o-y monthly decline in global LNG imports ever. All regions, except the Middle East and Africa (MEA), recorded lower imports, with Asia accounting for the majority of the decline. For the period January to April 2026, global LNG imports rose by 3 percent (4.36 Mt) y-o-y to 148.80 Mt, supported by stronger imports in Europe and MEA, GECF said.

European LNG imports drop 7.5 percent

In April Europe’s LNG imports stood at 9.96 Mt, declining by 7.5 percent (0.80 Mt) y-o-y largely reflecting tighter global LNG supply amid the Middle East conflict, according to GECF. Despite the sharp drop in global exports in March and April, the impact on Europe was relatively limited, as the region is less dependent on LNG from Qatar and the UAE, while imports from the US remained broadly stable, GECF said. At the country level, Belgium, France, Spain, and the UK recorded the largest declines, while imports increased in Greece, Lithuania, and Turkiye. For the period January to April 2026, Europe’s LNG imports increased by 6.1 percent (2.89 Mt) y-o-y to 50.45 Mt, GECF said. Belgium’s LNG imports declined mainly due to lower volumes from Qatar, partly offset by higher imports from Russia and the US. France saw reduced imports from Nigeria and the United States, as some Nigerian cargoes were redirected to Asia and US cargoes were reallocated within Europe, GECF said.In Spain, stronger pipeline imports from Algeria and lower US LNG arrivals curbed imports, while the UK recorded a decline as US cargoes were diverted to higher-priced European markets, GECF said. Conversely, imports increased in Greece and Türkiye on stronger US supply, while Lithuania raised imports to support exports of regasified LNG to Latvia and Poland.

Asian LNG imports fell sharply

GECF said that Asia's LNG imports fell sharply by 13 percent (2.91 Mt) y-o-y to 19.00 Mt, the lowest monthly imports since April 2020 during the COVID-19 pandemic. The weaker LNG imports was attributed to lower LNG supply from Qatar and the UAE due to the Middle East conflict. GECF said China and South Korea drove the decline in the region's LNG imports, while imports were also lower in India, Japan, Pakistan, Singapore, and Taiwan. For the period January to April 2026, Asia's LNG imports moved slightly lower by 0.4 percent (0.38 Mt) y-o-y to 88.23 Mt.GECF said China's LNG imports declined to the lowest level since April 2028, mainly due to reduced supply from Qatar, while ample domestic supply and elevated spot prices limited the need for replacement purchases.Similarly, South Korea's imports fell as lower Qatari volumes and a redirection of Australian cargoes to other Asian markets tightened supply. In India, Pakistan, Singapore, and Taiwan, reduced deliveries from Qatar weighed on imports, with weaker supply from the UAE further affecting India, GECF said. The decline in India was partly offset by higher imports from Angola, Nigeria, and Oman, while Taiwan increased purchases from the US tomitigate losses. Singapore also boosted imports from Australia, Mozambique, and the US to compensate for the shortfall, GECF said.

Latin America and MEA

GECF said that LNG imports in the Latin America and the Caribbean region declined by 17 percent (0.20 Mt) y-o-y to 0.98 Mt, marking the lowest level for the month since 2023.Argentina, Chile, and Colombia drove the decline, while imports increased in the Dominican Republic and Puerto Rico. For the period January to April 2026, LAC's LNG imports reached 3.73 Mt, representing a decline of 5.6% (0.22 Mt) y-o-y, GECF said. The drop in Argentina's LNG imports was likely due to higher domestic gas production from the Vaca Muerta formation. In Chile and Colombia, imports declined in April following y-o-y surges in March. Conversely, higher gas demand supported increased LNG imports in the Dominican Republic and Puerto Rico, GECF said. On the other hand, LNG imports in the Middle East and Africa (MEA) region jumped by 38 percent (0.43 Mt) y-o-y to reach 1.56 Mt. Egypt remained the main driver of regional growth, due to reduced domestic gas availability. GECF said the sharp year-on-year decline in Kuwait's imports observed in March eased significantly in April, supported by the ceasefire in the Middle East conflict. For the period January to April 2026, MEA's LNG imports grew sharply by 42 percent (1.60 Mt) y-o-y to 5.37 Mt, GECF said.

LNG exports drop

In April, global LNG exports declined for the second consecutive month, falling by 4.7 percent (1.64 Mt) y-o-y to 33.16 Mt, marking a slower pace of decline compared with March, GECF said. The decrease was primarily driven by disruptions to LNG transit through the Strait of Hormuz amid the Middle East conflict. GECF member countries were the main contributors to the decline, alongside a slowdown in LNG re-exports, partially offset by higher exports from non-GECF countries. For the period January to April 2026, global LNG exports increased by 4 percent (5.68 Mt) y-o-y to 148.87 Mt, supported mainly by stronger exports from non-GECF countries, GECF said.

The share of non-GECF countries in global LNG exports increased from 56.1 percent in April 2025 to 68.5 percent in April 2026.In contrast, the shares of GECF member countries and LNG re-exports declined from 43 percent and 0.9 percent to 31.3 percent and 0.2 percent, respectively.GECF said the US, Australia, and Russia were the leading LNG exporters during April. Source: www.lngprime.com

PETRONAS, PETROVIETNAM TO FURTHER BOOST LNG COOPERATION

Malaysian energy giant Petronas and PetroVietnam are exploring broader cooperation in oil and gas and LNG.During a meeting in Hanoi, Vietnam's Minister of Industry and Trade Le Manh Hung and Petronas president and CEO Tengku Muhammad Taufik discussed opportunities to strengthen Vietnam-Malaysia energy cooperation amid the global energy transition and growing regional energy security demands, according to a statement by state-owned PetroVietnam.During the meeting, the Petronas CEO noted that the global energy market remains volatile due to geopolitical tensions and supply competition. This has kept energy costs high, necessitating stronger ties and cooperation among ASEAN countries to enhance their ability to respond to market shocks, the statement said. Building on the memorandum of understanding between Petronas and PetroVietnam in 2023, both sides are exploring broader cooperation in oil and gas and LNG, renewable energy and offshore wind, regional energy infrastructure connectivity, and technology development and human resource training, the statement said. "With Vietnam's strengths in offshore wind and refining, alongside Malaysia's expertise in LNG and upstream operations, the partnership is expected to create new momentum for regional energy cooperation and sustainable development," the statement added. In April 2025, Petronas delivered the first LNG cargo to PetroVietnam Gas, a unit of PetroVietnam. Petronas shipped the cargo from its giant Bintulu LNG complex in Sarawak to the PetroVietnam Gas-operated Thi Vai LNG terminal in Ba Ria-Vung Tau province. PetroVietnam Gas recently increased regasification capacity at its Thi Vai LNG import terminal. The company said the test results confirmed that the system maintains safe and stable operations at 288 tons per hour, exceeding the initial design capacity of 171 tons per hour and equivalent to approximately 9.5 million standard cubic meters per day. Launched in 2023, Vietnam's first LNG import facility comprises one 180,000-cbm LNG tank, a jetty, and a regasification area. The facility supplies natural gas to PetroVietnam Power's Nhon Trach 3 and 4 LNG power plants.PV Power launched commercial operations at its LNG power plants in December last year. Vietnam's first LNG power plants have a total capacity of 1.6 GW.. Source: www.lngprime.com

INDIA'S LNG IMPORTS DIP IN APRIL

India's liquefied natural gas (LNG) imports decreased almost 30 percent year-on-year in April, preliminary data from the oil ministry's Petroleum Planning and Analysis Cell shows. The country imported 1.95 billion cubic meters, or about 1.5 million metric tonnes of LNG, in April via long-term contracts and spot purchases, PPAC's monthly report shows. PPAC said that "LNG import data for the month of April 2026 (as per March 2026 inputs received from LNG importing entities reporting to PPAC)" was 29.6 percent lower than in April 2025.India paid $0.9 billion for April LNG imports, down from $1.2 billion in April 2025, 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 2025-March 2026, the 17.5 mtpa Dahej terminal operated at 91.9 percent capacity, while the 5.2 mtpa Hazira terminal operated at 27.2 percent capacity. The 5 mtpa Dhamra LNG terminal operated at 34.1 percent capacity, the5 mtpa Dabhol LNG terminal operated at 34.5 percent capacity, the 5 mtpa Kochi LNG terminal operated at 26.3 percent capacity, the 5 mtpa Ennore LNG terminal operated at 25.1 percent capacity, the 5 mtpa Mundra LNG terminal operated at 17.4 percent capacity, and the Chhara LNG terminal operated at 6.2 percent capacity.

Force majeure

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 have been 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 comes 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.www.lngprime.com

BOTAS, EDISON INK LNG COOPERATION PACT

Turkiye's state-owned natural gas and LNG firm Botas has signed a memorandum of understanding with Italian energy firm Edison, a unit of EDF, to evaluate potential cooperation opportunities in natural gas and LNG.Under the agreement, natural gas and LNG supply opportunities and joint commercial prospects will be evaluated, according to a Botas statement.Botas also said that a joint working group will be established to address the technical, commercial, and regulatory aspects of a potential hydrogen-compatible natural gas interconnection between Turkiye and Italy. "This strategic partnership will contribute to the development of both countries, strengthen our ties in the Mediterranean basin, and enhance regional energy supply security," the company added.Botas operates the onshore Marmara Ereglisi LNG import terminal, the Dortyol facility, which features the Botas-owned 170,000-cbmFSRU Ertugrul Gazi, the first Turkish-flagged FSRU vessel, and the FSRU-based Saros terminal.Earlier this year, Turkiye's energy minister Alparslan Bayraktar said the country plans to install a second floating storage and regasification unit at the Dortyol facility in the southern province of Hatay and another FSRU in the Mediterranean.In December last year, Bayraktar said at a conference in Istanbul that Turkiye has increased its LNG regasification capacity fivefold since 2016, reaching 161 million cubic meters per day, as part of its plans to boost energy security, while the country is also working to become an LNG supply hub. He said that Turkiye signed LNG supply agreements for 106 billion cubic meters last year.www.lngprime.com

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