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HENGLI HEAVY INDUSTRY MOVING TO BREAK INTO LNG CARRIER CONSTRUCTION

China's five existing LNG shipbuilders look set to be joined by upcoming powerhouse. China's rapidly expanding Hengli Heavy Industry is set to dive into a new sector with its first LNG carrier newbuildings. Sources following the company, which is already constructing very large ammonia carriers, said it is advancing plans to build two LNG vessels for its own account. This would follow a pattern that Hengli has followed in the past and that it continues to favour, in which it builds the ships and markets them to owners. Hengli has demonstrated the ability to scale up quickly and deliver vessels ahead of schedule, so its impending entry into the sector could throw down a challenge to its South Korean rivals. One market observer said that while LNG carrier newbuilding discussions are slightly muted at present, the volume of new liquefaction projects under development or close to approval, coupled with fleet renewal requirements, presents clear forward demand for vessels. In a July earnings presentation, French membrane-type cargo containment system designer GTT raised its expectation of LNG carrier newbuilding requirements to 550 vessels by 2035, from a previous estimate of more than 450. Currently, five yards in China are building LNG carriers, with a combined orderbook of 86 vessels. Hudong-Zhonghua Shipbuilding was the yard selected to spearhead the country's entry into the sector. It has since amassed a huge orderbook of some 50 LNG carriers, and its delivery

schedule stretches out into 2031. Hudong-Zhonghua was also singled out by QatarEnergy to build the world's largest LNG trading vessels to date — the 271,000-cbm QC-Max ships. But gas specialist Jiangnan Shipyard has been coming up on the rails, and this year took its largest haul of LNG carrier orders, boosting its orderbook for the sector to 18 vessels. Jiangnan also made waves by signing contracts at less than \$230m per ship, undercutting its South Korean rivals by more than \$20m. In the past few years, three more Chinese shipbuilders have joined the LNG carrier construction club. China Merchants Heavy Industry made the break with a series of six 180,000-cbm newbuildings for Celsius Tankers. The Celsius Goa and Celsius Georgetown (both built 2026) have been handed over, and the remaining four are due for delivery into 2028. Dalian Shipbuilding Industry Co has also broken into the sector. China's northern shipbuilder has 13 vessels on its orderbook for Chinese and Hong Kong-based buyers. Finally, Jiangsu Yangzijiang Shipbuilding Group delivered its first large LNG carrier, the 175,000-cbm Yangze LNG 01, in August. In June, TradeWinds reported that Mercuria had fixed it for up to five years, starting with a firm two-year period. It was the first large-scale LNG carrier delivery by a private Chinese shipbuilder. A sister ship under construction by the company is scheduled for handover this year. The two ships, priced at about \$235m each, were originally pencilled in for Germany's Hammonia Reederei and Peter Dohle, which opted not to proceed, and Yangzijiang moved ahead with them on speculation. Source: www.tradewindsnews.com

DYNAGAS NAMED AS OWNER BEHIND FRESH BATCH OF UPSIZED LNG NEWBUILDINGS

Shipowner switches South Korean yards for next order splurge, igniting talk. Dynagas has been linked to an order for four LNG carrier newbuildings worth KRW 1.41trn (\$1.05bn) at Samsung Heavy Industries. The South Korean shipbuilder said in a regulatory filing on Monday that it concluded the order on 11 September with a buyer from the "Oceania Region". The contract details indicate a per-vessel price of \$263m. The ships are due to be delivered by September 2029. Those following the newbuilding market closely named Greek shipowner Dynagas as the contracting party. They also indicated that the ships will be of 200,000-cbm capacity, which would explain the higher price than the \$250m benchmark for LNG newbuildings of 174,000 cbm. The 200,000-cbm size has been backed by Cheniere and at least one other US exporter, NextDecade. The popular 174,000-cbm vessels form the modern workhorses of the sector, but the larger size is attractive for the economics it can offer for long-haul trades from the US to Asia. This size is not unusual for Dynagas, which has 11 existing 200,000-cbm LNG carriers and three on order. Most of the vessels are understood to be backed by time-charter contracts with Cheniere Energy, while three others, which have since been sold to CMB Financial Leasing, are fixed to NextDecade for its upcoming Rio Grande LNG project in the US. But all 14 ships were ordered at HD Hyundai Heavy Industries, so these next four would represent an apparent yard switch, which has sparked interest in shipbuilding quarters. Some observers have indicated that NYK and Ocean Yield's eight 200,000-cbm newbuildings, which were concluded early this year at HD Hyundai Heavy, may be an issue for Dynagas. All the NYK-Ocean Yield vessels are time-chartered to Cheniere. TradeWinds has contacted Dynagas about its newbuildings. The George Procopiou-controlled owner has a policy of not commenting publicly on commercial transactions. Procopiou family interests have been splashing the cash this month, ordering 10 tankers and gas carriers in China. TradeWinds reported Dynacom Tankers Management signed contracts for six VLCCs and suezmaxes at Hengli Heavy Industry earlier this month. This is on top of four very large ammonia carriers contracted by Dynacom and Marielena Procopiou's company Akrotiri Tankers at Hengli and New Times Shipbuilding.

Source: www.tradewindsnews.com

HOW SOGESTRAN AND TITAN BUILT A 'SWISS ARMY KNIFE' FOR LNG BUNKERING

French 'Tailor-made suit-maker' teams with pioneering Dutch builder and deployer of LNG bunker vessels. Family-run French shipowner Sogestran Group and big-thinking LNG bunker supplier Titan Clean Fuels might seem unlikely partners — and could have been competitors. But they have teamed up, with Sogestran ordering a 6,000-cbm LNG bunker vessel from China's Nantong CIMC Sinopacific Offshore & Engineering for Titan to take on a long-term charter from March 2029. While they were aware of each other, this is their first experience of working together. "We've always had an eye on Titan," Sogestran Shipping managing director Benoist Grosjean told TradeWinds. "They were clearly front runners with the LNG bunkering market, especially with their FlexFuelers barges. I believe we are quite a good match." It will be Sogestran's first seagoing LNGBV. The company has some experience with the fuel from its two inland vessels, the 3,000-cbm LNG London (built 2019) and 8,000-cbm Energy Stockholm (built 2024). Gregoire Hartig, Titan Clean Fuels commercial director, said discussions on the LNG newbuilding began two years ago based on a shared understanding of the potential in the western Mediterranean, and in particular the port of Marseille. In the past nine to 12 months, the two companies have been heavily involved in the LNGBV's technical design. While Sogestran has been driving the design, Hartig said Titan has brought its operational experience to ensure the LNGBV is as versatile as possible. Grosjean said it has been key for Sogestran to ensure the design met Titan's requirements for operability and compatibility with its potential customers and the terminals. He said Sogestran has always been a key player in the bunkering segment, operating vessels since the 1950s, with ships working in the French Mediterranean, Spain, the UK, Algeria and northern France. But as requirements for cleaner fuels began to kick in, the company saw a clear need to adapt from bunkering heavy fuel oil and gas oil and follow its market to continue growing.

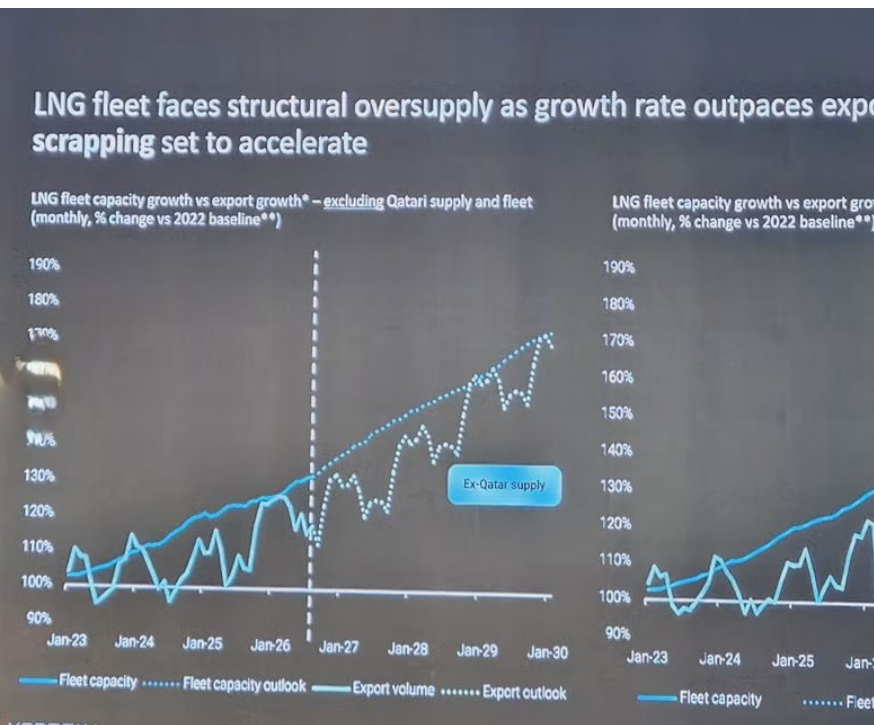
No to fast fashion

Grosjean said the philosophy of family-owned Sogestran is always to back investments with long-term time charters. "We like to work hand in hand with our customers to design something a little special that meets specific requirements," he said, explaining that this then allows the company to form long-term relationships rather than commercial agreements, making projects easier to finance. "We're not into fast fashion," he said. "We're more like tailor-made suit makers." The French shipowner worked with CIMC SOE on its Oceos joint venture with Air Liquide on liquefied CO₂ carriers. "They are clearly, from our perspective, the best possible shipyard for small LNG tankers in China," he said. Sogestran has not disclosed the price of the newbuilding. The company does not hold any optional berth slots at the shipyard — something Grosjean said is no bad thing in the current high-priced newbuilding market. But the MD said the company has bought the LNGBV design and can replicate it if needed. The newbuilding is likely to be based in Marseille initially, where Sogestran has particular local strength. Hartig said this location partly explains the choice of a 6,000-cbm LNGBV — a slightly smaller capacity than the 12,000-cbm and 20,000-cbm newbuildings recently ordered. He said the LNGBV will be able to access all parts of ports in Marseille, including the area for the passenger vessels. Titan also wanted to limit the vessel's air draught so it can move below ships' overhanging lifeboats, which have forced the use of pontoons on existing operations. Hartig said Titan, now part of the larger Molgas Group, sees the Mediterranean as becoming a new North Sea for LNG bunkering, with activity picking up in the region. He sees growing demand from passenger vessels, pure car/truck carriers, feeder boxships, and in the future, larger container ships. Titan sees the LNGBV's operational area as being between Barcelona and Genoa, with the vessel also moving south to Rome's cruise ship hub in the Port of Civitavecchia.

Cutting edge

"The beauty of the vessel is that it is flexible," Hartig said. "That is definitely our goal." Hartig admitted that Titan does not yet have LNG bunker supply contracts in place. But he said the company has done its homework before deciding to sign this long-term time charter. The vessel will also be able to do "cool downs" and "gas ups" of customer vessels, and the partners have stressed it will also be able to supply liquefied biomethane. "We really wanted a Swiss [Army] knife to be ready to serve any kind of demand we can find," Hartig said. The Titan executive said that even for the most risk-averse, the logical choice today is to go for LNG dual-fuelling. Bunkering infrastructure is developing, and bio-LNG is available to decarbonise further. He said Titan sees the doubts that had been seeded about LNG being the fuel of the future, fading away. Speaking as a shipowner, Grosjean said LNG is a "no-brainer" as a fuelling choice. It decarbonises your fleet straight away at very little extra capex," he said. "Why would you not use LNG?" Source: www.tradewindnews.com

LNG SUPPLY UNLIKELY TO CATCH UP WITH SECTOR'S FLEET GROWTH UNTIL LATE 2028, VORTEXA SAYS



But tonnage length expected to exert pressure on legacy steam turbine ships to leave trading fleet. LNG supply and shipping may not be back in balance for another two years, but much will depend on when Qatari LNG returns to the market, analyst Vortexa said. Speaking at a briefing on the eve of the Gastech 2026 meeting in Bangkok, Vortexa global head of LNG and natural gas Felix Booth highlighted the build-out of large two-stroke LNG newbuildings which are hitting the market at an average of six to eight vessels per month. He said this trend will not slow until late 2027. Booth said that since 2022, and ignoring the huge swathe of Qatari newbuildings, LNG fleet capacity has grown by around 30%. He said it is not until late 2028 that the incoming new

LNG supply starts to catch up with fleet growth in the sector. When Qatari LNG newbuildings are added in, then vessel growth is up 140% on 2022 with the gap to product supply diverging further, depending when Qatar's new LNG supply comes onstream. Booth said: "Overall we believe this adds significant pressure on legacy vessels." He said there are many steam turbine LNG carriers "still somewhat employed" but coming to the end of their service lives. Booth said the growth in the LNG fleet, plus the tonne-mile drop as the demand pull for cargoes has shifted back to Europe, and more active moves by Qatar to sublet some of its vessels, have more recently pushed charter rates back to pre-war levels. He said Vortexa expects LNG charter rates — which closed last week at just above the \$20,000 per day range for modern vessels — to increase again through winter, but not to the same extreme as was seen this year. The Vortexa LNG chief said it is an "extremely hard time" to be a trader or an analyst and make any decisions in this market. He said it feels like "sitting on this edge" with the market simultaneously being long and short and depending on the switch that can turn on around the Strait of Hormuz. On

the contested waterway, Booth said Vortexa sees the LNG fleet lagging the recovery on the crude side, partly due to owners' conservatism and the structures of contracts. He said uncertain safety through the strait means LNG is likely to follow crude tankers' lead and not be the leader here. Vortexa LNG analyst Ken Lee said that in Asia, South Korea is really the market to watch as it is the most exposed to Qatari and United Arab Emirates LNG, with its spot imports from these two producers running at between 35% and 40%. In contrast, Japan and China have less reliance at below 10% and are more easily able to fuel switch. Lee said India had surprised amid this year's market disruptions, despite being seen as a price-sensitive market. He said this was due to a scarcity of, and high prices for, naphtha, LPG and refined products, as well as a government mandate to switch to natural gas, sending India looking for LNG cargoes. Lee said Vortexa is increasingly seeing China as a source for balancing global gas markets because of its large alternative sources of supply, massive LNG portfolio, as well as its ability to store and reload these cargoes. He said this allows the country to stay off the market when LNG is tight, and also to ensure supply security when needed. Source: www.tradewindsnews.com

UPBEAT LNG SECTOR LOOKS SIGHTS ON LONG-TERM OPPORTUNITIES AS NEAR-TERM MARKET BURNS

Supply diversification and energy resilience emerge as watchwords of relentlessly upbeat Bangkok gas industry meet. LNG is facing a highly disrupted and volatile market this year, but optimism about the fuel's long-term future remains firmly in place. World conflicts and the upheavals these are creating in markets have failed to dampen the mood at Gastech in Bangkok this week. This year has seen serious market disruption with the closure of the Strait of Hormuz, cutting off 36 mtpa of LNG supply in 2026 to date and missile strikes also delaying QatarEnergy's expansion plans. There are fears that late autumn European gas storage is at historically low levels ahead of the winter demand season, uncertainty continues about how the European Union's ban on Russian LNG imports will unfold, and there are signs of demand destruction. But the LNG crowd at the Thai exhibition and conference were resolutely upbeat. "This is, after all, a long-term industry characterised by large investments," one experienced LNG face reminded TradeWinds. One conference moderator asked his panel to answer the question of what will happen once Hormuz opens, not if or when it does. The choking off of Middle East LNG supply, however, has rattled some buyers and talk of diversification away from being dependent on the big suppliers such as Qatar and the US, plus the importance of resilience and energy security, rapidly became event buzzwords. And there are other suppliers coming up with projects in Mozambique, Canada, Nigeria and Papua New Guinea, among them. Another is the huge 12-mtpa Argentina LNG project, which is backed by the onshore Vaca Muerta shale gas reserves, and plans to use two 6-mtpa FLNG units, the largest seen yet, as its point of export. Joint developers Adnoc's investment arm XRG, Italian energy company Eni and YPF of Argentina plan to take a final investment decision on the project before the close of this year. Eni chief operating officer for global natural resources Guido Brusco told Gastech delegates that the project's cost per million tonne of LNG production from the FLNG units is comparable, if not lower, than that for a greenfield liquefaction plant.

Fragile

On stage, shipping executives like Mitsui OSK Lines chairman Takeshi Hashimoto described the LNG shipping market as "very very fragile" with big ups and downs. Hanwha Shipping chief executive James Sagar also reminded of the long-term nature of the business and the 20 to 30-year lifespan of assets. He said owners need to focus on what can be done today to make ships marketable to reach markets in the most effective way for charterers. Capital Clean Energy Carriers chief operating officer Nikos Tripodakis said there is much to be done to build out infrastructure for the sector, particularly in the Asia region. Tripodakis said the question is how to derisk investment. He

suggested healthy joint ventures, citing Capital Clean Energy Carriers Corp with CMA CGM and TotalEnergies on LNG bunkering, could move this along faster. Hashimoto said some newly developed countries may not have, or be able to afford, the LNG storage or infrastructure. He said some form of regional or global coordination system could be set up to utilise excess storage capacity, but this would need the coordination of LNG consumers, buyers and shipping companies. "It is about the industry working together," Hashimoto added. Tripodakis said: "Taking risks is embedded in our DNA. I think volatility and uncertain times like these ones are also providing opportunity."

Unpredictable

Back on stage with the producers, Shell president of integrated gas Cedric Cremers said the major is forecasting a two-thirds growth in the LNG market in the period to 2050 based on factors including population growth, industrialisation and AI developments. "LNG is the most flexible source of gas for the world, so it is important that we continue to invest in supply," Cremers said. Adnoc chief marketing and origination officer Rashid Al Mazrouei reminded that the company's relatively new trading arm plans to ramp up its business to cover 47 mtpa of LNG by 2035. But, with reference to the Gulf conflict, he said that currently it is a challenge to deliver molecules on time. Eni's Brusco appeared unfazed, commenting: "This is a near-term issue. Sooner or later it will finish." He said two things matter: how fast activity picks up, with experience showing the industry usually reacts quicker than expected, and what has been learned. Brusco said the learnings have been the need to diversify sources of LNG supply and that the world will be less global than before and become more regional in its supply chains. "LNG is one of the most studied commodities and one of the least predictable," he added. Source:

www.tradewindsnews.com

CHINA'S NANTONG CIMC SOE HOPES TO NET UP TO SIX MORE LNG BUNKER VESSEL ORDERS IN 2026

Shipbuilder's chief executive, Gao Wenbo, sees wave of incoming demand for units. Nantong CIMC Sinopacific Offshore & Engineering Co (CIMC SOE) expects to secure more LNG bunker vessel orders this year in what has been a very active period for the specialist shipbuilder. The Chinese gas carrier and tank builder's chief executive, Gao Wenbo, said the company has already received orders for five LNGBV newbuildings this year. Speaking to TradeWinds at the Gastech meeting in Bangkok this week, Gao said the company still has some projects under discussion and might conclude a further five to six vessels before the end of 2026. He acknowledged that some of the LNGBVs under construction remain open but said: "We strongly believe these vessels will be fixed soon and then more orders will come." "We still feel active about the market," he said, explaining that there are still so many LNG dual-fuel vessels to be delivered, and shipowners have noticed this, so are looking at LNGBVs. CIMC SOE has built up a specialism in this area of ship construction. The yard has already delivered 11 LNGBV newbuildings. Gao said the company has another 20 LNGBVs on order and can still offer delivery slots in the second half of 2028, even for LNGBVs of new designs. He dubbed CIMC SOE as the world's largest builder of this type of vessel after HD Hyundai Heavy Industries, which began in this sector under its former HD Hyundai Mipo arm before the merger of the yards in 2025. Gao said the yard's LNGBV building capacity remains larger than market demand and it is capable of delivering eight vessels per year. CIMC SOE has two main businesses. One is the gas shipbuilding business where the yard specialises in small and midscale vessels, including LNGBVs. The company also claims the title of largest builder of marine cargo tanks both in China and globally as a manufacturer of Type A, Type B and the popular Type C versions. Gao said the company provides more than 50% of the LNG fuel tanks

globally. He said CIMC SOE's core business was gas shipping, but when it saw the boom in LNG-fuelled vessel ordering, the company moved its focus on the niche LNCBV market.

Incoming boom

The past two years have been particularly busy for the company. The shipbuilder offers three vessel sizes. These comprise small LNCBVs of around 7,500 cbm, midsize units of about 12,000 cbm and large vessels of 20,000 cbm. Gao said the company has put a great deal of resources into research on these three sizes so that it can offer tailor-made designs. He claims CIMC SOE's advantage is that it designs and builds the LNG cargo tanks itself and also can design the cargo handling and fuel gas supply systems. "We can do everything about the LNCBV," he said. "That's the advantage of SOE." Gao was coy about discussing pricing, particularly when vessel specifications differ, and he said material, labour and equipment costs have risen with the shipbuilding boom. But he gave a range of \$80m to \$90m for the larger LNCBVs. "We feel the market is still growing fast," Gao said. "We see this wave is coming." He highlighted the current LNG dual-fuel vessel orderbook as evidence and classification society DNV's recent estimate that the industry will need 165 to 208 LNCBVs by 2030. He said, considering the current LNCBV fleet and orderbook, then some 60 to 110 vessels will need to be delivered by the end of 2030. Gao acknowledged that currently the high price of LNG is a negative factor. But he said that in the long term, the shipbuilder sees a large volume of LNG supply coming, which will reduce prices. Good availability of LNG and the fuel's mature technology will drive the sector forward, he said. "We strongly believe LNG as fuel has a good future." Source: www.tradewindnews.com

DRONE-HIT LNG CARRIER FAILS TO CATCH A BID ON THE AUCTION BLOCK

Brokers say CDB FL's \$123m starting price for GasLog Salem was too aggressive. A drone-hit, GasLog-controlled LNG carrier failed to attract any bids at an auction on Thursday due to an "aggressive" starting price. Owner China Development Bank Financial Leasing (CDB FL) had set a reserve price of \$123m for the 155,000-cbm GasLog Salem (built 2015), which was damaged in the Middle East conflict in July. The starting price raised eyebrows when the Samsung Heavy Industries-built vessel was first listed on the Guangzhou Shipping Exchange's online auction platform in late August. VesselsValue had estimated an undamaged GasLog Salem was worth just \$118.64m at the time. The maritime data provider's latest assessment puts the value at \$115.7m. The GasLog Salem was hit by a drone on 29 July while it was berthed at Damietta, Egypt. The attack mainly targeted the neighbouring 138,000-cbm FSRU Energos Winter (2004), but the GasLog Salem was struck in the trunk deck housing the cargo pumps and main valves. In August, an ABS survey found the damage was limited to external fittings on the No 2 liquid dome, with no fractures to the dome itself. The damage was assessed as not affecting the vessel's commercial operation, which "remains in normal service, according to the auction listing. After the strike, the GasLog Salem sailed under its own power through the Suez Canal, delivered a cargo to an FSRU terminal in Jordan, then returned to anchor off Damietta to await sale. A Singapore-based broker said the \$123m starting price was the key reason the auction failed. "That's an aggressive price," he said. GasLog previously owned the vessel before selling it to CDB FL in October 2021 for \$128m under a sale-and-bareboat charterback deal. The five-year bareboat charter is due to expire next month. Source: www.tradewindnews.com

EXXONMOBIL, AREA 4 CO-VENTURES SELECT EPC CONTRACTORS FOR ROVUMA LNG PROJECT

ExxonMobil Moçambique has signed a letter of intent (LOI) with Saipem and Jan de Nul for the Rovuma LNG project's upstream engineering, procurement and technical services. The LOI, signed on behalf of the Mozambique Rovuma Venture (MRV), representing the Area 4 partners ENH, CNPC, ENI, KOGAS and XRG, will support detailed planning and project definition for the Rovuma LNG upstream development, including 18 wells and a network of subsea pipelines and manifolds, as the Area 4 partners progress toward a final investment decision later in 2026. ExxonMobil Mozambique lead country manager and chairperson Johanna Boothey said, "We are pleased to announce the selection of upstream EPCI contractor. These selections ensure that we are prepared to begin construction following final investment decision and deliver the first LNG cargo on schedule." The aim of the work to be undertaken by Saipem and Jan De Nul is to develop upstream facilities including subsea pipelines and manifolds to deliver gas to the Rovuma LNG liquefaction plant in Palma. The LOI includes preliminary engineering, procurement and technical services to advance the project definition and planning. Final award of the project is subject to the final investment decision and government and regulatory approvals, which are expected by the end of 2026. Rovuma LNG is a landmark energy project that will help accelerate Mozambique's economic growth and transformation. At the final investment decision, Phase 1 of the project will be the largest private investment in Africa's history and operated by ExxonMobil Moçambique. The deepwater Area 4 block off the coast of Mozambique contains ~80Trn cubic feet of natural gas. Rovuma LNG is a landmark energy project positioned to accelerate Mozambique's economic growth and transformation. At the Final Investment Decision (FID), RLNG Phase 1 will be the largest private investment in Africa's history and operated by ExxonMobil Moçambique, Limitada. The deepwater Area 4 block off the coast of Mozambique contains ~ 80 trillion cubic feet of natural gas, capable of providing resources for multiple world-class LNG projects. The project will require 18 initial subsea wells in depths up to 1,700 m, and around 50 km of offshore flowlines to transport feed gas to the onshore LNG plant. In addition, the Area 4 partners have awarded Shorebase services contracts to two Mozambican-owned companies to provide Shorebase and logistics support services in Pemba for Area 4 drilling campaign and related offshore operations. CFML Logistic will be responsible for Shorebase land and infrastructure services at the Pemba Bulk Terminal; and Alistair Group Mozambique LDA for Shorebase logistics services. "The awards we made to two Mozambican owned companies demonstrate our strong commitment to local content. These contracts will help build local capability, create lasting value for Mozambique and support long-term port infrastructure that can benefit industries beyond the oil and gas sector," Ms Boothey added. Source: www.rivieramm.com

HANWHA OCEAN DEBUTS 'FIRSTS' ON MOL'S NEWBUILD LNG VESSELS

Hanwha Ocean has launched what it's calling the 'world's first' FSRU that can regasify continuously for 25-years and held a naming ceremony for an innovative wind-assisted LNG carrier. Hanwha Ocean has marked two LNG vessel innovations at its Geoje shipyard in South Korea, launching a floating storage and regasification unit (FSRU) designed for 25 years of continuous regasification and holding a naming ceremony for an LNG carrier that will be the first to be equipped with a particular wind-assisted propulsion system. The FSRU was ordered by Mitsui OSK Lines (MOL) in 2024 and will be chartered by Singapore LNG Corporation (SLNG) to supply natural gas to Singapore. Hanwha Ocean said the vessel is the first LNG FSRU designed to operate continuously for 25 years without the maintenance normally carried out during dry-docking and classification surveys. The company said it has previously built 12 LNG FSRUs, but the requirement for continuous operation over 25 years presented an "unprecedented challenge". To meet the requirement, the shipbuilder

said it added redundant equipment and durable coatings to the vessel build, while carrying out dozens of risk assessments and expanding the use of 3D model reviews throughout the vessel. The FSRU will form part of Singapore's gas infrastructure, supplying natural gas to the city state under its charter to SLNG.

LNG carrier debuts MOL-Oshima rigid sail wind-assisted propulsion

MOL separately held a naming ceremony on 10 September at Hanwha Ocean's Geoje shipyard for its newbuild LNG carrier Fujin *Sailor*. MOL describes the vessel as the world's first LNG carrier equipped with a wind-assisted propulsion system, as well as the world's first vessel of any type equipped with two Wind Challenger hard-sail units. The vessel is scheduled for delivery to a long-term charter with US energy major Chevron at the end of September. Chevron Supply & Trading president Molly T Laegeler is the vessel's godmother and formally christened it Fujin Sailor. Ms Laegeler said the vessel demonstrated how practical innovation could help reduce the carbon intensity of LNG transportation. MOL said the two Wind Challenger units are expected to reduce fuel consumption and associated greenhouse gas emissions compared with conventional propulsion alone. The vessel is the fourth MOL Group ship to be equipped with Wind Challenger technology, out of 11 vessels that have been or will be fitted with the system. MOL has set a target of net-zero greenhouse gas emissions by 2050 and plans to expand its use of Wind Challenger technology. The company aims to have 25 vessels equipped with the system by 2030 and 80 by 2035. Source: www.lngprime.com

SANCTIONED SHIPS CARRY CRITICAL CHINESE EQUIPMENT TO RUSSIA'S ARCTIC LNG 2

Two U.S.-sanctioned heavy-lift vessels are carrying critical power-generation modules from China toward Russia's Arctic LNG 2 project, according to satellite imagery and vessel-tracking data. The shipment is the latest sign that supply chains supporting the sanctioned liquefied natural gas project remain operational despite Western efforts to disrupt them. The vessels, *Glory* and *Bright*, loaded two onshore power plant modules at Zhangjiagang port in eastern China between Sept. 6 and Sept. 10 and subsequently headed north toward the Sea of Japan and likely the Northern Sea Route, according to AIS data and satellite imagery provided by maritime intelligence company SynMax. Satellite images show *Bright* in port with one of the large modules loaded aboard. The modules, designated 2-PGM-002 and 2-PGM-004, are the final two of four onshore power plant modules originally fabricated at Wison's Zhoushan facility for the second train of Novatek's Arctic LNG 2 project on Russia's Gydan Peninsula. Their arrival would allow Novatek to complete the electrical power system for Train 2, which has so far operated on a single string and has therefore been limited to roughly half of its 6.6 million metric tons per year design capacity. In total 20 gas turbines will provide 482 MW of power generation capacity, Novatek project documents show. The shipment also highlights a continuing logistics channel between Chinese heavy-industry suppliers and Arctic LNG 2, despite U.S. sanctions that have targeted both the project and companies involved in manufacturing and transporting its equipment.

Journey begins at sanctioned Chinese yard

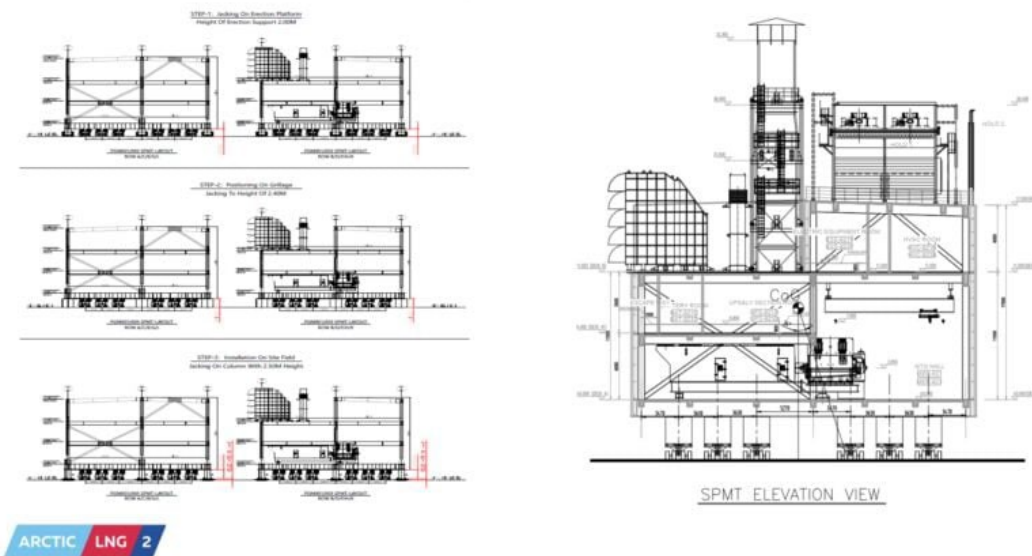
PGM 2 and PGM 4 were originally built by Wison's former Zhoushan unit as part of the redesign of Arctic LNG 2's second liquefaction train, which was modified to use electrically driven equipment. The first two power-generation modules, PGM 1 and PGM 3, left the Zhoushan facility in 2024 and were ultimately delivered to the Arctic LNG 2 site on the Gydan Peninsula in the fall of that year. That delivery became part of the U.S. government's case against Wison's Zhoushan operation. On Jan. 10, 2025, the Biden administration sanctioned Zhoushan Wison Offshore and Marine Co Ltd, also known as Wison Zhoushan Yard, for supporting Arctic LNG 2. The U.S. State Department said the company had built and supplied power-generation modules for the project and that modules leaving the yard

had been moved through a series of intermediary ports and vessels. The sanctions came as part of a sweeping package targeting Russia's energy sector and included entities involved in supporting the construction and transportation of equipment for Arctic LNG 2. Wison subsequently moved to sell the Zhoushan facility. The remaining PGM 2 and PGM 4 modules, however, stayed at the former Wison yard for more than a year after the first pair had departed. In April 2026, the modules began moving again. The Chinese cargo vessel *Xin Xu Zhi Xing* (MMSI 413544670) collected the modules from Zhoushan on April 17 and April 26. It delivered them to Zhangjiagang on April 19 and May 1, respectively, according to AIS records and satellite imagery from SynMax. The vessel has not been sanctioned by the U.S. or its partners. Zhangjiagang had previously been used as an intermediate location for the handling and reloading of the first pair of PGM modules in 2024. The two remaining modules then sat at Zhangjiagang for several months before the arrival of *Glory* and *Bright* in September.

This summer's second delivery

The voyage marks another Arctic delivery for the two heavy-lift vessels. *Glory* (IMO 9934498) was previously named Nan Feng Zhi Xing and later *Glory Ocean*. *Bright* (IMO 9830769) was previously named *Hunter Star* and later *Bright Ocean*. Both vessels have been subject to U.S. sanctions connected to their involvement in Russian energy projects. Vessel records show the ships were reflagged to Russia and ownership was transferred to Eco Shipping LLC out of Arkhangelsk, Russia, earlier this year. The ships have already made

PGM – Load Out / Load In Arrangement



a high-profile Arctic LNG 2 voyage this summer. In July, they delivered two large modules from China to Novatek's LNG construction center at Belokamenka, near Murmansk. Those modules are intended for the project's third liquefaction train, or T3, and their arrival marked the first indication of module delivery for the third train after the project had been effectively

stalled by sanctions. The latest voyage therefore represents a continuation of the logistics pattern that has persisted despite sanctions: large modules fabricated in China are moved by heavy-lift vessels through the Russian Arctic to support a project that remains under extensive Western sanctions.

Critical equipment for Train 2 The PGM modules now aboard *Glory* and *Bright* are particularly significant because they are intended for Train 2 rather than the stalled third train. Arctic LNG 2's first train was commissioned in 2023 and began production in the midst of U.S. sanctions. The project was designed around three 6.6 million-ton-per-year trains mounted on gravity-based structures. Train 2 has been operating with only part of its intended electrical-power configuration. Installation of PGM 2 and PGM 4 would give Novatek the equipment needed to complete the second train's power-generation system and potentially bring the train toward its full design capacity. That does not necessarily mean an immediate ramp-up to 6.6 million tons per year. The second train has reportedly experienced technical problems

during startup, meaning commissioning and stable operation could still take time even after the missing equipment reaches the site. Nevertheless, the shipment removes one of the most visible remaining hardware constraints on the second train.

Chinese supply chain remains active

The movement also provides a fresh indication that sanctions have not completely severed Arctic LNG 2's equipment supply chain in China. The Zhoushan case demonstrated the ability of U.S. sanctions to disrupt individual shipments. In January 2025, for example, a separate pair of large modules intended for the project's third train was returned to China after an extended voyage, following the introduction of sanctions against companies involved in the project. gCaptain previously reported that the modules eventually returned to a Chinese port after a roughly 10-month journey. But other equipment has continued to move. Two T3 modules reached Belokamenka this summer, while additional Arctic LNG 2 equipment remains at Chinese fabrication yards, including two pipe-rack modules for Train 3 at the former Wison facility in Zhoushan. The movement of PGM 2 and PGM 4 is consequently significant not only because of the equipment itself, but because of the logistics chain required to move it. The modules remained at a sanctioned yard for more than a year, were transferred to another Chinese port, stored there for months and then loaded aboard two U.S.-sanctioned heavy-lift vessels. Those ships are now heading toward the Russian Arctic. Novatek, Wison New Energies and Eco Shipping have been contacted for comment.

Source: www.gcaptain.com

EXMAR SEALS IVORY COAST FSRU DEAL

Belgian shipowner Exmar has entered into agreements with CI-Energies and Petroci for a 10-year lease of a floating storage and regasification unit in the Port of Abidjan, Cote d'Ivoire (Ivory Coast). Exmar announced on Monday the 10-year lease of a 152,000-cbm and 250 mmsfcd FSRU and its operation and maintenance in the Port of Abidjan, generating a yearly Ebitda of around \$21.3 million. According to Exmar, Petroci shall source LNG from the international market, which it shall import through Exmar's FSRU, as from the third quarter of 2027. The regasified volumes will be delivered to CI-Energies to produce electricity. Exmar said the FSRU is required to meet the increase in gas and power demand both inside Cote d'Ivoire, with its "rising population, prosperous economy, and growing mining industry; and additional demand from the neighboring countries." The project was set as a priority by President Ouattara at the start of his fourth term, at the beginning of this year, the company noted. Petroci said that the West African countries' demand for natural gas and electricity continues to grow alongside its economic development. "The FSRU represents an important step forward in strengthening our energy security by providing an additional and flexible source of natural gas, complementary to domestic production and existing infrastructure. It will help diversify and secure gas supply while supporting the growing needs of the power sector," the company said.

LNG carrier purchased

Exmar did not provide further details regarding the FSRU for the Abidjan FSRU project. Based on its recent moves, the company is expected to purchase an LNG carrier and convert it to an FSRU for this latest project. LMG Prime invited Exmar to comment on the matter. Exmar confirmed that it will convert an LNG carrier to an FSRU. "We have already acquired a LNGC and ordered long-lead items," the company said. Last month, the company said it was actively pursuing new LNG import and floating liquefaction projects after winning three awards over the past year. Exmar acquired three LNG carriers to support new projects in the infrastructure business. The company purchased the 2006-built LNG carrier Simaisma from a joint venture of Greece's Maran Gas and Qatar's Nakilat, and will modify it to serve as a floating transshipment unit (FTU) for the LNG bunkering market. Exmar's newly converted 146,000-cbm floating storage unit, Tura, is also en route to Colombia to begin operations as part of Regasificadora Del Pacifico's LNG import project on Colombia's

west coast. Now named Tura, Exmar purchased the 2005-built Ummiera, formerly Umm Bab, from Maran Nakilat earlier this year. In addition, Exmar said in its first-half report last month that it is proceeding with the conversion of “a 162,000 cbm/750 mmscfd FSRU.” Exmar said it had secured the 162,000-cbm LNG carrier for the Eemshaven FSRU conversion project and is proceeding with the engineering and procurement of the conversion works, but it did not name the vessel. VesselValue data showed that Exmar purchased the 2015-built Maran Gas Troy from Maran Gas. Source: www.lngprime.com

AMAZONICA LNG, JEREH INK EPC DEAL FOR COLOMBIAN LNG TERMINAL

Amazonica LNG has signed an engineering, procurement, and construction contract with China’s Jereh to build what it says is Colombia’s first onshore LNG import terminal. The Colombian company, a joint venture between port logistics specialist Retramar and private equity investor Affinity Energy, announced the EPC deal in a social media post this week. Amazonica LNG said the agreement with Jereh’s subsidiary Jereh Oil & Gas Colombia solidifies the “ready to build” status for the development of Colombia’s first onshore regasification plant. This agreement marks the beginning of a new phase for the project and paves the way for its implementation, triggering a phase of mobilizing the resources, suppliers, equipment, and talent needed to move forward with the construction of this strategic infrastructure for the country, the company said. According to a video posted by Amazonica LNG, the LNG project is estimated to be worth approximately \$180 million. Located in Palermo, Magdalena, the LNG terminal will have a regasification capacity of 150 mmscfd. It will feature two LNG storage tanks, each with a capacity of 15,000 cbm, and a jetty with dual loading arms, and the ability to receive LNG from an FSU. The targeted commercial operations date (COD) is in the first half of 2028.

Colombian LNG imports

Colombia is about to launch a new LNG import facility Exmar’s newly converted 146,000-cbm floating storage unit, Tura, is en route to Colombia to begin operations as part of Regasificadora Del Pacifico’s LNG import project on Colombia’s west coast. US FSRU player Excelerate Energy also confirmed that it signed a seven-year charter agreement with a unit of Canadian firm Frontera Energy to deploy its FSRU to a new LNG import terminal under development in Colombia. Excelerate executed a seven-year time charter party agreement with Sociedad Portuaria Puerto Bahia, a subsidiary of Frontera Energy Corporation, to redeploy the 2009-built 150,590-cbm FSRU Express to Colombia. Colombia currently has one FSRU-based LNG import terminal. SPEC LNG operates the FSRU-based terminal in which Colombian gas distributor Promigas has a 51 percent stake while Dutch Vopak holds the rest. Last month, the 170,000-cbm FSRU Hoegh Grace completed its 200th ship-to-ship transfer since 2016. Source: www.lngprime.com

INDIA’S BPCL INKS LNG PACT WITH ENI

India’s state-run Bharat Petroleum Corp (BPCL) has signed an agreement with Italy’s Eni as it works to further diversify its liquefied natural gas (LNG) supply sources. BPCL said on Wednesday the two firms signed a master sale and purchase agreement (MSPA) at the Gastech conference and exhibition in Bangkok, Thailand. The agreement marks an “important step towards strengthening cooperation in LNG sourcing and creating a framework for future LNG supply and trading opportunities,” BPCL said. Moreover, the MSPA provides a platform for BPCL and Eni to explore LNG opportunities and further deepen engagement in the evolving global LNG market, it said. According to BPCL, the collaboration supports its efforts to diversify its LNG sourcing portfolio, enhance supply flexibility, and strengthen

energy security for India. “The agreement underscores the importance of global partnerships in supporting India’s growing gas economy and building a more flexible and resilient LNG supply ecosystem,” the company added. BPCL is a shareholder in India’s largest LNG importer, Petronet LNG, the operator of the Dahej and Kochi LNG terminals. Last year, BPCL signed a deal with a unit of UAE’s Adnoc to buy LNG. BPCL said that this is its first LNG sourcing contract linked to the Henry Hub index. Meanwhile, Eni continues to expand its LNG business with several projects, including the planned YPF-led Argentina LNG project. Eni’s LNG sales rose 4 percent in the second quarter of this year compared to the same period in 2025. The company sold 2.9 bcm (2.1 million tonnes of LNG) in the second quarter of this year. Eni sold 6.3 bcm in the first half of this year, up 12 percent from 2025. Source: www.lngprime.com

SINGAPORE LNG BUNKERING VOLUMES DOWN IN AUGUST

Singapore’s monthly LNG bunkering sales fell in August compared with the same month last year, but volumes rose 23.5 percent year-on-year during January–August this year, according to the Maritime and Port Authority of Singapore. Preliminary bunkering data on MPA’s website shows LNG bunkering sales in the world’s largest bunkering port reached 58,640 mt last month. This compares to 66,960 mt in August 2025. LNG bunkering volumes were flat compared to 58,690 mt in the previous month. During January–August, Singapore LNG bunkering volumes rose 23.5 percent year-on-year to 435,620 mt, MPA’s data shows. Last year, Singapore LNG bunkering volumes rose 23.9 percent from the year before, setting a new annual record. LNG bunkering sales reached 571,350 mt last year. This compares to 460,950 mt in 2024, which surged compared to 110,850 mt in 2023. At present, the port of Singapore is served by three licensed LNG bunker suppliers and hosts three LNG bunkering vessels which provide ship-to-ship fueling operations. The bunkering vessels are the 7,500-cbm FueLNG Bellina, the 18,000-cbm FueLNG Venosa, and the 12,000-cbm Brassavola. MPA recently awarded eight new licenses to supply LNG as a marine fuel in the port from September 1, 2026. The licenses will be awarded to Aramco Trading Singapore, Equatorial Marine Fuel Management Services, ExxonMobil Asia Pacific, PetroChina International (Singapore), Shell Eastern Trading, Sinopec Fuel Oil (Singapore), TotalEnergies Gas & Power Asia (TEGPA)–Sembcorp Fuels (Singapore) Joint Venture, and Vitol Bunkers (S). Source: www.lngprime.com

HD HYUNDAI HEAVY SECURES DNV OK FOR LNG BUNKERING VESSEL

South Korean shipbuilder HD Hyundai Heavy Industries has secured approval in principle from classification society DNV for a new 12,000-cbm LNG bunkering vessel design. HD HHI received the approval on Tuesday during a ceremony held at the Gastech conference and exhibition in Bangkok, Thailand. An AiP is an independent evaluation of a concept based on a predefined framework of requirements. It confirms the feasibility of the design and ensures there are no significant technical obstacles hindering its implementation.

Cruise ships

DNV said that HD HHI has developed the new concept, a dedicated LNG bunkering vessel for the cruise segment, to address the unique operational challenges associated with refueling cruise ships. In particular, unlike conventional designs, the concept eliminates the bridge wings to avoid interfering with cruise ships’ protruding lifeboats during bunkering operations. To compensate for the reduced side visibility resulting from the removal of the bridge wings, the vessel features a CCTV system, DNV said. In addition, side visibility safety and efficient bunkering operations have been increased through the addition of the HiNAS SVM (Hyundai intelligent navigation assistant system surround

view monitoring system), which shows a 360-degree top-view AR image converted from inputs from multiple fish-eye cameras installed around the ship, DNV said. "By enabling ship-to-ship (STS) LNG bunkering operations without the need for a floating pontoon, this vessel is expected to make LNG bunkering for cruise vessels more efficient and flexible," Ryu Hong Ryeul, CTO at HD HHI, said. "If this type of LNCBV becomes more widely adopted in the market, this could bring about significant changes in the demand structure and operating models of the LNCBV market because this new type of LNCBV is able to carry out bunkering more freely and flexibly, not only for cruise ships but also for conventional merchant vessels," he said.

Giant LNG carrier

The new AiP follows DNV's approval of HD HHI's new 271,000-cbm LNG carrier design. The twin-skeg LNG carrier represents HD Hyundai Heavy Industries' largest LNC design to date, maximizing the cargo carrying capability of the Q-Max class through optimizing the overall vessel dimensions, according to DNV. Featuring an arrangement of five cargo tanks, the design offers enhanced cargo and operational flexibility in comparison with conventional LNG carriers. Source: www.lngprime.com

WISON TO WORK ON FLNG SOLUTIONS WITH BUMI ARMADA AND FPSO VENTURES

Chinese FLNG builder Wison New Energies is joining forces with Malaysia's Bumi Armada and FPSO Ventures to jointly advance lease-and-operate solutions for the FLNG market. WNE announced via its social media that the three firms signed a strategic cooperation agreement at the Gastech conference and exhibition in Bangkok, Thailand. "By bringing together complementary capabilities across the FLNG value chain, the three companies aim to offer gas field owners a more integrated and capital-efficient pathway to resource monetization—helping accelerate time to first gas and improve the commercial viability of previously challenging gas resources," WNE said. "The agreement marks a shared step towards developing more flexible, integrated, and commercially viable FLNG solutions for the global energy market—built on the belief that the whole can be greater than the sum of its parts," the company said. In addition to this agreement, WNE also announced in a separate post that it has received the world's first FLNG ABATE Notation FEED approval from classification society DNV for a low-emission FLNG. Designed for large-scale deepwater gas developments, the FLNG aims to "enhance both project economics and sustainability by improving capacity and efficiency while reducing Capex and carbon footprint," the company said. The approval follows technical guidance and certification review by DNV, alongside ongoing design optimization by Wison.

Wison's FLNG business

WNE recently signed a collaboration agreement to integrate Shell's liquefaction technology into its floating LNG offerings. Through this collaboration, Wison will incorporate Shell's pre-engineered, dual mixed refrigerant liquefaction technology solutions into its FLNG portfolio. Earlier this year, Wison launched the hull of Genting's 1.2 mtpa FLNG, which will be installed in Indonesia. The FLNG facility with a total length of about 278.8 meters, a width of 60 meters, and an operational water depth of 32.8 meters, adopts Wison's self-developed standardized design. Upon completion in 2026, the FLNG facility will head to West Papua, Indonesia. This is Wison's third FLNG facility. In August Last year, Wison held the sail-away ceremony for Eni's Nguva floating liquefied natural gas (FLNG) unit in Shanghai, China. The 2.4 mtpa unit is serving the second phase of Eni's Congo LNG project. This FLNG joined Tango FLNG, which was also built by Wison. Tango FLNG has a capacity of 0.6 mtpa. Source: www.lngprime.com

NORD GAS SOLUTIONS SECURES CONTRACT FOR EXCELERATE'S FIRST FSRU CONVERSION

Nord Gas Solutions, formerly Wartsila Gas Solutions, has secured a contract to supply a regasification system for Excelerate Energy's first FSRU conversion. The firm owned by German private equity investor Mutaes said in a statement on Wednesday that the contract was awarded in July this year. The module will be installed aboard the 170,000-cbm LNG carrier Methane Patricia Camila, which is being converted into a floating storage and regasification unit (FSRU). Nord Gas Solutions will deliver the NGS regasification module during the first half of 2028. The company did not provide the pricing details. Excelerate purchased Methane Patricia Camila this year for approximately \$79 million. The company previously planned to convert its 145,000-cbm LNG carrier Shenandoah into an FSRU. Excelerate also signed a letter of intent with Singapore's Seatrium to convert its LNG carrier into an FSRU. CEO Steven Kobos said during Excelerate's second-quarter call last month that Shenandoah "remains a viable option for future conversion opportunities." "However, ultimately, we selected the methane Patricia Camilla for this project, because its 170,000 cubic meter storage capacity, TFDE power generation, and installed reliquefaction provide a strong technical foundation for a high-capability FSRU," he said. "We continue to expect the converted FSRU to be available for commercial deployment in early 2028," Kobos said. Source: www.lngprime.com

CHINA'S ENN INKS LNG COOPERATION PACT WITH TRAFIGURA

Chinese independent gas distributor ENN has signed a memorandum of understanding with commodity trader Trafigura to explore cooperation in liquefied natural gas (LNG). ENN Natural Gas and Trafigura signed the non-binding memorandum of understanding on cooperation on Tuesday at the Gastech conference and exhibition in Bangkok, Thailand, according to a statement by ENN Natural Gas. According to the memorandum, the two parties will explore cooperation opportunities on a non-exclusive basis regarding LNG trade and related facility services. ENN and Trafigura plan to collaborate on LNG facilities and storage and transportation services to deepen cooperation on using infrastructure such as LNG receiving terminals. They will leverage the storage, transportation, and bonded capabilities of ENN's Zhoushan LNG receiving terminal to support Trafigura's operations. Image: ENN Natural Gas Moreover, the partners plan to deepen cooperation in the field of international LNG procurement and sales. The two parties will build upon their existing collaboration to explore, through the platform of the Tianjin International Petroleum & Gas Exchange Center, ways to broaden LNG procurement and sales channels and diversify trading methods, while gradually expanding into areas such as bonded tank LNG, international resource procurement and sales, European pipeline gas cooperation, and refined oil product trading, ENN said. ENN buys LNG via long-term contracts from Cheniere, Chevron, and others. Meanwhile, Trafigura's LNG volumes rose 18.7 percent in the fiscal year ending September 30, 2025, compared to the previous year. Total traded LNG volumes increased to 12.7 million tonnes compared to 10.7 million tonnes in the financial year ending September 30, 2024. Source: www.lngprime.com

FSRU RETURNS TO STADE

The 2021-built 174,000-cbm FSRU Energos Force has returned to Germany's Stade as state-owned LNG terminal operator DET prepares to launch its fourth FSRU-based LNG import facility in Germany. According to a statement by DET, the 294-meter-long Energos Force docked yesterday at the new LNG terminal (AVG) in the Stade Butzfleth industrial port. The arrival of the vessel, owned by Apollo's Energos Infrastructure and chartered by DET, marks the start of preparations to commission the Stade floating LNG terminal. Earlier this

month, LNG Prime was the first to report that the FSRU is heading back to Stade. In March 2024, Energos Force, owned by Apollo's Energos Infrastructure and chartered by Germany's federal government, arrived at the AVG jetty in Stade. However, DET terminated the contract related to the Stade FSRU-based facility with compatriot Hanseatic Energy Hub, the developer of the onshore LNG terminal in Stade, in March last year. Meanwhile, the state-owned company sub-chartered the FSRU Energos Force for deployment in Jordan. The FSRU left Jordan in July and was located offshore Egypt's Damietta until the end of August, before heading to Stade. "As promised, the return of the regasification vessel to the Stade jetty marks the start of preparations for the terminal's commissioning. We expect the first fully loaded LNG tanker to come alongside in early November," DET CEO Peter Rottgen said. "From then on, Stade will begin feeding gas into the grid, thereby making the anticipated and important contribution to security of supply," he said. "The road to this point has not always been easy. Shortly after assuming responsibility for completion, we brought all necessary partners on board, who are working together with full commitment toward this common goal. I would like to take this opportunity to express my sincere thanks for ensuring that we can move forward at the necessary pace," Rottgen said.

3.2 bcm

For 2027, DET expects the Stade terminal to feed up to 3.2 billion cubic meters of natural gas into the grid. This volume would be sufficient to supply approximately 2.6 million four-person households with heating energy for a full year. Niedersachsen Ports (NPorts) constructed the jetty specifically for the FSRU and the onshore terminal, which is still under construction. In winter, Energos Force can regasify up to 500 million standard cubic feet of gas per day (mmscfd) using steam boilers in a closed-loop system. However, in summer, it can ideally regasify up to 750 mmscfd per day using Elbe River water in an open-loop system, DET said. The expected feed-in capacity for 2027 of up to 3.2 billion cubic meters of gas represents the so-called DTRS value (declared total Reference sendout)—the maximum technically feasible system output under ideal conditions, without restrictions caused by extreme weather conditions, unplanned grid constraints, cancellations by LNG suppliers, or technical malfunctions, DET said. In addition, lower feed-in volumes resulting from the actual sizes of the delivered cargoes must be taken into account, DET added. DET operates two German FSRU-based facilities in Wilhelmshaven and one in Brunsbüttel. In addition to these facilities, private firm Deutsche ReGas operates the Mukran FSRU-based facility. Source: www.lngprime.com

TECHNIP ENERGIES BAGS AMIGO LNG GIG

French LNG engineer Technip Energies has been selected by LNG Alliance Pte for an enhanced project management consultant role for the Amigo LNG project in Mexico. Under the contract, Technip Energies will provide overall project management, engineering interface management, construction management, and independent project oversight across the development, the firm said on Wednesday. Technip Energies will also act as the key technical and integration partner across the project's stakeholders, contractors, and execution entities. The ePMC role covers the complete 6 million tonnes per annum (mtpa) LNG liquefaction facility, comprising two floating process barges, including a pre-treatment barge and a liquefaction barge. Technip Energies will provide overall PMC oversight for both barges and their integration. The scope also includes overseeing the associated marine facilities, including a quad berth designed to accommodate two LNG carriers and two floating storage units (FSUs), together with the related berthing, mooring, utilities, and export infrastructure. Technip Energies added that this award marks its first project with LNG Alliance and its second global ePMC contract for an FLNG development. The firm did not provide pricing details.

Amigo LNG

A unit of Australia's Macquarie recently agreed to buy more LNG from Amigo LNG's planned LNG export plant in Mexico. In August last year, Amigo LNG, the Mexican joint venture of Texas-based Epsilon LNG and Singapore-based LNG Alliance, signed a long-term sale and purchase agreement (SPA) with Macquarie Group. Under the agreement, Amigo will deliver 0.6 million tonnes per annum (mtpa) of LNG to Macquarie's commodities and global markets business over a 15-year term. LNG supplies are expected to commence with the start-up of Amigo LNG's first liquefaction train. However, Epsilon LNG told the US DOE on May 29 that Amigo LNG and Macquarie Energy amended the SPA on May 8. The annual contract quantity of LNG as per the original contract dated August 22, 2025, was 31,200,000 MMBtu or approximately 0.6 mtpa. With this Macquarie amendment, Amigo LNG now has signed contracts totaling 4.35 mtpa. These include deals with 2PointZero's International Resources (IRH), a unit of Geneva-based trader Gunvor, Oman's state-owned firm OQ Trading, and Sahara Group. Amigo LNG said in December last year that it expects to take a final investment decision on its planned LNG export terminal in Mexico in the first quarter of 2026. The company awarded the engineering, procurement, and construction (EPC) contract to Dubai-based Drydocks World for FLNG barges and FSU conversion in August last year. Under the EPC contract, Drydocks World will carry out the conversion of floating storage units (FSU) to support LNG export operations, alongside the construction of newbuild FLNG barges incorporating US-based pre-treatment and liquefaction technologies. Source: www.lngprime.com

HD HYUNDAI HEAVY GETS DNV OK FOR GIANT LNG CARRIER

South Korean shipbuilder HD Hyundai Heavy Industries has secured approval in principle from classification society DNV for its new 271,000-cbm LNG carrier design. HD HHI received the approval on Tuesday during a ceremony held at the Gastech conference and exhibition in Bangkok, Thailand. An AiP is an independent evaluation of a concept based on a predefined framework of requirements. It confirms the feasibility of the design and ensures there are no significant technical obstacles hindering its implementation.

Five tanks

The 271,000-cbm twin-skeg LNG carrier represents HD Hyundai Heavy Industries' largest LNGC design to date, maximizing the cargo carrying capability of the Q-Max class through optimizing the overall vessel dimensions, according to DNV. Featuring an arrangement of five membrane-type cargo tanks, the design has been developed to offer enhanced cargo and operational flexibility in comparison with conventional LNG carriers. And despite its larger cargo capacity, the vessel would still be able to transit both the Suez and Panama canals, with the intention of providing buyers and operators greater trading and deployment flexibility, DNV said. Equipped with an IMO NOx Tier III-compliant dual-fuel propulsion system, and an enhanced cargo handling system that incorporates a reliquefaction plant, the design also integrates various AI-powered technologies to provide intelligent voyage support, operational monitoring, and energy optimization. In addition, the vessel utilizes an optimized hull form for better propulsion performance with several energy-saving devices (ESD), including HD Hyundai's Hi-ARS (air resistance saver) for wind pressure reduction. DNV said these technologies are all designed to contribute to the goal of lowering fuel consumption and emissions to air, as well as improving overall performance, in response to the increasingly stringent environmental regulations on the shipping industry. "Through our newly unveiled 271,000-cbm LNG carrier design, we are pushing the boundaries of what is possible in large-scale energy transport," Hong Ryeul Ryu, senior executive VP and CTO at HD HHI, said. "Combining the largest cargo-carrying capability, operational efficiency, and readiness for future eco-friendly technologies, the 271,000.cbm LNG carrier design represents another significant milestone that reflects our extensive experience and expertise in the global LNG carrier market," he said.

LNG carrier orders

HD HHI received orders for 13 LNG carriers in January–August this year, while its backlog stood at 49 LNG carriers as of the end of AUGUST. The orders include contracts from Greek shipowner Tsakos Energy Navigation (TEN), European alternative asset management platform Hayfin, Japan's NYK and KKR-backed Ocean Yield. In addition, HD HHI won an order to build one LNG FSRU for BW LNG.

Source: www.lngprime.com

FINLAND'S GASGRID OFFERS INKOO FSRU CAPACITY

A unit of Finland's Gasgrid is offering regasification capacity for 2028–2032 at the FSRU-based LNG import terminal in Inkoo. According to a statement by Gasgrid, Floating LNG Terminal Finland started the long-term capacity allocation process for the period between January 1, 2028, to December 1, 2032, on September 15. Gasgrid's unit will be offering a total of 15 terminal slots of 950 GWh each for each calendar year as per below; "Long-term capacity can be reserved flexibly for 1 to 5 years and the reserved capacity/slots within these years can vary (i.e no limit for minimum quantities or duration for reservations)," the company said. Interested parties must submit their terminal capacity requests by October 15. FLTF said in a statement earlier this month that 4 slots have been reserved by market participants for the calendar year 2027 during the annual allocation procedure. As two slots have previously been reserved through the long-term allocation, the total booked slots for 2027 reached six. It is worth mentioning that Elenger, a unit of Estonian investment firm Infortar, recently said that it will receive three more US LNG cargoes via the Inkoo FSRU-based facility later this year, fully securing volumes for the next heating season. Elenger will receive the volumes at Excelerate Energy's 150,900-cbm FSRU Exemplar, which serves Gasgrid's import facility in Inkoo under a charter deal. In total, Elenger will deliver eleven LNG cargoes to the Finland-Baltic region this year. This includes seven LNG cargoes to the port of Inkoo and four to the Klaipeda FSRU-based LNG terminal in Lithuania. Source: www.lngprime.com

KIMMERIDGE'S CATURUS PLANS TO ALMOST DOUBLE COMMONWEALTH LNG CAPACITY

Kimmeridge's Caturus has revealed plans for a five-train, 7.75 million tonnes per annum (mtpa) expansion project for its Commonwealth LNG export facility in Cameron Parish, Louisiana, which would nearly double the site's planned capacity to approximately 17.25 mtpa. Caturus announced the expansion plans in a statement on Tuesday. The expansion project comes four months after US investment firm Kimmeridge and its partners UAE's Mubadala Energy and Canada Pension Plan Investment Board reached a final investment decision (FID) on its six train, 9.5 Mtpa Commonwealth LNG facility, closing \$9.75 billion in base project financing. Mubadala Energy, which already holds a 24.1 percent stake in Kimmeridge's Caturus platform comprised of Commonwealth LNG and Caturus' upstream operations, is also an equity participant in the project's financing. Canada Pension Plan Investment Board (CPP Investments) will contribute \$1.2 billion in financing to increase its total stake in the Caturus platform to 31 percent, including previous investments, Caturus said in the new statement that base project construction is progressing "safely and on schedule" with operations targeted for 2030, with approximately 8.5 mtpa of its 9.5 mtpa capacity subscribed under long-term sale and purchase agreements. The company noted that the expansion milestone coincides with a week of significant global energy engagement, as company executives participate in the G20 Energy Abundance Ministerial in Houston and Gastech 2026 in Bangkok, the industry's largest annual gathering of LNG buyers, sellers and policymakers. The expansion project is targeted to enter service in the early 2030s, following planned base project operations. According to Caturus, the Commonwealth LNG expansion project represents a "significant new tranche of long-term LNG supply for buyers seeking reliable energy to support

industrial growth and broader economic development.” The proposed expansion project would also “extend the already robust economic contributions of Commonwealth LNG across Cameron Parish, through additional local employment and supplier activity,” it said. Caturus expects to carry forward the engineering, procurement and construction experience from the Commonwealth LNG base project, drawing on a proven modular construction methodology, established equipment and fabrication supply chain and existing relationships with vendors and partners, the company added. Source: www.lngprime.com

HANWHA POWER GETS ABS OK FOR LNG BUNKERING VESSEL

Hanwha Power, part of South Korean conglomerate Hanwha, has secured approval in principle from the American Bureau of Shipping (ABS) for the concept design of a 22,000-cbm LNG bunkering vessel. The company received the AiP on Tuesday during the Gastech conference and exhibition in Bangkok, Thailand. With this AiP, Hanwha Power has completed its lineup of medium- and large-scale LNG bunkering vessels, ranging from 7,500 to 22,000 cbm, according to the firm. A key feature is the design’s LNG-ammonia multi-cargo capability, enabling transport of both LNG and ammonia, an “emerging next-generation clean fuel,” the company said. Moreover, the design incorporates high-manganese steel cargo containment technology, Mc-C, allowing adaptation to future alternative fuels with minimal modifications, providing shipowners greater long-term flexibility and competitiveness, Hanwha Power said. Given bunkering vessels’ coastal operating profile, Hanwha Power applied a hybrid electric propulsion system integrating onshore power supply (OPS) with an energy storage system (ESS). Hanwha Power noted that this minimizes harmful emissions while berthed or operating in coastal areas, while improving operational efficiency and economic performance. Hanwha Power also incorporated group core technologies, including dual-fuel generator sets, ESS, electrical power system integration, integrated automation system, and cargo handling system. By integrating these, the company aims to maximize competitiveness and synergies of its integrated engineering and procurement package. Source: www.lngprime.com

DUNKIRK LNG SENDOUT REDUCED DUE TO STRIKE

France’s Dunkirk LNG import terminal has reduced sendout to the grid on Tuesday due to a strike, according to Belgian LNG terminal operator Fluxys. “The strike at Dunkerque LNG is part of a nationwide social action of the electricity and gas industries sector,” a Fluxys spokesman told LNG Prime via email. “As a result of this action, the natural gas sendout volumes have been reduced,” he said. The spokesman added that the safety of personnel and infrastructure “remains fully ensured throughout our facilities.” According to Dunkerque LNG, the operator of the Dunkirk LNG facility led by Fluxys, starting September 15 at 09:00 CET until the end of the gas day, the terminal delivery capacity “will be reduced to 4 GWh/day, subject to adjustments to maintain the operational conditions of the terminal.” Dunkerque LNG noted that major French trade unions representing the energy sector (IEG) announced they would take industrial action on September 15. In October last year, Fluxys also declared force majeure at the Dunkirk LNG terminal due to a workers’ strike.

13 bcm

Dunkerque LNG owners include two groups, with the first consortium led by Belgium’s Fluxys. According to the Fluxys website, Dunkerque LNG is 61 percent owned by a consortium of Fluxys, Asterion Industrial, and Credit Agricole Assurances, and 39 percent owned by a consortium of Korean investors led by IPM Group in cooperation with Samsung Asset Management. Spanish infrastructure investor Asterion Industrial purchased a minority stake in the Dunkirk LNG terminal last year. The investor bought a 25 percent stake in FluxDune, and indirectly, an approximately 15 percent stake in Dunkerque LNG. Commissioned in January 2017, the LNG terminal has an annual

regasification capacity of 13 billion cubic meters of natural gas, representing more than 25 percent of French and Belgian annual natural gas consumption. Additionally, previous shareholders EDF and TotalEnergies are the primary customers of the LNG terminal, holding 20-year contracts. Earlier this year, Japan's Jera signed a throughput agreement with Dunkerque LNG to secure regasification capacity of 2 billion cubic meters (bcm) per year, equivalent to approximately 1.5 million tonnes of LNG annually. The agreement is for six years starting from 2031. Source: www.lngprime.com

KOGAS REPORTS LOWER GAS SALES IN AUGUST

South Korean LNG importer Kogas said its gas sales decreased by 7.4 percent in August compared to last year. State-owned Kogas sold 2.11 million mt last month, compared to 2.28 million mt in August 2025, the firm said in a stock exchange filing. August sales were 5.1 percent lower than the previous month's 2.23 million mt, which marked a decrease of 1.1 percent on the year. Purchases by power firms decreased 16.3 percent year-on-year to 1.16 million mt in August and were 3.6 percent lower compared to the previous month. Moreover, Kogas said its city gas sales rose 6.5 percent year-on-year to 949,000 mt last month. City gas sales were 7 percent lower compared to the previous month. Kogas said in its results report last month that it sold 19.46 million mt in the first half of 2026. This is up by 3 percent compared to the six-month period in 2025. Kogas said its city gas sales decreased by 0.2 percent year-on-year to 10.87 million mt, while purchases by power firms rose 7.4 percent to 8.58 million mt. According to Kogas, heating demand declined due to higher average temperatures in the first quarter compared to the previous year. Also, Kogas said industrial demand increased due to supply disruptions of competing fuels, such as LPG, caused by the Middle East conflict. Kogas noted there was an increase in LNG power generation due to reduced direct-import power generation resulting from delays in maintenance schedules at some direct-import power plants.

Korean LNG imports

Kogas operates 77 LNG storage tanks at five LNG import terminals in South Korea. The large terminals include Incheon, Pyeongtaek, Tongyeong, and Samcheok, while the firm has a small-scale regasification terminal at the Aewol port on Jeju island as well. In addition to these facilities, the firm is building a large terminal in the western port city of Dangjin, and it expects to launch the first phase of this facility in May next year. Customs data shows that South Korean LNG terminals received 3.15 million mt of LNG in August, a drop compared to 6.40 million mt in August 2025. South Korean LNG terminals received 29.31 million mt of LNG in January–August of this year, a decrease compared to 31.25 million mt in the same period last year. Australia was the biggest supplier to South Korea in January–August with 8.29 million mt of LNG, followed by Malaysia with 4.98 million mt, the US with 4.41 million mt, Canada with 2.54 million mt, and Qatar with 1.69 million mt. South Korea has received small quantities of Qatari LNG since April this year due to the Middle East crisis. According to customs data, South Korea received 90,610 mt of Qatari LNG in July. Source: www.lngprime.com

AUSTRALIA'S SANTOS STRENGTHENS LNG PORTFOLIO WITH NEW DEALS

Australian LNG player Santos has signed two separate, non-binding LNG agreements that underscore the company's growing global LNG portfolio position. Santos entered into a non-binding heads of agreement to buy LNG from the Ksi Lisims LNG project in Canada and the company agreed key commercial terms with South Korea's Posco Steel to supply the latter with LNG. Santos announced on Monday that

the LNG agreements are in “accordance with our strategy to maximize revenue through portfolio optimization and will leverage high-value, long-term contracts, complementing our existing contractual commitments.” Under the proposed agreement with Posco, Santos would supply LNG on a delivered ex ship basis for a term of 10 years. LNG would be sourced from Santos’ diversified global LNG portfolio, with supply commencing in 2030 or 2031. Execution of the transaction remains subject to the negotiation and execution of an LNG sale and purchase agreement, and all required corporate approvals, the company said.

Ksi Lisims LNG

Santos has entered into a non-binding heads of agreement (HOA) with Western LNG and its partners for the purchase of approximately one million tonnes of LNG per annum from the proposed Ksi Lisims LNG project in British Columbia, Canada, on a free on board basis. Under the proposed agreement, Santos would purchase LNG for a term of up to 20 years, with supply commencing from approximately 2031. The HOA is non-binding and remains subject to the negotiation and execution of definitive agreements, including an LNG sale and purchase agreement, satisfaction of customary conditions precedent, and all required corporate approvals, the company said. Santos said the Ksi Lisims LNG supply is complementary to its existing LNG portfolio across Papua New Guinea and Australia. The deal would provide Santos with the ability to grow LNG sales volumes without a corresponding increase in upstream capital investment and increase long-term supply flexibility for existing and future customers across Asia. It would also diversify Santos’ LNG supply base geographically with “competitive cost of supply” Canadian LNG having a secure, relatively short shipping route to premium north Asian markets, and optimize volumes across the portfolio balancing market conditions, customer requirements, and regional pricing opportunities, the company said. Ksi Lisims LNG, a joint venture of the Nisga’a Nation, Rockies LNG, and Western LNG, has yet to make a final investment decision on its project. Pending FID by the project co-developers, construction could begin by early 2027. The partners plan to produce 12 million tonnes per annum of LNG from two nearshore floating production facilities, which will have integrated storage with an aggregate capacity of about 450,000 cbm of LNG. Ksi Lisims has secured long-term offtake agreements with international LNG participants, including Shell, TotalEnergies and Uniper. Source: www.lngprime.com

SEMPRA INFRASTRUCTURE, PETROBRAS INK 20-YEAR PORT ARTHUR LNG SPA

Brazil’s state-owned energy firm Petrobras has signed a long-term deal with US LNG exporter Sempra Infrastructure, a unit of Sempra, to buy LNG from the second phase of the Port Arthur LNG project in Texas. Under the new SPA, Petrobras will buy 0.8 million tonnes per annum of LNG for 20 years, according to a Sempra Infrastructure statement. LNG will be sourced from Sempra Infrastructure’s contracted liquefaction capacity at the Port Arthur LNG Phase 2 project, currently under construction in Jefferson County, Texas, Sempra Infrastructure, in which Sempra is reducing its ownership to 25 percent, said. “We are pleased to welcome Petrobras as the first South American company in our LNG customer portfolio, marking an important milestone for Sempra Infrastructure’s growing LNG business,” said Justin Bird, CEO of Sempra Infrastructure. “This long-term agreement establishes a strategic relationship with one of the world’s leading energy companies and underscores the important role Sempra Infrastructure plays in providing reliable and secure U.S. natural gas to a growing list of customers around the world,” he said.

Port Arthur LNG

In March 2023, Sempra Infrastructure took a final investment decision on the first phase of its Port Arthur LNG export project worth about \$13 billion. The first phase includes building two trains with a total capacity of about 13 mtpa and two storage tanks with a capacity of

160,000 cbm, while the expected commercial operation dates for train 1 and train 2 are 2027 and 2028, respectively. Moreover, Semptra Infrastructure took FID on the second phase of the Port Arthur LNG project last year. Including the first 13 mtpa phase, the facility will have a total capacity of about 26 mtpa. The expected commercial operation dates for Train 3 and Train 4 are 2030 and 2031, respectively. In addition to these phases, Semptra Infrastructure's Port Arthur LNG has recently filed a request with the US FERC to start the pre-filing process for a 27 mtpa expansion of its LNG export project in Texas. Port Arthur LNG North seeks to site, construct, and operate an LNG export facility, consisting of four liquefaction trains with a total annual nominal liquefaction capacity under optimal conditions of approximately 27 million tonnes per annum (mtpa), just north of the first two phases. Source: www.lngprime.com

VENTURE GLOBAL, CHINA GAS INK ANOTHER 20-YEAR LNG SPA

US LNG exporter Venture Global LNG has signed another 20-year LNG sales and purchase deal with Chinese natural gas operator China Gas. Under the SPA, China Gas will purchase 0.5 million tonnes per annum (mtpa) of US liquefied natural gas (LNG) from Venture Global for twenty years starting in 2030, according to a Venture Global statement. Venture Global said this SPA brings its current long-term offtake with China Gas to 2.5 mtpa under 20-year SPAs supplied across Venture Global's portfolio. In February 2023, Venture Global signed two 20-year LNG supply deals with China Gas. Under the deals, China Gas Hongda Energy Trading, a unit of the Chinese natural gas operator, agreed to buy LNG from two Venture Global's projects. China Gas agreed to buy 1 mtpa of LNG on a free on board (FOB) basis from Plaquemines LNG and another 1 mtpa from the CP2 LNG export facility, both in Louisiana. Liu Ming Hui, chairman and president of China Gas, said this new agreement "further strengthens our portfolio and reinforces our commitment to establishing an international energy trading platform that connects high-quality global resources with rising energy demand worldwide." "Venture Global is pleased to expand our LNG partnership with China Gas, a leading natural gas operator in China, supplying the country's growing energy needs with reliable, low-cost American LNG from across our Louisiana projects," said Venture Global CEO Mike Sabel. Last month, Sabel said that the company anticipates signing multiple additional LNG supply contracts by the end of this year. He said that Venture Global has 32 mtpa of available capacity, including bolt-on expansions at its Plaquemines and CP2 LNG terminals. Source: www.lngprime.com

WOOD BAGS PNG LNG GIG

UK-based consulting and engineering firm Wood has secured a contract for the ExxonMobil-operated PNG LNG project in Papua New Guinea. Wood revealed on Monday that it had been awarded a new \$200 million contract by ExxonMobil PNG (EMPNG) for construction services in support of the PNG LNG project. The five-year contract will support brownfield project delivery at scale across the Hides Gas conditioning plant, the LNG plant at Caution Bay, approximately 700 kilometers of pipeline network and associated well pads and flowlines. Over the course of the contract, these projects will support the safe, reliable, and efficient operation of infrastructure that supplies LNG to customers across Asia, Wood said. Over 200 Wood personnel in PNG will provide project management, civil and structural construction, piping and mechanical works, electrical and instrumentation services, alongside associated support services such as scaffolding, lifting, and rigging, the company added.

PNG LNG and Papua LNG

ExxonMobil holds a 33.2 percent operating interest in PNG LNG, while Australia's Santos has a 39.9 percent stake following the completion of a 2.6 percent stake sale to Papua New Guinea's national oil and gas company Kumul, which owns a 19.4 percent stake. Other partners

in PNG LNG include Mineral Resources Development Company and Eneos Xplora. According to Santos, the LNG plant produced 2.18 million mt in the second quarter of this year, compared to 2.17 million mt in the second quarter last year and 2.17 million mt in the prior quarter. ExxonMobil, TotalEnergies, and Santos are also working to take a final investment decision on the Papua LNG project, adjacent to the PNG LNG plant. The project includes three new electrified LNG trains with a total capacity of 4 mtpa, complemented by access to an additional 2 mtpa of existing liquefaction capacity. TotalEnergies recently said that a decision was made to maximize synergies for the benefit of the Papua LNG project by transferring the operatorship to ExxonMobil. Source: www.lngprime.com

UKRAINE'S NAFTOGAZ PENS KINO ASKI LNG MOU

Ukraine's Naftogaz has signed a memorandum of understanding to explore future long-term supplies of Canadian LNG from the planned First Nations-led Kino Aski LNG project. Naftogaz announced in a statement that it signed the MoU with Kino Aski LNG on potential cooperation in supplying "low-carbon" LNG from Canada to the European market. According to Naftogaz, potential volumes of Canadian LNG could be aligned with Naftogaz's long-term capacity at the LNG terminal in Klaipėda, Lithuania, for 2033–2044. Additional regasification capacity at other European terminals could also be used, the company said. "As part of this cooperation, the parties will explore potential demand for Canadian LNG in the European market and opportunities for supply. This work will form part of an assessment of the prospects for the Kino Aski LNG project and its contribution to Europe's energy security," Naftogaz said. Last month, Kino Aski and Marinvest Energy Canada revealed plans to jointly develop Kino Aski LNG, an LNG export project designed to supply Europe. The project is based on a partnership model where Kino Aski holds a majority ownership interest in the project development company, Kino Aski LNG, while Marinvest Energy Canada holds a minority interest. This structure places First Nations at the center of the project's governance, financing, design, construction, and operations, while inviting international energy industry partners to provide expertise and invest alongside Canadian partners to secure a European energy supply, the partners said. The project is designed to deliver up to 15 million tonnes of LNG per year, powered by renewable electricity in Quebec. Natural gas will be sourced from Western Canada and transported to the year-round operating Port of Baie-Comeau using a combination of existing and new pipeline infrastructure. Source: www.lngprime.com

MET BUYS MORE US LNG FROM SHELL

Switzerland-based energy trader MET Group has agreed to buy more US liquefied natural gas (LNG) from UK-based energy giant Shell to supply its European customers. MET announced on Monday that its trading and wholesale arm MET International and Shell entered into a new long-term LNG purchase agreement. Under the new agreement, Shell will supply MET with LNG from its US portfolio over a multi-year period, further strengthening MET Group's access to flexible US LNG supply, the company said. MET did not provide further details regarding the new agreement. The transaction represents the latest step in the growing strategic relationship between the two companies. In July 2024, MET and Shell signed a 10-year FOB (free-on-board) LNG purchase agreement, securing long-term access to US LNG and strengthening MET's supply diversification strategy. Moreover, the companies further deepened their cooperation earlier this year through a memorandum of understanding signed in Washington D.C. to explore additional LNG supply and trading opportunities aimed at enhancing Europe's energy security, one outcome of which is the present SPA that the firms have signed. As demand grows for more diversified gas procurement strategies, access to US LNG is becoming increasingly important for MET and its customers. MET said LNG supplies linked to the US market "can help broaden sourcing options while reducing exposure to volatility in European gas benchmarks,

including through innovative pricing solutions offered by MET, such as contracts indexed to the US Henry Hub benchmark.” In recent years, MET has built what it says is one of the most geographically diverse LNG import structures in Europe, with long-term regasification capacity bookings in Germany, Croatia, and Spain. The company has imported LNG cargoes to several countries across the Mediterranean (Greece, Italy, Croatia, Spain), Northwest Europe (UK, Belgium, the Netherlands, Germany), and the Nordic region (Finland). In addition to supply, MET ordered its first LNG carrier, for delivery in 2027, after reaching a partnership agreement with Danish shipowner Celsius in 2024. Source: www.lngprime.com

TOTALENERGIES, GS ENERGY PEN LONG-TERM LNG SPA

French energy giant TotalEnergies has entered into a long-term agreement with South Korea's GS Energy to supply the latter with liquefied natural gas (LNG). TotalEnergies announced the signing of a sale and purchase agreement (SPA) with GS Energy, a unit of South Korean conglomerate GS Group, for the long-term supply of LNG to South Korea in a social media post on Monday. The agreement was signed during the Gastech conference and exhibition currently being held in Bangkok, Thailand. “Sourced from TotalEnergies’ diversified global LNG portfolio, this supply will contribute to strengthening South Korea’s energy security, while supporting GS Energy’s gas-fired power plants in providing electricity and district heating to households and businesses,” TotalEnergies said. TotalEnergies also said that this agreement allows the company to grow its long-term outlets in South Korea, the world’s third-largest LNG importer. TotalEnergies did not provide any additional details regarding the SPA. LNG Prime invited TotalEnergies to comment on the new SPA. TotalEnergies is one of the world’s largest LNG players. During the second quarter of this year, TotalEnergies sold 10.7 million tonnes of LNG, up 0.9 percent from 10.6 million tonnes in the same quarter in 2025. LNG sales dropped 13 percent compared to 12.4 million tonnes of LNG in the prior quarter. Source: www.lngprime.com

CHINA’S HUDONG-ZHONGHUA DEVELOPS NEW LNG CARRIER DESIGN

Chinese shipbuilder Hudong-Zhonghua has received approvals from five classification societies for a new LNG carrier design featuring GTT’s Next1 LNG cargo containment system. American Bureau of Shipping (ABS), Bureau Veritas (BV), China Classification Society (CCS), Det Norske Veritas (DNV), and Lloyd’s Register (LR) handed over approvals in principle to Hudong-Zhonghua on Monday at the Gastech conference and exhibition currently being held in Bangkok, Thailand. In addition to the LNG carrier, Hudong-Zhonghua received an AiP from DNV for the 100,000-cbm Super+ ethane carrier, while the 93,000-cbm very large gas carrier received an AiP certificate from BV. Hudong-Zhonghua said the Next1-type LNG carrier achieves an ultra-low boil-off rate (BOR) of 0.07 percent per day, “significantly” reducing energy consumption during voyages, helping to continuously optimize the CII rating, and ensuring long-term operational competitiveness in line with global carbon neutrality trends. According to Hudong-Zhonghua, this vessel design will feature an intelligent energy-efficiency system that integrates fuel management, real-time monitoring, and intelligent decision-making. Capable of reaching most LNG terminals worldwide, the LNG carrier design represents a comprehensive upgrade in “green, smart, and highly efficient” LNG transportation, the shipbuilder said. In July 2024, GTT obtained a design approval (DA) from BV and a general approval for ship application (GASA) from LR for the Next1 LNG cargo containment system. Earlier this year, GTT secured design approval from ABS for the LNG cargo containment system. GTT’s new technology aims to offer a thermal level of performance equivalent to that of Mark III Flex+

technology while using two metallic barriers. The use of prefabricated reinforced polyurethane foam panels to support the two membranes provides the best compromise between thermal and mechanical performance, according to GTT. Source: www.lngprime.com

GREECE'S METLEN SEALS LNG SPA WITH PETRONAS

Greece's Metlen Energy & Metals and a unit of Malaysia's Petronas have signed a liquefied natural gas (LNG) sales and purchase agreement for LNG deliveries to Greece. Under the SPA, PETCO Trading (UK) Limited (PTUK) will deliver 6 LNG cargoes per year from Petronas' Atlantic portfolio, amounting to approximately 0.6 billion cubic meters per annum (bcm) over five years starting in 2027, according to a Metlen statement on Monday. "The agreement strengthens Metlen's Energy Sector Utility strategy to diversify its LNG supply sources, enhancing flexibility and resilience in procurement, while contributing to security of supply in Greece and the wider Southeast European region," Metlen said. At the same time, it reinforces Greece's position as a strategic regional energy hub, the company said. "Through its integrated energy activities and established presence across the gas value chain, Metlen continues to support market liquidity and the efficient supply of energy, reinforcing its role in the evolving European energy landscape," the company said.

Metlen boosting LNG business

Earlier this year, Metlen signed a memorandum of understanding with UK-based LNG giant Shell to deliver liquefied natural gas to Greek LNG import facilities in Revithoussa and Alexandroupolis. Under the memorandum, the two companies will supply and trade approximately 0.5 to 1 bcm per year over the five-year period 2027–2031, with deliveries to the Greek LNG regasification facilities in Revithoussa and Alexandroupolis. In December 2025, Metlen delivered its first US LNG cargo to Gastrade's FSRU-based terminal in Alexandroupolis, destined to supply Bulgaria's Bulgargaz. The shipment was delivered from Venture Global's Plaquemines LNG facility. Metlen also became the first company in 2018 to import LNG via the DESFA-operated Revithoussa LNG terminal and export it to Bulgaria. In October 2025, Bulgargaz selected TotalEnergies, Metlen, and Shell to supply it with US LNG cargoes via the Alexandroupolis FSRU following a tender. French energy giant TotalEnergies and Metlen were selected to supply LNG in October and December 2025, while Metlen and Shell were selected to supply LNG in January and March 2026, respectively. Source: www.lngprime.com

BAKER HUGHES SCORES MORE VENTURE GLOBAL LNG WORK

US LNG exporter Venture Global LNG has awarded more contracts to compatriot energy services firm Baker Hughes as it expands its liquefaction capacity in the US. Baker Hughes announced in a statement that the company will provide gas compression systems for the Cloud Connector Pipeline project in Louisiana, as well as a modular liquefaction solution including cold boxes to support the expansion of the Plaquemines LNG facility. Together, the pipeline and liquefaction awards "demonstrate the critical role of integrated natural gas infrastructure in expanding LNG supply and enhancing energy security for global markets," the company said. The "substantial" pipeline award, which includes 13 gas compression systems driven by Frame 5/2E gas turbines, represents one of the largest deployments for LNG feed gas transportation in the United States, according to Baker Hughes. This will enable transportation of feed gas through the Cloud Connector Pipeline to Venture Global's Plaquemines facility. Under the "major" liquefaction award, Baker Hughes will provide four liquefaction blocks, comprising a total of eight liquefaction modules, to support additional LNG production capacity at the Plaquemines LNG facility. The liquefaction blocks include Chart cold boxes. Baker Hughes did not provide the pricing details. The liquefaction solution provided by Baker Hughes for the Plaquemines expansion follows a similar scope recently awarded for the CP2 project. Each liquefaction

block is based on two electric-motor driven, single mixed-refrigerant (SMR) liquefaction modules and associated compression trains featuring Baker Hughes' advanced centrifugal compressor technology, as well as cold boxes, air coolers and integrated control systems. The Cloud Connector award is the second order of Frame 5/2E gas turbine-driven centrifugal compressor packages for Venture Global's feed gas pipeline, expanding the fleet to 23 Frame 5/2E-driven gas compression systems for the Plaquemines LNG facility. Baker Hughes noted that the award further strengthens its strategic relationship with Venture Global, supporting more than 100 mtpa of existing and planned LNG production capacity.

Venture Global's expansion

Last month, Venture Global CEO Mike Sabel said that the company anticipates signing multiple additional LNG supply contracts by the end of this year "You've seen us do several billion dollars of five-year deals, and we continue to have those discussions as well and expect to have multiple deals completed between now and the end of the year," he said. Sabel said that Venture Global has 32 mtpa of available capacity, including bolt-on expansions at its Plaquemines and CP2 LNG terminals. The CP2 expansion project includes the addition of 12 mid-scale liquefaction trains totaling 10 mtpa. Venture Global is targeting FID for this project in early 2027 and first production in late 2028. As per the Plaquemines expansion Phase I, this includes the addition of 8 mid-scale liquefaction trains totaling 6 mtpa. Venture Global targets FID for this project in the first half of 2027 and first production in 2029. Source: www.lngprime.com

ADNOC, RWE WORKING ON UP TO TWO LNG SUPPLY DEALS

UAE's Adnoc and German energy firm RWE have signed a letter of intent to progress up to two liquefied natural gas (LNG) sale and purchase agreements. ADNOC and RWE noted in separate statements on Friday that the LoI between Adnoc and RWE Supply & Trading builds on ongoing discussions about long-term LNG supply opportunities established under the strategic collaboration agreement signed in February this year. "Both parties intend to agree on the terms of up to two LNG sale and purchase agreements, building upon key commercial terms covering deliveries to Germany and other European markets, as well as to Asian markets, supplied from Adnoc Gas' and XRG's growing LNG portfolio including Ruwais, Das, Rio Grande, Mozambique and Argentina, with supply commencing in the early 2030s," the partners said. The two firms did not provide further details. RWE said in February that the partners will explore collaboration on LNG deliveries to Germany and other European markets, of up to 1 million tonnes per annum (mtpa) of LNG for up to 10 years. This corresponds to up to 12 cargoes of LNG and up to 1.4 billion cubic meters (BCM) of natural gas per year. This is not the first LNG collaboration between RWE and Adnoc. In September 2022, the two firms signed a supply deal on the first commercial LNG delivery to the FSRU-based import terminal in Brunsbüttel. The two firms also signed a memorandum of understanding for further LNG deliveries. The 170,000-cbm FSRU Hoegh Gannet, which serves the Brunsbüttel LNG import terminal, received its first LNG tanker in February 2023 from Adnoc. Besides the Brunsbüttel terminal, state-owned Deutsche Energy Terminal also operates two FSRU-based facilities in Wilhelmshaven and is working to launch the Stade facility, while private firm Deutsche ReGas operates the Mukran FSRU-based facility.

Source: www.lngprime.com

COVE POINT LNG TO START ANNUAL MAINTENANCE

Berkshire Hathaway's unit BHE GT&S plans to shut its Cove Point LNG export plant in Maryland on September 19 to conduct annual maintenance. According to a notice by BHE GT&S, the outage of the Pleasant Valley compressor station, part of the Cove Point LNG pipeline system, will run from September 19 until October 2. Last year, Cove Point LNG started maintenance on September 20 and completed it on October 12. In 2023 and 2024, the plant's maintenance also occurred from September 20 to October 12. In 2023, Berkshire Hathaway Energy completed the \$3.3 billion deal with Dominion Energy, boosting its stake in the Cove Point LNG terminal. Dominion sold its 50 percent noncontrolling limited partner interest in Cove Point LNG, to Berkshire Hathaway Energy, which operates the facility and owns a 100 percent general partner and 25 percent limited partner interest. Berkshire Hathaway Energy, via BHE GT&S, has a total ownership interest of 75 percent. A subsidiary of Brookfield Infrastructure Partners holds the remaining 25 percent limited partnership interest in Cove Point LNG. Earlier this year, Cove Point LNG sought a renewal of its authorization from the US DOE to re-export previously imported LNG. The LNG terminal operator requested this new authorization to replace its existing, essentially identical, blanket authorization to export previously imported LNG, which expired on July 7, 2026. Source: www.lngprime.com

CB&I COMPLETES ILIJAN LNG TANKS

Texas-based CB&I and its client AG&P Industrial have completed and commissioned two 60,000-cbm full containment liquefied natural gas (LNG) storage tanks at the LNGPH Ilijan LNG facility in the Philippines. CB&I said on Monday that the project represents the first large-scale onshore LNG storage facility in the Philippines and showcases its all-steel full containment LNG tank technology. Unlike conventional full containment LNG tanks that rely on reinforced concrete outer walls, the CB&I design, deployed under its agreement with AG&P Industrial, uses 9 percent nickel steel for both the inner and outer tanks while assuring compliance with LNG industry technical and safety standards, according to the firm. CB&I claims the successful commissioning of Tank 1 marked the world's first in-service full containment all-steel LNG tank. "With Tank 2 now also fully operational following successful performance testing, the facility stands as a proven demonstration of a technology that delivers enhanced economics, faster construction schedules, and the safety benefits of full containment LNG storage," it said.

Ilijan LNG project

LNGPH is an integrated LNG import and regasification terminal and gas-to-power complex in Batangas with a total installed capacity of 2.5GW, supporting the supply of natural gas for power generation in the Luzon grid. It operates through its two main corporate entities, SPPC and Excellent Energy Resources Inc. (EERI). LNGPH represents the joint investments of Chromite Gas Holdings, a joint venture between Meralco PowerGen (MGEN) and Aboitiz-owned Therma Natgas Power, along with San Miguel Global Power Holdings (SMGP). Last year, Geneva-based energy trader Vitol signed a 10-year sales and purchase deal with LNGPH to deliver LNG to Batangas. Starting in 2025, Vitol supplies up to 0.8 million metric tons of LNG annually. In January 2025, Power companies MGEN, AP, and SMGP completed the financial close of their previously announced LNG-to-power partnership worth about \$3.3 billion. The transaction involved the acquisition by MGen and TNGP, through Chromite Gas (CGHI), of a 67 percent equity interest in SPPC, EERI, and Ilijan Primeline Industrial Estate (IPIEC). Furthermore, CGHI and SMGP jointly acquired 100 percent of LFC, a unit of Singapore's LNG firm AG&P and operator of the LNG terminal in Batangas City. As a result of these acquisitions, MGen and TNGP, through their 60-40 stakes in CGHI, respectively, own 67 percent of SPPC, EERI, and IPIEC, while SMGP retains a 33 percent stake in these entities and gains a

corresponding interest in LFC. MGen and AP will jointly invest in two of SMGP's gas-fired power plants, the 1,278 MW Ilijan power plant and a new 1,320 MW combined cycle power facility. Source:www.lngprime.com

INDICATIVE LNG CHARTER RATES – SEPTEMBER 2026 THIS 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	\$16,320	\$14,340	\$32,040
DFDE	145,000–170,000	\$21,760	\$19,120	\$42,720
TFDE	155,000–174,000	\$24,480	\$21,510	\$48,060
X-DF	174,000–180,000	\$27,200	\$23,900	\$53,400
ME-GA	174,000–180,000	\$27,744	\$24,378	\$54,468
ME-GI	174,000–180,000	\$28,288	\$24,856	\$55,536

PROPULSION TYPE	SPOT EQUIVALENT (AVG.)	1-YEAR TC	2-YEAR TC*	3-YEAR TC	5-YEAR TC*
STEAM TURBINE	\$20,900	\$31,520	\$37,465	\$43,410	\$45,600
DFDE	\$27,867	\$42,026	\$49,953	\$57,880	\$60,800
TFDE	\$31,350	\$47,280	\$56,197	\$65,115	\$68,400
X-DF	\$34,833	\$52,533	\$62,442	\$72,350	\$76,000
ME-GA	\$35,530	\$53,584	\$63,691	\$73,797	\$77,520
ME-GI	\$36,227	\$54,634	\$64,939	\$75,244	\$79,040

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