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ARAMCO NAMED AS CHARTERER OF SINGFAR LNG BUNKER VESSEL DUO

Newbuildings would mark energy giant's entry into sector. Saudi Aramco has been identified as the charterer of two LNG bunker vessel newbuildings contracted by Singapore's Singfar Group. Brokers and consultants said the Saudi Arabian energy giant was linked to the 20,000-cbm vessels shortly after they were contracted at Huangpu Wenchong Shipbuilding in March 2025. But information on the deal appears to have only recently emerged. They expect the ships, due for delivery in 2027 and 2028, to be chartered for between five and seven years. Aramco declined to comment. Several attempts have been made to contact Singfar. If confirmed, this would mark Aramco's entry into LNG bunkering. Those following the bunkering sector pointed to Singapore's award at the end of July of eight new five-year licences for LNG bunkering. They said Aramco Trading Singapore secured one of the licences, effective from 1 September to 31 August 2031. Licensees must provide end-to-end LNG bunkering services, covering fuel supply, storage, cargo transfer and delivery to vessels. Equatorial Marine Fuel Management Services, ExxonMobil Asia Pacific, PetroChina International (Singapore), Shell Eastern Trading, Sinopec Fuel Oil (Singapore), a TotalEnergies Gas & Power Asia-Sembcorp Fuels (Singapore) joint venture and Vitol Bunkers were the other companies awarded licences. While the number of LNG-fuelled newbuildings delivering and seeking bunkers in the region is increasing, there are concerns about congestion at terminals for loading LNBVs. Marine fuelling body SGMF lists 62 LNBVs in operation and at least 44 more on order. Aramco has been slowly making its long-talked-up move into the LNG sector. More than a year ago, it started firming up planned purchases of long-term volumes from companies such as upcoming US producers NextDecade and Commonwealth LNG. Aramco has also secured a stake in pure-play LNG company MidOcean Energy, which is growing its interests across the sector. The chartering of LNBVs would appear to signal the company's intent to move downstream along the LNG value chain, following in the footsteps of pioneers TotalEnergies and Shell. ExxonMobil and trader Vitol have also made recent forays into the segment by acquiring their own LNBVs. Source: www.tradewindsnews.com

SOGESTRAN GROUP LINKED TO LNG BUNKER SHIP ORDER AT CIMC SINOPACIFIC

Shipbuilder says deal is a milestone in strengthening its focus on high-value ships. French shipping and logistics company Sogestran Group has emerged as the buyer of an LNG bunker vessel ordered at Nantong CIMC Sinopacific Offshore & Engineering (CIMC SOE). The shipbuilder said it had secured the contract from an unidentified European owner. CIMC SOE and Sogestran have been approached for confirmation. The shipbuilder did not disclose the contract value or delivery date for the 6,000-cbm vessel. Industry sources expect delivery in 2029. CIMC SOE said the ship is designed for European ports and will support the region's shipping decarbonisation. It described the order as a milestone in expanding its global footprint in clean-energy shipping and reinforcing its position in small and midsize LNG bunker vessel construction. Clarksons data shows the yard's orderbook includes 21 LNG bunkering vessels of 12,000 cbm to 20,000 cbm, for delivery through to the end of 2028. Customers include GSX Energy, Somtrans Rederij, Purus and Zhejiang Xinjun. Sogestran already operates in the LNG bunkering market through LNG Shipping, a joint venture with Belgian shipping company Victrol. According to VesselsValue, the venture owns the 8,000-cbm Energy Stockholm (built 2024) and 3,000-cbm LNG London (built 2019).

Source: www.tradewindsnews.com

CHEVRON-CHARTERED LNG CARRIER TRIALS WIND-ASSISTED PROPULSION

MOL reports the newbuild LNG carrier will be first of its type to use its Wind Challenger rigid sail technology. The first LNG carrier to be fitted with a new hard sail wind-assisted propulsion technology developed jointly by Japan's Mitsui OSK Lines (MOL) and Oshima Shipbuilding is undergoing sea trials. According to MOL, the 174,000-m³ LNG newbuilding is equipped with two Wind Challenger fibre-reinforced plastic hard sails that can be extended to 49 m and have a width of roughly 15 m. Designed to cut fuel consumption and reduce greenhouse gas (GHG) emissions, the wind-assisted ship propulsion (WASP) uses proprietary technologies to sense wind direction and speed in real time and provide fully automatic control of sail extension, contraction, and rotation, according to the developers. "This project represents a significant step forward in our commitment to reducing greenhouse gas emissions and embracing renewable energy at sea," said MOL in a social media post. Previously reported results using the WASP technology have been promising. Wind Challenger was tested on the 100,000-dwt coal carrier *Shofu Maru* in October 2022. Over 18 months through April 2024, the ship transported coal on seven round-trip voyages to Japan, mainly from Australia, Indonesia, and North America, reportedly reducing daily fuel consumption by roughly 17%, or an average of between 5% and 8% per voyage. MOL has aggressive plans to equip 25 vessels with WASP technology by 2030 and 80 vessels by 2035. These ships will be fitted with Wind Challenger technology, Rotor Sails from Anemol Marine Technologies and Ventfoils from Econowind. Constructed at the Geoje Shipyard of Hanwha Ocean, the LNG carrier will be delivered in the second half of this year into a long-term charter to Chevron Asia Pacific Shipping. Source: www.rivieramm.com

BULL AND BEAR CASES FOR LNG SHIPPING RATES AS MARKET DOWNTURN CONTINUES

The LNG carrier charter market is going through a period of correction, with rates having fallen sharply from the highs seen during the early stages of the Middle East conflict. The outlook for the remainder of the year remains highly dependent on winter demand, vessel availability and the uncertainty surrounding Middle Eastern LNG supply. LNG shipping rates are currently sliding, with spot levels in the Atlantic at around US\$40,000 per day and in the Pacific at around US\$69,000 per day as of 16 August, down from the frenetic six-figure rates seen during the early stages of the Middle East conflict. "I wouldn't term the recent fall as a 'glitch', rather a market correction amid increasing vessel supply, subdued demand in Europe and Asia, the market absorbing the earlier supply shock and vessels repositioning accordingly," independent consultant and LNG market specialist Pratiksha Negi told Riviera. Taking a deeper look at the market, Ms Negi said the current Pacific premium over the Atlantic reflects tightening prompt vessel availability in Asia, driven by summer demand and the diversion of Atlantic cargoes towards Asia to replace disrupted Middle Eastern supply. The resulting basin dislocation has kept Pacific rates above those in the Atlantic. Furthermore, LNG loadings in the Atlantic basin have been compromised by maintenance at Freeport LNG and Angola LNG, as well as the termination of Cameroon FLNG, she explained. However, the current downturn may not prove to be a fundamental negative factor for the rest of the year. "While the market is currently in a transition period, with summer demand relatively subdued, charterers delaying commitments and prompt vessel availability becoming more comfortable, this could change towards the end of September and into the fourth quarter," she said. This is when European winter storage requirements – with storage currently at 59% – Asian winter demand and uncertainty around Middle Eastern LNG supply are expected to begin to dominate. "Thus, I would be cautious about interpreting August's lower freight rates as a bearish signal for the rest of 2026," Ms Negi said.

Bull and bear scenarios

Various factors are expected to shape the market's course. The bull case, Ms Negi explained, includes continued disruption in the Strait of Hormuz, a delayed recovery in Qatari production, low European storage levels and a harsh winter. "In that scenario, LNG prices would remain elevated, while higher competition for US cargoes would support rates as Asian prices could retain a substantial premium over TTF, with Asian buyers competing for Atlantic cargoes," she said. "Weather will be the wildcard; extreme weather conditions will panic European markets, leading to aggressive buying and cargo competition. Demand panic will drive freight rates amid rather tight supply," she added. In the bear-case scenario, the Strait of Hormuz gradually reopens, Qatari production is restored, US and non-Gulf supply remains strong, and winter weather is mild. "That would release the geopolitical risk premium and could limit volatility in spot rates, keeping them stable and lower than first-half 2026 levels," Ms Negi said. Overall, she expects stronger tonne-mile demand and elevated volatility through Q4, but with freight rates increasingly dependent on whether Middle Eastern LNG returns to the market and on winter conditions in 2026-27. "If Hormuz remains constrained, longer Atlantic-Asia voyages will be particularly supportive of LNG carrier utilisation and spot rates," she concluded. Source: www.rivieramm.com

EVERLLENCE TEAMS WITH CHINESE SHIPBUILDER TO DEVELOP HYBRID-ELECTRIC LNG CARRIER

Everllence and Hudong-Zhonghua Shipbuilding have struck an agreement to develop a 180,000-m³ LNG carrier with Dual-fuel, Electric + propulsion. Everllence has signed an engineering design agreement with China's Hudong-Zhonghua Shipbuilding (Group) Co regarding the development of a 180,000-m³ LNG carrier that will have a DFE+ (Dual-Fuel, Electric+) propulsion system. Hudong-Zhonghua technical centre deputy director Yang Chunhua and Everllence head of Sales and Projects, Four-Stroke China, Pan Ke signed the agreement on 5 June. The engine maker and the Chinese state-owned company see the potential to apply DFE+ propulsion systems in LNG shipping to meet tightening IMO carbon intensity indicator (CII) emission requirements. Previously, the two parties collaborated on the delivery of 10 conventional DFDE (Dual-Fuel Diesel Electric) LNG carriers. More efficient than heavy fuel-burning two-stroke engines, DFDE and Tri-Fuel Diesel-Electric (TFDE) propulsion in LNG carriers emerged in the early 2000s. DFDE and TFDE use four-stroke, medium-speed generator engines to burn boil-off gas from the cargo to produce electricity that drives the ship's electric propulsion motors and ship-handling systems. DFDE and TFDE propulsion systems were used in about 200 LNG carriers, with capacities ranging from 155,000 to 173,000 m³. The DFE+ propulsion concept reimagines the DFDE propulsion system. The hybrid-electric concept was first reported on by *Marine Propulsion* in 2023 by MAN Energy Solutions (now Everllence) and ABB. It employs existing components from the engine maker and marine technology and systems integrator. These components include ABB Dynamic AC controls, batteries, Everllence four-stroke dual-fuel engine technology, permanent magnet motors, a predictive emissions monitoring system, and Azipod propulsors. An analysis by DNV showed that an LNG carrier equipped with the DFE+ propulsion concept with the same footprint as a ship optimised for two-stroke, LP, DF propulsion could increase its cargo capacity by 5%. "Shipowners are currently faced with unprecedented challenges and uncertainties as they are fighting to achieve the GHG Net Zero Emissions by 2050. We are very glad to work together with Everllence to develop the hybrid-electric propulsion solution with high efficiency on LNG carriers, which shall provide more options for shipowners," said Song Wei, Chief Technical Engineer of Hudong-Zhonghua. Everllence global manager, LNG Cargo, Dominik Thoma, said: "Nowadays, individual technology providers can only achieve marginal efficiency improvements. Accordingly, for bigger gains, shipyards and engine manufacturers need to work closely together. Hudong-Zhonghua – as a market leader within the construction of LNG Carriers – and Everllence – as market leader in the design and manufacture of four-stroke engines – possess the joint capabilities to bring propulsion systems to the next level." Source: www.rivieramm.com

JAPAN'S LNG IMPORTS DROP IN JULY

Japan's liquefied natural gas (LNG) imports decreased by 4.8 percent in July compared to the same month last year, according to provisional data released by the country's Ministry of Finance. The country's LNG imports dropped to 5.01 million tonnes last month compared to approximately 5.26 million tonnes in July 2025. LNG imports rose compared with 4.71 million tonnes in June, 3.96 million tonnes in May, and 4.26 million tonnes in April. Moreover, Japan's coal imports for power generation dropped in July year-on-year. The ministry's data shows that coal imports were down by 9.1 percent to 8.81 million tonnes.

LNG import bill up

The June LNG import bill, which was approximately \$3.45 billion, rose by 22.5 percent compared to the same month last year. JOGMEC said in its preliminary report earlier last week that the average price of spot LNG cargoes for delivery to Japan contracted in July 2026 and scheduled to be delivered from the month onward (contract-based price) was not disclosed. Moreover, the average price of spot LNG

cargoes that were delivered in Japan within June 2026 regardless of the month when the contracts were made (arrival-based price) was also not disclosed. The company publishes the spot LNG price only when two or more companies import spot LNG. JOGMEC said confirmed figures for June 2026 were not changed from the preliminary figures, with the contract-based price not disclosed, while the arrival-based price was \$17.1/MMBtu. LNG prices remain high due to the ongoing Middle East crisis and the disruption of Qatari LNG shipments via the Strait of Hormuz.

LNG inventories

Japan's Ministry of Economy, Trade and Industry (METI) previously announced that Japan's LNG inventories for power generation stood at 2.34 million tonnes on July 5, up from 2 million tonnes the previous week. According to METI, LNG inventories stood at 2.42 million tonnes on July 12, 2.50 million tonnes on July 19, 2.02 million tonnes on July 26, 2.02 million tonnes on August 2, 2.03 million tonnes on August 9, and 2.26 million tonnes on August 16.

Deliveries

As per LNG shipments to Japan in July, deliveries from Asia dropped 2.4 percent year-on-year to 1.24 million tonnes, according to the ministry's data. Middle East LNG shipments dipped by 50.8 percent to 276,000 tonnes in July due to the ongoing conflict. Moreover, shipments from Russia dipped 70.7 percent to 130,000 tonnes, while US deliveries rose 59 percent to 844,000 tonnes in July. China, which was the world's largest importer of LNG in 2025, reported a 4.6 decrease in its LNG imports during January-July of this year. LNG terminals in China took 33.79 million tonnes of LNG during the period. Japan overtook China as the largest LNG importer during the first seven months of this year. Japanese LNG terminals received approximately 35.89 million tonnes of LNG during January-July, up 2.1 million tonnes compared to China. Source: www.lngprime.com

CHINESE YARD NEARS COMPLETION OF LNG BUNKERING VESSEL CONVERSION

China's Guangzhou Shipyard International has almost completed the conversion of the 28,000-cbm LNG carrier CNTIC VPower Global into an LNG bunkering vessel. GSI announced Thursday that the vessel completed an inclining test and met design specifications and classification society standards. The shipbuilder noted that the vessel was previously a 28,000-cbm small-scale LNG carrier and arrived at the yard for an upgrade and conversion to an LNG bunkering vessel. According to GSI, the project involved the installation of a cryogenic reliquefaction system, a liquid cargo system, an LNG bunkering system, and a cargo control system. In addition to the refueling system retrofit, the project included several repair and upgrade projects, including the complete replacement of the insulation on three LNG cargo tanks, the refurbishment of deck piping and supports, and repairs and modifications to the superstructure, GSI said. GSI said the project has entered its final stages, including trials and the final push toward certification and delivery. The shipbuilder expects to deliver the converted vessel in mid-September. GSI did not provide further details. According to AIS data from VesselsValue, CNTIC VPower Global entered the yard in March this year. A joint venture between Hong Kong's VPower Group and China National Technical Import & Export Corporation (CNTIC) owns the vessel. In 2020, Chinese shipbuilder Cosco Shipping Heavy Industry announced the delivery of this vessel, previously named Qi Yuan, to CNTIC VPower. Dalian Inteh Group placed an order for the small-scale LNG carrier back in 2013. However, Cosco reportedly canceled the shipbuilding contract as the owner did not make payments on time. After delivery to the JV, the vessel worked as a shuttle LNG carrier for CNTIC VPower's LNG-to-power projects in Myanmar, but operations were

reportedly stalled in 2021 due to financial and political instability. In 2023, US LNG player New Fortress Energy listed this vessel as leased in its US SEC filings. Source: www.lngprime.com

YANGZIJIANG DELIVERS ITS FIRST LNG CARRIER

Chinese private shipyard Yangzijiang Shipbuilding has delivered its first 175,000-cbm liquefied natural gas (LNG) carrier, Yangze LNG 01. This is the first large LNG carrier built by a private Chinese shipbuilder. A unit of French classification society BV in China announced the delivery of the LNG carrier in a statement on August 17. BV provided classification inspection services and technical support to Jiangsu Yangzi Xinfu Shipbuilding, a unit of Yangzijiang, during the construction of the LNG carrier. Moreover, the classification society noted that the LNG carrier features the Everllence 5G70ME-C10.5-GA-EGR dual-fuel engines, while its LNG tanks are equipped with GTT's Mark III Flex membrane containment system. Yangze LNG 01 has an overall length of 297 meters, a beam of 46 meters, and a draft of 26.5 meters. BV did not say to whom Yangzijiang Shipbuilding delivered the LNG carrier. In June this year, shipbuilding sources told LNG Prime that Switzerland-based energy trader Mercuria took this vessel on a short-term charter. Sources say that the charter could be for one year with options. VesselsValue data suggests that the charter with Mercuria is for five years.

LNG carrier duo

Back in October 2022, Yangzijiang announced it won its first order for large LNG carriers from a European owner. The contract included two 175,000-cbm LNG carriers with delivery between 2025 and 2026. Sources told LNG Prime at the time that Germany's Hammonia Reederei was behind this order and that the vessels were each worth about \$235 million. In August 2024, Yangzijiang revealed that it had terminated shipbuilding contracts for two 175,000-cbm LNG carriers but did not disclose the customer's name. The shipbuilder said that "the customer defaulted on the milestone payment" with "zero deposit paid". Yangzijiang added the two vessels to its inventory. The shipbuilder said it aims to complete the vessel construction utilizing internal funds and to resell the LNG carriers in the open market. Sources said that Yangzijiang Shipbuilding is still probably looking to resell the two LNG carriers. Source: www.lngprime.com

BELGIUM'S ZEEBRUGGE TERMINAL TO RECEIVE LATEST GOLDEN PASS LNG CARGO

The Fluxys-operated LNG import facility in the Belgian port of Zeebrugge is expected to receive another cargo from the Golden Pass LNG export terminal in Texas, owned by QatarEnergy and ExxonMobil, according to shipping data. The 2026-built 174,000-cbm Umm Heesh, which is on a long-term charter to QatarEnergy, loaded a cargo at the Golden Pass LNG terminal and was sailing on Thursday morning towards Zeebrugge, according to AIS data provided by VesselsValue. Umm Heesh is expected to arrive in Zeebrugge on August 1, according to Zeebrugge port data. In May this year, the Zeebrugge facility also received the first cargo produced from the first Golden Pass liquefaction train. QatarEnergy has previously booked long-term regasification capacity at the Zeebrugge LNG terminal. The latest shipment is the seventh export cargo Golden Pass LNG has shipped since April this year, including the shipment to the Piombino FSRU in Italy, as the facility continues to progress through the commissioning phase. In June this year, Golden Pass LNG also secured approval from the US FERC to kick off the commissioning process for the second liquefaction train at its three-train plant in Texas. The Golden Pass LNG export terminal has three liquefaction trains with a total capacity of 18.1 million tons per year, five 155,000 cbm LNG storage tanks, and two marine berths to accommodate the world's largest LNG carriers. State-owned QatarEnergy owns a 70 percent stake in

the Golden Pass project and will offtake 70 percent of the capacity, while US energy firm ExxonMobil has a 30 percent share. Source: www.lngprime.com

MARAN TANKERS ADDS LNG-POWERED NEWBUILD TO ITS FLEET

Maran Tankers Management, the oil tanker unit of Greece's Angelicoussis Shipping Group, has taken delivery of another LNG dual-fuel Suezmax oil tanker in China. The 155,500-dwt Maran Myrsini was built by China's New Times Shipbuilding and sails under the Greek flag. The delivery marks "another important step in the continued expansion of Maran Tankers' modern, energy-efficient fleet," Angelicoussis said in a social media post on Thursday. According to the group, Maran Myrsini incorporates an optimized hull form, advanced energy-saving devices, efficient BOG management, and a shaft generator arrangement, contributing to lower fuel consumption and improved operational performance. This is the fourth LNG dual-fuel Suezmax tanker of eight Maran Tankers ordered at New Times in 2023. Maran Tankers first ordered four LNG dual-fuel Suezmax tankers and exercised an option for four additional vessels. The firm currently operates 51 vessels, and it has 12 vessels on order, according to its website. Source: www.lngprime.com

INDIA'S LNG IMPORTS UP IN JULY

India's liquefied natural gas (LNG) imports increased 1.5 percent year-on-year in July, according to preliminary data from the oil ministry's Petroleum Planning and Analysis Cell. The country imported 2.91 billion cubic meters, or approximately 2.2 million metric tonnes of LNG, in July via long-term contracts and spot purchases, PPAC's monthly report shows. PPAC said that "LNG import data for the month of July 2026 (for which data is prorated) was 2915 mmscm, which was 1.50 percent higher than the corresponding month of the previous year." India paid \$1.2 billion for July LNG imports, compared to \$1.1 billion in July 2025, the data shows.

LNG terminals

India imports LNG via eight facilities with a combined capacity of about 52.7 million tonnes per year. These include Petronet LNG's Dahej and Kochi terminals, Shell's Hazira terminal, as well as the Dabhol LNG, Ennore LNG, Mundra LNG, and Dhamra LNG terminals. The newest LNG import terminal is HPCL's 5 mtpa Chhara LNG import terminal in India's Gujarat, which launched commercial operations in February last year. PPAC said that during April-June 2026, the 17.5 mtpa Dahej terminal operated at 65.67 percent capacity, while the 5.2 mtpa Kochi terminal operated at 23.27 percent capacity. During April-July 2026, the 5 mtpa Hazira terminal operated at 36.6 percent capacity, 5 mtpa Dhamra LNG terminal operated at 45.2 percent capacity, the 5 mtpa Dabhol LNG terminal operated at 41.2 percent capacity, the 5 mtpa Ennore LNG terminal operated at 26.8 percent capacity, the 5 mtpa Mundra LNG terminal operated at 30.7 percent capacity, and the Chhara LNG terminal operated at 7.2 percent capacity.

Force majeure

In April, India's largest LNG importer, Petronet LNG, said in a stock exchange filing that facilities related to the expansion of its Dahej LNG terminal from 17.5 to 22.5 mtpa were commissioned on March 31. The Dahej LNG terminal is India's largest LNG import facility. It has eight LNG storage tanks, while Petronet is also building a third jetty. The launch came amid the Middle East conflict and force majeure on LNG supplies. Petronet issued a force majeure notice on March 3 to its offtakers, including its shareholder GAIL, after it received a notice from state-owned LNG giant QatarEnergy, which stopped production at its giant Ras Laffan LNG plant due to attacks. Discussing the utilization of its facilities for the remainder of the year, Petronet's management said during the company's recent quarterly results call

that “this will depend on the opening of the Strait of Hormuz.” “We are in constant touch with QatarEnergy, and they are also waiting for things to improve. The Strait of Hormuz, every day there is change of statement at geopolitical level. Nobody has an answer as to when the Strait of Hormuz will open,” Petronet’s finance chief Saurav Mitra said. “But the moment it opens, Qatar is, as you have seen certain media reports.. that Qatar has started production. They are ramping up their production.. As soon as the Strait of Hormuz is open, we are hopeful that we will start taking volumes on FOB basis from Qatar,” he said. Source: www.lngprime.com

CNOOC’S BINHAI LNG TERMINAL HITS NEW MILESTONE

China National Offshore Oil Company (CNOOC) has reached a new milestone at its giant Binhai liquefied natural gas (LNG) import terminal in Jiangsu. According to a statement by CNOOC Gas & Power, the 165,500-cbm Seapeak Marib unloaded 66,000 mt of LNG at the “Yancheng Green Energy Port” on August 18. Including this cargo, the LNG terminal has received more than 10 million mt since it began operations in 2022, the company said. This is equivalent to approximately 14.2 billion cubic meters of natural gas, enough to meet the residential gas needs of the entire province of Jiangsu for nearly four years, according to CNOOC Gas & Power. These supplies ensure energy supply during peak demand periods and optimize the region’s energy structure. This is also the 152nd LNG vessel to be unloaded at the Binhai facility. Last year, the facility received its 100th LNG cargo. CNOOC Gas & Power says this is China’s largest LNG storage base. In 2024, the company launched six Binhai LNG storage tanks, each with a capacity of 270,000 cubic meters. The tanks are about 65 meters high and are 100.6 meters in diameter. The state-owned energy giant built the tanks under the Phase I expansion project. These tanks were added to the four existing tanks with a capacity of 220,000 cbm. Source: www.lngprime.com

CARTAGENA FSRU IN 200TH STS LNG OP

Colombia’s only FSRU-based LNG import facility in Cartagena has completed its 200th ship-to-ship transfer since 2016, according to SPEC LNG. SPEC LNG operates the FSRU-based terminal in which Colombian gas distributor Promigas has a 51 percent stake while Dutch Vopak holds the rest. The firm said in a statement, along with Calamari LNG, that it received the 200th LNG cargo on August 13. The 174,000-cbm Aristos I delivered the milestone LNG cargo to the 170,000-cbm FSRU Hoegh Grace from the Atlantic LNG plant in Trinidad and Tobago. Hoegh Evi’s Hoegh Grace receives LNG supplies from Trinidad and Tobago and from the US. The FSRU supplies regasified LNG to local power plants via a 9.2 km pipeline which is connected to the national network. It received its 100th cargo in September 2024. With this newest shipment, total imports have reached 12.8 million cbm, equivalent to 265 TBTu of gas injected into the national grid, SPEC LNG said. The LNG imported by Calamarí LNG so far in 2026 accounts for nearly 30 percent of the national gas supply, “reaffirming the role of this energy source as a fundamental component of Colombia’s energy security,” it said.

Capacity boost

Last year, Promigas and Dutch independent storage tank firm Vopak decided to increase regasification capacity at Colombia’s only FSRU-based LNG import facility. Maarten Smeets, Vopak’s EVP for global business development, said at the time that Vopak’s part of the investment amounts to 25 million euros (\$29 million). This means that the entire project is worth a bit more than \$58 million. Smeets said the regasification capacity will expand by 33 percent, and the investment is backed by long-term contracts. However, Smeets did not provide further details regarding the capacity increase. Before this decision, Hoegh Evi and SPEC LNG signed a new agreement in 2024 for the FSRU, extending the charter deal for five years. Hoegh Evi said the initial term of the FSRU charter deal is 20 years from

late 2016. SPEC LNG said at the time that under the new deal, the FSRU-based terminal will regasify up to 533 MMscfd, an increase from 400 MMscfd. Source: www.lngprime.com

FLEX LNG REPORTS HIGHER EARNINGS, EXPECTS FREIGHT MARKET TO REMAIN VOLATILE

Norwegian LNG carrier owner Flex LNG reported higher revenues and net income in the second quarter due to high spot earnings from two vessels, while the company expects the freight market to remain volatile for the remainder of this year. Flex reported vessel operating revenues of \$106.8 million for the second quarter of 2026, compared to \$80.5 million for the prior quarter, while net income reached \$44.9 million, compared to \$19.5 million in the prior quarter. Average time charter equivalent (TCE) rate was \$86,119 per day for the second quarter, compared to \$65,729 per day for the first quarter. Adjusted Ebitda reached \$79 million for the second quarter, compared to \$53.2 million for the first quarter. The company declared a dividend for the second quarter of \$0.75 per share. In addition, Flex reaffirmed full-year 2026 revenue guidance of \$345-\$370 million, TCE earnings of \$73,000-\$78,000 per day, and adjusted Ebitda of \$255-\$280 million.

Volatility

Marius Foss, CEO of Flex LNG Management, said energy markets “have experienced significant volatility in recent months, as hostilities in the Middle East disrupted the broader energy complex.” “The resulting volatility and trading inefficiencies created attractive opportunities for our two spot-exposed vessels, Flex Volunteer and Flex Artemis. We secured employment for both vessels covering the second and third quarters, and each contributed to the increase in revenues,” he said. “Both vessels are currently being marketed for spot and term employment from the end of the third quarter of 2026, leaving us with approximately 89 percent firm contract coverage for the remainder of the year,” Foss said. In addition, Flex Aurora commenced her two-year firm charter with a supermajor in late March 2026. The charter runs until 2028 and includes three successive two-year extension options. “We therefore benefited from a full quarter of earnings from the vessel during the second quarter. Likewise, Flex Constellation completed her first full quarter under her new 15-year charter. These two vessels made a solid contribution to both revenues and earnings,” Foss said. “Looking ahead to the remainder of 2026, we expect the freight market to remain volatile,” he said. “On the supply side, around 55 vessels were delivered during the first seven months of the year, and shipbrokers expect a further 40 to 45 vessels to enter the fleet before year-end, hence, fleet growth is expected to remain high,” Foss said. At the same time, several demand-side factors could provide support to the market. “European gas storage levels are currently at multi-year lows of around 61 percent as of mid-August, while the shortfall in Qatari export volumes is contributing to the redirection of U.S. export volumes toward Asian importers. Despite the reduction in Qatari volumes, global LNG exports are flat year-on-year, supported by solid growth in U.S. export volumes and strong growth from West African exporters,” he said. “Against this backdrop, we are entering an interesting and potentially volatile period for the LNG shipping market, with the balance between continued fleet growth and competition on LNG volumes between Europe and Asia,” Foss said. Source: www.lngprime.com

LR NETS GABON FSU CONVERSION CONTRACT

Classification society Lloyd's Register has secured a contract from Dutch services company Dixstone, a unit of London-based oil and gas firm Perenco, to deliver classification and technical assurance for the conversion of an LNG carrier into a floating storage unit (FSU) for the Gabon project. The 137,500-cbm LNG Bayelsa, now under the temporary name FSU LNG Cap Lopez, is currently undergoing conversion work at Drydocks World Dubai. Once complete, the FSU will provide LNG storage for Perenco's offshore project in Gabon, supporting liquefaction, storage, and export from a near-shore barge while helping reduce routine gas flaring and improving overall energy efficiency, LR noted in a statement on Wednesday. The work includes extensive steel works (renewals and project specific additions), new piping systems, installation of a boil-off gas module and broader life-extension measures. LR said its involvement spans the full scope of conversion and life-extension activities, providing classification, plan approval, survey and technical oversight to ensure that all modifications meet stringent safety, structural and regulatory requirements. Working closely with Dixstone Lower Gulf FZCO, and the shipyard, LR is helping to assure the integrity and long-term operability of the asset in its new role, the classification society said. LR did not provide further details. According to Dixstone, the Gabon project will produce 0.7 mtpa of LNG and 25,000 tons of LPG per year in the first phase. Source: www.lngprime.com

EU CLEARS NYK'S STAKE PURCHASE IN AVENIR LNG

The European Commission has approved NYK's purchase of a 50 percent stake in UK-based small-scale player Avenir LNG from Norway's Stolt-Nielsen. The Commission announced on Tuesday that it had approved, under the EU merger regulation, the acquisition of joint control of Avenir LNG by Stolt-Nielsen and Japan's shipping giant NYK. The transaction relates primarily to the supply of LNG to the off-grid industry, power generation, and transport fuel sectors, the Commission said. According to the Commission, it concluded that "the notified transaction would not raise competition concerns, given that the joint venture has negligible activities in the European Economic Area." The Commission added that it examined the notified transaction under the simplified merger review procedure. In March this year, Stolt-Nielsen, through its subsidiary Stolt-Nielsen Gas, announced that it entered into a share purchase agreement to sell the stake to NYK. Stolt-Nielsen said at the time that completion of the transaction is expected to occur in the middle of 2026, subject to customary approvals, including regulatory approvals.

Seven vessels

Avenir LNG owns and operates a fleet of five modern small-scale LNG bunkering vessels, with two newbuildings under construction. In December last year, Avenir LNG completed financing for two LNG bunkering newbuilds. Avenir LNG ordered two 20,000-cbm LNG bunkering and supply vessels at China's Nantong CIMC Sinopacific Offshore & Engineering in 2024. CIMC SOE officially started building the 20,000-cbm vessel (Hull No. S1123) in July last year and launched the unit last month. The ship (Hull No. S1123) is the first in this batch of two. The vessel will serve Vitol under a charter deal for seven years with options to extend up to 10 years in total. It will be delivered in the fourth quarter of 2026, while its sister vessel will be delivered in the first quarter of 2027. In October last year, Avenir also signed a time charter party with SeaRiver Maritime, the marine transportation affiliate of ExxonMobil, for the second vessel in this batch. Source: www.lngprime.com

ALNG EXPECTS TO ENTER LNG TRADING BY YEAR-END

Norway's ALNG, the owner of two TFDE LNG vessels, expects to enter LNG trading with its first transaction by the end of this year, according to interim CEO Jens-Julius Ramdahl Nygaard. In May this year, Awilco LNG announced plans to change its name to ALNG following the establishment of a trading and structuring platform, as it transforms from a pure LNG shipping company into a more integrated participant in the LNG value chain. In June, the company approved the name change and appointed Nygaard as the interim CEO. Nygaard said in the company's second-quarter results report on Tuesday that "the LNG shipping segment experienced volatile spot rates and rising geopolitical disruptions in the first half of 2026." "Spot rates for the TFDE vessels fluctuated heavily between \$10,000 and \$180,000 per day, driven by shifting Atlantic-to-Pacific trade routes and Middle East transit challenges. As such, the timing of our open positions negatively impacted on the overall earnings and utilisation of the fleet in the second quarter," he said. "The trading initiative is progressing, and we expect the first LNG trade to be entered into by the end of the year. The focus is now on opportunities in both segments as we enter the winter season with very low gas storage in Europe and a volatile gas price," Nygaard said.

Net loss

ALNG reported a net loss of \$6.4 million in the second quarter, the same as for the first quarter of 2026 and a loss. Net freight income reached \$5.9 million in the second quarter of 2026, compared to \$6.2 million in the first quarter, while Ebitda in the second quarter ended at \$0.6 million, down from \$0.9 million in the first quarter. ALNG said vessel utilization was 66 percent for second quarter of 2026, compared to 68 percent for first quarter. First-half utilization was 67 percent, compared to 68 percent for the same period last year. Net TCE came in at \$32,600 and \$33,400 per day for the second quarter and first half, respectively, compared to \$42,600 and \$44,300 per day, respectively, for the same periods last year. The company said that the second quarter was a "highly volatile" quarter, dominated by the war in the Middle East and the effective closure of the Strait of Hormuz. "While WilPride traded on a six-month charter contract the entire quarter, WilForce continued to trade in a weak spot market with idle periods throughout the second quarter of 2026," ALNG said. As of June 30, 2026, the total book value of WilForce and WilPride was \$279.1 million following depreciation of \$3.8 million and zero capitalization of any investments in the vessels during the quarter, ALNG said.

Outlook

"Currently the market has cooled off significantly and a prolonged closure of the strait of Hormuz is expected to be a dampener on the LNG shipping market going forward," ALNG said. ALNG noted that the high number of newbuildings to hit the water ahead of the expected ramp-up of LNG production may also have a negative impact. However, a substantial number of these vessels are on long-term employment from delivery, the company said. "The outcome of the conflict and timing of the end to the hostilities are uncertain, making it difficult to forecast the impact on tonne-miles. Based on the previous years of seasonal variations, we may experience an increase in demand going into the winter season which could provide better rates in the short term," ALNG said. Source: www.lngprime.com

CHINA'S LNG IMPORTS UP 2.4 PERCENT IN JULY

China, the world's largest importer of liquefied natural gas, reported a 2.4 percent year-on-year increase in LNG imports in July. Data from the General Administration of Customs shows that China received 5.50 million tonnes during July, the third-highest monthly volume this year after 6.67 million tonnes in January and 5.68 million tonnes in June. June LNG imports rose compared to 4.86 million tonnes in May, 4.64 million tonnes in April, 3.95 million tonnes in March, and 3.86 million tonnes in February. During January-July, Chinese LNG terminals received 33.79 million tonnes of LNG. This marks a 4.6 decrease compared to the same period last year, the customs

data shows. Natural gas imports, including pipeline gas and LNG, dropped 0.9 percent in July year-on-year to 10.54 million tonnes. The data from the General Administration of Customs shows that China's pipeline imports dropped 1.8 percent year-on-year to 5.10 million tonnes last month. During January-July, pipeline imports dropped 1.3 percent to 34.20 million tonnes. China has been ramping up LNG imports since May amid increased demand for cooling and electricity, following decreases in March and April mainly due to reduced supply from Qatar amid the ongoing crisis in the Middle East. China's CNOOC Gas and Power, a unit of CNOOC, recently said in a statement this week that, with the start of the hottest summer months, many parts of the country have experienced prolonged heat waves, causing both electricity and natural gas consumption to rise simultaneously, with natural gas demand reaching its annual peak. Extreme weather events such as typhoons and heavy rainfall have followed one after another, and the combination of these multiple factors has posed "significant" challenges to energy supply efforts, the company said. Source: www.lngprime.com

CROATIAN FSRU GETS FIRST NORWEGIAN LNG CARGO

Croatia's FSRU-based LNG import facility on the northern Adriatic island of Krk has received its first cargo from Equinor's Hammerfest LNG export facility in Norway. The state-owned LNG import terminal operator announced the arrival of the LNG carrier Minerva Limnos at the 140,000-cbm FSRU in a social media post on Monday. The 2021-built 174,000-cbm Minerva Limnos picked up this cargo at the Hammerfest LNG facility earlier this month, according to its AIS data provided by VesselsValue. In addition to this vessel, LNG Croatia also noted that another LNG carrier is waiting at anchor to deliver a shipment to the FSRU. The vessel in question is the 2020-built 174,000-cbm BW Magnolia, which is loaded with a cargo from the Atlantic LNG terminal in Trinidad and Tobago, the data shows. LNG Croatia recently also received its first LNG shipment from the BP-operated Greater Tortue Ahmeyim LNG project offshore Mauritania and Senegal. The Croatian FSRU mainly receives shipments from the US, but it also takes cargoes from Algeria, Qatar, Nigeria, Egypt, Indonesia, and reloads at European terminals. LNG Croatia's website shows that the Krk LNG terminal has received 153 cargoes since 2021. The terminal shipped more than 13.17 billion cubic meters of natural gas into the Croatian system. It also completed 618 ship-to-truck LNG reload operations. In November 2025, LNG Croatia boosted the capacity of its FSRU-based LNG import terminal on the island of Krk with the commissioning of a new regasification module. The new regasification module comprises one train with a maximum natural gas sendout of 250,000 cbm per hour. The total maximum capacity of the LNG terminal was thus increased from 3.9 billion cubic meters of natural gas to 6.1 billion cubic meters of natural gas. Source: www.lngprime.com

FIRST NATIONS PLAN NEW CANADIAN LNG EXPORT PROJECT

Kino Aski and Marinvest Energy Canada revealed plans to jointly develop Kino Aski LNG, a First Nations-led liquefied natural gas (LNG) export project designed to supply Europe. According to a joint statement on Monday, 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 statement said. Under the leadership of the Atikamekw Nation, Kino Aski has as an objective to assemble a coalition of First Nations from Quebec and Ontario to "advance long-term economic benefits, reconciliation, environmental protection, and responsible development on traditional territories."

Up to 15 mtpa

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, the statement said. “The gas will be certified for low methane emissions, meeting Europe’s demand for cleaner, more secure energy supplies,” the statement said. Also, this project would support the shared goal of building a “stronger transatlantic energy partnership between Canada and the European Union,” it said. Kino Aski and Marinvest Energy Canada said that the project remains in the development phase. Discussions with governments, communities, and industry partners are ongoing, while no formal regulatory process has yet begun. “Additional details will be released as technical studies, environmental assessments, and consultations with rightsholders and stakeholders advance,” the statement said. Marinvest Energy Canada is a Canadian subsidiary of Norway’s Marinvest Energy. According to its website, the company is developing floating modular liquefaction and export facilities with a capacity of more than 10 mtpa.

Canadian LNG to Europe

European companies are increasingly interested in Canadian LNG as they look to diversify their LNG sources. German energy firm Uniper recently signed a long-term LNG sale and purchase agreement with Ksi Lisims LNG for volumes from the latter’s planned export project in Canada. Under the deal, Uniper will purchase 2 million tonnes of LNG per year on a free-on-board (FOB) basis for up to 20 years, with first deliveries expected from 2032. This marks the first major long-term LNG supply arrangement between Canada and Germany. However, 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. German gas and LNG importer Securing Energy for Europe (SEFE) also signed a preliminary deal with Ksi Lisims LNG. Under this heads of agreement, SEFE plans to purchase 1 mtpa of LNG for 20 years on a free-on-board basis from Ksi Lisims LNG. The deliveries are expected to begin in the early 2030s. Source: www.lngprime.com

ELENGER TO RECEIVE THREE US LNG CARGOES VIA FINNISH FSRU

Elenger, a unit of Estonian investment firm Infotar, will receive three more US liquefied natural gas (LNG) cargoes via the Inkoo FSRU-based facility in Finland later this year, fully securing volumes for the next heating season. The company announced in a statement on Monday that the LNG shipments will be delivered in November and December. Elenger will receive the volumes at Exceleerate Energy’s 150,900-cbm FSRU Exemplar, which serves Gasgrid’s import facility in Inkoo under a charter deal. Margus Kaasik, chairman of Elenger’s management board, said in the statement that most of the natural gas required for the upcoming heating season was delivered through the ports of Finland and Lithuania during the spring and summer. “Agreements have also been secured for the remaining volumes, meaning our customers’ gas supply is fully ensured,” he said. “Although European gas storage facilities are less full than usual, there is still sufficient gas available both in Europe and in the Finland-Baltic region. Increasing volumes of LNG from the United States are arriving in Europe, and the continent has ample terminal capacity to receive these deliveries,” he said. “In addition to ongoing shipments to the ports of Inkoo and Klaipeda, the region also benefits from the large underground gas storage facility in Incukalna, Latvia, which provides a significant buffer for Baltic gas demand,” Kaasik added.

Eleven LNG cargoes

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. Earlier this year, Elenger announced that it would receive five

LNG cargoes via Finnish and Lithuanian FSRU-based facilities this spring as part of its preparations for the next heating season. The company stores gas in the underground gas storage facility at Incukalns, as well as in Poland. Elenger sources its natural gas from the US and Norway. Of this year's deliveries, five cargoes have originated from Norway, while the remaining shipments are planned to come from the US, the company said. Elenger did not provide further details regarding the LNG shipments. Source:www.lngprime.com

AUSTRALIAN LNG EXPORT REVENUE JUMPS IN JULY

Australian liquefied natural gas (LNG) export revenue jumped in July this year compared to the same month in 2025 and the previous month, according to EnergyQuest. The consultancy estimates that Australian LNG export revenue reached A\$7.45 billion (\$5.29 billion) last month. EnergyQuest said this was up by A\$2.64 billion (+55 percent) from \$4.81 billion in June. The July result was up by A\$2.24 billion (+43 percent) from July 2025's A\$5.21 billion. According to EnergyQuest, this was due to higher average prices along with higher volumes, up by 0.49 Mt (+7 percent), as total exports during July 2025 were 6.63 Mt.

102 cargoes

Based on shipping data, EnergyQuest estimates that Australia exported 7.12 Mt of LNG in July, totaling 102 cargoes. This represented an increase of 4.8 percent from June, when exports totaled 6.79 Mt from 98 cargoes. When annualized, July's exports represent 83.8 Mtpa, equivalent to 97.4 percent of Australia's total nameplate capacity of 86.0 Mtpa, EnergyQuest said. Combined, the five Western Australia projects (NWS, Pluto, Gorgon, Prelude, and Wheatstone) shipped 57 cargoes totaling 4.07 Mt of LNG during July, two cargoes for 0.22 Mt more than they exported during June, when they shipped 55 cargoes for 3.85 Mt, the consultancy said. The July result was also up by one cargo for 0.10 Mt compared to July 2025 when they shipped 56 cargoes for 3.97 Mt, during which time Gorgon had one train offline for maintenance in the early part of July 2025 and only shipped 18 cargoes, it said. EnergyQuest said the Northern Territory (NT) shipped 14 cargoes for 1.05 Mt during July – steady compared to the 14 cargoes for 1.05 Mt it shipped during June and up by two cargoes and 0.18 Mt on the 12 cargoes Ichthys shipped for 0.87 Mt during July 2025, when Darwin LNG was not operational. The three Queensland projects shipped 31 cargoes for 1.99 Mt in July, two more cargoes for 0.10 Mt compared to the projects shipping 29 cargoes for 1.89 Mt during June, and three more cargoes for the 28 cargoes for 1.79 Mt they shipped in July 2025 when APLNG undertook scheduled maintenance with the equivalent of one train being offline for two weeks in July 2025, EnergyQuest added. Source:www.lngprime.com

EVERLLENCE, HUDONG-ZHONGHUA TO DEVELOP NEW LNG CARRIER

German engine maker Everllence, formerly known as MAN Energy Solutions, has signed an engineering design agreement with Chinese shipbuilder Hudong-Zhonghua to develop a 180,000-cbm LNG carrier featuring an Everllence dual-fuel, electric+ propulsion system. Everllence said on Monday that the EDA was signed on June 5. The partners see the potential to enable and promote "more environmentally friendly and efficient LNG shipping, especially in light of ever-stricter IMO CII emission requirements," it said. Previously, Hudong-Zhonghua and Everllence have collaborated on the delivery of 10 conventional dual-fuel diesel-electric (DFDE) LNG carriers. The new DFE+ propulsion concept for LNG carriers brings together the 49/60DF (former MAN 49/60DF) engine and ABB's dynamic AC power distribution and control system, according to the Everllence website. While conventional DFDE propulsion sets a constant speed over the entire engine load, the DFE+ concept is more flexible by maintaining efficiency throughout the speed range. "Nowadays, individual

technology providers can only achieve marginal efficiency improvements. Accordingly, for bigger gains, shipyards and engine manufacturers need to work closely together,” Dominik Thoma, Everllence’s global manager LNG cargo, said. “Hudong-Zhonghua – as a market leader within the construction of LNG carriers – and Everllence – as market leader in the design and manufacture of four-stroke engines – possess the joint capabilities to bring propulsion systems to the next level,” Thoma said. Hudong-Zhonghua has secured several LNG carrier orders since December last year, including MISC’s most recent award for one 18,700-cbm LNG vessel. Earlier this year, MISC ordered five 174,000-cbm LNG vessels at Hudong-Zhonghua, which will serve 20-year charter deals with Petronas. Source:www.lngprime.com

EPS WRAPS UP 700TH STS LNG BUNKERING OP

Singapore’s Eastern Pacific Shipping has completed its 700th ship-to-ship LNG bunkering operation as the company’s fleet of LNG-fueled vessels continues to expand. The shipping firm announced the new milestone in a social media post on Monday. According to EPS, its LNG dual-fuel PCTC, Lake Victoria, received LNG fuel in Emden, Germany, during the milestone operation. EPS did not provide further details. The shipping firm completed its first LNG bunkering operation in November 2020, the 50th operation in September 2022, the 100th operation in June 2023, the 250th operation in 2024, the 500th operation last year, and the 600th operation in April this year. The company has a large fleet of LNG-powered vessels, including containerships, tankers, bulkers, and PCTCs. EPS previously said that its fleet includes 137 LNG dual-fuel vessels. According to its website, EPS manages 354 vessels, including 177 dual-fuel ships.

Source:www.lngprime.com

LITHUANIA’S KN IN VIETNAM LNG MOVE

Lithuania’s KN Energies, the state-owned operator of the FSRU-based LNG import facility in Klaipeda, has signed a memorandum of understanding with Vietnam-based Indel Petro to cooperate on energy and infrastructure projects in Vietnam. According to a recent statement by KN, the MoU was signed on July 28. “The agreement brings together KN Energies’ international experience in LNG and energy infrastructure with Indel Petro’s activities across the petroleum, energy, logistics, and infrastructure sectors in Vietnam,” it said. “The signing of the MoU marks another step in strengthening economic cooperation between Lithuania and Vietnam, fostering new business partnerships and facilitating the exchange of knowledge and expertise between the two countries,” KN said. KN did not provide further details regarding the agreement. The company provides LNG terminal development, commercial and technical advisory, and FSRU-related expertise across Europe, South America, and Asia. Vietnam currently has two operating LNG terminals. In April this year, PV Gas announced that it had increased regasification capacity at its Thi Vai LNG import terminal, Vietnam’s first LNG terminal. Launched in 2023, the LNG import facility comprises one 180,000-cbm LNG tank, a jetty, and a regasification area. Moreover, Nebula Energy’s AG&P LNG recently started delivering natural gas from Vietnam’s Cai Mep LNG import terminal to the 900 MW Phu My 2.1 and 2.1E power plants operated by EVNGENCO3. The Cai Mep facility is the second LNG import facility in Vietnam, adding to the PetroVietnam Gas-operated Thi Vai LNG terminal in Ba Ria-Vung Tau province. It has a capacity of 3 mtpa, with the potential to double the capacity.

Source:www.lngprime.com

INDICATIVE LNG CHARTER RATES – AUGUST 2026 4TH 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	\$42,000	\$18,000	\$29,000
DFDE	\$145,000 – \$170,000	\$53,000	\$23,000	\$36,000
TFDE	\$155,000 – \$160,000	\$58,000	\$25,000	\$39,000
X-DF	\$174,000	\$66,500	\$28,600	\$45,000
ME-GA	\$174,000 – \$180,000	\$68,000	\$29,500	\$46,000
ME-GI	\$174,000 – \$180,000	\$70,000	\$30,500	\$47,500

PROPULSION TYPE	SPOT EQUIVALENT (AVG.)	1-YEAR TC	2-YEAR TC*	3-YEAR TC	5-YEAR TC*
STEAM TURBINE	\$29,700	\$45,000	\$47,000	\$49,000	\$52,000
DFDE	\$37,300	\$55,000	\$58,000	\$60,000	\$64,000
TFDE	\$40,700	\$58,000	\$61,000	\$63,000	\$67,000
X-DF	\$46,700	\$63,567	\$68,000	\$74,500	\$78,000
ME-GA	\$47,800	\$65,000	\$69,000	\$76,000	\$80,000
ME-GI	\$49,300	\$67,000	\$71,000	\$78,000	\$82,000

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CYGNUS ENERGY GAS & OIL

LEVEL 43/44, CHAMPION TOWER, 3 GARDEN ROAD, CENTRAL, HONG KONG

SANDP@CYGNUS-ENERGY.COM (SALE & PURCHASE)

GAS@CYGNUS-ENERGY.COM (GAS PROJECTS)