LNG Shipping News

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Biden calls for a US LNG export project pause

Last Friday's announcement from the US Biden/Harris Administration ordering a temporary pause on pending decisions regarding LNG exports to non-FTA countries has naturally divided opinion worldwide.

Is this just pandering to the environmentalist's lobby in election year, some analysts asked?

The official explanation was that a pause would give the US Department of Energy (DoE) time to update the underlying analyses for authorisations, which were becoming outdated.

The White House explained the current economic and environmental analyses DoE uses to underpin its LNG export authorisations are around five years old and no longer adequately account for considerations like potential energy cost increases for American consumers and manufacturers beyond current authorisations, or the latest assessment of the impact of greenhouse gas emissions.

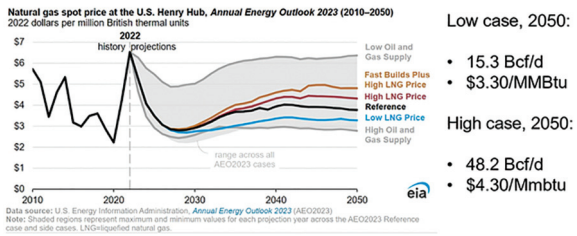
"Today, we have an evolving understanding of the market need for LNG, the long-term supply of LNG, and the perilous impacts of methane on our planet. We also must adequately guard against risks to the health of our communities, especially frontline communities in the US who disproportionately shoulder the burden of pollution from new export facilities.

"The pause, which is subject to exception for unanticipated and immediate national security emergencies, will provide the time to integrate these critical considerations," the Administration's statement read.

"The US is already the number one exporter of LNG worldwide – with US LNG exports expected to double by the end of this decade. At the same time, the US remains unwavering in our commitment to supporting our allies around the world. (This) announcement will not impact our ability to continue supplying LNG to our allies in the near-term. Last year, roughly half of US LNG exports went to Europe, and the US has worked with the EU to successfully economise without threatening its supply.

"Furthermore, in 2022, the EU and US pledged to work towards the goal of ensuring additional LNG volumes for the EU market – with the US exceeding our annual delivery targets to the EU in each of the past two years. Through existing LNG production and export infrastructure, the US has – and will continue – to deliver for our allies," it added.

EIA: Boosting US LNG eports have a modest effect on prices



Low case, 2050:

- 15.3 Bcf/d
- $3.30/MMBtu

High case, 2050:

- 48.2 Bcf/d
- $4.30/Mmbtu

Source: Issues in Focus: Effects of Liquified Natural Gas Exports on the U.S. Natural Gas Market, Energy Information Administration. Courtesy of AGA.

Four projects

This could affect four projects this year, including the US' largest export plant, Venture Global LNG's Calcasieu Pass 2 (CP2), which is being developed for an export capacity of 20 mill tonnes per year, twice the size of the company's present plant.

The other three are Sempra Infrastructure's Port Arthur LNG, Commonwealth LNG, plus Energy Transfer's project at Lake Charles.

There are believed to be several proposed LNG export projects in the pipeline at various stages of planning and development but only a handful will probably make a final investment decision (FID).

"Such an action would shock the global energy market, having the impact of an economic sanction, and send a devastating signal to our allies that they can no longer rely on the US," said Venture Global's spokesperson, Shaylyn Hynes, speaking with the New York Times.

One organisation that voiced an objection to the pause was the American Gas Association (AGA).

"While hailed as a victory by climate advocacy groups, the decision could ultimately increase total global emissions, with US LNG having 50% lower supply chain emissions than Russian natural gas.

"Natural gas has been the single biggest factor in reducing US greenhouse-gas emissions and could have the same effect around the world," the association said

AGA President and CEO, Karen Harbert, said the future shortages of American natural gas on global markets would result in higher energy costs for US allies, cause energy shortages in the developing world and would please other gas producers like Russia and Iran.

Analysis from the US Energy Information Administration (EIA) has suggested that boosting LNG exports would have a minimal impact on US prices thanks to the significant quantities of natural gas available in the country. ■

SHIPPING NEWS AGENDA

Are we heading for oversupply?

Although environmentalists are being blamed for US President Biden's pause on new LNG projects, there is also a fear of an oversupply situation developing.

This could occur if all of the planned US projects, believed to total 100 mill tonnes per year, eventually get the go ahead.

In addition, Qatar is due to add another 50 mill tonnes export capacity in a few years' time.

There were believed to be 10 export projects under construction in the US alone and 17 fully permitted, many of which have been under development for several years. Some developers had asked the regulators for time extensions on their permits.

However, today no export project permits, either new or extensions, are likely to be issued until after the early November US elections.

In a webinar last week, Poten & Partners said that in general, worldwide storage was currently high and prices were low, despite the problems with crossing the Red Sea and constraints on Panama Canal transits.

Sellers were banking on Asia/Pacific's offtake but China's demand has thus far risen less than expected, due to worries over the economy. Currently, it is mainly the second-tier Chinese buyers feeding demand. However, more uptake could be seen in the second quarter of this year, Poten said.

At a liquefaction fee approaching $2.50 needed to satisfy banks and finance houses, Asia/Pacific interests would not buy and there were not thought to be any long term deals in the offing.

As in Asia, European buyers were not willing to invest in long term deals with suppliers. Here, the major players have managed to negotiate shorter term deals.

The problem with long term deals is that it is impossible to gauge price levels by the 2040s and how much renewables will have impacted the energy market. Signing a 20-year term deal today will be like stepping into the unknown, Poten warned.

Another problem looming is that the aggregators have built up considerable LNG portfolios with more committing to offtake US volumes. They are obviously keen to sell volumes into the market sooner rather than later, which will have to absorb it.

They are selling spot cargoes into Europe but are not signing 10-year plus deals, Poten said.

In addition, trading houses were also offering long term volume deals, while Qatar's policy will also have to be taken into account long term.

Asia/Pacific was still considered to be the demand centre going forward but Japanese buyers, for instance, are only interested in 10-15 year deals, not anything of a longer duration.

According to the International Energy Agency's (IEA) latest quarterly gas market report, growth in global gas demand is set to pick up this year, due to colder winter temperatures and easing prices, with emerging economies leading the increase in consumption.

However, geopolitical risks and supply-side concerns could trigger renewed price volatility.

Demand growth

In 2024, global gas demand is forecast to grow by 2.5%, or 100 bill cu m. Expected colder winter weather in 2024, compared with the unusually mild temperatures experienced last year, is likely to bring increasing demand for space heating in residential and commercial sectors.

Natural gas prices have fallen sharply following the record highs seen in 2022, which is also supporting the recovery in gas demand. While prices remain well above historical averages, demand in price-sensitive industrial sectors will see a return to growth, according to the report.

In power generation, gas use is forecast to increase only marginally, as higher gas burn in the Asia/Pacific region, North America and the Middle East is forecast to be partly offset by reduced demand in Europe.

On the supply side, gas availability was relatively tight in 2023, as the increase in global LNG production fell short of expectations. As such, production growth was not sufficient to offset the continued decline of Russian piped gas deliveries to Europe.

The supply growth was also highly concentrated geographically, with the US becoming the world's largest LNG exporter, accounting for 80% of additional LNG supply last year. ■

Mexico Pacific to take FID on Train 3?

LNG facility developer, Mexico Pacific was believed to have reached a deal to supply ExxonMobil with an additional 1.2 mill tonnes per annum of LNG.

If confirmed, this deal could lead to the company taking a final investment decision (FID) to expand its Saguaro Energia LNG plant.

The companies were thought to have signed an agreement to buy the LNG from a planned third train at the Saguaro Energia project on Mexico's west coast.

Under the deal, Exxon would buy the LNG on a free-on-board (FOB) basis for 20 years.

With this agreement, Houston-based Mexico Pacific will have guaranteed the sales volume required to take a FID later this year on building the third train, CEO Ivan Van der Walt reportedly said.

This contract follows a deal signed late last year in which Exxon agreed to buy about 2 mill tonnes per annum from Saguaro Energia's first two LNG trains.

Saguaro Energia has been designed to ship 15 mill tonnes per annum of LNG to Asia, using gas from the US' Permian Basin. The project will cost over $15 bill, officials from the Mexican state of Sonora said last year. ■

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LNG owners reshape orderbook

The recent passing of a 1,000 LNGC fleet milestone signals that growth in LNG tonnage and production are set to accelerate.

The final quarter of 2023 saw the combined current fleet and orderbook of large LNG ships (plus 60,000 cu m) pass the 1,000 vessel mark for the first time, according to Andrew Buckland, Senior Gas Analyst, Marine Strategies International (MSI).

But more significantly, as the new year started, the LNG fleet has transitioned from a period of modest growth to a period of rapid growth.

New LNG production capacity will make a similar transition from a modest to a rapid growth, but it will happen one to two years later than for the LNG fleet - especially if Joe Biden has his way- Ed.

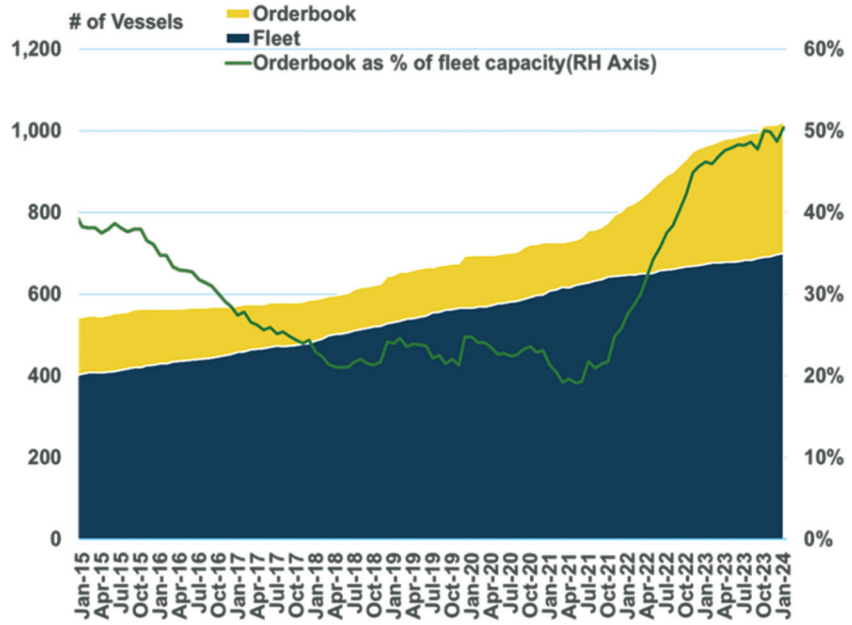
The 1,000-vessel milestone was passed when a Qatari order for 17 new vessels was placed in October, 2023 as part of an ongoing newbuilding programme to serve its 48 mill tonnes per year North Field Expansion (NFE) project.

However, it will still be some time before there is a large LNGC fleet of 1,000 vessels in operation.

The orderbook has a delivery schedule now stretching to 2029, and an increasing number of older LNGCs are expected to be scrapped, as environmental regulations tighten.

Since April, 2021, an unprecedented 314 large LNGCs have been contracted taking the orderbook to just over 50% of the capacity of the current fleet.

Until now, this ordering spree has yet to be felt in delivery terms. For example, over the last two years, an average of 7.5 new ships were added to the fleet each quarter.



Source: MSI

Deliveries accelerate

But this is about to change as an average of 20 LNGCs are due to be delivered each quarter over the next three years.

Annual fleet capacity growth that averaged 4.3% per annum in the last two years will average 11.1% over the next three years if the ships are delivered on schedule and no existing ships are scrapped, Buckland explained.

With forecast scrapping and some slippage in the delivery schedule, the growth rate will drop to an average of just under 10% per annum during the period.

Since the start of 2021, some 133.9 mill tonnes per annum of new liquefaction capacity has taken final investment decision (FID). This puts the total new capacity under construction at the start of 2024 at 204.2 mill tonnes per annum.

With much of this coming on stream later than the ships on order, this means that in 2024 and 2025 the fleet will grow faster than demand, even if headline trade is adjusted for longer and slower voyages and Joe Biden's US export plant pause comes to fruition. ■

Red Sea concerns and US cold weather impact LNG trades

According to data from market research company Kpler, 25 LNGCs diverted away from the Red Sea area to South Africa's Cape of Good Hope between 15th December last year and 20th January, 2024.

LNG deliveries may be delayed by the attacks in the Red Sea, QatarEnergy warned last week, stressing that production had not been impacted.

The state-owned giant confirmed in a statement that "Qatar's LNG production continues uninterrupted, and our commitment to ensuring the reliable supply of LNG to our customers remains unwavering.

"While the ongoing developments in the Red Sea area may impact the scheduling of some deliveries, as they take alternative routes, LNG shipments from Qatar are being managed with our valued buyers," it said.

Three cargoes had been sent under long-term contracts from Qatar to Europe so far in 2024 by last week.

The total contracted volume of Qatari LNG exports into Europe had dropped 24% to 14.1 mill tonnes in 2023, despite the absence of Russian pipeline gas.

Yemen's Iran-backed Houthi rebels began strikes in the Red Sea in November, saying they were targeting Israeli-linked vessels in support of Palestinians in Gaza, which has been ravaged by the Israeli action.

US and British forces carried out a first wave of strikes against the Iran-backed rebel group earlier this month and followed that with further joint strikes last week.

The Houthis have since declared US and British interests to be also legitimate targets.

In addition, US LNG exporters cancelled up to five cargoes recently, as freezing temperatures disrupted operations at terminals and caused US spot gas prices to soar.

The biggest falls in plant utilisation were at Cameron, Freeport and Cheniere's Sabine Pass LNG terminal in Louisiana. Overall feedgas demand reached as low as 9.4 bill cu ft per day on 16th January.

However, demand had since recovered to about 13.9 bill cu ft by 22nd of the month, S&P Global data showed. ■

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KN completes large LNG transhipment project

At the end of January, a large transhipment operation occurred at the Klaipėda LNG terminal, operated by the international energy terminal operator KN Energies, formerly Klaipedos nafta.

A record amount of 105,000 cu m of LNG was transferred from the FSRU 'Independence' to the conventionally sized 'Amur River'.

Norway's energy giant, Equinor was due ship the LNG from Klaipėda to the Finnish Inkoo LNG terminal.

The volume of LNG was the largest ever reloaded from the FSRU to a conventionally sized vessel since the terminal's inception, KN said.

Until now, commercial LNG transhipments from the 'Independence' were limited to small-scale LNGCs. Typically, less than 10,000 cu m with the largest transhipment being just over 17,000 cu m.

KN's FSRU 'Independence' recently transhipped a large cargo for Inkoo

The 288 m long 'Amur River' can operate in low temperatures and ice conditions, as she has an Ice Class notation 1A FS.

Finland's demand for natural gas is relying on LNG imports since the Balticconnector gas pipeline between Finland and Estonia suffered a rupture and was shut down in early October last year, KN explained.

The LNG is transported by sea to the Inkoo FSRU 'Exemplar', and the gas is then transported by pipeline from the LNG storage vessel to the shore.

"This extraordinary transhipment once again highlights that the Klaipėda LNG terminal not only serves as the main source of natural gas supply to Lithuania but also acts as infrastructure of regional importance, thus ensuring gas supplies to other countries.

"We are pleased to exert additional endeavours in supporting Finland's natural gas requirements during this challenging period for the country, especially when the natural gas pipeline supply chain has not yet been restored," said Mindaugas Navikas, KN Energies CCO. ■

NEWS NUDGE

Tugs earmarked for LNG terminal projects

German-based Fairplay Towage Group has been nominated towage provider to the German LNG terminals by operator Deutsche Energy Terminal (DET).

The group will provide all of the tugs needed for the FLNG terminals located at Brunsbüttel, Stade and Wilhelmshaven.

In October last year, a public tender for the provision of tug services for the LNG terminals was published. Special attention, apart from price, was paid to quality management, training, transformation and transition and the tugs.

In addition, late last year, Turkish shipbuilder Sanmar delivered the 'HaiSea Kermode', the first of five LNG-fuelled, electric powered tugs, ordered by HaiSea Marine, primarily for LNG Canada's Kitimat export project.

Based on the RAstar 4000 DF design from Vancouver-based naval architects, Robert Allan, the two Azimuth Stern Drive (ASD) tugs rank among the world's highest performing escort tugs, the shipyard claimed.

With more than 100 tonnes of bollard pull, the tugs will generate indirect escort forces of around 200 tonnes.

A major advance towards sustainability is the tug's ability to perform long-distance escort work solely using LNG, significantly reducing emissions, especially CO2, compared to even Tier III standards.

HaiSea Marine is a joint venture, which is majority owned by the Haisla Nation in partnership with Seaspan, that will provide harbour towage and escort services in an extremely environmentally-sensitive region.

JOVO signs technical agreements with GTT

GTT has signed two technical services agreements (TSAs) with Chinese LNG player JOVO.

The French LNG engineering company will offer assistance and operational support to JOVO's LNGCs.

GTT will provide its expertise for inspections, maintenance, repairs and engineering consultancy. JOVO will also benefit from access to GTT's HEARS® emergency hotline, available 24/7, to provide rapid technical assistance to crews.

The new TSAs follow a first services contract, which is still in effect, signed between the two parties in August, 2022.

NFE's Mexican facility gets Jones Act clearance

US Customs and Border Protection has decreed that LNG shipments produced at New Fortress Energy's (NFE) FLNG facility offshore Altamira, Mexico utilising non-US qualified vessels will not violate the Jones Act.

As a result, NFE is now able to sell and deliver the Mexican LNG to US destinations, including Puerto Rico, which is a key downstream market for NFE.

"We are extremely pleased to receive this ruling for our FLNG facility since it not only supports one of the company's largest projects but also supports the people of Puerto Rico," said Wes Edens, NFE Chairman and CEO. ■

Excelerate buys Bangladesh LNG supplies

Excelerate Energy and QatarEnergy have executed a 15-year LNG Sales and Purchase agreement (SPA) to supply Bangladesh.

Under the SPA, Excelerate has agreed to purchase up to 1 mill tonnes per annum of LNG from QatarEnergy on a delivered ex-ship (DES) basis in Bangladesh for 15 years, beginning January, 2026.

Excelerate will also purchase 0.85 mill tonnes in 2026 and 2027 and a further 1 mill tonnes from 2028 to 2040.

"This inaugural long term supply agreement with the world's largest LNG supplier marks a new milestone in our collaboration with QatarEnergy. Qatar delivers approximately 10% of its current annual LNG production through Excelerate FSRUs and we are pleased to unlock further new demand in the markets where we operate," said Steven Kobos, Excelerate's President and CEO.

"This agreement highlights our ability to secure critical and affordable LNG volumes for our customers with increasing natural gas demand, while driving stable, long-term economic uplift on our existing infrastructure," he said.

HE Saad Sherida Al-Kaabi, Qatari Minister of State for Energy Affairs and President and CEO of QatarEnergy, added: "We are pleased to sign this agreement with Excelerate for the supply of up to one million tons per annum of LNG to Bangladesh.

"This new agreement will further strengthen our relationship with Excelerate while also supporting the energy requirements of the People's Republic of Bangladesh and its stride towards greater economic development," he said.

Indian interests

In addition, QatarEnergy could be about to sign a long-term LNG sales deal with Indian buyers on cheaper and more flexible terms than their existing contracts, trade sources told Reuters.

Indian energy importers have reportedly agreed terms with QatarEnergy and a contract could be signed by the end of this month, or early in February, one source said, adding that the contract, offering destination-flexible cargoes and lower pricing, would run until at least 2050, possibly even longer.

It would extend the current contracts, due to expire in 2028, for the supply of 8.5 mill tonnes per year of LNG to India and thus play a part in meeting Prime Minister Narendra Modi's aim to raise the share of natural gas in the country's energy mix to 15% by 2030 from 6.3% at present.

Qatari LNG is often price linked with oil, using a formula based on a slope, or percentage of crude.

One of the sources said the deal is likely to be finalised at a price of around a 12% slope of Brent per MMBtu. A second source gave a range of 12-12.5% for supplies on a free-on-board (FOB) basis to India.

Another source said a deal could be signed during an energy conference, due to be held in India from 6th to 9th February.

Under an existing deal, India's top gas importer, Petronet LNG imports 7.5 mill tonnes per annum of LNG from Qatar on a delivered-ex ship (DES) basis with slope of 12.67% and a fixed charge of 52 cents.

In addition, companies including state-run Indian Oil Corp, Bharat Petroleum and GAIL (India)- which hold stakes in Petronet - buy a combined 1 mill tonnes per year of LNG at the same price.

Excelerate Energy head Steven Kobos

The new deal will allow the Indian buyers to decide which terminal would receive cargoes, a third source said. Under the existing contracts, Qatar delivers LNG to western Gujarat state.

The source explained that the freedom to decide on the receiving terminal could save Indian buyers pipeline transportation costs within the domestic grid system.

Last year, Petronet CEO AK Singh claimed that his company could get a price below 12-13% slope of Brent offered by Qatar to China and Bangladesh. ■

ADNOC Gas signs SPA with GAIL

ADNOC Gas has signed a 10-year supply agreement with GAIL India to supply 0.5 mill tonnes per annum of LNG.

This agreement underscores ADNOC Gas' growing global presence, particularly in the Asian LNG market and further reinforces the relationship between the UAE and India, the company claimed.

It also follows several significant international LNG sales agreements, including those with Japan Petroleum Exploration (JAPEX), TotalEnergies Gas and Power, Indian Oil Corp (IOCL), and PetroChina International (PCI).

ADNOC Gas said that it remained focused on investments that will drive sustainable growth for its business, aligned with customer demand.

Last year, ADNOC Gas maintained a strong sales momentum signing several LNG agreements valued between $9.4 bill and $12 bill, while continuing to invest domestically to position itself to meet both local and international demand for natural gas.

Dr Ahmed Mohamed Alebri, ADNOC Gas CEO, said: "This long-term LNG supply agreement with GAIL India marks a significant step forward in our commitment to continue providing reliable and sustainable energy solutions to our partners and customers around the world.

"India continues to be a key market for ADNOC Gas, and this latest supply agreement underscores our ongoing dedication to fostering long-term partnerships that promote responsible energy consumption," he said.

Within the ADNOC Group's broader gas masterplan, it is progressing a new low-carbon Ruwais LNG project, currently under development in Al Ruwais Industrial City, Abu Dhabi.

This is is set to be the first LNG export facility in the Middle East and North Africa (MENA) region to run on clean power, making it one of the lowest-carbon intensity LNG plants in the world, supporting ADNOC's accelerated Net Zero by 2045 ambition.

When completed, the project, is expected to consist of two 4.8 mill tonnes per annum LNG liquefaction trains. ■

Indonesia faces LNG cargo shortfall

Indonesia is facing a shortfall of around 10 LNG cargoes this year that will likely be met by imports.

This is due to increasing domestic demand, declining supplies and existing export commitments, according to analysts and market sources, talking with S&P Global.

"For 2024, we see a gap of about 10 cargoes which our gas supply may not be able to cover," an Indonesia-based market source said, adding that there is a plan to import some LNG cargoes but decisions are yet to be made. "If the plan is approved, import licenses will be issued to allow LNG imports," the source added.

Another source expected the Indonesian gas supply shortage to worsen during 2025/2027.

The March Southeast Asia Marker – which reflects the value of LNG cargoes into Southeast Asia – was assessed at $9.3 per MMBtu on 25th January, at a 24.4 cents per MMBtu discount to the March JKM.

"The gap will probably be in West Java," S&P Global Commodity Insights analyst Johan Utama said, pointing to a new gas supply contract that PT Perusahaan Gas Negara (PGN) secured from Medco Energi's Corridor PSC in December, 2023.

The new 480 trill Btu contract is a replacement of the previous 20-year, 2,300 trill Btu contract from the same block, which expired in September, 2023. Most of the gas is supplied to industries and power plants in West Java and Sumatra, according to Utama.

With mature gas fields in the Corridor block nearly depleting, supplies from the new contract are expected to decline rapidly. "If new sources of supply are not quickly brought into production, PGN will need to bring in more LNG, especially as its gas sales continue to recover," Utama added.

Power demand

Indonesia is facing a huge power demand owing to its rapidly growing economy, dense population, and enhanced access to electricity.

The country has rich gas reserves and is one of the largest LNG exporters to Northeast Asia, exporting 16.22 mill tonnes of LNG last year, equivalent to 4.78% of the world's total LNG exports, S&P Global data showed.

Bontang LNG accounted for the largest share of exports in 2023 but is expected to be replaced by Tangguh LNG in 2024 this year, as Tangguh Train 3 expansion commences commercial operations.

Kurnia Chairi, the deputy of finance and monetisation at SKK Migas, said at an industry event that Indonesia aims to produce about 250 cargoes of LNG in 2024 on the back of additional production from Tangguh Train 3 expansion, up 37 cargoes from previous year, S&P Global had reported.

Out of 2024's total LNG production, Indonesia expects around 167-170 LNG cargoes to be allocated for export, while the remainder will be for domestic consumption, according to SKK Migas.

In addition to diverting LNG to meet domestic demand, Indonesia has been importing LNG cargoes in the last few years from the international market, as it strikes a balance between domestic market obligations and contractual commitments to customers. Domestic market obligations are typically agreed in advance and are difficult to change during the course of a supply contract.

Indonesia has imported full LNG cargoes from Australian projects, due to their proximity, but it has also received several part cargoes at terminals, such as Arun from vessels that are not able to discharge fully in other terminals, due to excess volumes.

Arun LNG has been redesigned to both import and export LNG cargoes, allowing it to function as a reload and trading terminal.

In December 2023, Indonesia's PT AKR Corporindo said it will collaborate with bp Gas & Power Investments to develop an LNG import project, including a regasification facility, in Java Integrated Industrial and Port Estate (JIIPE) at Gresik, East Java.

It will mainly supply gas to JIIPE tenants, the company said and is expected to come online in 2027. ■

Beleaguered Tellurian brings in Lazard

Cash-strapped US LNG plant developer Tellurian has hired investment banking firm Lazard to help search for investors and customers for its Driftwood LNG export terminal, the company confirmed to newswires last Thursday.

Tellurian is trying to develop the 27.6 mill tonnes per annum LNG plant in Lake Charles, Louisiana, and had earlier said that it had sought help by appointing a financial advisor to help with its balance sheet management and commercial structures.

"I can confirm we hired Lazard and they are helping us as we seek equity partners," company spokesperson Joi Lecznar said.

The company was believed to be open to selling Driftwood or its portfolio of gas wells.

Tellurian ousted its chairman and co-founder, Charif Souki late last year after auditors raised doubts about the company's ability to cover future expenses. ■

NEWS NUDGE

Van Oord to build German FSRU jetty

Dutch infrastructure developer, Van Oord has won a contract from FSRU Wilhelmshaven (a joint venture between ENGIE and Tree Energy Solution (TES)) to construct an FSRU jetty at Wilhelmshaven in Germany.

Responsibility for the operation of the second FSRU project at Wilhelmshaven lies with state-owned Deutsche Energy Terminal (DET), which is implementing - together with its partners TES and Engie - one of the priority projects backed by Germany's LNG Acceleration law, passed in May, 2022.

Van Oord said that it will offer a unique concept by combining its wide range of marine services.

To expedite the process, 10 monopiles will be used as the foundation for the jetty, plus scour protection.

In addition, a trailing suction hopper dredger is being deployed to dredge the berth pocket and turning basin.

Ships - Deliveries

The *Charge d'Affaires* of the Embassy of Malaysia in Seoul was invited to attend the naming ceremony of three newbuilding PETRONAS' LNGCs.

The naming ceremony took place at Hyundai Heavy Industry's Ulsan shipyard on 19th January, 2024.

They were named 'Puteri Santubong', 'Puteri Ledang' and 'Puteri Saadong'. ■

Texas LNG fully permitted

Glenfarne's Texas LNG has received all the permits needed to take a final investment decision (FID).

Texas LNG is a 4 mill tonnes per annum LNG export terminal to be constructed at Brownsville, Texas.

It has received the Section 10 and Section 404 permits from the US Army Corps of Engineers (USACE) and Texas state-level approval from the Railroad Commission of Texas under The Coastal Zone Management Act of 1972.

Earlier, Texas LNG had signed a Heads of Agreement (HOA) with EQT Corp for natural gas liquefaction services for 0.5 mill tonnes per annum of LNG.

It is also in advanced stages of negotiations for the remaining volumes from the project expected to conclude in the near-term, including finalising previously executed, but unannounced, HOA's and Memorandums of Understanding (MoAs).

Brendan Duval, CEO and Founder of developer Glenfarne Energy Transition, said: "With these permits in hand and contracts signed, Glenfarne anticipates concluding commercialisation of Texas LNG in the first half of 2024.

"Texas LNG has both its Federal Energy Regulatory Commission (FERC) permit and (US) Department of Energy (DoE) non-Free Trade Agreement permit in hand, and we believe that makes the project among the most attractive options for contracting US LNG.

"I am immensely proud of the team's ability to take this project from concept to reality working with industry-leading partners and customers, and we look forward to closing our financing and commencing construction later this year," he said.

Glenfarne has partnered with Baker Hughes and ABB to help develop the terminal, representing more than half a billion dollars' worth of equipment selections for Texas LNG to date.

Texas LNG expects to close its project financing this year with construction commencing shortly thereafter with first LNG exports being shipped in 2028.

This news was released before the US Government's pause announcement on new projects. ■

Nakilat records increased annual profit

Qatar Gas Transport Co (Nakilat) has announced a consolidated net profit of QAR1,559 mill for fiscal year 2023, an increase of 8.3%, compared to QAR1,439 mill for the same period in 2022.

As a result, the Board of Directors has recommended a distribution of cash dividends, amounting to QAR0.14 per share.

This stable increase in profits reflects the company's efficiency in managing its operations and its ability to capitalise on opportunities that have arisen, despite challenges faced in the energy transportation market, Nakilat said.

Revenues for FY2023 were QAR4,653 mill - an increase of 5.7%.

Abdulaziz Jassim Al-Muftah, Chairman of the Board of Directors, commented: "This year has brought about significant changes and challenges to the global shipping market, shaped by global events and geopolitical shifts. Despite these challenges, Nakilat has not only navigated through these complexities but has also emerged stronger, showcasing resilience, innovation, and a commitment to excellence.

"As geopolitical dynamics continue to impact global energy markets, Nakilat remains steadfast in adapting to these changes. We recognise the importance of staying agile in the face of uncertainties and are committed to overcoming challenges by leveraging our expertise and strategic partnerships with a forward-looking approach," he said.

Nakilat's financial performance also reflected its commitment to operational excellence and strategic expansion, as in 2023, the company has not only navigated the challenges faced by the sector, but also achieved sustainable growth, reinforcing its position as a key partner in the field of energy transportation and maritime services, it said.

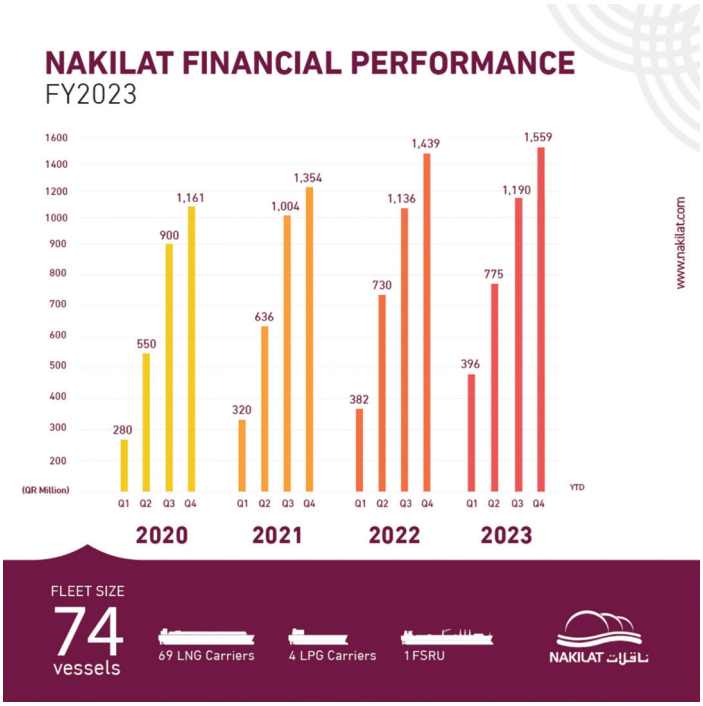
Eng Abdullah Fadhalah Al-Sulaiti, Nakilat CEO, added "This remarkable financial performance is due to the unwavering commitment of our dedicated seafarers and shore-based staff who work tirelessly to deliver clean energy to the world, safely and in a reliable manner. Their hard work and dedication have been instrumental in achieving these results.

"We remain committed to upholding the highest standards ensuring the safety of our global operations, while reinforcing our position as a provider of choice for energy transportation and maritime services, as well as an employer of choice," he said.

On 9th January, 2024, Nakilat announced strategic shipping expansion through vessels acquisitions. The company placed orders with Hyundai Samho Heavy Industries (HSHI) for the construction of six gas vessels (two 174,000 cu m LNGCs and four LPG/ammonia carriers, with a capacity of up to 88,000 cu m each).

The vessels are set to be delivered between 2026 and 2027. ■

> "As geopolitical dynamics continue to impact global energy markets, Nakilat remains steadfast in adapting to these changes"
>
> *- Abdulaziz Jassim Al-Muftah, Chairman of the Board of Directors*



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WinGD X-DF to cash in on QatarEnergy's latest orders

Swiss-based marine power company, WinGD is expected to secure most of dual-fuel LNGC engine orders for the second phase of QatarEnergy's huge newbuilding project.

With initial engine and technical specifications confirmed for nearly half of the orders in this round, WinGD's X-DF2.0 engines are the preferred choice to be installed on most of the vessels, the company claimed.

Initial decisions on the remaining vessels will be made shortly by QatarEnergy, which will operate the gas carriers under long-term charters.

The early support for WinGD's latest X-DF technologies follows strong orders in the initial phase of the newbuilding programme last year, when shipowners ordered 25 vessels powered by the low-pressure, dual-fuel 2-stroke engines on the back of charters to the Qatari operator.

WinGD's Volker Galke

Based on initial estimates, that number will be exceeded in the second phase.

WinGD Director Sales, Volkmar Galke, said: "QatarEnergy, shipyards and owners were clear in their endorsement of X-DF in the last round of the project. We are confident that our latest efficiency technologies allow us to build on that success in the current round.

"Alongside our well-established engine platform, these technologies have provided a further point of difference for WinGD's offering, increasing the lead over other engine concepts," he said.

Among the latest improvements to the X-DF range, last June WinGD introduced variable compression ratio (VCR) technology, a simple hydraulic solution that optimises engine compression ratio - hence efficiency and emissions - dependent on the fuel used and engine load.

Fuel savings

When added to X-DF engines, VCR provides fuel and emissions savings in both gas and diesel modes, supporting operators' ability to select the most economically attractive fuel, WinGD said.

On-engine iCER technology, a compact combustion control solution delivering emissions and fuel efficiency improvements, was adopted by several LNGCs in the first round, just months after the technology was introduced.

This year, the on-engine configuration has been available from the start of the ordering phase, and has already been selected for some of the vessels.

WinGD's X-DF engine is claimed to be the longest-established low-pressure dual-fuel 2-stroke engine, with more than 6 mill running hours accumulated since the first engines were introduced in 2016.

Of the 700 X-DF engines delivered and on order, nearly 500 were ordered for LNGCs, which includes nearly 240 X-DF2.0 engines on order and around 20 in service.

Recent internal evaluations by WinGD highlighted the system-wide energy consumption and emissions benefits of deploying X-DF technology.

For example, on a 174,000 cu m LNGC on a typical operating profile, a configuration of two 5X72DF-2.2 engines with VCRs outperformed other low-pressure and high-pressure engine arrangements in terms of LNG consumption, air pollution, greenhouse gas emissions, electrical power demand for auxiliary machinery and fuel costs, WinGD said. ■

NEWS NUDGE

Pickering to replace Ross at Chevron Shipping

After 33 years of service, Mark Ross, President of Chevron Shipping Co, is to retire on 1st May, 2024.

Barbara Pickering, currently Vice President of Operations, will succeed him as President.

Ross has led Chevron Shipping since 2015. Prior to this, he served as Vice President of Operations for the company for four years.

He is also a Director of the American Bureau of Shipping (ABS) and the UK P&I Club and is a past Chairman of the Oil Companies International Marine Forum (OCIMF) and the Society of International Gas Tanker and Terminal Operators (SIGTTO).

Pickering joined Chevron in 1991 as a ship charterer in London.

She has also held positions of increasing responsibility with Chevron in the UK, Australia, and the US.

She currently serves as a Vice Chairman of OCIMF. ■

Monthly Large LNGC Values*

Newbuildings (174,000 cu m)	$251.80 mill
Five years old (174,000 cu m)	$216.36 mill
Total Fleet (583 ships)	$91.48 bill
Orderbook (355 ships)	$91.61 bill

Source: VesselsValue (30/01/24)

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	$42,500	-$12,500
West of Suez	$40,000	-$25,000
12 mos T/C	$54,000	-$8,000

*Since last report (18/01/24)

Source: Fearnleys (31/01/24)

Wison wins Nigerian FLNG contract

The design validation and pre-FEED phase for two 3 mill tonnes per annum FLNG projects on behalf of Ace Gas and FLNG (ACE) and Transoceanic Gas and Power, has started.

For these projects, Wison New Energies, formerly Wison Offshore and Marine, was entrusted with the FLNG design and EPC. A contract has been signed, and mobilisation funds have been disbursed for this phase, the company said.

This agreement includes the design validation and engineering studies for the facilities to support the 'design one and build two strategies' to be applied across the Ace and Transoceanic projects.

They are due to be located offshore Escravos and offshore Pennington, Nigeria, respectively.

Each FLNG will produce, store and offload LNG and associated LPG and condensates for shipment to market.

Commenting on the contract, Chris Nwokolo - Group CEO Ace Gas and FLNG, said "We're excited about the collaboration with Wison New Energies. We thank our team, partners and the government for their efforts and support in ensuring this project becomes a reality."

Fan Jian, Wison's Country Manager for Nigeria, added "Wison is excited to see the project has been officially entering into the pre-FEED stage. We're confident that our FLNG EPCIC experience will guarantee a successful and efficient delivery. We are excited about advancing to the next stage in the near future." ■

A Wison FLNG

ECOnnect delivers jettyless IQuay units to NFE

ECOnnect has delivered two jettyless IQuay units to New Fortress Energy's (NFE) Fast LNG facility at Altamira, Mexico.

Last month marked a significant achievement for NFE, as first gas was achieved at the Fast LNG unit.

Altamira's facility is set to be Mexico's first plant to produce and export LNG.

NFE has now reached full commercial operation with the 1.4 mill tonnes per annum Fast LNG facility.

This achievement not only highlighted the project's success but also signified a major leap forward in the LNG sector, proving the potential for floating and low-impact LNG infrastructure, ECOnnect claimed.

In 2017, ECOnnect's patented transfer system, the IQuay, made history as the world's first jettyless, floating LNG transfer system.

Since then, the IQuay design has been adapted for multiple applications, including LNG and green ammonia production, as well as downstream carbon-free fuel and CCS.

The system's flexibility allows for universal vessel connection with minimally intrusive installation, the company claimed.

The use of jettyless IQuay units to enable liquefaction and storage demonstrates a commitment to advancing LNG technology, ensuring a more sustainable and efficient energy future, the company added. ■

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WORLD LNG CARRIER ORDERBOOK

Name	Propulsion	Capacity	Ordered	Delivery	Owners	Yard
Daewoo 2531	MEGI	174000	2021-11-01	2025-05-01	BWGas	Hanwha Ocean
Daewoo 2530	MEGI	174000	2021-11-01	2025-03-01	BWGas	Hanwha Ocean
Hudong-zhonghua H1900a	XDF	174000	2023-06-01	2028-03-01	COSCO, MOL, ENN	Hudong-Zhonghua
Hudong-zhonghua H1899a	XDF	174000	2023-06-01	2027-12-01	COSCO, MOL, ENN	Hudong-Zhonghua
Hudong-zhonghua H1898a	XDF	174000	2023-06-01	2027-10-01	COSCO, MOL, ENN	Hudong-Zhonghua
Hudong-zhonghua H1891a	XDF	174000	2023-06-01	2027-10-01	NYK	Hudong-Zhonghua
Hd Hyundai Ulsan 3443		174000	2023-04-28	2027-08-01	NYK	Hyundai Heavy
Dalian No 1 G175k-13		175000	2023-08-21	2027-07-01	Wah Kwong, China Gas, CSSC	Dalian Shipbuilding
Hd Hyundai Ulsan 3442		174000	2023-04-28	2027-06-01	NYK	Hyundai Heavy
Hd Hyundai Ulsan 3441		174000	2023-04-28	2027-03-01	NYK	Hyundai Heavy
Hanwha Ocean 2584	ME-GA	174000	2023-08-01	2027-01-31	MOL	Hanwha Ocean
Dalian No 1 G175k-12		175000	2023-08-21	2027-01-01	Wah Kwong, China Gas, CSSC	Dalian Shipbuilding
Samsung 2663	ME-GA	174000	2023-01-20	2027-01-01	MOL	Samsung
Daewoo 2575	MEGI	200000	2023-03-01	2026-12-01	Venture Global LNG	Hanwha Ocean
Hudong-zhonghua H1888a	XDF	174000	2023-06-01	2026-12-01	NYK	Hudong-Zhonghua
Samsung 2665	ME-GA	174000	2023-03-31	2026-11-01	K-Line	Samsung
Hudong-zhonghua H1887a	XDF	174000	2023-06-01	2026-10-01	NYK	Hudong-Zhonghua
Samsung 2662	ME-GA	174000	2023-01-20	2026-09-01	MOL	Samsung
Daewoo 2574	MEGI	200000	2023-03-01	2026-09-01	Venture Global LNG	Hanwha Ocean
Samsung 2664	ME-GA	174000	2023-03-31	2026-08-01	K-Line	Samsung
Hudong-zhonghua H1886a	XDF	174000	2023-06-01	2026-08-01	NYK	Hudong-Zhonghua
Hudong-zhonghua H1909a	XDF	174000	2023-06-01	2025-12-01	ULT	Hudong-Zhonghua
Hudong-zhonghua H1908a	XDF	174000	2023-06-01	2025-11-01	ULT	Hudong-Zhonghua
China Merchants Jiangsu Cmhi-282-01	ME-GA	180000	2023-05-01	2026-03-01	Celsius Shipping	China Merchants HI Jiangsu
China Merchants Jiangsu Cmhi-282-02	ME-GA	180000	2023-05-01	2026-07-01	Celsius Shipping	China Merchants HI Jiangsu
China Merchants Jiangsu Cmhi-282-03	ME-GA	180000	2023-05-01	2026-11-01	Celsius Shipping	China Merchants HI Jiangsu
China Merchants Jiangsu Cmhi-282-04	ME-GA	180000	2023-05-01	2027-03-01	Celsius Shipping	China Merchants HI Jiangsu
Samsung 2687		174000	2023-11-01	2026-09-01	MOL	Samsung
Hd Hyundai Ulsan 3453	XDF	200000	2023-04-01	2027-07-01	Dynagas	Hyundai Heavy
Hyundai Ulsan 3435	XDF	200000	2023-01-01	2026-07-01	Dynagas	Hyundai Heavy
Hyundai Ulsan 3434	XDF	200000	2023-01-01	2026-04-01	Dynagas	Hyundai Heavy
Hyundai Ulsan 3433	XDF	200000	2023-01-01	2025-12-01	Dynagas	Hyundai Heavy
Daewoo 2559	ME-GA	174000	2022-06-01	2025-02-01	SK Shipping, Pan Ocean, H-Line	Hanwha Ocean
Hyundai Ulsan 3394	XDF	174000	2022-07-01	2025-12-01	Knutsen	Hyundai Heavy
Hyundai Ulsan 3393	XDF	174000	2022-07-01	2025-12-01	Knutsen	Hyundai Heavy
Hyundai Ulsan 3386	XDF	174000	2022-07-01	2025-08-01	Knutsen	Hyundai Heavy
Daewoo 2533	MEGI	174000	2022-01-01	2024-09-01	GasLog	Hanwha Ocean
North Mountain	XDF	174000	2021-10-01	2023-12-01	NYK	Samsung
Samsung 2579	ME-GA	180000	2021-07-01	2024-03-01	Celsius Shipping	Samsung
Ignacy Lukasiewicz	ME-GA	174000	2021-07-01	2024-03-01	Knutsen	Hyundai Samho
Energy Fortitude	XDF	174000	2021-07-01	2024-04-01	Alpha Gas	Hyundai Samho
Samsung 2461	ME-GA	180000	2021-07-01	2023-12-01	Celsius Shipping	Samsung
Nikolay Basov	TFDE - Azipod	172500	2020-08-01	2024-03-01	MOL, COSCO	Hanwha Ocean
Lev Landau	TFDE - Azipod	172500	2020-08-01	2024-01-01	Hanwha Ocean	Hanwha Ocean
Zhores Alferov	TFDE - Azipod	172500	2020-08-01	2024-03-01	Hanwha Ocean	Hanwha Ocean
Ilya Mechnikov	TFDE - Azipod	172500	2020-08-01	2024-03-01	MOL, COSCO	Hanwha Ocean

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 = 30 November 2023

Name	Propulsion	Capacity	Ordered	Delivery	Owners	Yard
Pyotr Kapitsa	TFDE - Azipod	172500	2020-08-01	2024-01-01	Hanwha Ocean	Hanwha Ocean
Marvel Dove	ME-GA	174000	2022-01-01	2024-09-01	SK Shipping	Hyundai Samho
Marseille Knutsen	ME-GA	174000	2021-07-01	2025-09-01	Knutsen	Hyundai Samho
Emei	XDF	174000	2021-12-01	2024-09-01	ULT	Hudong-Zhonghua
Orion Sinead	XDF	174000	2020-12-01	2024-11-01	JP Morgan	Hyundai Heavy
HHI Nov 1		174000	2023-11-14	2027-11-30	Evalend Shipping	Hyundai Heavy
HHI Nov 2		174000	2023-11-14	2028-01-31	Evalend Shipping	Hyundai Heavy
DALIAN NO 1 G175K-6	XDF	175000	2023-03-01	2026-10-01	China Merchant	Dalian Shipbuilding
DALIAN NO 1 G175K-5	XDF	175000	2023-03-01	2026-08-01	China Merchant	Dalian Shipbuilding
JIANGSU YANGZI XINFU	ME-GA	175000	2022-10-01	2025-11-01	Hammonia Reederei	Yangzijiang YZJ2022-1475
JIANGSU YANGZI XINFU	ME-GA	175000	2022-10-01	2026-05-01	Hammonia Reederei	Yangzijiang YZJ2022-1476
Lng Ping Hu	XDF	78900	2023-07-01	2024-12-31	Zhejiang Huaxiang	Jiangsu Yixiang
Shandong 1		175000	2023-03-01	2027-03-01	ADS, AES Panama LNG	Jiangnan
Samsung 2609	ME-GA	174000	2022-02-01	2025-06-01	H-Line	Samsung
Samsung 2608	ME-GA	174000	2022-02-01	2025-05-01	H-Line	Samsung
Samsung 2610	ME-GA	174000	2022-02-01	2025-09-01	H-Line	Samsung
Hudong-zhonghua H1882a	XDF	174000	2022-01-01	2025-10-01	MOL	Hudong-Zhonghua
Samsung 2592		174000	2021-10-01	2024-03-01	JP Morgan	Samsung
Celsius 6	ME-GA	180000	2023-10-24	2027-09-01	Celsius Shipping	China Merchants HI Jiangsu
Celsius 5	ME-GA	180000	2023-10-24	2027-06-01	Celsius Shipping	China Merchants HI Jiangsu
Coral Evolution	XDF	29400	2021-06-01	2023-12-01	Anthony Veder	Hyundai Mipo
Hd Hyundai Ulsan 3454	XDF	174000	2023-08-02	2026-12-01	Evalend Shipping	Hyundai Heavy
Hd Hyundai Ulsan 3455	XDF	174000	2023-08-02	2027-06-30	Evalend Shipping	Hyundai Heavy
MOL Coral	ME-GA	174000	2021-06-01	2024-01-01	MOL	Hanwha Ocean
Daewoo 2521	MEGI	174000	2021-05-01	2024-01-01	Hyundai LNG Shipping	Hanwha Ocean
Hudong-zhonghua H1889a	XDF	174000	2022-04-01	2027-03-01	NYK	Hudong-Zhonghua
Hudong-zhonghua H1890a	XDF	174000	2022-04-01	2027-05-01	NYK	Hudong-Zhonghua
Hudong-zhonghua H1903a	XDF	174000	2023-05-01	2028-12-01	CSSC	Hudong-Zhonghua
Hudong-zhonghua H1902a	XDF	174000	2023-05-01	2028-09-01	CSSC	Hudong-Zhonghua
Hudong-zhonghua H1901a	XDF	174000	2023-05-01	2028-05-31	CSSC	Hudong-Zhonghua
Hd Hyundai Ulsan 3444		174000	2023-05-01	2027-08-31	NYK	Hyundai Heavy
Cosco 3		175000	2023-08-31	2028-04-01	COSCO	Dalian Shipbuilding
Cosco 2		175000	2023-08-31	2027-06-01	COSCO	Dalian Shipbuilding
HANWHA OCEAN 2582	MEGI	174000	2023-04-01	2027-06-01	Maran Gas Maritime	Hanwha Ocean
Cosco 1		175000	2023-08-31	2027-03-01	COSCO	Dalian Shipbuilding
Samsung 2584	ME-GA	180000	2021-08-01	2027-02-01	Celsius Shipping	Samsung
Daewoo 2573	ME-GA	174000	2022-09-01	2026-07-01	TMS Cardiff Gas	Hanwha Ocean
Daewoo 2572	ME-GA	174000	2022-09-01	2026-04-01	TMS Cardiff Gas	Hanwha Ocean
Samsung 2640	ME-GA	174000	2022-09-01	2025-10-01	JP Morgan	Samsung
Daewoo 2535	MEGI	174000	2022-01-01	2025-09-01	GasLog	Hanwha Ocean
Kool Panther	ME-GA	174000	2022-06-01	2024-12-01	Cool Co	Hyundai Samho
Kool Tiger	ME-GA	174000	2022-06-01	2024-08-31	Cool Co	Hyundai Samho
Daewoo 2532	MEGI	174000	2022-01-01	2024-07-01	GasLog	Hanwha Ocean
Pyotr Stolypin	TFDE - Azipod	172600	2019-09-01	2024-06-01	Smart LNG	Zvezda SSK
Pacific Success	XDF	173400	2019-12-01	2024-03-01	SinoKor	Samsung
Samsung 2669		174000	2023-06-01	2028-02-01	Chevron	Samsung
Samsung 2668		174000	2023-06-01	2027-12-01	Chevron	Samsung
Hyundai Samho 8210	XDF	174000	2023-02-01	2027-12-01	NYK	Hyundai Samho
Hanwha Ocean 2583	ME-GA	174000	2023-04-01	2027-08-01	MOL	Hanwha Ocean
Hyundai Samho 8209	XDF	174000	2023-02-01	2027-07-01	NYK	Hyundai Samho
Archon	ME-GA	174000	2023-03-01	2027-03-01	Capital Gas	Hyundai Samho

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 = 30 November 2023

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Hanwha Ocean 2580	ME-GA	174000	2023-02-01	2027-03-01	MOL	Hanwha Ocean
Athlos	ME-GA	174000	2023-03-01	2027-02-01	Capital Gas	Hyundai Samho
Hyundai Samho 8208	XDF	174000	2023-02-01	2026-12-01	NYK	Hyundai Samho
Antaios I	ME-GA	174000	2023-01-01	2026-11-01	Capital Gas	Hyundai Samho
Alcaios I	ME-GA	174000	2023-01-01	2026-09-01	Capital Gas	Hyundai Samho
Nikolay Semenov	TFDE - Azipod	172500	2020-08-01	2026-05-01	MOL, COSCO	Hanwha Ocean
Energy Endurance	XDF	174000	2021-07-01	2024-03-01	Alpha Gas	Hyundai Samho
Hyundai Samho 8189	ME-GA	174000	2022-05-01	2025-08-01	SK Shipping	Hyundai Samho
HYUNDAI SAMHO 8239	XDF	174000	2023-02-01	2027-10-01	NYK	Hyundai Samho
HYUNDAI SAMHO 8238	XDF	174000	2023-02-01	2027-05-01	NYK	Hyundai Samho
DAEWOO 2558	ME-GA	174000	2022-09-01	2026-09-01	MOL	Hanwha Ocean
Daewoo 2527	ME-GA	174000	2021-10-01	2024-07-01	MOL	Hanwha Ocean
HANWHA OCEAN 2581	MEGI	174000	2023-04-01	2027-04-01	Maran Gas Maritime	Hanwha Ocean
Samsung 2318	ME-GA	173400	2019-12-01	2027-06-01	SinoKor	Samsung
Samsung 2316	ME-GA	173400	2019-12-01	2026-12-01	SinoKor	Samsung
Samsung 2317	ME-GA	173400	2019-12-01	2027-03-01	SinoKor	Samsung
Agamemnon	ME-GA	174000	2022-06-01	2026-03-01	Capital Gas	Hyundai Samho
Shandong 2		175000	2023-03-01	2027-07-01	Shandong Marine	Jiangnan
Archimidis	ME-GA	174000	2022-06-01	2026-01-01	Capital Gas	Hyundai Samho
Aktoras	ME-GA	174000	2021-09-01	2024-07-01	Capital Gas	Hyundai Samho
Hyundai Samho 8179	ME-GA	174000	2022-03-01	2025-03-01	Knutsen	Hyundai Samho
Daewoo 2542	ME-GA	200000	2022-03-01	2025-10-01	Venture Global LNG	Hanwha Ocean
Daewoo 2541	ME-GA	200000	2022-03-01	2025-07-01	Venture Global LNG	Hanwha Ocean
Samsung 2659	ME-GA	174000	2022-11-01	2027-09-01	Seapeak	Samsung
HUDONG-ZHONGHUA H1796A	XDF	174000	2022-09-01	2027-12-01	MOL	Hudong-Zhonghua
Samsung 2660	ME-GA	174000	2022-11-01	2027-12-01	Seapeak	Samsung
HUDONG-ZHONGHUA H1795A	XDF	174000	2022-09-01	2027-07-01	MOL	Hudong-Zhonghua
Samsung 2658	ME-GA	174000	2022-11-01	2027-08-01	Seapeak	Samsung
HUDONG-ZHONGHUA H1794A	XDF	174000	2022-09-01	2027-02-01	MOL	Hudong-Zhonghua
Samsung 2656	ME-GA	174000	2022-11-01	2027-03-01	Seapeak	Samsung
Samsung 2657	ME-GA	174000	2022-11-01	2027-05-01	Seapeak	Samsung
Hd Hyundai Ulsan 3452	XDF	200000	2023-04-01	2027-05-01	Dynagas	Hyundai Heavy
Hudong-zhonghua H1897a	XDF	174000	2022-09-01	2027-06-01	K-Line	Hudong-Zhonghua
Samsung 2647	ME-GA	174000	2022-06-01	2026-08-01	JP Morgan	Samsung
Daewoo 2543	ME-GA	200000	2022-03-01	2025-12-01	Venture Global LNG	Hanwha Ocean
Hyundai Ulsan 3399	XDF	174000	2022-08-01	2026-09-01	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy
Hudong-zhonghua H1894a	XDF	174000	2022-09-01	2026-10-01	K-Line	Hudong-Zhonghua
Hudong-zhonghua H1895a	XDF	174000	2022-09-01	2026-12-01	K-Line	Hudong-Zhonghua
Hyundai Ulsan 3400	XDF	174000	2022-08-01	2026-12-01	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy
Hyundai Ulsan 3401	XDF	174000	2022-08-01	2026-12-01	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy
Samsung 2636	ME-GA	174000	2022-04-01	2026-03-01	TMS Cardiff Gas	Samsung
HUDONG-ZHONGHUA H1893A	XDF	174000	2022-07-01	2026-03-01	COSCO	Hudong-Zhonghua
Samsung 2644	ME-GA	174000	2022-06-01	2026-05-01	JP Morgan	Samsung
Hudong-zhonghua H1800a	XDF	174000	2022-09-01	2026-05-01	NYK, MISC, K-Line, China LNG Shipping Holdings	Hudong-Zhonghua
Hyundai Samho 8204		174000	2023-01-01	2026-05-01	Oman Shipping Co.	Hyundai Samho
Hudong-zhonghua H1884a	XDF	174000	2022-01-01	2026-06-01	MOL	Hudong-Zhonghua
Samsung 2645	ME-GA	174000	2022-06-01	2026-06-01	JP Morgan	Samsung
Hyundai Samho 8205		174000	2023-01-01	2026-06-01	Oman Shipping Co.	Hyundai Samho

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 = 30 November 2023

Name	Propulsion	Capacity	Ordered	Delivery	Owners	Yard
Samsung 2646	ME-GA	174000	2022-06-01	2026-07-01	JP Morgan	Samsung
Hyundai Ulsan 3398	XDF	174000	2022-08-01	2026-07-01	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy
Hudong-zhonghua H1801a	XDF	174000	2022-09-01	2026-07-01	NYK, MISC, K-Line, China LNG Shipping Holdings	Hudong-Zhonghua
Samsung 2641	ME-GA	174000	2022-06-01	2025-11-01	JP Morgan	Samsung
Dalian No 1 G175k-3	XDF	175000	2022-09-01	2025-11-01	China Merchant	Dalian Shipbuilding
Hudong-zhonghua H1798a	XDF	174000	2022-09-01	2025-11-01	NYK, MISC, K-Line, China LNG Shipping Holdings	Hudong-Zhonghua
Clean Srocco	ME-GA	200000	2022-03-01	2025-12-01	Dynagas	Hyundai Heavy
Hyundai Ulsan 3396	XDF	174000	2022-08-01	2025-12-01	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy
Samsung 2642	ME-GA	174000	2022-06-01	2026-01-01	JP Morgan	Samsung
Clean Destiny	ME-GA	200000	2021-05-01	2023-11-01	Dynagas	Hyundai Heavy
Puteri Sejinjang	XDF	174000	2021-04-01	2024-07-01	Hyundai LNG Shipping	Hyundai Heavy
Dalian No 1 G175k-4	XDF	175000	2022-09-01	2026-01-01	China Merchant	Dalian Shipbuilding
Hyundai Ulsan 3397	XDF	174000	2022-08-01	2026-01-01	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy
Samsung 2643	ME-GA	174000	2022-06-01	2026-02-01	JP Morgan	Samsung
Hudong-zhonghua H1799a	XDF	174000	2022-09-01	2026-02-01	NYK, MISC, K-Line, China LNG Shipping Holdings	Hudong-Zhonghua
Samsung 2652	ME-GA	174000	2022-11-01	2026-02-01	Minerva Marine	Samsung
Hudong-zhonghua H1883a	XDF	174000	2022-01-01	2026-03-01	MOL	Hudong-Zhonghua
HUDONG-ZHONGHUA H1892A	XDF	174000	2022-07-01	2025-10-01	COSCO	Hudong-Zhonghua
Hyundai Ulsan 3395	XDF	174000	2022-08-01	2025-08-01	NYK, MISC, K-Line, China LNG Shipping Holdings	Hyundai Heavy
Samsung 2638	ME-GA	174000	2022-06-01	2025-08-01	JP Morgan	Samsung
Hudong-zhonghua H1790a	XDF	175000	2021-10-01	2024-09-01	MOL	Hudong-Zhonghua
Hudong-zhonghua H1896a	XDF	174000	2022-09-01	2027-03-01	K-Line	Hudong-Zhonghua
Orion Gaugin	ME-GA	174000	2021-07-01	2025-09-01	JP Morgan	Hyundai Heavy
Samsung 2639	ME-GA	174000	2022-09-01	2025-09-01	JP Morgan	Samsung
Hudong-zhonghua H1797a	XDF	174000	2022-09-01	2025-09-01	NYK, MISC, K-Line, China LNG Shipping Holdings	Hudong-Zhonghua
Samsung 2611	ME-GA	174000	2022-09-01	2025-01-01	Pan Ocean, SK Shipping, H-Line	Samsung
Samsung 2619	ME-GA	180000	2022-03-01	2025-10-01	Celsius Shipping	Samsung
Hyundai Samho 8174	XDF	174000	2022-08-01	2025-10-01	NYK	Hyundai Samho
Hyundai Ulsan 3370	ME-GA	174000	2022-05-01	2025-02-01	SK Shipping	Hyundai Heavy
Hyundai Samho 8188	ME-GA	174000	2022-05-01	2025-07-01	SK Shipping	Hyundai Samho
Orion Hugo	ME-GA	174000	2021-07-01	2025-07-01	JP Morgan	Hyundai Heavy
Hyundai Samho 8180	ME-GA	174000	2022-03-01	2025-06-01	Knutsen	Hyundai Samho
Hyundai Ulsan 3381	XDF	174000	2022-06-01	2025-06-01	Knutsen	Hyundai Heavy
Samsung 2634	ME-GA	174000	2022-06-01	2025-05-01	JP Morgan	Samsung
Samsung 2599	ME-GA	180000	2021-12-01	2025-05-01	Celsius Shipping	Samsung
Hyundai Ulsan 3380	XDF	174000	2022-06-01	2025-05-01	Knutsen	Hyundai Heavy
Hudong-zhonghua H1793a	XDF	175000	2021-10-01	2025-05-01	MOL	Hudong-Zhonghua
Hyundai Samho 8175	XDF	174000	2022-01-01	2025-04-01	H-Line	Hyundai Samho
Clean Levant	ME-GA	200000	2022-03-01	2025-04-01	Dynagas	Hyundai Heavy
Hyundai Samho 8049	XDF	174000	2022-08-01	2025-03-01	NYK	Hyundai Samho
Samsung 2612	ME-GA	174000	2022-09-01	2025-03-01	Pan Ocean, SK Shipping, H-Line	Samsung
Clean Mistral	ME-GA	200000	2022-03-01	2025-03-01	Dynagas	Hyundai Heavy
Samsung 2607	ME-GA	174000	2022-02-01	2025-03-01	H-Line	Samsung
Hudong-zhonghua H1792a	XDF	175000	2021-10-01	2025-03-01	MOL	Hudong-Zhonghua
Hudong-zhonghua H1881a	XDF	174000	2022-01-01	2025-08-01	MOL	Hudong-Zhonghua

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Name	Propulsion	Capacity	Ordered	Delivery	Owners	Yard
Samsung 2601		174000	2021-12-01	2025-01-01	JP Morgan	Samsung
Samsung 2598	ME-GA	180000	2021-12-01	2025-01-01	Celsius Shipping	Samsung
Samsung 2595		174000	2021-10-01	2025-01-01	JP Morgan	Samsung
Puteri Mayang	XDF	174000	2021-07-01	2025-01-01	Hyundai LNG Shipping	Hyundai Heavy
Samsung 2597	ME-GA	174000	2021-10-01	2024-12-01	JP Morgan	Samsung
Samsung 2602	ME-GA	174000	2022-01-01	2024-12-01	H-Line, Pan Ocean, SK Shipping	Samsung
Samsung 2603	ME-GA	174000	2022-01-01	2024-12-01	H-Line, Pan Ocean, SK Shipping	Samsung
Samsung 2604	XDF	174000	2021-12-01	2024-12-01	NYK	Samsung
Hudong-zhonghua H1791a	XDF	175000	2021-10-01	2024-12-01	MOL	Hudong-Zhonghua
New Oasis	ME-GA	174000	2021-07-01	2024-12-01	Pan Ocean	Hyundai Heavy
Samsung 2596	ME-GA	174000	2021-10-01	2024-11-01	JP Morgan	Samsung
Puteri Mahsuri	XDF	174000	2021-07-01	2024-11-01	Hyundai LNG Shipping	Hyundai Heavy
Hyundai Samho 8100	ME-GA	174000	2020-12-01	2024-11-01	Knutsen	Hyundai Samho
Hudong-zhonghua H1880a	XDF	174000	2022-01-01	2024-10-01	MOL	Hudong-Zhonghua
New Green	ME-GA	174000	2021-07-01	2024-10-01	Pan Ocean	Hyundai Heavy
Samsung 2635	ME-GA	174000	2022-04-01	2024-09-01	TMS Cardiff Gas	Samsung
Samsung 2594		174000	2021-10-01	2024-09-01	JP Morgan	Samsung
Samsung 2473	XDF	174000	2021-05-01	2024-09-01	Maran Gas Maritime	Samsung
New Brave	XDF	174000	2020-12-01	2024-09-01	Pan Ocean	Hyundai Heavy
Hyundai Samho 8170	ME-GA	174000	2022-02-01	2024-08-01	Hyundai Glovis	Hyundai Samho
New Nature	XDF	174000	2020-12-01	2024-10-01	Pan Ocean	Hyundai Heavy
Samsung 2600		174000	2021-12-01	2024-07-01	JP Morgan	Samsung
Apostolos	ME-GA	174000	2021-11-01	2024-06-01	Capital Gas	Hyundai Heavy
Samsung 2593		174000	2021-10-01	2024-06-01	JP Morgan	Samsung
Puteri Santubong	XDF	174000	2021-04-01	2024-06-01	Hyundai LNG Shipping	Hyundai Heavy
Assos	ME-GA	174000	2021-11-01	2024-05-01	Capital Gas	Hyundai Heavy
Puteri Ledang	XDF	174000	2021-07-01	2024-05-01	Hyundai LNG Shipping	Hyundai Heavy
Clean Future	ME-GA	200000	2021-05-01	2024-03-01	Dynagas	Hyundai Heavy
Clean Vitality	ME-GA	200000	2021-05-01	2024-02-01	Dynagas	Hyundai Heavy
Puteri Saadong	XDF	174000	2021-04-01	2024-02-01	Hyundai LNG Shipping	Hyundai Heavy
Hyundai Ulsan 3371	ME-GA	174000	2022-05-01	2025-03-01	SK Shipping	Hyundai Heavy
Hudong-zhonghua H1885a	XDF	174000	2022-01-01	2026-09-01	MOL	Hudong-Zhonghua
Samsung 2653	ME-GA	174000	2022-11-01	2026-03-01	Minerva Marine	Samsung
Samsung 2651	ME-GA	180000	2022-10-01	2025-11-01	Celsius Shipping	Samsung
Samsung 2637	ME-GA	174000	2022-06-01	2025-07-01	JP Morgan	Samsung
Samsung 2582	XDF	174000	2021-10-01	2024-01-01	NYK	Samsung
Samsung 2585	ME-GA	180000	2021-08-01	2024-07-01	Celsius Shipping	Samsung
DALIAN NO 1 G175K-8	XDF	175000	2023-03-01	2027-02-01	China Merchant	Dalian Shipbuilding
DALIAN NO 1 G175K-7	XDF	175000	2023-03-01	2026-12-01	China Merchant	Dalian Shipbuilding
DAEWOO 2571	XDF	174000	2022-09-01	2026-05-01	MISC	Hanwha Ocean
DAEWOO 2570	XDF	174000	2022-09-01	2026-01-01	MISC	Hanwha Ocean
Hyundai Samho 8182	XDF	174000	2022-10-01	2026-01-01	TMS Cardiff Gas	Hyundai Samho
Mulan Spirit	XDF	79800	2021-05-01	2023-12-01	Jovo Energy	Jiangnan
Daewoo 2568	XDF	174000	2022-09-01	2026-06-01	Meiji Shipping	Hanwha Ocean
Daewoo 2567	XDF	174000	2022-09-01	2025-09-01	Meiji Shipping	Hanwha Ocean
Daewoo 2569	XDF	174000	2022-09-01	2026-09-01	Meiji Shipping	Hanwha Ocean
Daewoo 2566	XDF	174000	2022-09-01	2025-08-01	Meiji Shipping	Hanwha Ocean
Hyundai Ulsan 3384	XDF	174000	2022-07-01	2026-02-01	Knutsen	Hyundai Heavy
Hyundai Ulsan 3382	XDF	174000	2022-07-01	2025-07-01	Knutsen	Hyundai Heavy
Hyundai Ulsan 3383	XDF	174000	2022-07-01	2025-11-01	Knutsen	Hyundai Heavy
Hyundai Ulsan 3387	XDF	174000	2022-07-01	2026-08-01	Knutsen	Hyundai Heavy

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Name	Propulsion	Capacity	Ordered	Delivery	Owners	Yard
Hyundai Ulsan 3385	XDF	174000	2022-07-01	2026-04-01	Knutsen	Hyundai Heavy
Hyundai Samho 8201	XDF	174000	2022-07-01	2026-08-01	TMS Cardiff Gas	Hyundai Samho
Hyundai Samho 8200	XDF	174000	2022-07-01	2026-03-01	TMS Cardiff Gas	Hyundai Samho
Alexey Kosygin	TFDE - Azipod	172600	2019-09-01	2024-03-01	Smart LNG	Zvezda SSK
Axios II	ME-GA	174000	2021-06-01	2023-12-01	Capital Gas	Hyundai Heavy
Daewoo 2562	ME-GA	174000	2022-06-01	2025-06-01	SK Shipping, Pan Ocean, H-Line	Hanwha Ocean
Daewoo 2564	ME-GA	174000	2022-06-01	2025-11-01	Pan Ocean, SK Shipping, H-Line	Hanwha Ocean
Daewoo 2561	ME-GA	174000	2022-06-01	2025-05-01	Pan Ocean, SK Shipping, H-Line	Hanwha Ocean
Daewoo 2565	ME-GA	174000	2022-06-01	2026-02-01	Pan Ocean, SK Shipping, H-Line	Hanwha Ocean
Daewoo 2560	ME-GA	174000	2022-06-01	2025-04-01	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean
Daewoo 2563	ME-GA	174000	2022-06-01	2025-11-01	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean
Daewoo 2545	MEGI	174000	2022-04-01	2025-12-01	BWGas	Hanwha Ocean
Daewoo 2544	MEGI	174000	2022-04-01	2025-11-01	BWGas	Hanwha Ocean
Daewoo 2551	ME-GA	174000	2022-04-01	2026-09-01	MOL	Hanwha Ocean
Daewoo 2550	ME-GA	174000	2022-04-01	2025-09-01	MOL	Hanwha Ocean
Samsung 2474	XDF	174000	2021-05-01	2024-09-01	Maran Gas Maritime	Samsung
Daewoo 2540	MEGI	174000	2022-02-01	2025-12-01	Maran Gas Maritime	Hanwha Ocean
Daewoo 2528	MEGI	174000	2021-11-01	2024-08-01	Maran Gas Maritime	Hanwha Ocean
Daewoo 2546	ME-GA	174000	2022-06-01	2024-12-01	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean
Daewoo 2547	ME-GA	174000	2022-06-01	2024-12-01	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean
Daewoo 2549	ME-GA	174000	2022-06-01	2025-02-01	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean
Daewoo 2548	ME-GA	174000	2022-06-01	2025-01-01	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean
Daewoo 2552	MEGI	174000	2022-06-01	2026-05-01	Maran Gas Maritime	Hanwha Ocean
Dalian No 1 G175k-1	XDF	175000	2022-04-01	2025-09-01	China Merchant	Dalian Shipbuilding
Dalian No 1 G175k-2	XDF	175000	2022-04-01	2025-12-01	China Merchant	Dalian Shipbuilding
Daewoo 2536	ME-GA	174000	2022-01-01	2024-09-01	MOL	Hanwha Ocean
Jiangnan H2701	XDF	175000	2022-03-01	2025-05-01	ADNOC	Jiangnan
Jiangnan H2704	XDF	175000	2022-05-01	2026-06-01	ADNOC	Jiangnan
Jiangnan H2702	XDF	175000	2022-05-01	2025-09-01	ADNOC	Jiangnan
Jiangnan H2703	XDF	175000	2022-05-01	2026-01-01	ADNOC	Jiangnan
Jiangnan H2700	XDF	175000	2022-03-01	2025-01-01	ADNOC	Jiangnan
Jiangnan H2705	XDF	175000	2022-05-01	2026-09-01	ADNOC	Jiangnan
Samsung 2632	ME-GA	174000	2022-05-01	2025-12-01	H-Line	Samsung
Samsung 2631	ME-GA	174000	2022-05-01	2025-07-01	H-Line	Samsung
Daewoo 2553	MEGI	174000	2022-06-01	2026-06-01	Maran Gas Maritime	Hanwha Ocean
Samsung 2633	ME-GA	174000	2022-05-01	2026-01-01	H-Line	Samsung
Daewoo 2539	MEGI	174000	2022-02-01	2025-11-01	Maran Gas Maritime	Hanwha Ocean
Daewoo 2537	MEGI	174000	2022-01-01	2025-09-01	Maran Gas Maritime	Hanwha Ocean
Hyundai Samho 8181	ME-GA	174000	2022-04-01	2025-12-01	Knutsen	Hyundai Samho
Daewoo 2529	MEGI	174000	2021-11-01	2024-11-01	Maran Gas Maritime	Hanwha Ocean
Daewoo 2538	MEGI	174000	2022-01-01	2025-11-01	Maran Gas Maritime	Hanwha Ocean
Hudong-zhonghua H1835a	XDF	174000	2021-12-01	2024-12-01	ULT	Hudong-Zhonghua
Hudong-zhonghua H1836a	XDF	174000	2021-12-01	2025-03-01	ULT	Hudong-Zhonghua
Daewoo 2534	MEGI	174000	2022-01-01	2025-06-01	GasLog	Hanwha Ocean
Samsung 2583	XDF	174000	2021-10-01	2024-02-01	NYK	Samsung
Daewoo 2524	ME-GA	174000	2021-09-01	2024-04-01	MOL	Hanwha Ocean
Daewoo 2526	ME-GA	174000	2021-09-01	2024-10-01	MOL	Hanwha Ocean
Daewoo 2523	ME-GA	174000	2021-09-01	2024-02-01	MOL	Hanwha Ocean
Daewoo 2525	ME-GA	174000	2021-09-01	2024-08-01	MOL	Hanwha Ocean
Daewoo 2522	MEGI	174000	2021-07-01	2024-05-01	Hyundai LNG Shipping	Hanwha Ocean

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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	Titan Vision	12,000	LNG/LPG/Ethylene	Europe	No	Titan LNG
2011	Titan Unikum	12,000	LNG/LPG/Ethylene	Europe	No	Titan LNG
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 Indepence	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
2019	Blue Whale	7,500	LNG	Korea	Yes	Korea Line

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Built	Name	CBM	Cargo Type	Trading area	Trading in LNG?	Ship Owner / Operator
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	Levante LNG	12,500	LNG	Spain	Yes	Knutsen OAS
2023	SM Jeju LNG3	7,500	LNG	Korea	Yes	Korea Line
2023	New Frontier 2	18,000	LNG	USG	Yes	Shell
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	Clean Everglades	5,500	LNG	USG	Yes	PNE
2023	FueLNG Venosa	18,000	LNG	Singapore	Yes	FuelLNG
2023	LNG Erasmus	8,000	LNG	NWE	Yes	Shell
2023	Energy Stockholm	8,000	LNG	NWE	Yes	Shell
2024	Avenir TBN (option)	20,000	LNG	Worldwide	Yes	Avenir LNG
2024	Avenir TBN (option)	20,000	LNG	Worldwide	Yes	Avenir LNG
2024	Coral Evolution	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	Paolina Cosulich	8,000	LNG	Mediterranean	Yes	Fratelli Cosulich
2024	Anhui Changjiang TBN	14,000	LNG	China	Yes	Anhui Changjiang LNG
2024	Keys Azalea	3,000	LNG / Oil	Japan	Yes	Keys Bunkering West Japan
2025	Seaspan TBN 2	7,600	LNG	Canada	Yes	Seaspan ULC
2025	Axpo TBN	7,500	LNG	Italy	Yes	Axpo
2026	Avenir TBN (option)	20,000	LNG	Worldwide	Yes	Avenir LNG
2026	Avenir TBN (option)	20,000	LNG	Worldwide	Yes	Avenir LNG
2026	ScaleGas TBN	12,500	LNG	Spain	Yes	ScaleGas

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