



IN THIS EDITION

1. Golar FLNG Unit Leaves Cameroon for Singapore Upgrade Stopover	1
2. Former Maran Gas LNG Carrier Emerges Under Russian Flag.....	1
3. Gaslog LNG Carrier Struck in Hormuz Reaches Khor Fakkan Safely	2
4. MISC Contracts Chinese Yard for LNG Carrier Backed by 10-Year Charter	3
5. Gaslog Says LNG Carrier 'Stable' After Hormuz Incident	3
6. Nigeria LNG Plans More Liquefaction Trains	4
7. Golar Secures \$600 Million for FLNG Growth	5
8. Seatrium Working on up to Nine FSRU Opportunities, CEO Says	5
9. Excelerate Buys Meiji's LNG Carrier	6
10. Atlas Maritime Secures Charter Deal for LNG-Powered PCTC	6
11. Himalaya Converts Charters for LNG-Fueled Bulker Duo.....	6
12. Shanghai Hits LNG Bunkering Milestone	7
13. Peru LNG Sent Five Shipments in July.....	7
14. Polish Firms Seal Deal to Share Gdansk FSRU Slots	8
15. Greece's Depa Delivers LNG Cargo to Bulgartransgaz via Alexandroupolis FSRU	8
16. SCI Launches Tender for LNG-Powered Containerships.....	9
17. Klaipeda LNG Throughput Up in H1	9
18. Shell, PetroChina Make Further Investment to Supply Gas to QCLNG Plant	9

19. ECONNECT SECURES BAHAMAS LNG GIG	10
20. NYK, CHINESE DUO NAME LNG CARRIER.....	11
21. INDICATIVE LNG CHARTER RATES – AUGUST 2026 2ND WEEK.....	12

GOLAR FLNG UNIT LEAVES CAMEROON FOR SINGAPORE UPGRADE STOPOVER

World's first LNG floater is due on site in Argentina by mid-2027 to start a 20-year charter. Golar LNG's floating LNG production unit Hilli Episeyo has left Cameroon, where it has been operating for the past eight years, for upgrade works in Singapore before it heads to a new life in Argentina. Chief executive Karl Fredrik Staubo confirmed to TradeWinds that the 2.45-mtpa Hilli, as the unit is widely known, left Cameroon waters at 01:00 today. The unit is moving under its own propulsion and with the assistance of two tugs. It will take about 50 days to reach Singapore's Seatrium yard. Staubo said the Hilli will remain at the Singapore yard for between six and seven months. Upgrade work will involve technical modifications in preparation for the redeployment, including repair, life extension and winterisation, as well as installing a new soft-yoke mooring system. The costs are estimated at between \$200m and \$300m. The unit will then begin its longer voyage to Argentina. Staubo said the FLNG unit should be on site by June-July next year and ready for operation. The Hilli will be sited in the Gulf of San Matias in Rio Negro province offshore Argentina, where it will liquefy gas from the Vaca Muerta shale formation onshore in Neuquen province. It is due to start operations under its 20-year charter with the Southern Energy consortium, of which Golar is a member. The Hilli will eventually be joined by a second Golar FLNG unit. This is Golar's first 3.5-mtpa, Mark II-type conversion of an LNG carrier, which is underway at China's Yantai CIMC Raffles Offshore in China. It is due for delivery at the end of 2027. This is not the first time an FLNG unit has been relocated. Malaysia's Petronas shifted one of its units to monetise a different gas field. Exmar's barge-based 16,100-cbm Tango FLNG (built 2017) was also shifted from Argentina to its current location in the Republic of Congo. But Staubo pointed out that Hilli was the world's first FLNG unit and said it has achieved 100% economic uptime since it was sent on charter in Cameroon. The LNG floater is a pioneering conversion of the 125,000-cbm steam turbine LNG carrier Hilli (built 1975), which was undertaken and delivered by Seatrium in 2017. Golar also has a second FLNG conversion, the Gimi, in operation for BP offshore Mauritania and Senegal. The company has said it plans to greenlight its fourth FLNG unit within 2026. There are currently five FLNG units under construction comprising some 16 mtpa, with several others under development. The sector is seeing growth as companies gain operational experience from units and look at ways to monetise gas reserves. Source: www.tradewindsnews.com

FORMER MARAN GAS LNG CARRIER EMERGES UNDER RUSSIAN FLAG

Russia has bought at least seven secondhand LNG carriers this year, with vessels originating from major shipowners. An elderly steam turbine LNG carrier sold by Greek shipowner Maran Gas Maritime in April has been reflagged to Russia and looks set to join the country's growing fleet of secondhand purchases. The 145,700-cbm T Halime (ex-Marane Gas Coronis, built 2007) was renamed the Chaivo and flipped from the Panamanian to the Russian flag on 1 July. In May, the vessel's owner was listed as Tudor Maritime of the Marshall Islands. But since 20 June it is recorded as "unknown". Kpler data shows the Chaivo as having arrived this week in Aniva Bay off Gazprom's Sakhalin 2 project in Russia. The ex-Marane Gas ship appears to have followed a similar, if slightly delayed path to a former Jovo Energy-controlled LNG carrier. This vessel, the 154,982-cbm Arrow Spirit (built 2008), was renamed T Handan in April before being reflagged to Russia at the beginning of June with a name change to Avacha. The ship is also registered to Tudor Maritime with Cryoline

Management in Russia's Sakhalin as its manager. It arrived in the Barents Sea off the north-west coast of Russia this week after a passage from Walvis Bay in Namibia. Last week the European Union adopted its 21st sanctions package against Russia. But to get the sanctions over the line, and following lobbying by Greece, the EU granted a renewable exemption under which European shipping companies will be allowed to continue transporting Russian LNG to third countries under contracts signed before Russia's full-scale invasion on 24 February 2022. Greek shipowner Dynagas is seen as the major beneficiary of this due to the company's specialised Arc7 ice-breaking and conventional LNG tonnage, which it has on charter to Russian interests. But the EU's Russian LNG import ban will take effect from 1 January 2027. The EU sanction package also included a new obligation under which companies have to notify of any LNG carrier sales to Russian interests. Most sales, however, follow a pattern where the ship is transferred through multiple companies before ending up with Russian owners and operators, so it is unclear how effective this will be. To date this year, at least seven secondhand LNG carriers have been sold and ultimately found their way into Russian ownership. Four LNG steamships sold by Oman's Asyad Shipping early this year have since joined the Russian fleet. All these vessels have since been sanctioned. Greek owner Thenamaris sold its 2007-built LNG carrier at a hot price this year, with the vessel eventually emerging months later as the Russian-flagged, 155,000-cbm Arctic Express. This ship, along with the Avacha and Chaivo remain sanction-free at present. Source: www.tradewindnews.com

GASLOG LNG CARRIER STRUCK IN HORMUZ REACHES KHOR FAKKAN SAFELY

A Greek-owned LNG carrier that was struck while transiting the Strait of Hormuz over the weekend and reportedly suffered a blackout has now safely arrived off the United Arab Emirates. Peter Livanos-led GasLog said its 2013-built *GasLog Shanghai* had anchored at Khor Fakkan, on the UAE's east coast, as of 4 August. The Greek owner said all crew members were safe and in good health. "The professionalism, resilience and commitment of our crew, together with the dedicated support of our teams ashore and the effective activation of our contingency and emergency response procedures, contributed to this positive outcome," GasLog said. The LNG carrier owner also thanked the relevant authorities and its partners for their collaboration and support. "We remain committed to the highest standards of safety and operational excellence," the company said. *1 August GasLog Shanghai* was struck while transiting the Strait of Hormuz on 1 August, in the first of two reported incidents in the area, after Iran claimed to have targeted two vessels attempting to cross the strategically important waterway GasLog said in an initial statement on the same day that an incident involving the 2013-built vessel occurred while it was exiting the Strait of Hormuz. "Everyone onboard is safe and accounted for, and the vessel is stable," GasLog said. The company added that it immediately activated its emergency response plan, notified all relevant authorities, and is currently assessing the vessel's condition while taking all necessary steps to ensure the safety of its crew. Maritime security firm Marisks reported that the vessel was left drifting in Omani waters after suffering an engine room fire, a complete blackout, and a loss of propulsion. Security firm Vanguard also said the vessel experienced a blackout and is currently without propulsion. The incident location provided by the two firms, 11 nautical miles northeast of Limah, Oman, matches the position reported by the United Kingdom Maritime Trade Operations (UKMTO). The UKMTO also said the unidentified tanker was not under command after sustaining damage to its engine room. According to Marisks, the attack is operationally significant because, for several weeks, parts of the shipping community had viewed the southern Omani corridor as presenting a lower security risk. "The southern route should therefore no longer be considered a substantially safer alternative to northern transit," the company said. This is the second GasLog-owned LNG carrier to be involved in an incident in recent days. The Greek owner also confirmed an "incident" involving 2015-built *GasLog Salem* while the vessel was in Damietta, Egypt. In a separate incident, Vanguard said a Liberia-flagged tanker reported an unidentified projectile landing in the water approximately five metres off the

vessel's starboard side while transiting the Strait of Hormuz, about 21 nautical miles northeast of Khasab, Oman. The UKMTO also reported that the master of a tanker in the same area observed a large splash and explosion in close proximity to the vessel, although no damage was reported. The security incidents come after Iran's Islamic Revolutionary Guard Corps said on 31 July that two "non-compliant oil tankers were struck and brought to a halt, while four other oil tankers quickly changed course and returned to their previous positions." The military body claimed the vessels had attempted to transit the strait via an "undeclared route" under US aerial escort, according to The Guardian. Source: www.rivieramm.com

MISC CONTRACTS CHINESE YARD FOR LNG CARRIER BACKED BY 10-YEAR CHARTER

Malaysian shipowner MISC has further expanded its LNG carrier orderbook after securing a contract for a new vessel under a long-term charter agreement. MISC, part of the Petronas group, said in a 31 July stock exchange filing that it had received a letter of award from Malaysia LNG Sdn Bhd (MLNG) for a 10-year charter of a newbuild 18,700-m³ LNG carrier. For the project, the Malaysian owner has signed a shipbuilding contract with CSSC subsidiary Hudong-Zhonghua Shipbuilding for the construction of the vessel. The charter is expected to commence in 2028, with MISC providing LNG transportation services to MLNG. MLNG operates the Petronas LNG complex in Bintulu, Sarawak, which has a production capacity of nearly 30M tonnes per annum. MISC said the project is strategically important as it supports Petronas' "continued LNG supply to Sendai City, Japan, reinforcing a long-standing partnership of nearly 30 years and ensuring the reliable delivery of LNG to meet the customer's long-term energy needs." The Malaysian owner has expanded its cooperation with Hudong-Zhonghua Shipbuilding this year through a series of LNG carrier newbuilding contracts. Riviera recently reported that Chinese shipbuilders have captured a significant share of this year's LNG carrier newbuilding orders. According to Clarksons, MISC currently has five 174,000-m³ LNG carriers under construction at the Chinese yard, alongside another six vessels at Samsung Heavy Industries, including one FSRU. MISC lists 31 LNG carriers in its fleet portfolio on its website, including vessels held through joint venture structures. Source: www.rivieramm.com

GASLOG SAYS LNG CARRIER 'STABLE' AFTER HORMUZ INCIDENT

Greek LNG shipping firm GasLog said on Saturday that its 2013-built LNG carrier GasLog Shanghai was in "stable" condition following an incident in the Strait of Hormuz. "On July 31, 2026, an incident occurred on our LNG vessel GasLog Shanghai, while exiting the Strait of Hormuz," GasLog said. "Everyone onboard is safe and accounted for, and the vessel is stable," the company said. "GasLog LNG services immediately activated their emergency plan, notified all relevant authorities, and are currently assessing the condition of the vessel and ensuring the safety of our people," the company said. GasLog did not provide further details. The United Kingdom Maritime Trade Operations (UKMTO) Centre reported two vessel incidents on Saturday. According to the UKMTO, it received a report of an incident 11NM northeast of Lima, Oman. "The CSO of a tanker reports the vessel has been struck by an unknown projectile which has caused damage to the engine room," it said. "The tanker is not under command and the regional Coast Guard have been informed. There are no reported casualties or environmental impact. Authorities are investigating," UKMTO said. According to its AIS data provided by VesselsValue, the 155,000-cbm GasLog Shanghai transited the Strait of Hormuz with its transponders off. The vessel appears to have visited the giant QatarEnergy LNG-operated Ras Laffan LNG complex prior to its Strait of Hormuz transit. GasLog Salem GasLog also confirmed in a separate statement that its 2015-built 155,000-cbm was involved in an incident in Egypt's Damietta on Wednesday. "On July 29, an incident occurred on board our LNG vessel GasLog Salem while the vessel was alongside in Damietta, Egypt," the company said. "Our

immediate priority was, and continues to be, the safety and wellbeing of our people. We are pleased to confirm that all crew members are safe. There were no injuries and no pollution resulting from the incident,” the company said. “The situation was brought under control promptly through the professionalism and preparedness of our crew. GasLog immediately activated its emergency response procedures, notified the relevant authorities, and continues to work closely with them as the cause of the incident is investigated,” GasLog added. GasLog did not provide further information. Egypt’s government confirmed on Thursday that a drone caused the fire on board the 138,350-cbm FSRU Energos Winter in Damietta on Wednesday. GasLog Salem was reportedly next to the FSRU during the attack. “After the fire that broke out on two ships in the Port of Damietta on July 29, 2026, was brought under control, and following preliminary investigations into the incident by the relevant authorities, it was determined that the fire was caused by a drone,” Egypt’s Cabinet said in a social media post on Thursday. Egypt’s Ministry of Petroleum and Mineral Resources said on Wednesday that no one was injured after a fire broke out aboard the 138,350-cbm FSRU Energos Winter. British maritime security firm Ambrey said on Wednesday that “a US-owned and operated, Marshall Islands-flagged LNG floating storage facility was struck by at least one unmanned aerial vehicle.” Ambrey also said that “a Greek-owned and operated Bermuda-flagged LNG tanker was struck by at least one unmanned aerial vehicle.” Source: www.lngprime.com

NIGERIA LNG PLANS MORE LIQUEFACTION TRAINS

LNG producer Nigeria LNG, a joint venture of NNPC, Shell, TotalEnergies, and Eni, is planning to add more liquefaction trains as it nears the completion of Train 7 at its Bonny Island plant, according to managing director and CEO Adeleye Falade. Falade, who took over as NLNG’s MD and CEO earlier this year, discussed the expansion plans during a presentation last week, which was published on NLNG’s social media. The Bonny Island liquefaction plant currently has six trains and a capacity of 22 mtpa, with NLNG adding the seventh production unit. The NLNG Train 7 project consists of the construction of one complete LNG train and one additional liquefaction unit. Following completion, the project will add around 8 mtpa of capacity to the Bonny Island facility for a total of about 30 mtpa. Falade said during the presentation that Train 7 is approximately 93 percent complete. “Today we have close to 16,000 people that work every day at that site trying to make sure that we complete it safely,” he said. “Gas country” Falade noted that Nigeria is “not an oil country; we are a gas country.” “When you look at other countries, look at their reservoirs, look at what has been proven compared to the capacity that they have, we’re just scratching the surface of our potential,” he said. He pointed out that Nigeria has approximately 200 Tcf of proven gas reserves, meaning that the 22 mtpa liquefaction capacity “accounts only for 0.5 percent.” “By the time we started moving into construction with Train 7, it became obvious that we needed to redefine the level of our ambition,” he said. “So today we started having initial conversations and doing exploratory activities around what will it take to grow to Train 8, Train 9, and Train 10. What would that take in order for us to be able to achieve that?” He said that this is still at an early stage, but “it’s one that the company is already having conversations around, and we are defining what will be required for us to be able to grow beyond Train 7.” Over 6,285 LNG cargoes Falade noted that NLNG has exported over 6,285 LNG cargoes since commencing operations 37 years ago. He said that NLNG has a fleet of 21 vessels dedicated to LNG and one for domestic LPG. Most recently, NLNG’s shipping unit, Bonny Gas Transport (BGT), ordered three LNG carriers from Chinese shipbuilder Hudong-Zhonghua. The Chinese shipbuilder will build three 174,000-cbm LNG carriers for BGT, marking the first collaboration between China and Africa in the field of LNG carrier construction. “In terms of asset base, our asset currently is valued at about \$23 billion and right from when we started, we’ve generated about \$150 billion in revenue,” he said. “We’ve managed to pay almost \$50 billion in dividends to our shareholders,” he added. Source: www.lngprime.com

GOLAR SECURES \$600 MILLION FOR FLNG GROWTH

Floating LNG player Golar LNG has closed a new \$600 million senior secured revolving credit facility to further strengthen its balance sheet flexibility and facilitate further FLNG growth. Golar said on Monday that the credit facility is secured by its investment in the MKII FLNG currently being converted in China to serve a 20-year contract with Southern Energy in Argentina. The facility received “strong” backing from a consortium of banks including ABN AMRO, Citibank, Danske Bank, and Standard Chartered Bank, the company added. China’s CIMC Raffles is moving forward with converting Golar LNG’s 148,000-cbm Moss-type carrier, Fuji LNG, into an MKII FLNG with a capacity of 3.5 mtpa. Following completion in the fourth quarter next year, Golar will deploy this FLNG in Argentina in 2028. The MKII FLNG will operate in the Gulf of San Matias, offshore Argentina, in proximity to the FLNG Hilli. Hilli’s existing contract in Cameroon ends in the third quarter of 2026. After that, the unit will be towed to Seatrrium’s shipyard in Singapore, where upgrades and life extension work will be carried out prior to its deployment in Argentina. In aggregate, across FLNG Hilli and FLNG Gimi, Golar has 5.1 mtpa of liquefaction capacity on the water, a further 3.5 mtpa currently under conversion in China, and long-lead items for the fourth unit reserved. Source:

www.lngprime.com

SEATRIRUM WORKING ON UP TO NINE FSRU OPPORTUNITIES, CEO SAYS

Singapore’s Seatrrium is looking at six to nine floating storage and regasification unit (FSRU) tenders, while the firm is also pursuing FLNG opportunities, according to CEO Chris Ong. Ong said during Seatrrium’s first half-year earnings briefing on Friday that Seatrrium is “well-positioned” to capture opportunities from a pipeline exceeding S\$32 billion (\$25 billion) over the next 24 months, diversified across oil and gas (approximately S\$21 billion), offshore wind (approximately S\$9 billion) and conversions (approximately S\$2 billion). He said Seatrrium is “seeing a growing demand for FLNG and FSRU deployment, driven by LNG supply tightness, energy security, and the push for supply diversification.” He noted these are faster to market and more cost-effective than conventional infrastructure. Ong said that Seatrrium delivered the world’s only two operational LNGC-to-FLNG conversions. These are Golar LNG’s FLNG Hilli and FLNG Gimi. “We are also developing FLNGX, our proprietary next-generation FLNG design with AiP achieved, allowing us to pursue new-build FLNG opportunities that may arise,” he said. He said that Seatrrium is “pursuing growing FLNG opportunities in Africa worth about \$S7 billion.” Tenders “We have executed over 90 percent of global FSRU and FSU conversions. In the first half of 2026, we secured a new FSRU conversion contract with Karpowership, and this is not a one-off. The pipeline for gas conversions is real. It is growing, and we intend to take a leading share of it,” he said. The new FSRU contract with Türkiye’s Karpowership marks Seatrrium’s eighth FSRU conversion project for Karpowership. Ong said that Seatrrium is “looking at no less than six to nine FSRU tenders right now, ranging from integration or full EPC for FSRU, also for FLNG conversion.” “We are actively looking at that,” he said. Talking about the macro trends driving FSRU demand, including the Middle East conflict, he said that “if you look at the LNG market, we believe that the war itself has created the security issue.” “The flow of fluids around the world will be changing. Changing in the sense that the security question comes to the forefront for all nations,” Ong said. “How do I secure my feedstock, and how do I power my homes? That has led to the question on infrastructure investment. Then the question will come, which would be the fastest to market?” “We have engineered that solution of FSRU, first in the world.. It’s precisely with this concept where if you need an infrastructure that allows you to receive LNG into your grid, that would be one of the fastest ways,” he said. Source: www.lngprime.com

EXCELERATE BUYS MEIJI'S LNG CARRIER

US FSRU player Excelerate Energy has reportedly purchased Meiji Shipping's LNG carrier Methane Mickie Harper, according to brokers. Several brokers reported the change of ownership of the 2010-built 170,000-cbm vessel. No price has been revealed. In 2021, Meiji Shipping bought this LNG carrier and Methane Patricia Camila from a unit of UK-based LNG giant Shell. According to VesselsValue data, the TFDE LNG carrier is currently worth approximately \$88 million. LNG Prime invited Excelerate to comment on the matter. Excelerate purchased the 2007-built steam LNG carrier, Methane Alison Victoria, from GasLog Partners for approximately \$27 million last year. The company is advancing plans to convert this LNG carrier, now named Shenandoah, into a floating storage and regasification unit. CEO Steven Kobos said that the company's first FSRU conversion will expand the company fleet's flexibility and allow it to respond, "more quickly to emerging opportunities." Excelerate has one of the world's largest fleets of FSRUs, and its newbuild FSRU, Excelerate Acadia, recently arrived in Jordan to serve a nine-month contract. The company deployed the 170,000-cbm FSRU to Jordan due to the delayed startup of the Iraq LNG terminal amid the ongoing conflict in the Middle East. Excelerate now has 12 FSRUs in its fleet, including a chartered FSRU integrated with the Jamaican assets. Source: www.lngprime.com

ATLAS MARITIME SECURES CHARTER DEAL FOR LNG-POWERED PCTC

Greece's Atlas Maritime has secured a charter deal for its newly delivered LNG dual-fuel pure car and truck carrier, Clean Star. Atlas announced in a social media post on Sunday that China's CIMC Raffles in Yantai, a unit of CIMC, delivered the LNG-powered PCTC with a capacity of 7,000 ceu. The shipping firm said that the vessel has secured a "two-year time charter at \$80,000/day—setting a new market benchmark and breaking company records." Atlas Maritime did not reveal the charterer or additional details. European Maritime Finance said in a statement last week that the vessel, owned in partnership with Atlas Maritime, will be chartered to "a leading Chinese operator in the roll-on/roll-off transportation of cars, trucks, and heavy vehicles." EMF did not reveal the name of the charter, but NBOSCO is written on the vessel's starboard side. NBOSCO, or Ningbo Ocean Shipping, is a subsidiary of the Ningbo-Zhoushan Port Group. "This new two-year time charter alone is expected to generate approximately \$56 million in gross revenue, clearly demonstrating the significant long-term value creation potential of these assets," EMF said. Four vessels In January 2025, CIMC Raffles hosted a naming ceremony for two LNG dual-fuel PCTCs, Electric Star and Green Star. These two vessels are part of a series of four LNG dual-fuel PCTCs with a capacity of 7,000 ceu, which included Clean Star and Eco Star. However, a joint venture of AD Ports Group's Noatum Maritime and Türkiye's Erkport purchased these two vessels, now named Ugr Al Samha and Ugr Zakher. According to Atlas Maritime's website, the company manages these two vessels. Before delivering Clean Star, CIMC Raffles also handed over LNG dual-fuel Eco Star to Atlas Maritime in March 2026, the third vessel in this series. The vessels are 99.9 meters long and 38 meters wide, with a design draft of 8.6 meters and a design speed of 19 knots. Moreover, the SDARI-designed PCTCs feature two type C LNG tanks, each with a capacity of 1,650 cbm, and are equipped with MAN 6S60ME-C10.5-GI-EcoEGR main engine and are ammonia-ready. Source: www.lngprime.com

HIMALAYA CONVERTS CHARTERS FOR LNG-FUELED BULKER DUO

Himalaya Shipping has converted the index-linked charters to fixed-rate time charters for two of its LNG-powered Newcastlemax bulk carriers. According to a statement by Himalaya on Monday, the charter deals were converted at an average rate of approximately \$51,200 per day, gross, from August 1, 2026 to December 31, 2026. In addition, the vessels will continue to earn scrubber benefits according to the terms of the existing time charter agreements, it said. Himalay did not name the vessels or provide additional details regarding the

charters. Himalaya also announced in May that it has agreed to convert the index-linked time charters for four vessels to fixed-rate time charters at an average rate of approximately \$56,500 per day, gross, for June. The company recently entered into a new time charter agreement for the 2024-built bulk carrier Mount Aconcagua for a period of 16 to 18 months. In April this year, Himalaya entered into a new time charter agreement for the 2024-built bulk carrier Mount Emai for a period of 12 to 14 months. The vessel started the new time charter in the first half of May. In March, Himalaya entered into a new time charter agreement for the 2023-built bulk carrier Mount Matterhorn for a period of 12 to 14 months, while in January, the company entered into a new time charter agreement for the 2023-built bulk carrier Mount Ita for a period of 11 to 14 months. Himalaya has 12 LNG-powered Newcastlemax bulk carriers in its fleet. China's New Times delivered Himalaya's final bulk carrier, Mount Emai, in June 2024. Source: www.lngprime.com

SHANGHAI HITS LNG BUNKERING MILESTONE

China's Port of Shanghai has reached a new LNG bunkering milestone as the global fleet of LNG-powered vessels continues to expand. According to a statement by China's terminal operator Shanghai International Port (SIPG) and a social media post by Singapore's shipping firm PIL, Shanghai Port surpassed 2 million cubic meters of cumulative LNG fuel supplied on July 25. During the milestone bunkering operation, the 20,000-cbm bunkering vessel Hai Gang Wei La delivered 4,549 cbm of LNG fuel to PIL's container vessel Kota Eagle at the Lvhuashan Anchorage off the coast of Shanghai. In March 2022, Shanghai SIPG Energy Service (SSES), SIPG's joint venture with Shenergy, completed the first LNG bunkering operation in Shanghai with this bunkering vessel under its long-term deal with French shipping giant CMA CGM. Since then, a total of 355 bunkering operations have been completed, with the cumulative volume exceeding 2 million cbm, SIPG said. SIPG noted that the steady progress of LNG bunkering operations at the Port of Shanghai would not have been possible without the long-standing guidance and support from government authorities and port agencies. "In accordance with the requirements outlined in the joint document issued by ten national ministries and commissions, the Port of Shanghai's bonded LNG bunkering capacity is set to reach the 1 million cbm level by 2030," it said. DNV's latest data shows that there are now 914 LNG-powered ships in operation and 654 LNG-fueled vessels on order. Moreover, 244 LNG-powered containerships and 145 LNG-powered car carriers are in operation, followed by 95 oil/chemical tankers, and 88 crude carriers. As per vessels on order, LNG-powered containerships account for a big part of the orders with 410 units. Shipping firms also ordered 101 car carriers, 44 crude oil tankers, and 33 cruise ships.

Source: www.lngprime.com

PERU LNG SENT FIVE SHIPMENTS IN JULY

Peru LNG's liquefaction plant at Pampa Melchorita shipped five liquefied natural gas cargoes in July, the same as in the previous two months, according to shipment data by state-owned Perupetro. The 4.4 mtpa LNG plant sent all of the July LNG cargoes to South Korea, Perupetro the data shows. The shipments loaded onboard the LNG carriers Murex, Kool Baltic, Pan Americas, Sestao Knutsen, and Zoe Knutsen equal 352,679 tonnes. These five LNG cargoes, which were loaded at the Peru LNG plant last month, compare to five cargoes in July 2025 and five cargoes in the prior month and in May. There were no exports in April, while Peru LNG shipped two cargoes in March due to the disruption of Transportadora de Gas del Peru's Camisea pipeline. In total, the LNG plant has sent 26 shipments to date this year, the data shows. LNG giant Shell holds 20 percent in Peru LNG and offtakes all the volumes. US-based Hunt operates the LNG plant with a 35 percent stake, while Japan's Marubeni has 10 percent in the LNG terminal operator. In 2024, MidOcean Energy, the LNG unit of US-based energy investor EIG, completed the purchase of an additional 15 percent interest in Peru LNG from Hunt Oil. MidOcean's interest in Peru LNG stands at 35 percent. Source: www.lngprime.com

POLISH FIRMS SEAL DEAL TO SHARE GDANSK FSRU SLOTS

Polish firms Orlen, Enea, Unimot, and PGE have signed a slot-sharing agreement after booking regasification capacity at the planned second FSRU as part of the LNG import project in Gdansk, according to LNG terminal operator Gaz-System. Gaz-System announced the signing of the agreement in a statement on Tuesday. "The so-called slot-sharing mechanism consisting of the sharing of contracted LNG supplies among the FSRU terminal users enables joint access to regasification services provided within a single LNG unloading operation," the firm said. Gaz-System noted that this framework guarantees that terminal users have continuous access to regasification capacity year-round, entirely independent of their individual LNG delivery schedules. The mechanism enables market players to swap and allocate contracted volumes of LNG on an ongoing basis throughout the terminal's supply cycle. According to Gaz-System, this approach provides greater predictability for post-regasification gas offtake and ensures highly effective supply management across the entire operational life of FSRU 2. 74 percent booked In June, Gaz-System announced that the second FSRU as part of the LNG import project in Gdansk Bay would be built following a successful open season for regasification capacity. According to Gaz-System, market participants' interest exceeded the initial offer of 39 slots per year. As a result, Gaz-System has decided to increase the new terminal's regasification capacity from the planned 4.5 billion cbm to 6.1 billion cbm of gas per year. A total of 47 slots per year were contracted for the period 2030-2039 and 35 slots for the period 2040-2044. After increasing the technical capacity of the second FSRU to 58 slots, the total booking rate for the entire service period reached 74 percent, Gaz-System said. First FSRU Gaz-System is currently building an FSRU-based terminal in the Gdansk area, designed to allow the supply of up to 6.1 bcm per year of natural gas from LNG regasification. Orlen previously booked the entire 6.1 bcm per year of regasification capacity at the FSRU-based facility. Orlen is also the sole offtaker for volumes from Gaz-System's Swinoujscie LNG terminal, Poland's first LNG import facility. Including the second FSRU, Orlen's total LNG import capacity in Poland will exceed 20 billion cbm of gas per year. South Korean shipbuilder HD Hyundai Heavy Industries officially started building MOL's 170,000-cbm FSRU, which will serve Gaz-System's Gdansk LNG project last year. Last month, the shipbuilder launched the new unit, which will be named Solidarity. In April 2024, Japan's shipping giant MOL signed a long-term FSRU charter deal with Gaz-System. Source: www.lngprime.com

GREECE'S DEPA DELIVERS LNG CARGO TO BULGARTRANGAZ VIA ALEXANDROUPOLIS FSRU

Greece's DEPA has delivered its first LNG cargo to Bulgaria's state-owned gas system operator Bulgartrngaz, a unit of Bulgarian Energy Holding, via the Gastrade-operated FSRU-based terminal in Alexandroupolis. State-owned DEPA announced in a statement that it has completed the supply of 500 GWh of LNG to Bulgartrngaz on August 3. In May this year, Bulgartrngaz selected DEPA to provide this LNG cargo via the FSRU-based terminal in Alexandroupolis. The tender process was conducted through the Bulgarian energy exchange (Balkan Gas Hub) and concerned the supply of 500 GWh (0.5 TWh) of LNG for the operation of Bulgaria's national natural gas transmission system. This was also the first LNG supply tender issued by Bulgartrngaz. DEP did not provide further details regarding the shipment. According to its AIS data provided by VesselsValue, the 2004-built 138,000-cbm Berge Arzew delivered a shipment that left the Alexandroupolis FSRU on Monday. The vessel loaded this shipment at the Sonatrach-operated Skikda LNG terminal in Algeria. Last month, Greece's Gastrade received the first LNG cargo at its Alexandroupolis FSRU-based terminal, following the completion of a three-month maintenance. Bulgaria's Bulgargaz, a unit of state-owned Bulgarian Energy Holding, received this US LNG cargo from Shell. DEPA is a shareholder in Gastrade, along with Bulgartrngaz, Copelouzou, DESFA, and GasLog. The Alexandroupolis LNG terminal has

a capacity of up to 5.5 bcm per year, or some 66.3 TWh per year. It is the first FSRU-based facility in Greece and complements DESFA's LNG import terminal on the island of Revithoussa. Source: www.lngprime.com

SCI LAUNCHES TENDER FOR LNG-POWERED CONTAINERSHIPS

State-owned Shipping Corporation of India (SCI) has launched a tender seeking bids from Indian and international shipyards for the construction of up to six LNG dual-fuel container vessels. SCI invited bids for two firm and four optional vessels with a capacity of 8,000 teu, according to tender documents posted on its website. "In case and Indian shipyard does not have previous experience of building cellular container carriers, they will be required to have a technical tie-up/ collaboration with a reputed international shipyard who have delivered at least two cellular container carriers of more than 5000 teu capacity in the last 10 years which are in service," the firm said. SCI noted that the foreign shipyard should have experience of delivering or designing dual-fuel vessels, capable of running on LNG and conventional fuel which are in service. Technical bids must be submitted by July 31. Earlier this year, CMA CGM became the first international shipping company to order LNG-fueled container vessels built in India. Cochin Shipyard and CMA CGM signed a deal for six feeder container vessels, each with a capacity of approximately 1,700 teu. The Indian yard said the "mega" order is worth more than 20 billion rupees (\$210 million). CMA CGM previously said that the project at Cochin Shipyard will also be run with the technical cooperation of Korean shipbuilder HD Hyundai Heavy Industries. Source: www.lngprime.com

KLAIPEDA LNG THROUGHPUT UP IN H1

LNG throughput in the Lithuanian port of Klaipeda, home to the KN-Energies-operated FSRU-based LNG import facility, jumped in the first half of this year due to growing flows to Ukraine. The Port of Klaipeda said in a statement that it has delivered a "strong performance in the first half of the year, demonstrating resilience in a changing market environment and further strengthening its position as the leading port in the Baltic States." According to the port, one of the strongest growth rates was recorded in the liquefied natural gas (LNG) segment. "Throughput reached nearly 1.6 million tonnes, 37 percent higher than a year earlier," it said. "The increase was supported by stable regional demand and growing cargo flows destined for Ukraine," the port added. Majority of long-term capacity booked Finland's Gasum, Ukraine's Naftogaz, Lithuania's Ignitis, Latvia's Latvenergo, and Norway's Equinor recently booked long-term regasification capacities at the KN Energies-operated FSRU-based LNG import facility for the period of 2033-2044. During the procedure, the majority of the offered capacities were allocated – more than 20 terawatt-hours (TWh): 8 TWh until 2044 inclusive and a further 12 TWh until 2040, according to KN. In addition, firms have booked the majority of regasification capacity offered at the FSRU-based LNG import facility in Klaipeda for 2027. KN Energies assumed ownership of the 170,000-cbm FSRU Independence from Hoegh Evi in December 2024, and the unit was registered under the Lithuanian flag. In March last year, the FSRU completed its 500th ship-to-ship LNG transfer in Klaipeda since the start of operations in 2014. The majority of LNG volumes originate from Norway and the United States, but the Klaipeda FSRU-based facility has also received LNG from Nigeria, Trinidad and Tobago, Egypt, Algeria, and other countries. Source: www.lngprime.com

SHELL, PETROCHINA MAKE FURTHER INVESTMENT TO SUPPLY GAS TO QCLNG PLANT

Shell and PetroChina decided to develop the next phase of Arrow Energy's Surat gas project in Australia's Queensland to deliver more gas to the Shell-operated QCLNG facility on Curtis Island, near Gladstone. The partners formed the Arrow Energy joint venture in 2010, and each firm has a 50 percent stake in the company. Arrow announced a 27-year gas sales agreement to supply gas to the Shell-

operated QCLNG joint venture in 2017. The first phase received green light in April 2020 and included more than 600 wells which source natural gas from coal seams in the Surat Basin, while Shell and PetroChina decided to develop the second phase of the project in August 2024. Shell and PetroChina announced plans to develop the next phase of Arrow Energy's Surat gas project on Wednesday. Gas from the Surat gas project central will supply domestic customers and long-term export contracts, as part of the existing 27-year gas sales agreement between Arrow and the Shell QGC-operated QCLNG joint venture. 2028 Surat gas project central comprises 143 backfill wells. Shell and PetroChina expect the project to contribute around 79 million standard cubic feet per day (equivalent to 84TJ/day) at peak production to the domestic market and to international LNG customers through the Shell QGC-operated two-train 8.5 mtpa liquefaction plant on Curtis Island. QCLNG is a Shell-operated joint venture between Shell (73.75 percent), CNOOC (25 percent) and MidOcean Energy (1.25 percent). Shell and PetroChina expect first gas from the new project in 2028. "Gas is a stabilizing force in the energy system as we decarbonize and Australia is best served by having a strong and well-supplied domestic market, underpinned by a thriving export sector," Shell Australia executive vice president and country chair Cecile Wake said. "Continuing to invest in gas development is critical to domestic energy security, meeting our export contracts, as well as supporting employment and economic activity in regional Queensland," Wake said. Source: www.lngprime.com

ECONNECT SECURES BAHAMAS LNG GIG

A joint venture of Shell and Freeport Oil Company (Focol) has selected EConnect's jettyless LNG transfer system for the recently approved small-scale LNG regasification terminal in the Bahamas. Norway-based EConnect announced on Wednesday that it has signed an agreement with New Providence Gas (NPG), a joint venture between Shell Bahamas Power Company and Sun Oil Holdings, a subsidiary of Focol, to deliver an IQuay C-Class floating LNG import terminal to the Bahamas. Unlike conventional LNG import terminals that require fixed jetties and extensive coastal construction, the platform is a floating offshore transfer system that connects LNG carriers directly to onshore storage. According to the Norwegian firm, the system is designed as a complete floating terminal that can be deployed with a minimal on-site footprint and adapted over time as energy needs evolve. The unit, named La Santa Maria, will depart Norway this autumn, with first LNG deliveries expected during the coming winter season, it said. EConnect did not provide the contract price. The new award comes after EConnect won a contract to deliver its jettyless LNG transfer system for Puerto Bahia's fast-tracked import terminal in Cartagena Bay, Colombia. Bahamas LNG Last month, Shell announced the final investment decision on the LNG import project after the partners held a ground-breaking ceremony for the project. As part of the investment decision, Shell acquired a 40 percent interest in NPG. NPG will construct, own, and operate the new small-scale LNG regasification terminal at Clifton Pier, enabling the supply of natural gas for power generation on New Providence, the most populous island in the Bahamas. Shell will be the LNG supplier for this project and will leverage its US LNG portfolio The company said the investment supports the modernization of the Bahamas' energy system, providing a "lower-emissions alternative to existing fuel oil and diesel-based power generation, and seeking to enhance reliability."

Source: www.lngprime.com

NYK, CHINESE DUO NAME LNG CARRIER

Japan's NYK and its Chinese partners CNOOC and China Merchants Energy Shipping have named a newbuild 174,000-cbm LNG carrier at the Hudong-Zhonghua yard in Shanghai. NYK said in a statement that the ship, owned by Huajing LNG Transport (HLT), was named Greenergy River during a ceremony held on Tuesday. HLT is a joint venture company comprising NYK, CNOOC Gas and Power Singapore Trading & Marketing (CNOOC SG), a subsidiary of CNOOC, CETS Investment Management (HK), and CMES LNG Project 4, a subsidiary of China Merchants Energy Shipping (CMES). Greenergy River is the first of a series of six LNG carriers that HLT will deploy for CNOOC SG under this project. It is also the first China-built LNG carrier involving NYK to be deployed under a long-term charter contract with a Chinese customer, according to the Japanese shipping firm. From August, the ship is scheduled to transport LNG procured by the CNOOC Group from suppliers worldwide primarily to China. The vessel will be managed by OPearl LNG Ship Management, a ship-management company established jointly by NYK, CMES, and CETS. The ship is equipped with a dual-fuel engine that uses fuel oil and boil-off gas (LNG vaporized in cargo tanks during navigation) as fuel. It is 299 meters long and 46.40 meters wide. Source: www.lngprime.com

INDICATIVE LNG CHARTER RATES – AUGUST 2026 2ND WEEK

PROPULSION TYPE	TYPICAL VESSEL SIZE (CBM)	BLNG1 AUSTRALIA-JAPAN (USD/DAY)	BLNG2 US GULF-CONTINENT (USD/DAY)	BLNG3 US GULF-JAPAN (USD/DAY)
STEAM TURBINE	\$125,000 – \$155,000	\$49,000	\$51,000	\$55,000
DFDE	\$145,000 – \$170,000	\$60,000	\$63,000	\$68,000
TFDE	\$155,000 – \$174,000	\$69,000	\$72,000	\$78,000
X-DF	\$174,000 – \$180,000	\$75,400	\$78,600	\$84,800
ME-GA	\$174,000 – \$180,000	\$77,000	\$80,500	\$86,500
ME-GI	\$174,000 – \$180,000	\$79,000	\$82,500	\$89,000

PROPULSION TYPE	SPOT EQUIVALENT (AVG.)	1-YEAR TC	2-YEAR TC*	3-YEAR TC	5-YEAR TC*
STEAM TURBINE	\$51,700	\$45,000	\$47,000	\$50,000	\$54,000
DFDE	\$63,700	\$56,000	\$58,000	\$61,000	\$65,000
TFDE	\$73,000	\$64,000	\$66,000	\$70,000	\$74,000
X-DF	\$79,567	\$68,667	\$72,500	\$76,800	\$80,000
ME-GA	\$81,200	\$70,000	\$74,000	\$78,500	\$82,000
ME-GI	\$83,500	\$72,000	\$76,000	\$80,500	\$84,000

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