LNG Shipping News
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ICIS looks into its crystal ball

Europe is on track to refill its vast underground gas storage sites, while other parts of the world are also building up stocks.

Extreme heatwaves will increase demand for electricity generation for air conditioning in southern Europe and Asia.

Hot weather could also raise the temperatures in rivers used for cooling France's nuclear power plants, reducing their output in the summer.

Nevertheless, the LNG market looks well supplied into late summer/early autumn, according to an Independent Commodity Intelligence Services' (ICIS) report.

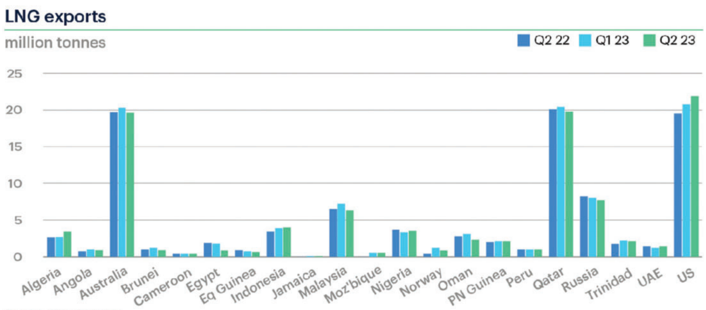
As Europe's storage sites reach capacity, there could be a period of softer prices and a build-up of floating storage off the European coasts.

China has also opened new terminals that could absorb some extra LNG cargoes, but newer importers, such as the Philippines and Vietnam, will not be ready for substantial extra intake just yet.

A mild October/November could see LNG prices heading significantly lower in 4Q23 if a surplus builds. In early July, the forward market was pricing November/December spot gas at around \$14-16 per MMBtu. But the this could be much lower if there is a prolonged period of oversupply, ICIS said.

Despite losing the bulk of Russian/Europe gas flows in 2022, there has not been a lot of new production added to the market worldwide, with major increases to LNG liquefaction only due from 2026/27 onwards.

That means that even though full storage should keep the market well supplied in 4Q23, there is still the potential for a much tighter market and an upturn in prices in 1Q24 in the event of long cold winter periods.



Source: ICIS LNG Edge

In the event of colder weather and higher demand, European buyers will raise their bids to attract cargoes back from Asia. If spot gas prices rise from summer levels of \$10-11 per MMBtu to \$20-30, demand from China and South Asia would significantly reduce.

China could use more coal and resell its long-term contract cargoes into Europe at a profit. At \$30-40 per MMBtu, the competition would mainly be between European buyers and occasional demand from longer-established buyers like Japan.

If this winter is cold then summer 2024 will see higher prices, as Europe tries to refill storage ahead of Winter 2024/25.

Higher prices

Over the next few years, gas markets look set to remain significantly higher than the \$7 per MMBtu average seen over the decade before the gas crisis of 2022.

In 2Q23, lower spot prices enabled new importers to enter the market, especially in southeast Asia. For example, the Philippines and Vietnam imported their first cargoes during the period.

As for exports, the US is expected to be the world's biggest player this year and to remain at number one for several years.

Turning to imports, all regions, except the Middle East, increased their imports, as the amount of global supply rose year-on-year. But after a difficult 2022, when newer importers found it hard to compete in the market against the high prices paid by European buyers, some newer regions grew their market share in 2Q23.

The increase in Chinese imports and the drop in Japan, due to restarting nuclear power plants, means the two countries could swap positions yet again in the ranks of importing nations, as China looks likely to take first place this year.

Though still small in absolute terms, southeast Asia was the fastest growing importer, as its imports increased by 29% or 1.5 mill tonnes to 6.7 mill tonnes.

LNG is still fairly expensive. It may be affordable for power generation in major Asian cities, but is not yet cheap enough to prompt a huge upturn in industrial consumption, ICIS said. ■

SHIPPING NEWS AGENDA

LNGC rates to spike?

Traders could pay more than $200,000 per day for an LNGC in the coming months.

This is due a lack of vessels ahead of the winter period, when demand for the heating fuel peaks.

Charter rates surged to $284,750 for November and $206,750 for October, more than doubling from current levels, according to data from Spark Commodities, as reported by Bloomberg.

This could result in a repeat of last year's spike, when the global LNG market attempted to replace Russian gas supplies after the invasion of Ukraine.

LNGC availability is increasingly tight because traders are using the ships for floating storage to gamble on LNG prices rising, as the weather turns colder.

Volatile shipping rates can eat up margins for LNG traders looking to cash in on higher winter prices, but rising transportation costs can also lead to to European and Asian buyers paying higher prices.

In late July, the number of LNGCs on the water for at least 20 days rose, with 42 vessels tracked by Bloomberg, more than 3.1 mill tonnes of LNG, some 27% higher than at the same time last year.

This was well above the average for the season and could also be a sign that weak demand and high European inventories were encouraging LNG sellers to look towards Asian markets.

European gas storage levels were almost 84% full, lowering the immediate need for additional supplies amid higher flows from Norway and persistently sluggish industrial demand.

Questions raised

Yet rising benchmark futures raised questions about how long the lack of LNG deliveries could last, if demand for fuel picks up later this year amid a colder than expected winter.

Prices also saw some recent gains amid concerns about the escalating Russia/Ukraine situation and European heat waves disrupting energy networks.

However, price levels were still about 60% lower since the start of the year, and gas consumption subdued, indicating there was more fuel available in the market than needed.

Even if European LNG imports were significantly reduced for the balance of the summer, analysts at JPMorgan Chase still forecast September's storage level will climb toward 99%.

The analysts have trimmed their third quarter price forecasts to €20 MW/h from €27 to reflect "storage congestion pricing."

In addition, traders were monitoring Norwegian maintenance schedule after extended outages last month. Some extra work was planned for last week.

LNG analyst, Alex Froley, of Independent Commodity Intelligence Services (ICIS) said: "The loss of Russian pipeline gas remains a huge structural change not yet replaced by the limited new output starting up in 2023."

Dutch front-month futures, Europe's gas benchmark, rose 6.1% to €32.41 MW/h last week after earlier declines, while the UK equivalent contract also rose. ■

NEWS NUDGE

Cooling down operations carried out in Singapore

Fuel LNG's bunker vessel, 'FueLNG Venosa' provided cooling down services to Pan Oceans' LNG bunker vessel 'New Frontier 2' at Singapore recently.

'New Frontier 2' was on her maiden voyage to the US Gulf to take up a long term charter to Shell.

The company's team successfully carried out the cooling down and LNG bunkering operations on board the 18,000 cu m LNGBV.

She was built by Hyundai Mipo and handed over to Pan Ocean early last month.

'FueLNG Venosa' was also built by Hyundai Mipo and delivered to Singapore-based Fuel LNG in May of this year and is on charter from Korea Line LNG. ■

Europe moves to secure Argentine LNG

Last month, the European Commission (EC) signed a non-binding agreement with Argentina to facilitate the supply of LNG to Europe.

In exchange, the EC will co-operate with the country on green energy.

EC President, Ursula von der Leyen, agreed on a bilateral agreement with Buenos Aires on 17th July, following a similar agreement on materials the month before.

The non-binding agreement hinges on four key aspects: hydrogen and its derivatives, renewables, energy efficiency, and LNG.

Argentina heavily relies on natural gas for its own energy consumption and is a serious player in this sector. Rich shale gas is produced from Vaca Muerta in the Southwest of the country.

The country is currently drafting a law to boost its LNG industry with the aim of starting exporting at scale by 2027.

The agreement stipulates that supplying LNG will be "consistent with the EU's and Argentina's respective long-term de-carbonisation objectives and consistent with the goals of the Paris Agreement," the EC said.

Also to be tackled are methane leaks. Under the agreement, the participants will endeavour to reduce methane leakages in the fossil gas supply chain to the maximum technically feasible level. New technologies should help tackle venting and flaring.

Methane that would otherwise leak into the atmosphere could be captured and re-used. ■

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Venture Global receives FERC EIS

Venture Global LNG's proposed Calcasieu Pass 2 (CP2) project received a boost late last week when the US Federal Energy Regulatory Commission's (FERC) issued an environmental approval.

This clears the way for FERC's final agreement on expanding the company's natural gas liquefaction facility.

CP2 was the first US LNG project this year to take a final investment decision (FID).

FERC said that the project's potential impacts would not significantly affect local resources, adding that the commission had developed specific mitigation measures for its construction and operation.

Mitigation measures implementation would avoid or reduce the impact of CP2 and CP Express, the proposed connecting natural gas pipeline from Texas to the LNG facility, FERC said in its environmental impact statement (EIS).

The project's construction and operation would increase the atmospheric concentration of greenhouse gases, but the commission said it would not classify it as "significant or insignificant" and instead would made several recommendations to reduce its effects.

Venture Global said the decision puts the company on track for a commission vote and commencement of construction later this year.

About 9.25 mill tonnes per annum of CP2's 20 mill tonnes nameplate capacity have been sold under 20-year sales and purchase agreements (SPAs), with discussions ongoing for the remaining capacity.

Over half of the contracted capacity has been committed to German and Japanese customers.

The SPAs include ExxonMobil, Chevron, JERA, New Fortress Energy, INPEX, China Gas, EnBW and SEFE.

"Venture Global thanks the Commission, as well as the other co-operating NEPA agencies, including US Army Corps of Engineers, US Department of Energy, US Coast Guard, PHMSA and the National Marine Fisheries Service, for their hard work to complete the Final Environmental Impact Statement (FEIS) for CP2 LNG," said Venture Global's CEO, Mike Sabel.

Venture Global head Mike Sabel

"This is a major regulatory milestone for the project that puts us on track for a Commission vote and the commencement of construction later this year. CP2 continues to have robust commercial and financial momentum with approximately half of the project already sold out. This export facility will be vital to supporting long-term energy security and emissions reductions in both Europe and Asia for many years to come," he said.■

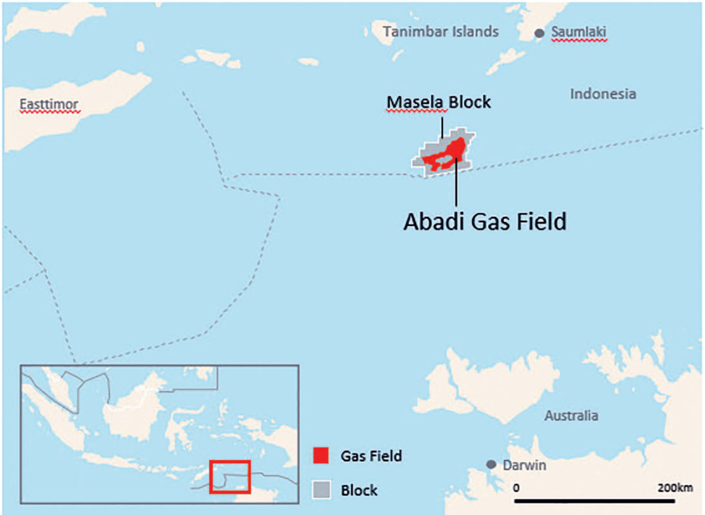
INPEX signs MoU with Pertamina

Japanese energy company, INPEX Corp has signed a memorandum of understanding (MoU) with PT Pertamina (Persero) (Pertamina) regarding the implementation of the Abadi LNG project.

This is a new partnership following the execution of a sales and purchase agreement (SPA) between Shell Upstream Overseas Services and Pertamina Hulu Energi (PHE), a subsidiary of Pertamina, and Petronas Masela Sendirian Berhad, a subsidiary of Petronas, to transfer joint venture partner Shell's participating interest in the project to PHE and Petronas.

The transfer is still subject to the fulfilment of certain joint venture procedures and the approval of the Indonesian government.

Through its subsidiary INPEX Masela, the Japanese energy giant is currently preparing the Abadi LNG project for development as operator in the Masela Block in the Indonesian Arafura Sea.



Map includes provisional maritime boundaries

Abadi gas field's location

Through the MoU, INPEX and Pertamina will seek to collaborate on a wide range of topics focusing on Abadi LNG project's value chain.

Specifically, the companies will seek opportunities to collaborate on LNG offtake and transportation and other products, the production of hydrogen and ammonia and the provision of services to local stakeholders.

INPEX and Pertamina will also seek to secure the long-term competitiveness and sustainability of the project, as well as further improvement of project value, while generating synergies.

Upon completion of the transfer of Shell's participating interest to the new partners, INPEX plans to resume project activities, including on-site preparation activities, etc.

INPEX has submitted a revised Plan of Development (POD) for the project incorporating a carbon capture and storage (CCS) element to the Indonesian government and plans to revise the production sharing contract (PSC) to reflect the incorporation of CCS following the POD approval.

The company will also proceed with preparations to reach a final investment decision (FID), including front-end engineering and design (FEED) work as well as marketing and financing activities, while ensuring its investability.

The project's annual LNG production volume is expected to reach 9.5 mill tonnes, equivalent to more than 10% of Japan's annual LNG imports.

Furthermore, the project will contribute to the much needed economic development in the eastern part of Indonesia, as well as the Government's goal of reaching net zero CO2 emissions by 2060. ■

KN allocates terminal regas capacity

Lithuanian energy terminal operator, KN (AB Klaipėdos Nafta) annual Klaipėda LNG terminal regasification capacity of 6 TW/h for the 2024 terminal gas year has been allocated to four Lithuanian and Estonian customers.

Next year, some 34 TW/h of natural gas is expected to be regasified via cargoes to be delivered by 34 conventional LNGCs.

Most of the natural gas (24 TW/h) will be delivered to customers from Lithuania, Latvia and Poland, which booked long-term LNG terminal capacity last year.

A further 4 TW/h of capacity from the spot market will be allocated in the next year, based on the need to import natural gas to ensure the isolated operation of the electricity system, or to meet natural gas demand on a case by case basis.

"The global natural gas market is still full of uncertainties, therefore it is of utmost importance that in such turbulent times Klaipėda LNG terminal operates smoothly and almost at maximum capacity, and KN fully ensures the provision of regasification services in line with the needs of the regional market.

"A total of six customers will use the LNG terminal services next year. We are delighted that the capacity allocation model, which was updated in 2022, has contributed to the stability in the use of the LNG terminal and allows the terminal users to plan their cargo deliveries accurately, thus ensuring a reliable natural gas supply at the most competitive price on the market for the customers in Lithuania and the surrounding countries," said Mindaugas Navikas, KN's CCO.

From the beginning of this year through 23rd July, the LNG terminal received 20 large LNGCs, with the same number planned for the rest of 2023.

Up to July this year, 2.9 mill cu m of LNG was delivered, with the majority (48%) coming from Norway. Nnatural gas was also imported from the US, Nigeria and Algeria.

By comparison, in 2022, 46 LNGCs brought almost 5 mill cu m of LNG, with the majority (65%) coming from the US. That year, the LNG terminal regasified 32.1 TW/h of natural gas.

As from 1st May, 2022, each LNG terminal user pays the same fixed price for LNG terminal services. However, the security supplement paid by Lithuanian natural gas consumers does not currently include the costs of maintaining the LNG terminal, KN said. ■

KN has allocated its FSRU terminal capacity

Egypt to resume LNG exports

Egypt could resume LNG exports by October, Egyptian Petroleum Minister, Tarek El Molla, said last month.

Most of Egypt's production is used for its summer domestic use when temperatures are high, but there are excess quantities available for export during winter, the Minister explained to local media.

He added that summer exports increased last year, because the Government switched from using natural gas in power stations to mazut fuel oil, due to higher natural gas prices.

"We exported more gas because we relied more on fuel oil, which last year was cheaper than natural gas, so I'd import mazut and export natural gas," Minister El Molla explained. "Today it's the opposite."

Egypt had not exported any LNG in June because of seasonal factors, the Minister said earlier last month, adding that a shipment was expected in July.

Trading sources told Reuters that they believed the lack of shipments in June was a result of declining domestic production.

Egypt, the most populous Arab country, has sought to position itself as a regional energy hub, strategically located to supply its own gas and re-export Israeli gas as LNG to the Middle East, Africa and Europe, the newswire said.

Last year, Egypt signed a framework deal with the European Union and Israel to expand gas exports, as Europe sought alternatives to Russian gas, due to the invasion of Ukraine. ■

Brunsbüttel gets financial support approval

The European Commission (EC) recently approved, under EU State aid rules, a €40 mill German support measure for the construction and operation of Brunsbüttel's new land-based LNG terminal.

The support will contribute to the security and diversification of energy supplies in Germany and help end dependence on Russian fossil fuels in line with the REPowerEU Plan, the EC said.

Germany notified the EC of its plans to support the construction and operation of a new LNG terminal located in Brunsbüttel, with an annual capacity of 10 bill cu m.

The terminal will comprise import, storage and distribution facilities, and it is planned to start operating by the end of 2026.

The measure's beneficiaries are the German energy company, RWE and the Dutch energy network operator, Gasunie.

German LNG Terminal GmbH (GLNG) will build and operate the LNG terminal and will have three shareholders: (i) the German government through the investment and development bank KfW with a 50% stake; (ii) Gasunie with a 40% stake; and (iii) RWE with a 10% stake.

Under the measure, the aid will take the form of a preferential dividend distribution mechanism: KfW will give to its co-investors a share of the dividends paid by GLNG if the project's annual return is below a fixed percentage of the total capital invested by all shareholders, including KfW.

If the annual return is above a fixed percentage of the total invested capital, KfW will not share the dividends and thus no aid will be paid under the measure.

The amount of aid disbursed will depend on the annual returns but is expected to amount to €40 mill. KfW plans to exit the project after the terminal's 15 years of operation, when the preferential dividend distribution mechanism will cease.

It will be constructed to take into account the technical specifications necessary to allow its conversion into a terminal for the import of renewable energy carriers (eg renewable hydrogen or renewable hydrogen derivates), thereby avoiding a lock-in of gas.

The terminal will be converted after 15 years of operation, at the latest by 2043. ■

Brunsbüttel's aid has been approved

NEWS NUDGE

Austria to import LNG through Gate

bp and Austrian energy company, OMV have signed a long term sale and purchase agreement (SPA) to supply up to 1 mill tonnes of LNG per year for 10 years from 2026.

Under the terms of the agreement, bp will provide OMV with LNG from its global portfolio, which will be shipped and regasified through the Gate LNG Terminal in Rotterdam, at which OMV holds regasification capacity, or other European terminals.

Jonty Shepard, bp's Vice President Global LNG Trading & Origination, said "At bp, we see LNG as an essential part of the energy transition and essential for our own pivot to becoming an integrated energy company.

"We are pleased to conclude this LNG sale and purchase agreement with OMV, with whom we have a long standing relationship. Europe is a significant LNG market and this agreement with OMV further demonstrates our LNG supply capability in the region, supporting security of supply for our European customers," he said. ■

GAIL issues swap tender for six LNG cargoes

GAIL (India) has issued a swap tender offering six LNG cargoes loading in the US in exchange for six other cargoes.

The cargoes are intended for delivery to Indian receiving terminals next year, industry sources told Reuters.

India's largest gas distributor is offering three cargoes loading at Cove Point between 3rd to 9th January, and from Sabine Pass between 24th - 31st March and 24th - 31st May.

GAIL is seeking three cargoes for delivery to Dabhol terminal on 1st-10th January, 1st - 10th March and 1st - 10th May, 2024.

It is also offering three cargoes loading at Sabine Pass on 24th-31st July, 24th-30th September and 24th - 30th November in exchange for cargo deliveries to India's Dhamra terminal on 22nd - 25th July, 19th - 22nd September and 18th -21st November.

The tender is due to close on 3rd August.

GAIL has 20-year deals in place to buy 5.8 mill tonnes per year of US LNG, split between Dominion Energy's Cove Point plant and Cheniere Energy's Sabine Pass export facility in Louisiana. ■

5th anniversary
Power Play AWARDS
Presented by ExxonMobil

Thank you for supporting the 2023 Power Play Awards!

What started as a spark in 2019 has grown into a bright and vibrant flame as the Power Play Awards is in its fifth year of shining a light on the accomplishments of remarkable women and men who uphold the importance of supporting and empowering others in the workplace. They demonstrate how a mutually supportive environment can help support great business outcomes across all parts of the LNG value chain.

Thank you to everyone who has supported these awards over the years, especially to those who took the time to nominate candidates for the awards and to our international panel of judges who had the unenviable challenge of judging the nominations.

Winners of the Power Play Awards will be announced at a ceremony during the Gastech Exhibition and Conference in September.

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LNG

ExxonMobil

LNG shipping demand strong ahead of winter - Capital

LNGC and other vessel type owner, Capital Product Partners reported net income of $7.4 mill, or $15.4 mill before the impairment from an agreed sale, for the second quarter of this year, compared with a net income of $20.4 mill for 2Q22.

Taking into account the interest attributable to the general partner and the allocation of net income to unvested units, net income per common unit for 2Q23, was $0.36 or $0.75 before the impairment from the agreed sale, compared to net income per common unit of $1 for 2Q22.

The decrease in net income was primarily attributable to increased interest expense and finance cost, resulting from the increase in the Partnership's total average debt and the increase in the weighted average interest rate, compared to the second quarter of 2022, the increase in operating expenses as a result of the net increase in the average size of the fleet and costs incurred during scheduled maintenance of some vessels.

Total revenue for the quarter was $88.5 mill, compared to $74 mill during 2Q22. The revenue increase was primarily attributable to that contributed by newbuildings acquired by the Partnership, including the LNGC 'Asterix I', delivered to the Partnership in 1Q23, as well as a daily rate increase earned by two of the Partnership's LNGCs effective since 1st September, 2022.

As of 30th June, 2023, total cash amounted to $104.7 mill, including restricted cash of $11.7 mill, which represents the minimum liquidity requirement under Capital's financing arrangements.

Total partners' capital amounted to $649.4 mill, an increase of $11 mill, compared to $638.4 mill as of 31st December, 2022.

Debt increase

As of 30th June, 2023, the Partnership's total debt was $1,631.7 mill before financing fees, an increase of $332.5 mill, compared to $1,299.2 mill as of 31st December, 2022.

The increase was partly attributable to a drawdown of $184 mill under a sale and leaseback transaction to partly finance the acquisition of the 'Asterix I' in February, 2023.

Jerry Kalogiratos, CEO of the General Partner, commented:

"In the second quarter of 2023, we successfully completed our latest acquisition cycle, which included three newbuilding 13,000 TEU eco container vessels, each with a 10-year charter attached, and one latest generation LNGC with a seven-year charter attached.

"Furthermore, we have completed significant energy efficiency upgrades to the 'Athos', the 'Athenian' and the 'Aristomenis', improving the overall efficiency and carbon footprint of our fleet. Finally, we have agreed to sell the dry cargo 'Cape Agamemnon', a non-core asset for the Partnership, continuing to execute on the strategic renewal of our fleet."

Capital head Jerry Kalogiratos is in bullish mood

Commenting on the LNG market, Capital said that despite the seasonal softening of spot and term rates from the highs of 4Q22, demand for LNGCs remained strong.

As of July, 2023, the 174,000 cu m one year timecharter rate stood at $140,000 per day.

Overall, analysts expected the term market to tighten, as we approach the winter period, particularly for modern vessels, in view of increased commodity demand.

Trade patterns remained consistent, with the bulk of US LNG heading to Europe, maintaining last year's import levels.

Expected LNG trade growth stood at 4.4% for 2023, and 4.2% for 2024, reaching 432.9 mill tonnes per annum. Corresponding tonne/mile trade growth is estimated at 4.5% for 2023 and 5.1% for 2024. ■

Nigeria's FLNG comes a step closer

Nigeria's NNPC and UTM Offshore have signed a Heads of Terms (HoT) agreement for the construction of the country's first indigenous FLNG project.

This was claimed to be a major step towards bolstering Nigeria's energy security and promoting the utilisation of its abundant gas resources.

Describing the FLNG project as a "must-do" initiative for Nigeria, NNPC's Group CEO, Mele Kyari, expressed the company's readiness to secure gas feedstock for the project.

Speaking at the signing ceremony, Group Managing Director, UTM Offshore, Julius Rone, said that this milestone achievement showcased the capability of indigenous companies to collaborate with world class energy conglomerates to drive growth in Nigeria's energy sector.

He added that apart from significantly cutting down on gas flaring and supporting the country's commitment to reducing carbon emissions, the project would also create over 7,000 job opportunities, contributing to the nation's economic growth and development.

NNPC's Executive Vice President, Gas, Power & New Energy, Mohammed Abdulkabir Ahmed, said the project aligned perfectly with NNPC's goals of ensuring energy availability, affordability, and sustainability, while also generating revenue through exports.

Meanwhile, in what was described as a significant step towards enhancing Nigeria's natural gas processing and export capacity, Onne Multipurpose Terminal (OMT), in collaboration with Horatio, Chairborne Global Services, Kerry Logistics and IO Materials Services, recently facilitated the unloading of project modules from three vessels for NLNG's Train 7 project.

The modules were later loaded onto barges for transport to Bonny Island.

NLNG, a joint venture between NNPC, Total, Shell and ENI commenced operations at its Bonny facility in 1999 and currently operates six trains.

The $10 bill Train 7 expansion is aimed at increasing Nigeria's LNG production from 22 mill to 30 mill tonnes per annum by 2027. ■

GTT - Strong revenues and earnings growth

Paris-based technology company, GTT, reported a high level of orders during the first half of this year.

These included 42 LNGCs and one FLNG.

Revenues for 1H23 were €177.8 mill and EBITDA was €104.2 mill.

Philippe Berterottière, GTT Chairman and CEO, said: "With a total of 42 orders for LNG carriers and one order for an FLNG unit, GTT's commercial performance in the first half of 2023 continues to be very strong, in the wake of an exceptional 2022.

"LNG demand remains particularly strong, as illustrated by the number of long-term sales and purchase agreements leading to numerous final investment decisions for new liquefaction plants and to additional needs for LNG carriers.

"The GTT Group is pursuing its continued R&D and innovation efforts, as evidenced by several new approvals obtained from classification societies during the first half of 2023, notably in the field of alternative fuels.

"Confirming its technological foothold in the hydrogen field, GTT also signed a new partnership agreement for the development of a concept for a very large-capacity LH2 carrier.

"From the financial point of view, revenues for the first half of 2023 show an increase of 23.3%, compared with the same period of 2022, and earnings are rising steeply as the Group begins to benefit from the numerous orders received in 2021 and 2022.

"In view of the shipbuilding schedules, the Group therefore confirms its revenue and EBITDA forecasts for the whole of the 2023 financial year. We are also proposing an interim dividend of €1.85, reflecting the Group's strong performance."

As of 30th June, 2023, the orderbook, excluding LNG as fuel, stood at 302 units, as follows:

- 287 LNGCs;
- Two ethane carriers;
- One FSRU;
- One FLNG;
- 11 onshore storage tanks.

Regarding LNG as fuel, there were 69 vessels in the orderbook as of the same date.

> "Confirming its technological foothold in the hydrogen field, GTT also signed a new partnership agreement for the development of a concept for a very large-capacity LH2 carrier."
>
> *- Philippe Berterottière, GTT Chairman and CEO*

Revenue rise

GTT also said that it anticipated an acceleration of its core business revenues during 2H23, due to the growing number of vessels under construction.

In this context and in the absence of any significant order delays or cancellations, GTT confirmed its targets for the 2023 financial year, namely:

- 2023 consolidated revenues of between €385 mill and €430 mill.
- 2023 consolidated EBITDA of between €190 mill and €235 mill.
- Distribution of a dividend for the 2023 financial year corresponding to a minimum payout ratio of 80% of consolidated net income.

Since the financial review, GTT has received an order from Hudong-Zhonghua for the tank design of two 174,000 cu m LNGCs, on behalf of an Asian shipowner.

The tanks will be fitted with the NO96 L03+ membrane containment system developed by GTT and the vessels will be delivered between the 4Q25 and 1Q26.

Last month, GTT also received an order from the Chinese shipyard Yangzijiang, to design the cryogenic fuel tanks of 10 ultra large container vessels fuelled with LNG.

The 10 24,000 TEU container vessels will each be equipped with one LNG fuel tank, with a capacity of 18,600 cu m.

They will be fitted with the Mark III membrane containment technology, offering a low and guaranteed boil-off rate (BOR) for improved vessel operations. ■

NEWS NUDGE

Kiewit aids Freeport's restart

The contract to engineer, design, procure, construct and provide commissioning assistance for the damaged Freeport LNG export facility's restart was awarded to Kiewit.

Kiewit's remit included investigation and inspection, demolition, disposal, remediation and replacement of process valves and piping, structural steel, civil structures, instrumentation, fire and gas detection, and electrical systems damaged, due to the incident, which shut the plant in June of last year.

The engineering company explained that it had worked in phases to restore the facility to its original operating capacity.

Phase 1 included working to restore the facility to be able to partially operate, as soon as possible, while within the accordance with regulatory standards of the Pipeline & Hazard Materials Safety Administration (PHMSA) and the US Federal Energy Regulatory Commission (FERC).

The other phases focused on sourcing commodities and refurbishing components damaged during the incident, ultimately installing the sourced equipment and returning the facility to 100% of its nameplate operating capacity.

OLT's allocated capacity increases through 2033

OLT Offshore LNG Toscana's recent auctions for the allocation of annual and multi-year capacity without expression of interest, from Gas Year 2027/2028 to GY 2032/2033, has ended.

The regasification capacity was offered in slots of 155,000 cu m. Three slots were allocated for each GY starting from 2027/2028 until 2032/2033, giving a total of 18 slots.

In addition to 100% of the capacity already allocated up to GY 2026/2027, a total of 29% of the regasification capacity allocated in the GYs 2027/2028 and 2028/2029, as well as 24% in the GYs 2029/2030 to 2032/2033 was reached, OLT said.

The awards in the GY 2032/2033 have priority of no later than 30th September, 2026 for purchasing capacity for the following GYs (beyond the terminal's current useful life), at the award price and for the same number of slots.

Effective allocation of regasification capacity associated with the GYs starting from 2033/2034 is subject to OLT's decision to extend the terminal's useful life that will be revealed to interested parties by the end of the GY 2028/2029. ■

Fluor reaches LNG Canada project milestone

The last module arrived at LNG Canada's development site during the middle of last month.

It arrived on a semi-submersible from a fabrication yard in Zhuhai, China.

This completed Fluor Corp's module fabrication programme on the LNG Canada project in Kitimat, British Columbia, Canada and marked the completion of a critical phase in the construction of the large terminal for the liquefication, storage and loading of LNG for export.

"Fluor's role on the LNG Canada project underscores our commitment to delivering complex energy and chemicals projects for our clients around the world," said Jim Breuer, Group President of Fluor's Energy Solutions business.

"Liquefied natural gas is essential to the energy transition, as it displaces higher carbon forms of energy. We are proud to build Canada's first large LNG export facility, which will support global energy security," he said.

Fluor, along with its joint venture partner, JGC Corp, is involved in multiple aspects of the LNG Canada project, including engineering, procurement, fabrication and delivery of modules, and construction of the project's infrastructure and utilities, marine structures and LNG storage tank.

The first major module, measuring 145 ft tall and weighing more than 5,000 tonnes, arrived in March, 2022. Overall, a total of 215 modules of varying sizes have been shipped to the site.

"Completing the module fabrication programme is a major achievement for the LNG Canada project," said Pierre Bechelany, Fluor's LNG business' President. "This accomplishment highlights the success of the innovative approach of modular construction, which has enabled us to advance construction activities onsite while working with local communities, a skilled local workforce, and limiting environmental impacts."

The last module arrives for the Canada LNG project

LNG Canada is a joint venture between Shell, Petronas, PetroChina, Mitsubishi Corp and Korea Gas Corp.

The project will have an initial capacity to produce 14 mill tonnes of LNG per year. The first LNG shipment is scheduled for the middle of this decade. ■

NEWS NUDGE

Ships - still more newbuildings

According to South Korean reports, its three main shipbuilders – HD Hyundai Heavy Industries., Hanwha Ocean and Samsung Heavy Industries – could sign contracts to build LNGCs for Qatar worth up to Won12 trill ($9.4 bill) by September.

Industry sources told newswires last week that Qatar plans to sign contracts between September and October with the three shipbuilders to build about 40 LNGCs.

Samsung is expected to receive 16, followed by Hanwha Ocean with 14 and HD Hyundai with 10 ships.

There could also be another 15-20 LNGC contracts on offer on the back of the Mozambique project.

Meanwhile, Hanwha Ocean has confirmed an order for one LNGC in a regulatory filing.

It was placed by an Asian shipper, Hanwha said and was valued at Won332.2 bill ($259.5 mill).

Broking sources thought that MOL was behind the order.

Moving to China, Hudong-Zhonghua Shipbuilding has signed a contract with COSCO Shipping Energy and PetroChina, part of China National Petroleum Corporation (CNPC), to build two 174,000 cu m LNGCs.

Local sources said the contract was signed in Shanghai on 25th July.

The vessels will form part of the LNG Transportation Phase III Project, which is a joint development involving COSCO Shipping, PetroChina, and CSSC.

There are also reports circulating that Greek shipping company, Evalend is about to join the LNG space by ordering LNGCs. ■

Great Lakes to improve Brownsville port access

Great Lakes Dredge & Dock Corp (GLDD), the US' largest provider of dredging services, has received of Notice to Proceed to perform essential improvements to the Brownsville Ship Channel.

The channel improvements are needed for LNGCs to gain access to NextDecade Corp's Rio Grande LNG (RGLNG) project.

Work includes deepening the entrance channel to the western end of the RGLNG facility, also known as Phase 1 of the Brazos Island Harbour Channel Improvements.

Also included is the development of two ship berths and a turning basin for RGLNG. This project will enhance commercial navigation in and out of Brownsville and ensure the safe and reliable access of LNGCs to RGLNG.

GLDD is expected to start this project later this year.

Lasse Petterson, GLDD's President and CEO, said: "This exciting milestone project is the largest undertaken by Great Lakes in its 133-year history. We look forward to working with NextDecade and other stakeholders, including the US Army Corps of Engineers and the Port of Brownsville, on this important improvement project that will benefit the navigation interests and allows for future development of the Port of Brownsville.

"Our proven performance and safety culture allows us to support the growth of LNG export in the US, which is a necessity in balancing affordability for energy and overall sustainability," he said. ■

Wood Group awarded Australian contract

Tamboran Resources has awarded the John Wood Group a contract to undertake the concept select engineering phase for the proposed NTLNG development at the Middle Arm Sustainable Development Precinct (Middle Arm) in Darwin, Australia.

This initial engineering phase will evaluate the technical and commercial opportunity to construct a 6.6 mill tonnes per annum LNG development, subject to establishing commercial flow rates from Tamboran's Beetaloo Basin assets.

The Concept Select phase is expected to be completed during the first half of 2024, ahead of entering pre-Front-End Engineering and Design (pre-FEED) during 2024.

The studies will include evaluation of the proposed three train concept, LNG liquefaction technology selection, including the evaluation of e-drives powered by renewables and carbon capture and storage (CCS) infrastructure, site configuration and initial cost estimates.

Tamboran Resources Managing Director and CEO, Joel Riddle, said: "Tamboran is excited to be working closely with one of the world's most experienced engineering and consulting businesses, as we advance the development of the proposed NTLNG project.

"The commencement of this engineering phase with Wood signals Tamboran's intent to design and develop a best-in-class, low emissions facility to process low-reservoir CO_2 Beetaloo gas for global LNG customers.

"Our partnership with Wood in Darwin aligns perfectly with Tamboran's commitment to working with top tier companies, including APA Group (pipelines), Helmerich & Payne (drilling), bp and Shell (LNG), to ensure a seamless and high-integrity new LNG development brought to market as quickly as possible.

"Having been granted exclusivity over the Middle Arm site less than 50 days ago, we are keen to demonstrate our commitment to commercialising the company's significant gas resources in the Beetaloo Basin via the East Coast gas market and international LNG.

John Wood Group Executive President of Consulting, Azad Hessamodini, added: "As we continue to balance the need for secure, affordable and sustainable energy, LNG plays a crucial role as an enabler in helping the world transition to fuel sources with lower carbon intensity.

"Working together with Tamboran, we are bringing our global LNG expertise and experience to help realise this important project for Australia and the wider region. Leveraging our industry-leading expertise in de-carbonisation and digitalisation, we will help ensure that the NTLNG development becomes a leading producer of low-emissions LNG."

Initially, the proposed NTLNG development will include 350 hectares of land in Darwin, Northern Territories; on-site infrastructure includes a port, jetty, storage tanks, road, rail and power.

Some $1.5 bill has been funded by the Australian Federal Government for marine infrastructure, while the anticipated EPC cost is to be advised on completion of Concept Select.

Final design of the proposed LNG development will be ready during the Concept Select phase, planned for completion in 1H24. ■

Monthly Large LNGC Values*

Newbuildings (174,000 cu m)	$270.22 mill
Five years old (174,000 cu m)	$223.82 mill
Total Fleet (570 ships)	$92.39 bill
Orderbook (329 ships)	$87.70 bill

**Source: VesselsValue (19/07/23)*

**The above is updated each month courtesy of VesselsValue*

LNG rate assessments

Spot market (155,000-165,000 cu m)

Region	This week	Change*
East of Suez	$69,000	+$500
West of Suez	$72,500	-
12 mos T/C	$105,000	-$2,000

**Since last report (20/07/23)*

Source: Fearnleys (02/08/23)


Fast Solution for all your LNG Storage & Transport needs.
Factory-built 1,200+ m³ LNG Tanks
40' & 53' ISO Tank Containers
1,228 m³
Railroad Tank Wagons
Marine LNG Tanks

WORLD LNG CARRIER ORDERBOOK

Name	Owners	Yard	Ordered	Capacity	Propulsion	Delivery
Hudong-zhonghua H1830a	CSSC	Hudong-Zhonghua	01/08/2019	174,000	XDF	01/04/2024
Wen Cheng	CSSC	Hudong-Zhonghua	01/08/2019	174,000	XDF	01/01/2024
Alexey Kosygin	Smart LNG	Zvezda SSK	01/09/2019	172,600	TFDE - Azipod	01/03/2024
Pyotr Stolypin	Smart LNG	Zvezda SSK	01/09/2019	172,600	TFDE - Azipod	01/09/2024
Samsung 2315	SinoKor	Samsung	01/12/2019	173,400	XDF	01/12/2023
Samsung 2316	SinoKor	Samsung	01/12/2019	173,400	ME-GA	01/12/2026
Samsung 2317	SinoKor	Samsung	01/12/2019	173,400	ME-GA	01/03/2027
Samsung 2318	SinoKor	Samsung	01/12/2019	173,400	ME-GA	01/06/2027
Lng Harmony	JP Morgan	Hyundai Heavy	20/07/2020	174,000	XDF	01/07/2023
Daewoo 2517	MOL, COSCO	Hanwha Ocean	01/08/2020	172,500	TFDE - Azipod	01/11/2023
Daewoo 2518	MOL, COSCO	Hanwha Ocean	01/08/2020	172,500	TFDE - Azipod	01/02/2024
Daewoo 2519	MOL, COSCO	Hanwha Ocean	01/08/2020	172,500	TFDE - Azipod	01/05/2026
Sm Golden Eagle	Korea Line	Hyundai Heavy	12/08/2020	174,000	XDF	01/09/2025
Sm Kestrel	Korea Line	Hyundai Heavy	12/08/2020	174,000	XDF	01/10/2023
Maran Gas Marseille	Maran Gas Maritime	Samsung	01/11/2020	174,000	XDF	01/08/2023
Hyundai Samho 8100	Knutsen	Hyundai Samho	14/12/2020	174,000	ME-GA	01/11/2024
Orion Sky	JP Morgan	Hyundai Heavy	14/12/2020	174,000	XDF	01/11/2024
New Brave	Pan Ocean	Hyundai Heavy	15/12/2020	174,000	XDF	01/09/2024
New Nature	Pan Ocean	Hyundai Heavy	15/12/2020	174,000	XDF	01/10/2024
Puteri Saadong	Hyundai LNG Shipping	Hyundai Heavy	15/04/2021	174,000	XDF	01/02/2024
Puteri Santubong	Hyundai LNG Shipping	Hyundai Heavy	29/04/2021	174,000	XDF	01/06/2024
Puteri Sejinjang	Hyundai LNG Shipping	Hyundai Heavy	29/04/2021	174,000	XDF	01/07/2024
Mulan Spirit	Jovo Energy	Jiangnan	01/05/2021	79,800	XDF	01/12/2023
Samsung 2473	Maran Gas Maritime	Samsung	01/05/2021	174,000	XDF	01/09/2024
Samsung 2474	Maran Gas Maritime	Samsung	01/05/2021	174,000	XDF	01/09/2024
Daewoo 2521	Hyundai LNG Shipping	Hanwha Ocean	28/05/2021	174,000	MEGI	01/09/2023
Clean Destiny	Dynagas	Hyundai Heavy	31/05/2021	200,000	ME-GA	01/11/2023
Clean Future	Dynagas	Hyundai Heavy	31/05/2021	200,000	ME-GA	01/03/2024
Clean Resolution	Dynagas	Hyundai Heavy	31/05/2021	200,000	ME-GA	01/10/2023
Clean Vitality	Dynagas	Hyundai Heavy	31/05/2021	200,000	ME-GA	01/02/2024
MOL Coral	MOL	Hanwha Ocean	01/06/2021	174,000	ME-GA	01/10/2023
Amore Mio I	Capital Gas	Hyundai Heavy	18/06/2021	174,000	ME-GA	01/10/2023
Axios II	Capital Gas	Hyundai Heavy	18/06/2021	174,000	ME-GA	01/12/2023
Celsius Geneva	Celsius Shipping	Samsung	01/07/2021	180,000	ME-GA	01/07/2023
Energy Fortitude	Alpha Gas	Hyundai Samho	01/07/2021	174,000	XDF	01/08/2024
Hyundai Samho 8106	Alpha Gas	Hyundai Samho	01/07/2021	174,000	XDF	01/03/2024
Hyundai Samho 8147	H-Line	Hyundai Samho	01/07/2021	174,000	XDF	01/11/2023
Samsung 2460	Celsius Shipping	Samsung	01/07/2021	180,000	ME-GA	01/10/2023
Samsung 2461	Celsius Shipping	Samsung	01/07/2021	180,000	ME-GA	01/11/2023
Hyundai Samho 8101	Knutsen	Hyundai Samho	13/07/2021	174,000	ME-GA	01/12/2023
Hyundai Samho 8102	Knutsen	Hyundai Samho	13/07/2021	174,000	ME-GA	01/09/2025
Orion Gaugin	JP Morgan	Hyundai Heavy	13/07/2021	174,000	ME-GA	01/09/2025
Orion Hugo	JP Morgan	Hyundai Heavy	13/07/2021	174,000	ME-GA	01/07/2025
New Green	Pan Ocean	Hyundai Heavy	14/07/2021	174,000	ME-GA	01/10/2024
New Oasis	Pan Ocean	Hyundai Heavy	14/07/2021	174,000	ME-GA	01/12/2024
Daewoo 2522	Hyundai LNG Shipping	Hanwha Ocean	15/07/2021	174,000	MEGI	01/05/2024
Ignacy Lukasiewicz	Knutsen	Hyundai Samho	22/07/2021	174,000	ME-GA	01/11/2023
Puteri Ledang	Hyundai LNG Shipping	Hyundai Heavy	22/07/2021	174,000	XDF	01/05/2024
Puteri Mahsuri	Hyundai LNG Shipping	Hyundai Heavy	22/07/2021	174,000	XDF	01/11/2024
Puteri Mayang	Hyundai LNG Shipping	Hyundai Heavy	22/07/2021	174,000	XDF	01/01/2025
Saint Barbara	Knutsen	Hyundai Samho	22/07/2021	174,000	ME-GA	01/10/2023
Samsung 2579	Celsius Shipping	Samsung	26/07/2021	180,000	ME-GA	01/04/2024

DFDE = dual fuel diesel engines, STRH = steam turbine reheat / ultra steam turbine, MEGI = marine electric gas injection, DRL = slow speed diesel, FSRU = vessel with regas capacity, FLNG = floating LNG production unit
Data last updated = 2 August 2023

Fearnley LNG

Name	Owners	Yard	Ordered	Capacity	Propulsion	Delivery
Samsung 2584	Celsius Shipping	Samsung	01/08/2021	180,000	ME-GA	01/06/2024
Samsung 2585	Celsius Shipping	Samsung	01/08/2021	180,000	ME-GA	01/07/2024
Aktoras	Capital Gas	Hyundai Samho	01/09/2021	174,000	ME-GA	01/07/2024
Hudong-zhonghua H1838a	K-Line	Hudong-Zhonghua	01/09/2021	79,960	XDF	01/09/2023
Daewoo 2523	MOL	Hanwha Ocean	14/09/2021	174,000	ME-GA	01/02/2024
Daewoo 2524	MOL	Hanwha Ocean	14/09/2021	174,000	ME-GA	01/04/2024
Daewoo 2525	MOL	Hanwha Ocean	14/09/2021	174,000	ME-GA	01/08/2024
Daewoo 2526	MOL	Hanwha Ocean	14/09/2021	174,000	ME-GA	01/10/2024
Daewoo 2527	MOL	Hanwha Ocean	01/10/2021	174,000	ME-GA	01/07/2024
Hudong-zhonghua H1790a	MOL	Hudong-Zhonghua	01/10/2021	175,000	XDF	01/09/2024
Hudong-zhonghua H1791a	MOL	Hudong-Zhonghua	01/10/2021	175,000	XDF	01/12/2024
Hudong-zhonghua H1792a	MOL	Hudong-Zhonghua	01/10/2021	175,000	XDF	01/03/2025
Hudong-zhonghua H1793a	MOL	Hudong-Zhonghua	01/10/2021	175,000	XDF	01/05/2025
Samsung 2580	NYK	Samsung	01/10/2021	174,000	XDF	01/10/2023
Samsung 2581	NYK	Samsung	01/10/2021	174,000	XDF	01/11/2023
Samsung 2582	NYK	Samsung	01/10/2021	174,000	XDF	01/01/2024
Samsung 2583	NYK	Samsung	01/10/2021	174,000	XDF	01/02/2024
Samsung 2592	JP Morgan	Samsung	01/10/2021	174,000		01/03/2024
Samsung 2593	JP Morgan	Samsung	01/10/2021	174,000		01/06/2024
Samsung 2594	JP Morgan	Samsung	01/10/2021	174,000		01/09/2024
Samsung 2595	JP Morgan	Samsung	01/10/2021	174,000		01/01/2025
Samsung 2596	JP Morgan	Samsung	01/10/2021	174,000	ME-GA	01/11/2024
Samsung 2597	JP Morgan	Samsung	01/10/2021	174,000	ME-GA	01/12/2024
Apostolos	Capital Gas	Hyundai Heavy	04/11/2021	174,000	ME-GA	01/06/2024
Assos	Capital Gas	Hyundai Heavy	04/11/2021	174,000	ME-GA	01/05/2024
Daewoo 2528	Maran Gas Maritime	Hanwha Ocean	10/11/2021	174,000	MEGI	01/08/2024
Daewoo 2529	Maran Gas Maritime	Hanwha Ocean	10/11/2021	174,000	MEGI	01/11/2024
Daewoo 2530	BWGas	Hanwha Ocean	25/11/2021	174,000	MEGI	01/03/2025
Daewoo 2531	BWGas	Hanwha Ocean	25/11/2021	174,000	MEGI	01/05/2025
Samsung 2600	JP Morgan	Samsung	01/12/2021	174,000		01/07/2024
Samsung 2601	JP Morgan	Samsung	01/12/2021	174,000		01/01/2025
Samsung 2598	Celsius Shipping	Samsung	07/12/2021	180,000	ME-GA	01/01/2025
Samsung 2599	Celsius Shipping	Samsung	07/12/2021	180,000	ME-GA	01/05/2025
Hudong-zhonghua H1834a	ULT	Hudong-Zhonghua	08/12/2021	174,000	XDF	01/09/2024
Hudong-zhonghua H1835a	ULT	Hudong-Zhonghua	08/12/2021	174,000	XDF	01/12/2024
Hudong-zhonghua H1836a	ULT	Hudong-Zhonghua	08/12/2021	174,000	XDF	01/03/2025
Samsung 2604	NYK	Samsung	27/12/2021	174,000	XDF	01/12/2024
Daewoo 2532	GasLog	Hanwha Ocean	01/01/2022	174,000	MEGI	01/05/2024
Daewoo 2533	GasLog	Hanwha Ocean	01/01/2022	174,000	MEGI	01/08/2024
Daewoo 2534	GasLog	Hanwha Ocean	01/01/2022	174,000	MEGI	01/06/2025
Daewoo 2535	GasLog	Hanwha Ocean	01/01/2022	174,000	MEGI	01/08/2025
Samsung 2602	H-Line, Pan Ocean, SK Shipping	Samsung	01/01/2022	174,000	ME-GA	01/12/2024
Samsung 2603	H-Line, Pan Ocean, SK Shipping	Samsung	01/01/2022	174,000	ME-GA	01/12/2024
Hyundai Samho 8173	SK Shipping	Hyundai Samho	04/01/2022	174,000	ME-GA	01/09/2024
Daewoo 2537	Maran Gas Maritime	Hanwha Ocean	06/01/2022	174,000	MEGI	01/09/2025
Daewoo 2538	Maran Gas Maritime	Hanwha Ocean	06/01/2022	174,000	MEGI	01/11/2025
Hudong-zhonghua H1880a	MOL	Hudong-Zhonghua	07/01/2022	174,000	XDF	01/10/2024
Hudong-zhonghua H1881a	MOL	Hudong-Zhonghua	07/01/2022	174,000	XDF	01/08/2025
Hudong-zhonghua H1882a	MOL	Hudong-Zhonghua	07/01/2022	174,000	XDF	01/10/2025
Hudong-zhonghua H1883a	MOL	Hudong-Zhonghua	07/01/2022	174,000	XDF	01/03/2026
Hudong-zhonghua H1884a	MOL	Hudong-Zhonghua	07/01/2022	174,000	XDF	01/06/2026
Hudong-zhonghua H1885a	MOL	Hudong-Zhonghua	07/01/2022	174,000	XDF	01/09/2026
Daewoo 2536	MOL	Hanwha Ocean	17/01/2022	174,000	ME-GA	01/09/2024

DFDE = dual fuel diesel engines, STRH = steam turbine reheat / ultra steam turbine, MEGI = marine electric gas injection, DRL = slow speed diesel, FSRU = vessel with regas capacity, FLNG = floating LNG production unit
Data last updated = 2 August 2023

Name	Owners	Yard	Ordered	Capacity	Propulsion	Delivery
Hyundai Samho 8175	H-Line	Hyundai Samho	26/01/2022	174,000	XDF	01/04/2025
Samsung 2607	H-Line	Samsung	01/02/2022	174,000	ME-GA	01/03/2025
Samsung 2608	H-Line	Samsung	01/02/2022	174,000	ME-GA	01/05/2025
Samsung 2609	H-Line	Samsung	01/02/2022	174,000	ME-GA	01/06/2025
Samsung 2610	H-Line	Samsung	01/02/2022	174,000	ME-GA	01/09/2025
Daewoo 2539	Maran Gas Maritime	Hanwha Ocean	07/02/2022	174,000	MEGI	01/11/2025
Daewoo 2540	Maran Gas Maritime	Hanwha Ocean	07/02/2022	174,000	MEGI	01/12/2025
Hyundai Samho 8170	Hyundai Glovis	Hyundai Samho	21/02/2022	174,000	ME-GA	01/08/2024
Daewoo 2541	Venture Global LNG	Hanwha Ocean	01/03/2022	200,000	ME-GA	01/07/2025
Daewoo 2542	Venture Global LNG	Hanwha Ocean	01/03/2022	200,000	ME-GA	01/10/2025
Daewoo 2543	Venture Global LNG	Hanwha Ocean	01/03/2022	200,000	ME-GA	01/12/2025
Jiangnan H2700	ADNOC	Jiangnan	01/03/2022	175,000	XDF	01/01/2025
Jiangnan H2701	ADNOC	Jiangnan	01/03/2022	175,000	XDF	01/05/2025
Samsung 2619	Celsius Shipping	Samsung	01/03/2022	180,000	ME-GA	01/10/2025
Clean Levant	Dynagas	Hyundai Heavy	02/03/2022	200,000	ME-GA	01/04/2025
Clean Mistral	Dynagas	Hyundai Heavy	02/03/2022	200,000	ME-GA	01/03/2025
Clean Srocco	Dynagas	Hyundai Heavy	02/03/2022	200,000	ME-GA	01/12/2025
Hyundai Samho 8179	Knutsen	Hyundai Samho	31/03/2022	174,000	ME-GA	01/03/2025
Hyundai Samho 8180	Knutsen	Hyundai Samho	31/03/2022	174,000	ME-GA	01/06/2025
Daewoo 2544	BWGas	Hanwha Ocean	01/04/2022	174,000	MEGI	01/11/2025
Daewoo 2545	BWGas	Hanwha Ocean	01/04/2022	174,000	MEGI	01/12/2025
Samsung 2635	TMS Cardiff Gas	Samsung	01/04/2022	174,000	ME-GA	01/09/2024
Samsung 2636	TMS Cardiff Gas	Samsung	01/04/2022	174,000	ME-GA	01/03/2026
Daewoo 2550	MOL	Hanwha Ocean	15/04/2022	174,000	ME-GA	01/09/2025
Daewoo 2551	MOL	Hanwha Ocean	15/04/2022	174,000	ME-GA	01/09/2026
Dalian No 1 G175k-1	China Merchant	Dalian Shipbuilding	19/04/2022	175,000	XDF	01/09/2025
Dalian No 1 G175k-2	China Merchant	Dalian Shipbuilding	19/04/2022	175,000	XDF	01/12/2025
Hyundai Samho 8181	Knutsen	Hyundai Samho	20/04/2022	174,000	ME-GA	01/12/2025
SHANGHAI JIANGNAN CHANGXING SB H1889A		Hudong-Zhonghua	28/04/2022	174,000	XDF	01/03/2027
SHANGHAI JIANGNAN CHANGXING SB H1890A		Hudong-Zhonghua	28/04/2022	174,000	XDF	01/05/2027
NYK CNOOC 1	NYK	Hudong-Zhonghua	29/04/2022	174,000	XDF	01/08/2026
NYK CNOOC 2	NYK	Hudong-Zhonghua	29/04/2022	174,000	XDF	01/10/2026
NYK CNOOC 3	NYK	Hudong-Zhonghua	29/04/2022	174,000	XDF	01/01/2027
NYK CNOOC 4	NYK	Hudong-Zhonghua	29/04/2022	174,000	XDF	01/04/2027
NYK CNOOC 5	NYK	Hudong-Zhonghua	29/04/2022	174,000	XDF	01/07/2027
NYK CNOOC 6	NYK	Hudong-Zhonghua	29/04/2022	174,000	XDF	01/10/2027
Jiangnan H2702	ADNOC	Jiangnan	01/05/2022	175,000	XDF	01/09/2025
Jiangnan H2703	ADNOC	Jiangnan	01/05/2022	175,000	XDF	01/01/2026
Jiangnan H2704	ADNOC	Jiangnan	01/05/2022	175,000	XDF	01/06/2026
Jiangnan H2705	ADNOC	Jiangnan	01/05/2022	175,000	XDF	01/09/2026
Samsung 2631	H-Line	Samsung	01/05/2022	174,000	ME-GA	01/07/2025
Samsung 2632	H-Line	Samsung	01/05/2022	174,000	ME-GA	01/12/2025
Samsung 2633	H-Line	Samsung	01/05/2022	174,000	ME-GA	01/01/2026
Hyundai Samho 8188	SK Shipping	Hyundai Samho	16/05/2022	174,000	ME-GA	01/07/2025
Hyundai Samho 8189	SK Shipping	Hyundai Samho	16/05/2022	174,000	ME-GA	01/08/2025
Hyundai Ulsan 3370	SK Shipping	Hyundai Heavy	16/05/2022	174,000	ME-GA	01/02/2025
Hyundai Ulsan 3371	SK Shipping	Hyundai Heavy	16/05/2022	174,000	ME-GA	01/03/2025
Daewoo 2559	SK Shipping, Pan Ocean, H-Line	Hanwha Ocean	01/06/2022	174,000	ME-GA	01/05/2024
Daewoo 2560	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean	01/06/2022	174,000	ME-GA	01/04/2025
Daewoo 2561	Pan Ocean, SK Shipping, H-Line	Hanwha Ocean	01/06/2022	174,000	ME-GA	01/05/2025

DFDE = dual fuel diesel engines, STRH = steam turbine reheat / ultra steam turbine, MEGI = marine electric gas injection, DRL = slow speed diesel, FSRU = vessel with regas capacity, FLNG = floating LNG production unit
Data last updated = 2 August 2023

Name	Owners	Yard	Ordered	Capacity	Propulsion	Delivery
Daewoo 2562	SK Shipping, Pan Ocean, H-Line	Hanwha Ocean	01/06/2022	174,000	ME-GA	01/06/2025
Daewoo 2563	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean	01/06/2022	174,000	ME-GA	01/11/2025
Daewoo 2564	Pan Ocean, SK Shipping, H-Line	Hanwha Ocean	01/06/2022	174,000	ME-GA	01/11/2025
Daewoo 2565	Pan Ocean, SK Shipping, H-Line	Hanwha Ocean	01/06/2022	174,000	ME-GA	01/02/2026
Kool Panther	Cool Co	Hyundai Samho	02/06/2022	174,000	ME-GA	01/09/2024
Kool Tiger	Cool Co	Hyundai Samho	02/06/2022	174,000	ME-GA	01/12/2024
Hyundai Ulsan 3380	Knutsen	Hyundai Heavy	03/06/2022	174,000	XDF	01/05/2025
Hyundai Ulsan 3381	Knutsen	Hyundai Heavy	03/06/2022	174,000	XDF	01/06/2025
Daewoo 2546 ME-GA	H-Line, Pan Ocean, SK Shipping 01/12/2024		Hanwha Ocean		07/06/2022	174,000
Daewoo 2547 ME-GA	H-Line, Pan Ocean, SK Shipping 01/12/2024		Hanwha Ocean		07/06/2022	174,000
Daewoo 2548 ME-GA	H-Line, Pan Ocean, SK Shipping 01/01/2025		Hanwha Ocean		07/06/2022	174,000
Daewoo 2549 ME-GA	H-Line, Pan Ocean, SK Shipping 01/02/2025		Hanwha Ocean		07/06/2022	174,000
Daewoo 2552	Maran Gas Maritime	Hanwha Ocean	08/06/2022	174,000	MEGI	01/05/2026
Daewoo 2553	Maran Gas Maritime	Hanwha Ocean	08/06/2022	174,000	MEGI	01/06/2026
Agamemnon	Capital Gas	Hyundai Samho	14/06/2022	174,000	ME-GA	01/03/2026
Archimidis	Capital Gas	Hyundai Samho	14/06/2022	174,000	ME-GA	01/01/2026
Samsung 2634	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/05/2025
Samsung 2637	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/07/2025
Samsung 2638	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/08/2025
Samsung 2641	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/11/2025
Samsung 2642	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/01/2026
Samsung 2643	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/02/2026
Samsung 2644	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/05/2026
Samsung 2645	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/06/2026
Samsung 2646	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/07/2026
Samsung 2647	JP Morgan	Samsung	15/06/2022	174,000	ME-GA	01/08/2026
HUDONG-ZHONGHUA H1892A	COSCO	Hudong-Zhonghua	01/07/2022	174,000	XDF	01/10/2025
HUDONG-ZHONGHUA H1893A	COSCO	Hudong-Zhonghua	01/07/2022	174,000	XDF	01/03/2026
Hyundai Samho 8200	TMS Cardiff Gas	Hyundai Samho	06/07/2022	174,000	XDF	01/03/2026
Hyundai Samho 8201	TMS Cardiff Gas	Hyundai Samho	06/07/2022	174,000	XDF	01/08/2026
Hyundai Ulsan 3382	Knutsen	Hyundai Heavy	06/07/2022	174,000	XDF	01/07/2025
Hyundai Ulsan 3383	Knutsen	Hyundai Heavy	06/07/2022	174,000	XDF	01/11/2025
Hyundai Ulsan 3384	Knutsen	Hyundai Heavy	06/07/2022	174,000	XDF	01/02/2026
Hyundai Ulsan 3385	Knutsen	Hyundai Heavy	06/07/2022	174,000	XDF	01/04/2026
Hyundai Ulsan 3386	Knutsen	Hyundai Heavy	06/07/2022	174,000	XDF	01/05/2026
Hyundai Ulsan 3387	Knutsen	Hyundai Heavy	06/07/2022	174,000	XDF	01/08/2026
Hyundai Ulsan 3393	Knutsen	Hyundai Heavy	06/07/2022	174,000	XDF	01/10/2026
Hyundai Ulsan 3394	Knutsen	Hyundai Heavy	06/07/2022	174,000	XDF	01/11/2026
Hyundai Samho 8049	NYK	Hyundai Samho	01/08/2022	174,000	XDF	01/03/2025
Hyundai Samho 8174	NYK	Hyundai Samho	01/08/2022	174,000	XDF	01/10/2025
Hyundai Ulsan 3395	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy	09/08/2022	174,000	XDF	01/08/2025
Hyundai Ulsan 3396	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy	09/08/2022	174,000	XDF	01/12/2025
Hyundai Ulsan 3397	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy	09/08/2022	174,000	XDF	01/01/2026
Hyundai Ulsan 3398	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy	09/08/2022	174,000	XDF	01/07/2026

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Data last updated = 2 August 2023

Fearnley LNG

Name	Owners	Yard	Ordered	Capacity	Propulsion	Delivery
Hyundai Ulsan 3399	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy	09/08/2022	174,000	XDF	01/09/2026
Hyundai Ulsan 3400	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy	09/08/2022	174,000	XDF	01/12/2026
Hyundai Ulsan 3401	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy	09/08/2022	174,000	XDF	01/12/2026
DAEWOO 2558	MOL	Hanwha Ocean	01/09/2022	174,000	ME-GA	01/09/2026
Dalian No 1 G175k-3	China Merchant	Dalian Shipbuilding	01/09/2022	175,000	XDF	01/11/2025
Dalian No 1 G175k-4	China Merchant	Dalian Shipbuilding	01/09/2022	175,000	XDF	01/01/2026
HUDONG-ZHONGHUA H1794A	MOL	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/02/2027
HUDONG-ZHONGHUA H1795A	MOL	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/07/2027
HUDONG-ZHONGHUA H1796A	MOL	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/12/2027
Hudong-zhonghua H1797a	NYK, MISC, K-Line, China LNG Shipping Holdings	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/09/2025
Hudong-zhonghua H1798a	NYK, MISC, K-Line, China LNG Shipping Holdings	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/11/2025
Hudong-zhonghua H1799a	NYK, MISC, K-Line, China LNG Shipping Holdings	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/02/2026
Hudong-zhonghua H1800a	NYK, MISC, K-Line, China LNG Shipping Holdings	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/05/2026
Hudong-zhonghua H1801a	NYK, MISC, K-Line, China LNG Shipping Holdings	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/07/2026
Hudong-zhonghua H1894a	K-Line	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/10/2026
Hudong-zhonghua H1895a	K-Line	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/12/2026
Hudong-zhonghua H1896a	K-Line	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/03/2027
Hudong-zhonghua H1897a	K-Line	Hudong-Zhonghua	01/09/2022	174,000	XDF	01/06/2027
Samsung 2611	H-Line, Pan Ocean, SK Shipping	Samsung	01/09/2022	174,000	ME-GA	01/01/2025
Samsung 2612	H-Line, Pan Ocean, SK Shipping	Samsung	01/09/2022	174,000	ME-GA	01/03/2025
Samsung 2639	JP Morgan	Samsung	01/09/2022	174,000	ME-GA	01/09/2025
Samsung 2640	JP Morgan	Samsung	01/09/2022	174,000	ME-GA	01/09/2025
MOL ENN 1	MOL	Hudong-Zhonghua	08/09/2022	174,000	XDF	01/06/2027
MOL ENN 2	MOL	Hudong-Zhonghua	08/09/2022	174,000	XDF	01/10/2027
MOL ENN 3	MOL	Hudong-Zhonghua	08/09/2022	174,000	XDF	01/03/2028
Daewoo 2566	Meiji Shipping	Hanwha Ocean	30/09/2022	174,000	XDF	01/08/2025
Daewoo 2567	Meiji Shipping	Hanwha Ocean	30/09/2022	174,000	XDF	01/09/2025
Daewoo 2568	Meiji Shipping	Hanwha Ocean	30/09/2022	174,000	XDF	01/06/2026
Daewoo 2569	Meiji Shipping	Hanwha Ocean	30/09/2022	174,000	XDF	01/09/2026
DAEWOO 2570	MISC	Hanwha Ocean	30/09/2022	174,000	XDF	01/01/2026
DAEWOO 2571	MISC	Hanwha Ocean	30/09/2022	174,000	XDF	01/05/2026
Daewoo 2572	TMS Cardiff Gas	Hanwha Ocean	30/09/2022	174,000	ME-GA	01/03/2026
Daewoo 2573	TMS Cardiff Gas	Hanwha Ocean	30/09/2022	174,000	ME-GA	01/06/2026
MISC EM 1	MISC	Samsung	30/09/2022	174,000	XDF	01/06/2026
MISC EM 2	MISC	Samsung	30/09/2022	174,000	XDF	01/08/2026
Samsung 2651	Celsius Shipping	Samsung	01/10/2022	180,000	ME-GA	01/11/2025
Hyundai Samho 8182	TMS Cardiff Gas	Hyundai Samho	17/10/2022	174,000	XDF	01/01/2026
VG 1	Venture Global LNG	Hanwha Ocean	21/10/2022	174,000	MEGI	01/09/2026
VG 2	Venture Global LNG	Hanwha Ocean	21/10/2022	174,000	MEGI	01/12/2026
Yangzijiang 1	Hammonia Reederei	Yangzijiang	26/10/2022	175,000	ME-GA	01/10/2025
Yangzijiang 2	Hammonia Reederei	Yangzijiang	26/10/2022	175,000	ME-GA	01/03/2026
Samsung 2652	Minerva Marine	Samsung	01/11/2022	174,000	ME-GA	01/02/2026
Samsung 2653	Minerva Marine	Samsung	01/11/2022	174,000	ME-GA	01/03/2026

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Data last updated = 2 August 2023

Fearnley LNG

Name	Owners	Yard	Ordered	Capacity	Propulsion	Delivery
Samsung 2656	Seapeak	Samsung	15/11/2022	174,000	ME-GA	01/03/2027
Samsung 2657	Seapeak	Samsung	15/11/2022	174,000	ME-GA	01/05/2027
Samsung 2658	Seapeak	Samsung	15/11/2022	174,000	ME-GA	01/08/2027
Samsung 2659	Seapeak	Samsung	15/11/2022	174,000	ME-GA	01/09/2027
Samsung 2660	Seapeak	Samsung	15/11/2022	174,000	ME-GA	01/12/2027
Celsius 1	Celsius Shipping	China Merchants HI Jiangsu	31/12/2022	180,000	ME-GA	01/03/2026
Celsius 2	Celsius Shipping	China Merchants HI Jiangsu	31/12/2022	180,000	ME-GA	01/07/2026
Celsius 3	Celsius Shipping	China Merchants HI Jiangsu	31/12/2022	180,000	ME-GA	01/11/2026
Celsius 4	Celsius Shipping	China Merchants HI Jiangsu	31/12/2022	180,000	ME-GA	01/03/2027
Hyundai Samho 8204	Oman Shipping Co.	Hyundai Samho	01/01/2023	174,000		01/05/2026
Hyundai Samho 8205	Oman Shipping Co.	Hyundai Samho	01/01/2023	174,000		01/06/2026
Hyundai Ulsan 3433	Dynagas	Hyundai Heavy	16/01/2023	200,000	XDF	01/04/2026
Hyundai Ulsan 3434	Dynagas	Hyundai Heavy	16/01/2023	200,000	XDF	01/07/2026
Hyundai Ulsan 3435	Dynagas	Hyundai Heavy	16/01/2023	200,000	XDF	01/11/2026
Hyundai Samho 8202	Capital Gas	Hyundai Samho	18/01/2023	174,000	ME-GA	01/09/2026
Hyundai Samho 8203	Capital Gas	Hyundai Samho	18/01/2023	174,000	ME-GA	01/11/2026
HYUNDAI SAMHO 8238	NYK	Hyundai Samho	01/02/2023	174,000	XDF	01/05/2027
HYUNDAI SAMHO 8239	NYK	Hyundai Samho	01/02/2023	174,000	XDF	01/10/2027
MOL 1	MOL	Samsung	01/02/2023	174,000	ME-GA	01/09/2026
MOL 2	MOL	Samsung	01/02/2023	174,000	ME-GA	01/01/2027
Samho Mar 1	NYK	Hyundai Samho	01/02/2023	174,000	XDF	01/12/2026
Samho Mar 2	NYK	Hyundai Samho	01/02/2023	174,000	XDF	01/07/2027
Samho Mar 3	NYK	Hyundai Samho	01/02/2023	174,000	XDF	01/12/2027
DAEWOO 2580	MOL	Hanwha Ocean	13/02/2023	174,000	ME-GA	01/03/2027
DALIAN NO 1 G175K-5	China Merchant	Dalian Shipbuilding	01/03/2023	175,000	XDF	01/08/2026
DALIAN NO 1 G175K-6	China Merchant	Dalian Shipbuilding	01/03/2023	175,000	XDF	01/10/2026
DALIAN NO 1 G175K-7	China Merchant	Dalian Shipbuilding	01/03/2023	175,000	XDF	01/12/2026
DALIAN NO 1 G175K-8	China Merchant	Dalian Shipbuilding	01/03/2023	175,000	XDF	01/02/2027
Shandong 1	Shandong Marine	Jiangnan	01/03/2023	175,000		01/03/2027
Shandong 2	Shandong Marine	Jiangnan	01/03/2023	175,000		01/07/2027
Hyundai Samho 8206	Capital Gas	Hyundai Samho	28/03/2023	174,000	ME-GA	01/02/2027
Hyundai Samho 8207	Capital Gas	Hyundai Samho	28/03/2023	174,000	ME-GA	01/03/2027
HANWHA OCEAN 2581	Maran Gas Maritime	Hanwha Ocean	01/04/2023	174,000	MEGI	01/04/2027
HANWHA OCEAN 2582	Maran Gas Maritime	Hanwha Ocean	01/04/2023	174,000	MEGI	01/06/2026
K-Line SHI I	K-Line	Samsung	04/04/2023	174,000	ME-GA	01/08/2026
K-Line SHI II	K-Line	Samsung	04/04/2023	174,000	ME-GA	01/11/2026
Daewoo 2583	MOL	Hanwha Ocean	07/04/2023	174,000	ME-GA	01/08/2027
Hd Hyundai Ulsan 3452	Dynagas	Hyundai Heavy	28/04/2023	200,000	XDF	01/05/2027
Hd Hyundai Ulsan 3453	Dynagas	Hyundai Heavy	28/04/2023	200,000	XDF	01/11/2027
Hudong-zhonghua H1901a	CSSC	Hudong-Zhonghua	01/05/2023	174,000	XDF	01/03/2028
Hudong-zhonghua H1902a	CSSC	Hudong-Zhonghua	01/05/2023	174,000	XDF	01/06/2028
Hudong-zhonghua H1903a	CSSC	Hudong-Zhonghua	01/05/2023	174,000	XDF	01/09/2028
NYK EnBW	NYK	Hyundai Heavy	02/05/2023	174,000		01/03/2027
NYK EnBW 2	NYK	Hyundai Heavy	02/05/2023	174,000		01/06/2027
NYK EnBW 3	NYK	Hyundai Heavy	02/05/2023	174,000		01/09/2027
NYK EnBW 4	NYK	Hyundai Heavy	02/05/2023	174,000		01/12/2027
Chevron SHI 1	Chevron	Samsung	13/06/2023	174,000		01/12/2027
Chevron SHI 2	Chevron	Samsung	13/06/2023	174,000		01/02/2028
PCI 7	ULT	Hudong-Zhonghua	03/07/2023	174,000	XDF	01/11/2025
PCI 8	ULT	Hudong-Zhonghua	03/07/2023	174,000	XDF	01/12/2025

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Data last updated = 2 August 2023

Fearnley LNG

WORLD SMALL SCALE LNG FLEET*

Built	Name	CBM	Cargo Type	Trading area	Trading in LNG?	Ship Owner / Operator
1974	Seagas	187	LNG	Sweden	Yes	AGA
1988	Kayoh Maru	1,517	LNG	Japan	Yes	Daiichi
1993	Aman Bintulu	18,928	LNG	Malaysia - Japan	Yes	Perbadanan/NYK
1996	Surya Aki	19,475	LNG	Indonesia - Japan	Yes	MCGC
1997	Aman Sendai	18,928	LNG	Malaysia - Japan	Yes	Perbadanan/NYK
1998	Pelita Energy	18,800	LNG	Malaysia - Japan	Yes	Perbadanan/NYK
2000	Triputra	23,096	LNG	Indonesia - Japan	Yes	MCGC
2003	Pioneer Knutsen	1,100	LNG	Norway	Yes	Knutsen
2003	Shinju Maru No.1	2,540	LNG	Japan	Yes	Shinwa
2005	North Pioneer	2,500	LNG	Japan	Yes	Japan Liquid Gas
2007	Sun Arrows	19,531	LNG	Malaysia - Russia - Japan	Yes	Mitsui
2008	Kakurei Maru	2,536	LNG	Japan	Yes	Hogaki Zosen
2008	Shinju Maru No.2	2,540	LNG	Japan	Yes	Shinwa
2009	Coral Methane	7,551	LNG/LPG/Ethylene	Northwest Europe/Baltics	Yes, sometimes	Anthony Veder
2010	Coral Favia	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2010	Coral Fraseri	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2011	Coral Furcata	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2011	Coral Fungia	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2011	Akebono Maru	3,556	LNG	Japan	Yes	Chuo Kaiun
2011	Vision Spirit	12,000	LNG/LPG/Ethylene	Worldwide	No	Teekay
2011	Seapeak Unikum	12,000	LNG/LPG/Ethylene	Worldwide	No	Teekay
2012	Coral Energy	15,600	LNG	Northwest Europe/Baltics	Yes	Anthony Veder
2013	Coral Anthelia	6,500	LNG/Ethylene			Anthony Veder
2013	JX Energy TBN	2,500	LNG	Japan	Yes	JX Energy
2013	Kakuyu Maru	2,500	LNG	Japan	Yes	Tsurumi Sunmarine
2015	JS Ineos Ingenuity	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2015	JS Ineos Insight	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2015	JS Ineos Intrepid	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2015	LNG Barge TBN	3,000	LNG	US Coast	Yes	LNG America
2015	PetroChina TBN	30,000	LNG	China		PetroChina
2016	Hai Yang Shi You 301	30,000	LNG	Bali FSU	Yes	CETS (CNOOC)
2016	Clean Jacksonville	2,200	LNG	US Coast	Yes	CME
2016	JS Ineos Independence	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2016	JS Ineos Innvovation	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2016	JS Ineos Inspiration	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2016	LNG Prime	2,250	LNG	Northwest Europe	Yes	Veka Deen LNG
2017	Coralius	5,800	LNG	Northwest Europe/Baltics	Yes, for Skangas	Anthony Veder
2017	Coral EnergICE	18,000	LNG	Northwest Europe/Baltics	Yes	Anthony Veder
2017	Coral Encanto	30,000	LNG	China	Yes	Anthony Veder
2017	JS Ineos Invention	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2017	JS Ineos Intuition	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2017	Oizmendi	600	LNG	Spain	Yes	Itsas Gas
2017	LNG-Gorskaya TBN	7,300	LNG	Russia	Yes	LNG-Gorskaya
2017	LNG-Gorskaya TBN	7,300	LNG	Russia	Yes	LNG-Gorskaya
2017	LNG-Gorskaya TBN	7,300	LNG	Russia	Yes	LNG-Gorskaya
2017	Green Zeebrugge	5,000	LNG	Northwest Europe	Yes	NYK
2017	New Frontier 1	6,500	LNG	Northwest Europe	Yes	Shell
2018	Kairos	7,500	LNG	Baltic	Yes	Bernhard Schulte
2018	LNG London	3,000	LNG	Northwest Europe	Yes	Shell
2018	Shell Bunker Barge TBN 2	6,500	LNG	Northwest Europe	Yes	Shell
2018	Shell Bunker Barge TBN 3	6,500	LNG	Northwest Europe	Yes	Shell
2018	Bunker Breeze	1,200	LNG	Barcelona	Yes	Suardiaz Energy Shipping
2018	HUA XIANG 8	13,720	LNG	China	Yes	Zhejiang Huaxiang

Data last updated = 5 June 2023 | For more information please visit http://small-lng.com.

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Built	Name	CBM	Cargo Type	Trading area	Trading in LNG?	Ship Owner / Operator
2019	Blue Whale	7,500	LNG	Korea	Yes	Korea Line
2019	Gas Agility	18,600	LNG	NWE	Yes	MOL
2019	Flexfueller 001	1,480	LNG	Amsterdam	Yes	Titan LNG
2020	Avenir Advantage	7,500	LNG	Mediterranean	Yes	Avenir LNG
2020	Avenir Accolade	7,500	LNG	Mediterranean	Yes	Avenir LNG
2020	Avenir Aspiration	7,500	LNG		Yes	Avenir LNG
2020	Kaguya	3,500	LNG	Japan	Yes	CLS
2020	CNTIC VPOWER Global	28,000	LNG	Myanmar	Yes	Dalian Inteh Group
2020	Ecobunker Tokyo Bay	2,500	LMG	Japan	Yes	Ecobunkers
2020	Optimus	6,000	LNG	NWE	Yes	Elenger
2020	FueLNG Bellina	7,500	LNG	Singapore	Yes	FuelLNG
2020	SM Jeju LNG2	7,500	LNG	Korea	Yes	Korea Line
2020	Q-LNG 4000	4,000	LNG	US Coast	Yes	Q-LNG Transport/Harvey Gulf
2020	Flexfueller 002	1,480	LNG	Antwerp	Yes	Titan LNG
2021	Avenir Ascension	7,500	LNG		Yes	Avenir LNG
2021	Hai Gang Wei Lai	20,000	LNG	China	Yes	SSES
2021	Bergen LNG	850	LNG	Norway	Yes	Bergen Tankers
2021	Dmitry Mendeleev	5,800	LNG	Russia	Yes	Gazprom Neft
2021	JMU TBN	2,500	LNG	Japan	Yes	JMU
2021	Ravenna Knutsen	30,000	LNG	Mediterranean	Yes	Knutsen OAS
2021	Brassavola	12,000	LNG	Singapore	Yes	MOL
2021	Gas Vitality	18,600	LNG	Mediterranean	Yes	MOL
2021	TG TBN	500	LNG	Korea	Yes	Trans Gas
2021	Titan Hyperion	8,000	LNG	Benelux	Yes	Titan LNG
2022	Xin Ao Pu Tuo Hao	8,500	LNG	China	Yes	ENN
2022	Coral Nordic	30,000	LNG	Worldwide	Yes	Anthony Veder
2022	Avenir Achievement	20,000	LNG	Worldwide	Yes	Avenir LNG
2022	Haugesund Knutsen	5,000	LNG	Spain	Yes	Knutsen OAS
2022	Clean Cañaveral	5,400	LNG	USG	Yes	PNE
2022	K.Lotus	18,000	LNG	Korea	Yes	K Line
2023	Cryopeak TBA	4,000	LNG	West Canada	Yes	Cryopeak
2023	Kuntsen TBN	12,500	LNG	Spain	Yes	Knutsen OAS
2023	SM Jeju LNG3	7,500	LNG	Korea	Yes	Korea Line
2023	Pan Ocean TBN	18,000	LNG	USG	Yes	Pan Ocean Co
2023	Krios	4,200	LNG	Benelux	Yes	Titan LNG
2023	Alice Cosulich	8,000	LNG	Mediterranean	Yes	Fratelli Cosulich
2023	Kanfer TBN	6,000	LNG	Worldwide	Yes	Kanfer Shipping
2023	Kanfer TBN	6,000	LNG	Worldwide	Yes	Kanfer Shipping
2023	PNE TBN	5,500	LNG	USG	Yes	PNE
2023	FueLNG Venosa	18,000	LNG	Singapore	Yes	FuelLNG
2024	Avenir TBN (option)	20,000	LNG	Worldwide	Yes	Avenir LNG
2024	Avenir TBN (option)	20,000	LNG	Worldwide	Yes	Avenir LNG
2024	TBN	30,000	LNG	Australia	Yes	Anthony Veder ?
2024	Crowley TBN	12,000	LNG	US Coast	Yes	Crowley Maritime
2024	CNOOC TBN	12,000	LNG	China	Yes	CNOOC
2024	TBN	12,500	LNG	Worldwide	Yes	???
2024	Keys TBN	3,500	LNG	Japan	Yes	Keys Bunkering West Japan Co
2024	Seaspan TBN 1	7,600	LNG	Canada	Yes	Seaspan ULC
2024	Fratelli Cosulich TBN	8,000	LNG	Mediterranean	Yes	Fratelli Cosulich
2024	Anhui Changjiang TBN	14,000	LNG	China	Yes	Anhui Changjiang LNG
2024	LNG Erasmus	8,000	LNG	NWE	Yes	Shell
2025	Seaspan TBN 2	7,600	LNG	Canada	Yes	Seaspan ULC
2026	Avenir TBN (option)	20,000	LNG	Worldwide	Yes	Avenir LNG
2026	Avenir TBN (option)	20,000	LNG	Worldwide	Yes	Avenir LNG

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