LNG Unlimited

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IEA addresses LNG supply chain emissions

The release of greenhouse gases from the LNG supply chain could be cut by more than 60% using today's technologies, a recent report claimed.

Published by the International Energy Agency (IEA) last month, the report contained a comprehensive new estimate of greenhouse gas emissions from across the global LNG supply chain and identified key opportunities for their reduction.

The IEA's 'Assessing Emissions from LNG Supply and Abatement Options' examined upstream production, processing, pipeline transmission, liquefaction, shipping and regasification worldwide.

The report estimated that greenhouse gas emissions associated with global LNG supply are roughly 350 mill tonnes of CO2e annually. Around 70% takes the form of CO2 emissions that are either combusted or vented; the remaining 30% is methane that escapes unburned into the atmosphere.

Globally, the average greenhouse gas emissions intensity of delivered LNG is just under 20 grammes of CO2e per megajoule, compared with an average of 12 g CO2/MJ for natural gas supply overall.

However, there are considerable variations across different geographies and supply routes.

According to the report, when all direct and indirect greenhouse gas emissions are factored in, more than 99% of the LNG consumed in 2024 had lower lifecycle emissions than coal.

Globally, on average, LNG utilisation results in about 25% less emissions than coal. Nevertheless, the report emphasised that for those making an environmental case for LNG use, comparing it only to coal – the most carbon-intensive fuel – sets the bar too low, especially given the strong opportunities at hand for improving the emissions performance of LNG supply.

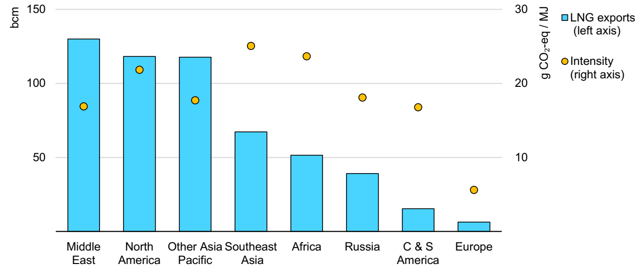
The report also revealed that LNG supply emissions could be cut by more than 60% using today's technologies – and many measures could be implemented at low or moderate cost.

Reducing methane leaks alone could cut annual emissions by close to 90 Mt CO2-eq, or 25% of total LNG emissions, and around half of that reduction could be realised at no net cost. In addition, reducing flaring at the LNG facilities and fields providing feed gas could lower annual emissions by a further 5 Mt CO2-eq.

Other cost-effective strategies that could substantially reduce emissions include increasing process efficiency across the supply chain and implementing carbon capture, utilisation and storage (CCUS) at liquefaction facilities to capture the naturally occurring CO2 present in the feed gas. And while the upfront costs can be high, the electrification of upstream facilities and LNG terminals using electricity from low-emissions sources would further reduce the emissions by about 110 Mt CO2-eq.

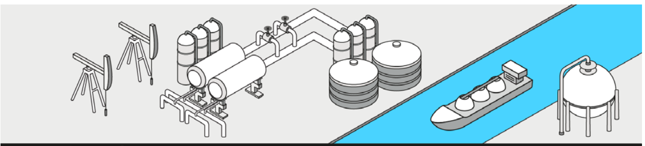
The report was presented by IEA Director of Energy Markets and Security, Keisuke Sadamori, at last month's 2025 LNG Producer-Consumer Conference in Japan, an annual event co-organised by Japan's Ministry of Economy, Trade and Industry and the IEA. ■

LNG exports and regional average GHG emissions intensity of LNG exports, 2024



Notes: bcm = billion cubic metres; g CO_2-eq/MJ = grammes of carbon dioxide equivalent per megajoule; C & S America = Central and South America. Emissions intensity includes all CO_2 and methane emissions from production, processing, transmission, liquefaction, shipping and regasification divided by total LNG exports from that region. One tonne of methane is taken to be equivalent to 30 t CO_2 based on a 100-year GWP (IPCC [2021], Sixth Assessment Report).

Global average emissions from LNG supply by part of the supply chain, 2024



GLOBAL AVERAGE EMISSIONS INTENSITY (g CO_2-eq/MJ)		PRODUCTION, PROCESSING AND TRANSMISSION	LIQUEFACTION	SHIPPING	REGASIFICATION
19.5	% total GHG emissions	47%	33%	18%	1%
14.0	% of supply chain CO_2 emissions	34%	43%	22%	1%
5.5	% of supply chain CH_4 emissions	80%	9%	10%	2%
	Key levers to lower GHG emissions	• Leak detection and repair • Electrification	• Electrification • Carbon capture, utilisation and storage	• Low-emissions fuels • Slow steaming	• Low-emissions vaporisers • Cold energy recovery

Notes: CH_4 = methane. GHG = Greenhouse gas. Production, processing and transmission includes exploration, production, gathering, processing and transmission to liquefaction. One tonne of methane is taken to be equivalent to 30 tonnes of carbon dioxide (t CO_2) based on a 100-year global warming potential (GWP) (IPCC [2021], Sixth Assessment Report). Emissions intensities are based on global average figures, but intensities vary across different parts of the supply chain and by country and basin. Percentages may not add up to 100% due to rounding.

Asian spot LNG prices soften

Asian spot LNG prices eased last week as subdued demand, rising supply and ample inventories weighed on prices.

In addition, the ceasefire between Israel and Iran reduced risk premiums.

The average LNG price for August delivery into northeast Asia was $12.70 per MMBtu, down from $13.10 per MMBtu the week before, industry sources estimated.

"Rising Pacific supply, high LNG inventories in China and South Korea, and weak industrial demand across China and India continued to pressure the market. The Iran/Israel ceasefire further eased geopolitical risk premiums," said Kpler analyst Go Katayama, adding that output from Australia, Malaysia and Nigeria had increased.

"Looking ahead, the bearish outlook persists, with initial LNG Canada exports adding to supply length. While soft fundamentals dominate, further price declines could stimulate restocking, particularly in Japan," he said.

LNG stockpiles held by major Japanese utilities fell to 2.15 mill tonnes as of 29th June, industry ministry data showed, as hotter weather drove cooling demand. This is down from 2.27 mill tonnes the previous week but slightly above the five-year average of 2.1 mill tonnes.

"Despite steady nuclear output, rising temperatures are outpacing non-gas generation capacity, potentially triggering incremental spot buying if the heatwave persists," added Katayama.

In Europe, SP Global Commodity Insights assessed its daily North West Europe LNG Marker (NWM) price benchmark for cargoes delivered in August on an ex-ship (DES) basis at $11.142 per MMBtu on 3rd July, a $0.435 per MMBtu discount to the TTF hub August gas price.

"A lack of a demand catalyst in the global LNG market failed to spark strong price reactions on the week with the supply picture balancing out as increased liquefaction from the US and Qatar helped to improve supply fundamentals," said Aly Blakeway, Atlantic LNG Manager at SP Global Commodity Insights.

"With large supply hubs returning from maintenance and Asian demand still relatively on the sidelines, Europe continued to attract the brunt of cargoes as a closed arbitrage to Asia and heatwaves in the Mediterranean lured in waterborne LNG cargoes," he said.

European prices saw limited upside, as demand in competing regions was weak, while the European Union's less stringent storage targets have shifted supply risks to winter, said Xiaoyi Deng, Argus' deputy head of LNG pricing.

"This is reflected in increasing winter premiums over prompt deliveries in recent weeks," he said.

Meanwhile, the US arbitrage to northeast Asia via the Cape of Good Hope marginally pointed to Europe, while the arbitrage via Panama continued to point to Asia for a fifth week, said Spark Commodities analyst, Qasim Afghan.

Afghan added that the Atlantic LNGC freight rates rates fell to $42,000 per day, while Pacific rates eased to $40,000 per day, last Friday. ■

Norwegian newcomer plans to build Quebec LNG export plant

Marinvest Energy Canada, a subsidiary of Bergen-based Marinvest Energy claimed there was a strong business case for an export facility in Quebec to supply European markets.

Local media said that details were scarce but claimed that company representatives had been meeting with Canadian officials in Quebec and Ottawa for several months.

The plans surfaced last Friday published in the Quebec newspaper 'Le Devoir', which reported that the facility would include a liquefaction plant and a marine export terminal, as well as several hundred km of connecting pipelines.

Speaking to the media at Sept Isles, Quebec last Friday, Provincial Premier, Francois Legault confirmed that the government had met with company representatives. He also revealed that the project would be located in Baie Comeau on the St Lawrence River.

Adding that the project was in the very preliminary stages, he said: “The first thing we’ll look at is the economic benefits. Are there paying jobs for Quebecers? If it pays off for Quebecers, we’ll look at it. If it doesn’t pay off for Quebecers, we won’t look at it.”

A few days earlier Mark Carney’s Government had passed a major projects bill, which gives the government new powers to speed up permitting for what Carney called “nation building projects.”

In 2021, the Quebec Government had rejected a proposal for an LNG terminal in the Saguenay region amid widespread opposition.

Greg Cano, Marinvest Energy Canada’s COO said that there was a clear and growing demand for LNG in Europe and that Quebec was strategically well-positioned to meet this need.

“In our view, Quebec can play a key role in helping diversify export options for Canadian natural gas, especially at a time when relying solely on the US market presents growing challenges, “ he told local media via email.

Marinvest Energy was registered in Bergen, Norway in 2020. Its Canadian subsidiary was listed in Quebec’s business registry last month.

One of the company’s key concepts is METS - Marine Energy Terminal System.

This is a modular LNG liquefaction and export facility with a capacity of more than 10 mill tonnes per annum, plus a smaller version offering over 6 mill tonnes.

The company’s aim is to partner with leading engineering companies and shipyards to develop the concept. ■

Quebec Premier Francois Legault has held talks with Marinvest reps

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ST LNG looks to develop US offshore LNG export plant

Another new potential US LNG plant developer has filed a proposal with the US Maritime Administration (MARAD) and the US Coast Guard.

In a notice that was due to be published on Monday, in the US Federal Register, MARAD and USCG said that the application is sufficiently complete to start processing the proposal.

The company concerned was ST LNG, which is seeking to develop the ST LNG Deepwater Port Development project.

The application was filed on 9th June and sought to take advantage of the US' Deepwater Port Act of 1974, which provides for a public hearing to be conducted within 240 days after publication of the notice and a decision on the application not later than 90 days after the final public hearing.

ST LNG is headed by entrepreneur and businessman, Sharad Tak, who has built a range of successful companies and is the CEO. Bringing experience in the energy sector is Alap Shah, who is ST LNG President and was previously Managing Director of FLNG Development at New Fortress Energy (NFE).

The company claimed that Alap had conceptualised and executed NFE's FAST LNG programme involving multiple liquefaction trains on various marine infrastructures from 2021-2024.

Before NFE, he was involved in the 'Golar Hilli' and 'Golar Gimi' FLNG projects through Black & Veatch.

The new terminal would be located about 10.4 nautical miles offshore Matagorda, Texas.

When fully developed, according to the application, the project would involve four 2.1 mill tonnes per annum liquefaction systems installed in the Brazos Outer Continental Shelf Lease Block 476, in approximately 65 to 72 ft of water.

The LNG would be loaded onto standard LNGCs with cargo capacities of between 125,000 and 180,000 cu m.

ST LNG is the latest developer to file interest with the US authorities

The deepwater port would consist of both fixed and floating components, including a 5.5 mile, 30 inch pipeline lateral with a connection hub, four feeder lines to the connection hub, four gas treatment platforms, four liquefaction platforms, four accommodation and utility platforms, four LNG transfer platforms, thirty-six mooring dolphins, four converted LNGCs, and three tugs.

The project would be completed in four phases. Phase 1 would include three large platforms (a gas treatment platform, an LNG liquefaction platform, and an accommodations and utility platform), one LNG transfer platform, nine mooring dolphins, one floating storage unit (FSU), and interconnected lateral pipelines.

Each phase would produce 2.1 mill tonnes per annum of LNG. ■

More supply contracts signed

Australia's oil and gas developer, Santos, the subject of a takeover bid from an Abu Dhabi led consortium, has signed a mid-term LNG supply contract with QatarEnergy Trading (QET).

This contract calls for the supply of around 0.5 mill tonnes of LNG per annum over a period of two years starting next year.

The LNG will be supplied from Santos' portfolio of LNG assets on a delivered ex-ship (DES) basis.

Santos Managing Director and CEO, Kevin Gallagher said that the contract with QET is an extension of the existing strong business relationship and a great opportunity for both Santos and QET to leverage their expertise in Asian LNG markets.

Santos' customer portfolio comprises, Hokkaido Gas, Shizuoka Gas, TotalEnergies Gas & Power Asia, Glencore Singapore, Mitsubishi Corp, PETRONAS, KOGAS, Osaka Gas, JERA, Sinopec (Unipec Asia), CPC Corp, and now QET.

The portfolio is around 90% contracted and around 85% oil linked on average between 2025/29. Average contract pricing across the whole portfolio is estimated at around 14.7% slope to Brent over 2025 to 2027.

Santos claimed it was able to deliver incremental margin over and above the contracted pricing by leveraging the flexibility of its equity lifted volumes, combined with its portfolio of destination supply contracts, utilising chartered LNGCs.

"This contract reinforces our ability to leverage our flexible LNG portfolio to achieve great outcomes for Santos and our customers. It further complements recent mid- and long-term LNG sales and purchase agreements, underscoring Santos' robust LNG portfolio and strong customer relationships in the region," Gallagher said.

"We continue to see very strong demand in Asia for high heating value LNG from projects, such as Barossa and PNG LNG, as well as for reliable regional supply.

"Santos remains committed to supporting the energy security and emissions reduction strategies of our valued customers across Asia," he added.

PETRONAS CP2 deal

Elsewhere, major US LNG plant developer, Venture Global has signed a 20-year sales and purchase agreement (SPA) with PETRONAS LNG (PLL), a subsidiary of the Malaysian state-owned oil and gas company, PETRONAS.

Under the terms of the SPA, PETRONAS will purchase 1 mill tonnes per annum of LNG from Venture Global's third export facility, CP2 LNG, for 20 years.

This builds upon the company's existing agreement with PETRONAS for 1 mill tonnes to be supplied from Plaquemines LNG.

To date, around 10.75 mill tonnes per annum of the 14.4 mill tonnes nameplate capacity for CP2 Phase One has been sold.

Venture Global's first facility, Calcasieu Pass, commenced producing LNG in January, 2022 and achieved commercial operations in April, 2025. The company's second facility, Plaquemines LNG, achieved first production of LNG in December, 2024.

In Argentina, following a tender held on 10th June, Energía Argentina has finalised the third LNG cargo award.

This totalled eight ships; seven were awarded to TotalEnergies Gas & Power and the remaining ship to BP Gas Marketing.

The shipments have estimated arrival dates during the second half of July and the first week of August.

As in each of the processes, Energía Argentina invited 39 prequalified companies to participate. Of these, six submitted bids in the tender. ■

ITF expresses concern over seafarer safety

Last week, the international transport union, ITF, voiced its concern to the shipowners/union Joint Negotiating Group (JNG) regarding the dangers of the Strait of Hormuz, Gulf of Oman and Israeli ports, most of which are regularly used by LNGCs.

The ITF asked that these areas be designated as Warlike Operations Areas (WOA), which would give seafarers the right to refuse to enter the zones and to be repatriated safely and without penalty.

"Seafarers are being asked to operate in one of the most unstable and militarised regions," explained David Heindel, ITF Seafarers' Section Chair. "Our goal is simple: to ensure they are informed of the risks, supported with appropriate protections, and have the right to protect themselves."

"There is an undeniable increase in military activity," Heindel added. "The Gulf of Oman and the Strait of Hormuz have seen a steady build-up of naval forces from multiple countries. Drone strikes, vessel seizures, and armed encounters involving commercial shipping are no longer isolated events – they are part of an increasingly dangerous pattern."

Several factors

The ITF pointed to several factors driving concern. Military activity in the region has intensified, while at the same time, major maritime insurers have already classified these waters as war-risk zones.

"We've heard directly from crew members and shipping companies that merchant ships are becoming targets," said Neven Melven, President of the Seafarers' Union of Croatia. "The use of missiles and drones in the vicinity of Israeli ports and along key shipping lanes reflects the asymmetric nature of modern conflict – and it puts civilian seafarers at risk."

Declaring the areas as WOAs would unlock key protections: the right to refuse passage, access to risk pay and emergency support, and above all, the right to be safely repatriated.

Mark Dickinson, Vice Chair of the ITF Seafarers' Section, said: "It's telling that major maritime insurers have already listed these waters as war-risk zones. Their assessments are based on security intelligence, not speculation. If the insurers recognise the threat, so should shipowners. And let's be honest: if the region truly wasn't dangerous, there wouldn't be a large and sustained military presence, armed ships, and naval convoys. The contradiction is obvious."

The ITF reaffirmed its willingness to continue dialogue but stressed that safety must come first.

"Declaring these areas as Warlike Operations Areas – or at least High-Risk Areas – gives seafarers the right to say 'no' without repercussion. We hope employers reconsider their position in the spirit of shared responsibility," Dickinson added. "In the meantime, we will continue to advocate for seafarers' rights, safety, and dignity – because no one should be forced to risk their life without a choice." ■

The ITF's David Heindel

Shell lowers integrated gas and LNG forecasts

Shell has reined in on the second-quarter outlook for its integrated gas division output and LNG production and warned of weaker trading results in a quarterly update published on Monday ahead of full results, due on 31st July.

For its integrated gas division, Shell gave production guidance of 900,000 to 940,000 barrels of oil equivalent per day (boed), compared to a 890,000 to 950,000 boed range given as part of its first quarter results roundup.

LNG production is now estimated to be 6.4 mill to 6.8 mill tonnes in 2Q25, compared to a previous range of 6.3 mill to 6.9 mill tonnes.

The world's largest LNG trader also said that the trading results in its integrated gas division would be significantly lower than in 1Q25.

Shell is targeting a 4% to 5% annual increase in LNG sales over the next five years and 1% annual production growth.

Meanwhile, the energy giant lifted the lower end of its guided output from its oil-focused upstream division to 1.66 mill to 1.76 mill boed from 1.56 mill to 1.76 mill boed. The unit is also expected to record a $200 mill write-off for exploration, Shell said.

In its marketing division, adjusted earnings are set to be higher in 2Q25 than in the previous quarter, on sales volumes of 2.6 mill to 3 mill barrels per day (bpd), slightly below the previous guidance of 2.6 mill to 3.1 mill bpd.

Shell also revealed that it expected to make a loss in its chemicals business, impacted by unplanned maintenance at its US Monaca plant.

Trading in its chemicals and products business was significantly lower than in the first quarter, with the division not expected to break even overall. ■

NEWS BRIEFS

PETRONAS ships Kitimat's second cargo

Petroliam Nasional Berhad (PETRONAS) has reported the successful departure of its first LNG cargo from the newly opened LNG Canada facility in Kitimat, British Columbia.

The cargo departed for Japan yesterday on board subsidiary MISC's 174,000 cu m 'Puteri Sejinjang', marking a significant milestone for PETRONAS' investment in Canada.

Datuk Adif Zulkifli, PETRONAS Executive Vice President & CEO of Gas and Maritime Business, said, "PETRONAS' first cargo sail away is the culmination of years of perseverance to realise our vision for Canadian LNG exports to the Asia/Pacific region.

"We are privileged to commemorate this moment with LNG Canada, our other joint venture partners, the Haisla Nation, Kitimat community, and Canadians at large. PETRONAS is honoured to be a part of this first-of-its-kind project in Canada," he said.

With a 25% equity holding in the project, through its wholly owned entity North Montney LNG Limited Partnership, LNG Canada is a critical component of PETRONAS' global LNG strategy to diversify its supply portfolio and increase market flexibility.

This was the second shipment from Kitimat. The first sailed on 30th June on behalf of LNG Canada partner Mitsubishi Corp's affiliate Diamond Gas. ■

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MET buys German gas storage interest

Swiss-based energy company, MET Group, has acquired 100% of KGE (Kommunale Gasspeichergesellschaft Epe), a natural gas storage operator based in Gronau, North Rhine-Westphalia.

With this acquisition MET Group said it was further strengthening its commitment to investing in Germany's natural gas infrastructure.

Founded in 2007, KGE operates an H-gas cavern storage facility in Gronau-Epe with a total working gas volume of 179 mill cu m. It has a maximum injection capacity of 150,000 Nm^3/h and a maximum withdrawal capacity of 400,000 Nm^3/h.

MET's head Benjamin Lakatos

This plant is connected to the Trading Hub Europe (THE) market area (TSO: Open Grid Europe).

To date, the owners are EWMR (Energie- und Wasserversorgung Mittleres Ruhrgebiet), Dortmunder Energie- und Wasserversorgung (DEW21), Stadtwerke Essen, GELSENWASSER AG and MET Holding Germany.

With the closing of the transaction, the four municipal companies from the Ruhr region have sold all their shares in the natural gas storage company to MET Group.

In Germany, MET has been active for several years as an operator of natural gas storage facilities at the Etzel (Lower Saxony) and Reckrod (Hesse) sites.

Benjamin Lakatos, MET Group Chairman and CEO, commented: "I am delighted with this transaction strengthening our position in the German market. This is an excellent example of how MET can add value to the European gas markets." ■

Venture Global Plaquemines closes senior secured notes

Major US export plant developer, Venture Global's subsidiary, Venture Global Plaquemines LNG, has closed an offering of $4,000,000,000 aggregate principal amount of senior secured notes.

These were issued in two series: (i) a series of 6.50% senior secured notes, due 2034, in an aggregate principal amount of $2,000,000,000 and (ii) a series of 6.75% senior secured notes, due 2036, in an aggregate principal amount of $2,000,000,000.

The 2034 notes will mature on 15th January, 2034 and the 2036 notes will mature on 15th January, 2036.

Venture Global had previously issued $2,500,000,000 of senior secured notes by VGPL on 21st April, 2025, bringing the combined aggregate amount of senior secured notes issued by VGPL to $6,500,000,000 since the project began producing LNG in December, 2024.

VGPL intends to use the net proceeds from the offering to (i) prepay certain amounts outstanding under VGPL's existing senior secured first lien credit facilities and (ii) pay fees and expenses in connection with the offering.

The notes were guaranteed by Venture Global Gator Express, a VGPL affiliate. They are secured on a *pari passu* basis by a first-priority security interest in the assets that secure the existing credit facilities and the existing notes.

The notes were not registered under the US Securities Act of 1933, as amended or the securities laws of any state or other jurisdictions, and may not be offered or sold in the US absent registration under the Securities Act or an applicable exemption from the registration requirements of the Act.

Venture Global's first facility, Calcasieu Pass, started producing LNG in January, 2022 and achieved commercial operations in April, 2025.

The second facility, Plaquemines LNG, achieved first production of LNG in December, 2024.

The company is currently constructing and developing over 100 mill tonnes per annum of nameplate production capacity.

Venture Global is also developing Carbon Capture and Sequestration projects at each of its LNG facilities, the company said. ■

TotalEnergies expands into Caribbean renewables

French energy major, TotalEnergies has closed the acquisition of a 50% stake in the solar, wind and battery energy storage systems (BESS) portfolio of AES Dominicana Renewables Energy.

This deal follows TotalEnergies' 2024 acquisition of a 30% share in AES solar and battery assets currently under construction in Puerto Rico.

The combined portfolio now exceeds 1.5 GW of renewable energy and BESS capacity across the Caribbean.

These transactions advance TotalEnergies' multi-energy strategy in a region where it is a key player in the LNG value chain, the company said.

This acquisition will allow TotalEnergies to expand its renewables business in the Dominican Republic, where the company already has a partially solarised network of 184 service stations, natural gas distribution and a 103 MW solar plant under construction.

"We are pleased to expand our multi-energy strategy through this partnership with AES, focusing on renewables and battery storage in a region where TotalEnergies is already a leading supplier of LNG, notably for power generation.

"Since 2018, we have been supplying LNG to AES's subsidiaries in Panama and the Dominican Republic," said Stéphane Michel, President of Gas, Renewables & Power at TotalEnergies. "These new transactions will contribute to our targets of 35 GW of gross renewable capacity by 2025 and over 100 TWh of electricity production by 2030." ■

BV approves Chinese three tank LNGC design

At last month's 29th World Gas Conference held in Beijing, Hudong-Zhonghua Shipbuilding showcased two new ship designs: a 201,000 cu m LNGC featuring a three-cargo tank layout, and a 42,000 cu m carbon dioxide (CO_2) carrier.

During the event, Bureau Veritas Marine & Offshore (BV) was one of the latest class society's to present Approval in Principle (AiP) certificates for the two designs.

The 201,000 cu m LNGC is claimed to be the world's first of its type to adopt a three-cargo tank configuration, breaking the long-standing design bottlenecks.

This approach delivers key benefits, including reduced costs, enhanced energy efficiency, lower carbon emissions, and high compatibility.

Compared with the traditional four-cargo tank designs, the new three tank layout reduces the liquid cargo hold surface area by 9.8%, while maintaining the same overall cargo volume capacity.

This design optimisation, along with fewer pumps and valves, simplifies the cargo system and reduces construction costs by nearly $10 mill, as well as life-cycle operational and maintenance costs.

The vessel incorporates a double-skeg hull form, achieving a 6% reduction in unit cargo energy consumption, compared with 174,000 cu m LNGCs, and nearly zero sulfur oxide emissions. Based on an annual transport volume of 3 mill tonnes, carbon dioxide emissions will be cut by over 8%.

With a hull length comparable to the standard 174,000 cu m type, the design offers greater operational flexibility — fully compatible with the new Panama Canal and over 100 shore terminals worldwide.

It is expected to become a benchmark ship type for the new Panama Canal, providing a greener and more environmentally friendly solution for future LNG transportation, BV claimed. ■

Hudong-Zhonghua's three tank design

NEWS BRIEFS

Naftogaz to buy another ORLEN cargo

Ukraine's Naftogaz Group and Polish energy group, ORLEN have signed a contract for the supply of an additional 140 mill cu m of LNG from the US, to be delivered to Ukraine.

This marks the fourth gas supply contract signed between the two companies thus far this year.

As part of preparations for the upcoming heating season, Naftogaz has now contracted a total of 440 mill cu m of LNG from ORLEN.

"Naftogaz is diversifying its sources and routes of gas supply. This enhances Ukraine's energy security and resilience amid the ongoing full-scale war with Russia. We are grateful to our Polish partners and highly value this co-operation.

"Signing an additional contract for the supply of American LNG is an important element of our preparations for the coming winter heating season and a big step toward ensuring reliable gas supply for Ukrainians," said Sergii Koretskyi, Naftogaz CEO.

The US LNG will be regasified at the LNG terminal in Świnoujście (Poland) or Lithuania's Klaipėda terminal and shipped to Ukraine via the Polish gas transmission system.

Seatrium adds to Kinetics' FSRU conversion contracts

Singapore-based engineering company, Seatrium has won another FSRU conversion contract from Kinetics, an energy transition company owned by Karpowership.

This award followed Kinetics' confirmation of the option for a fourth FSRU conversion project with Seatrium, announced in April, 2024, plus the earlier award of three LNGC conversions into FSRUs.

While Kinetics is on track to become one of the major owners of FLNG assets globally, its parent Karpowership operates an extensive portfolio of Powerships and land-based power plants.

Scheduled to start in the third quarter of this year, the project involves the conversion of an LNGC into an FSRU, to be named 'LNGT Turkiye'.

The work includes the installation of a regasification module, a spread-mooring system, and integration of key supporting systems, such as cargo handling, offloading, utility, electrical, and automation systems.

Deutsche Ostsee achieves Germany's highest gas feed

Germany's Deutsche ReGas has achieved the highest gas feed-in in the country for the second quarter at the Deutche Ostsee terminal.

With a gas injection of more than 10 TWh, the terminal achieved an all-time high in quarterly supply performance in 2Q25.

Ingo Wagner, Deutsche ReGas CEO, said: "In the past quarter, we proved the efficiency of our terminal and fed more natural gas into the German grid on behalf of our customers than any other LNG import terminal in Germany.

"This is also confirmation of the reliability and flexibility of our services and an excellent signal for Mecklenburg-Vorpommern as a business location," he said.

The Ostsee terminal's natural gas is fed into the German gas grid via fixed, freely allocable capacities amounting to 16 GWh/h. In addition, fixed capacities of 4 GWh/h are available for export to the Czech Republic.

With the Deutsche Ostsee terminal in the industrial port of Mukran and the LNG terminal in Lubmin, the company has developed the first and only privately financed FLNG terminals in Germany. ■