

LNG Unlimited

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SPAs galore at Gastech

A plethora of SPAs and other sales agreements were announced at last week's Gastech held in Milan.

These have enabled, primarily US export plant developers, such as NextDecade, to either take, or come close to taking, final investment decisions (FIDs) on their projects.

Last week, NextDecade announced the full commercialisation of Rio Grande LNG's Train 5, having secured 1 mill tonne per annum SPA for 20 years from ConocoPhillips, joining the other SPAs signed with JERA and EQT Corp.

The export plant developer said that a FID would be taken in the fourth quarter of this year, having announced a FID on Train 4 the day before.

Train 4 was commercially supported by 4.6 mill tonnes per annum of 20-year LNG SPAs with ADNOC, TotalEnergies, and Aramco.

Bechtel was awarded the engineering, production and construction (EPC) contract for both trains.

Another winner in the offtake contract contest was Glenfarne for both its Alaska LNG and Brownsville LNG projects.

For Alaska LNG, Japanese utility major, JERA signed a letter of intent (LoI) to explore an offtake deal.

This will enable JERA to assess the project's timelines and economics, the company said.

Alaska LNG and South Korea's POSCO International Corp also signed an agreement to partner to develop the project.

Included were the initial terms for a 20-year heads of agreement (HoA) for 1 mill tonnes per annum of LNG offtake on a free-on-board (FOB) basis.

Glenfarne's other development, Texas LNG Brownsville, signed a binding 20-year SPA with Gunvor Singapore for 0.5 mill tonnes per annum of LNG on a free-on-board (FOB) basis.

This agreement followed a previous non-binding HoA between the two companies.

Texas LNG said it was converting HoAs into definitive agreements and expects to take a FID by the end of this year.

Kiewit is leading Texas LNG's EPC under a lump-sum turnkey structure.

Glenfarne's permitted North American LNG portfolio now totals 32.8 mill tonnes per annum of capacity under development in Alaska, Texas and Louisiana, the company revealed.

Remaining in the US, Monkey Island LNG (MILNG) signed a memorandum of understanding (MoU) with an undisclosed international oil company for the offtake of up to 5.2 mill tonnes per annum of LNG.

MILNG is developing a 26 mill tonnes per annum LNG export facility in two phases. Phase 1 will target 15.6 mill tonnes per annum across three trains and this offtake agreement involved Train 1's complete output.

Another US-based developer, Argent LNG has signed a 5 mill tonnes per annum gas supply deal with Turkish energy bourse, Enerji Piyasaları İşletme (EPIAS).

This move was seen as aiming at moving US gas into Europe and potentially into Syria.

Non US deals

Aside from the US, Woodside Energy Trading Singapore finalised an SPA with Malaysia's PETRONAS LNG to supply 1 mill tonnes per annum of LNG from 2028 for 15 years.

This marks the conversion of a non-binding HoA signed in June, 2025 into a firm contract.

Italian gas and electricity utility, Edison, revealed that it



Long term SPAs have allowed NextDecade to take FID on Train 4 and commercialise Train 5 of the Rio Grande LNG project

planned to replace some pipeline gas volume contracts with LNG.

Edison had earlier announced a 15 year agreement with Shell to purchase about 0.7 mill tonnes of US LNG per year, starting in 2028, which followed an earlier sales agreement with Venture Global.

Turkey's state gas company, Botas has signed an agreement with Cheniere for 1.2 bill cu m of LNG offtake, Turkish Energy Minister, Alparslan Bayraktar, said on social media last week.

No other details were provided.

At Gastech, Botas revealed several LNG offtake agreements, including those with bp, Eni, Shell, PetroChina and Oman LNG.

The partnership with Oman LNG was aimed at expanding Omani production capacity, strengthen collaboration with FSRUs and LNGCs and explore additional LNG procurement opportunities. PetroChina International's agreement included co-operation in LNG trading, transport optimisation and joint efforts to enter new markets.

Elsewhere, Swiss-based energy trader, MET Group through its trading affiliate MET International, signed a heads of agreement (HoA) with Keppel's Infrastructure Division, together with a Singapore licensed LNG importer, for long-term LNG deliveries amounting to 0.5 mill tonnes per annum.

Finally, French energy major, TotalEnergies and KOGAS signed an HoA for the annual delivery of 1 mill tonnes of LNG over a 10-year period starting from the end of 2027. ■

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Power generation dominates natural gas demand - IGU

Last year was a transitional one for the global natural gas and LNG market, marked by limited momentum and tight fundamentals - in contrast to the extreme volatility seen in recent years.

In 2024, global natural gas demand rose to 4,122 bill cu m, an increase of 78 bill cu m (1.9%) from 2023, driven by sustained growth in Asia and North America, the International Gas Union (IGU) said in its annual report, published last week.

Power generation remained the dominant end-use sector, further supported by extreme summer heatwaves that boosted cooling demand.

Supply also expanded, increasing by 65 bill cu m to reach 4,090 bill.

LNG trade grew for the 11th consecutive year, reaching 555 bill cu m, with the US, Qatar, and Australia maintaining their positions as leading LNG exporters.

Entering 2025, the market showed regional divergence in natural gas demand. In the first half of this year, growth was concentrated in Europe and North America, increasing by 6.1% and 1.5%, respectively, the IGU said.

Meanwhile, LNG trade has continued to expand, supported by a

sharp rise in European imports, which grew by 16 bill cu m (23.6%) to meet regional demand and storage injection requirements.

In contrast, LNG procurement activity in Asia was more subdued. Higher spot LNG prices, combined with increased competition with Europe, limited spot purchases from price-sensitive buyers, such as China and India.

With these dynamics in play, natural gas demand is expected to continue to grow this year, with a projected annual increase of 71 bill cu m, the IGU forecast.

Trends suggested global energy demand is expected to rise over the next decade, especially leading up to 2030. Power consumption is predicted to surge in China and India, positioning Asia as the key driver of global energy demand, supported by North American growth.

Uncertainties

However, uncertainties from emerging trends are making it increasingly difficult to project and plan for future energy demand growth.

Climate change induced heatwaves and technological breakthroughs, like the AI data centres boom, are straining power systems

globally, requiring reliable and flexible sources, as well as infrastructure.

Uncertainty surrounding the timing of the next wave of LNG is exacerbating risks of already anticipated supply shortfalls, though this could be mitigated by the circa 270 bill cu m of approved or under construction liquefaction capacity in the pipeline to be commissioned by 2030.

If current trends continue, demand growth will likely outpace scenario pathways proposed by leading institutions, exceeding projections for 2030 by as much as 8-90 EJ, the IGU predicted.

Targeted investments in natural gas and LNG supply, infrastructure, and storage will be required to meet potential energy shortfalls and mitigate uncertainty. Natural gas can act as a force of resilience supporting long-term sustainability and energy security by meeting rising power demand, and enhancing geopolitical stability through reliable, diversified supply.

Furthermore, as variable renewable energy (VRE) becomes central to global power systems, natural gas can play an instrumental role in backing up these evolving systems, the IGU said. ■

LNG Canada Phase 2 on Carney's radar

Canadian Prime Minister, Mark Carney, has announced a list of five major 'nation-building' projects he wants to see speed up.

Carney said he wants to fast-track the 'projects of national interest' and reduce their approval timelines to a maximum of two years.

One of the projects, LNG Canada Phase 2 in British Columbia, will include the expansion of its existing facilities.

LNG Canada has just commissioned its \$40 bill Phase 1 operation, after loading its first LNG export cargo in June.

A joint venture company, involving Shell, PETRONAS, PetroChina, Mitsubishi Corp and Korea Gas Corp (KOGAS), started building the first phase in 2019, which included two LNG trains and the marine terminal.

Phase 2 would double LNG Canada's production, which is currently standing at 14 mill tonnes of LNG per year, making it the world's second largest export facility, according to the Prime Minister's office.

Emissions were projected to be 35% lower than the world's best performing LNG facilities and 60% lower than the global average.

A front-end engineering and design (FEED) contract has been awarded to the same companies that engineered the project's Phase 1, but a final investment decision (FID) is yet to be made. ■

NEWS BRIEFS

DNV and HD HHI sign LNGC design MoU

Among a number of design agreements coming out of last week's Gastech, last Friday, DNV announced that it had signed a memorandum of understanding (MoU) with HD Hyundai Heavy

Industries (HD HHI) to develop and verify an optimised 200,000 cu m LNGC.

The new design was aimed at delivering improved operational efficiency and enhanced terminal compatibility, compared to previous vessel designs.

The MOU was signed by Vidar Dolonen, DNV's Regional Manager

for South Korea & Japan and Ryu Hongryeul, HD HHI CTO, during Gastech.

Under the MoU, DNV will carry out design verification of HD HHI's LNGC, focusing on ensuring higher operational efficiency and better compatibility with a wider range of terminals worldwide. ■

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Arctic LNG 2 exports to cease over the winter

The current influx of Russia's Arctic LNG 2 cargoes into China in a little over 10 days has softened Asian spot LNG prices.

However, Northern Sea Route (NSR) transits of conventional LNGCs should close in about a month, market sources told Platts.

The latest arrival in China was the LNGC 'Buran', built as the 'North Air', which berthed at the Tieshan terminal in Beihai, southern China, on 12th September.

She was the fourth sanctioned Russian LNGC to arrive since 28th August, according to S&P Global Commodities at Sea (CaS) data.

The arrivals of Russian LNG cargoes into Beihai since the end of August has helped ease regional supply tightness and exerted downward pressure on Asian spot LNG prices amid China's subdued appetite for spot LNG, market sources told Platts.

"The Chinese market was already well stocked with pipeline gas, and with more Russian gas coming in, the demand for spot purchases has really dropped," said a Chinese market source. "Usually, the supply security task kicks off in August, but we haven't felt the need to start it yet this year."

"With the Arctic LNG 2, and if that continues, prices can really drop faster than people were expecting," an Indian market source said.

Fifth LNGC

The LNGC 'Iris', ex 'North Sky', was thought to be the fifth sanctioned Russian ship due to arrive at Beihai in the next few days. She was reported southeast of Hainan



The Arc7 'Christophe de Margerie' is operating across the NSR

Island in the South China Sea on 12th September, according to CaS.

In June, after the commissioning of Arctic LNG 2's second train, the data showed that loadings had resumed, with the 'Iris' arriving on 26th June.

A European source said that Arctic LNG 2 had limited capacity, explaining that from "mid-November, when ice blocks the way, they can't move cargoes out via NSR."

"Among the LNG carriers that have transported Arctic LNG 2 cargo to Asia, only the Arc 7 class vessel 'Christophe de Margerie' will be able to conduct a maximum of two round trips per month in a shuttle service between Murmansk and Kamchatka during the winter season from around mid-October to May," said Daisuke Harada, Director General of the Department of Research and Analysis at Japan Organisation for Metals and Energy Security.

"During the winter, five LNG

carriers currently transporting Arctic LNG 2 cargoes to Asia will load Arctic LNG 2 cargoes in Kamchatka and Murmansk, supplying at a pace of two to three cargoes per month," he added.

"Arctic LNG 2 volumes will likely be hampered as Arctic trade routes get more hazardous in winter, and shipments will start to slow," agreed Eric Yep, Principal Analyst for First Take Gas at Commodity Insights.

"The project's access to Arc7 Ice Class LNG carrier newbuilds has already been cut off by sanctions. There is still some uncertainty around a US response on breaching of sanctions and the buyer(s) of the Arctic LNG 2 cargoes have still not been publicly identified," Yep added.

The US government had issued fresh warnings that engaging in business with Russia's Arctic LNG 2 poses a "significant sanctions risk," a State Department spokesperson told Platts last week.

Beihai terminal is currently operated by China's national energy infrastructure company, the National Oil and Gas Pipeline Network Group (PipeChina), which is jointly owned by several state-owned interests, including PetroChina (29.9%), Sinopec (14%) and CNOOC (2.9%).

Another sanctioned LNGC - 'La Perouse' - berthed at Arctic LNG 2 on 27th August, according to CaS. She was thought to be the first of the recently loaded ships to have traveled west, rather than east, along the NSR.

'La Perouse', formerly 'SCF La Perouse', was sanctioned by the UK in September, 2024.

While her final destination was unclear, Indian market sources said that it was unlikely to be destined for the country.

'North Sky' and several other LNGCs linked to the Arctic LNG 2 project were sanctioned by the US in August, 2024. ■

NEWS BRIEFS

Inpex tenders for Abadi LNG

Japan's energy developer, Inpex has recently issued a geophysical and geotechnical survey tender involving its Indonesian Abadi LNG project.

Included in the tender are enhanced surveys onshore and in

intertidal zones, primarily aimed at detecting any unexploded ordnance in the area.

Located in the remote Masela offshore block, the Abadi project aims to develop huge trills cu ft of gas reserves.

The gas will be piped to a planned greenfield LNG plant on

Yamdena Island in the Tanimbar Islands, with a design capacity of 9.5 mill tonnes per annum.

In addition, 150 mill cu ft per day of gas will be supplied to the Indonesian domestic market.

Inpex has earmarked a final investment decision (FID) by 2027, with production expected

in the early 2030s.

The company is also currently assessing bids for front-end engineering and design (FEED) contracts for both the onshore liquefaction plant and an FPSO.

In addition, a separate consultancy tender was issued to refine capital cost estimates. ■

Woodside holds Louisiana LNG groundbreaking ceremony

Earlier this week, Woodside Energy celebrated the rapid progress in developing the \$17.5 bill Louisiana LNG project at a groundbreaking ceremony attended by leaders from the local community and state and federal governments.

Since announcing a final investment decision (FID) on the project on 29th April, 2025, the construction workforce has increased to almost 900 personnel, with work on the first of three LNG trains now more than 22% complete.

The project, based in south-west Louisiana, formerly known as Driftwood, is targeting first LNG production in 2029 from a three train development with capacity of 16.5 mill tonnes per annum.

It also has expansion capacity for two additional LNG trains and is fully permitted for total capacity of 27.6 mill tonnes per annum.

Woodside CEO, Meg O'Neill, said at the ceremony. "The pro-

ject is a game-changer for Woodside, marking our biggest-ever investment in the US and representing the largest foreign direct investment in Louisiana's history. It positions Woodside as a global LNG powerhouse and will deliver enduring returns to shareholders.

"Louisiana LNG will be a significant contributor to US LNG exports, supporting the nation's role as a leading energy supplier to the world. It is expected to support tens of thousands of high-quality jobs in the US, strengthen global energy security and generate billions of dollars in local and national revenues, delivering long-term benefits to the communities where we operate.

"We appreciate the support the project has received from the local, Louisiana State and US Federal governments, which understand the contribution that Louisiana LNG can make to the

economy and energy supply," she said.

Woodside completed the sale of a 40% interest in Louisiana LNG Infrastructure to New York-based investment firm Stonepeak in June.

Equity discussions ongoing

The company confirmed it is continuing discussions with potential partners interested in acquiring equity in the project holding company Louisiana LNG.

Louisiana LNG President, Sarah Bairstow, said: "Woodside is focused on the safe execution and delivery of Louisiana LNG. Construction activity under our contractor Bechtel is proceeding at pace.

"The facility is being constructed piece by piece in the US, meaning approximately 85% of the construction spend is local. At the

same time, we continue to actively market US LNG in Europe and Asia, targeting delivery from 2029 onwards," she said.

US Secretary for Energy, Chris Wright, said: "Expanding US LNG exports expands American prosperity, supports jobs in the Gulf Coast region and strengthens the energy security of our allies and trading partners around the

world.

"Projects like this send a signal to the rest of the world that the US is once again open for business and prepared to lead the world with President Trump's American energy dominance agenda," he said.

"Louisiana LNG is another win for President Trump's American Energy Dominance Agenda. Woodside Energy is breaking ground on a new LNG export terminal in the Gulf of America, creating more jobs for American workers and helping us sell energy to our friends and allies," added US Secretary of the Interior, Doug Burgum.

"Woodside's decision to invest in Louisiana is an unmistakable signal to the world that Louisiana is the epicentre of powering the globe." Louisiana Governor Jeff Landry, commented: "Woodside's historic \$17.5 bill investment in Calcasieu Parish is further evidence that our commitment to restoring American energy dominance is delivering real results."

"We are honoured that Woodside has chosen a site at the Port of Lake Charles, a top 10 US port, for its record setting liquefied natural gas export project.

"This \$17.5 bill investment underscores the Port of Lake Charles' status as the world's leading LNG export hub and propels our region into an even more pivotal role in powering the global economy well into the 2030s," concluded Executive Director of the Port of Lake Charles, Richert Self.



Woodside has conducted the ground breaking ceremony for Louisiana LNG

NEWS BRIEFS

Shell India gets green light to expand Hazira

Shell Energy India has received environmental clearance (EC) to expand its Hazira LNG terminal in Gujarat.

This expansion project will boost capacity from 6.28 mill tonnes per annum to 26.2 mill tonnes. It was estimated to cost ₹21,600 crore.

The project will significantly enhance the terminal's regasification capacity to 25 mill tonnes per annum and increase truck loading capacity to 1.2 mill tonne, up from the current 0.28 mill.

The planned infrastructure includes:

- * Construction of new LNG storage tanks.

- * Development of a conventional LNGC jetty.
- * Building a breakwater.
- * Dredging of 2.8 mill cu m of soil to deepen the shipping channel.

The Expert Appraisal Committee of the Indian Ministry of Environment, Forest and Climate Change approved the project at its meeting earlier this month.

According to local media, the Hazira LNG terminal expansion project had faced delays, due to forest clearance requirements.

Originally commissioned in 2005 at 2.5 mill tonnes per annum, the terminal was gradually upgraded over the years, supporting both industrial demand and India's LNG market growth.



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Asian Spot LNG prices rise - Europe eases

Asian spot LNG prices rose slightly last week, on the back of geopolitical developments around Russian sanctions and Middle East tensions.

However, muted demand and Asia-Pacific's high inventories capped price gains.

The average LNG price for October delivery into northeast Asia was \$11.50 per MMBtu, up from \$11.30 per MMBtu the week before, industry sources estimated. November's delivery price was put at \$11.60 per MMBtu.

Asian LNG prices largely tracked the geopolitical premium seen in European gas prices rather than Asian fundamentals, said Kpler analyst, Go Katayama, adding that negotiations by the EU and the US around fresh sanctions on Russia, and Israel's escalation in targeting Hamas leaders in Qatar, had pushed risk premiums higher.

"Northeast Asian demand remains muted. Stocks are high across Japan and (South) Korea, and the November temperature outlook remains mild. Pacific LNG supply remains robust," Katayama said.

High inventories, soft heating demand and steady Pacific supply

were likely to limit upside potential, he added.

Meanwhile, a fourth LNGC from the sanctioned Russian Arctic LNG 2 project has berthed at the Beihai LNG terminal in Guangxi, southern China, shiptracking data showed. China has received three cargoes from the sanctioned plant thus far at the same import terminal (see separate story).

In Europe, SP Global Commodity Insights assessed its daily North West Europe LNG Marker price benchmark for cargoes delivered in October on an ex-ship basis (DES) at \$10.556 per MMBtu on 11th September, a \$0.59 per MMBtu discount to the TTF hub's October futures price.

"Northwest European delivered prices rose slightly last week, tracking small gains in the TTF prices," said Xiaoyi Deng, Argus deputy head of LNG pricing, adding that traders were holding prices at current levels for geopolitical risks.

"Small revisions and additions of maintenance at the Norwegian upstream system also added to the caution in the market, but changes are limited and flows from Norway to continental Eu-

rope have stayed low because of ongoing maintenance," he said.

The US front month arbitrage to Northeast Asia via the Cape of Good Hope still only marginally incentivising US cargoes to deliver to Europe, while the arbitrage via Panama closed out last week, said Spark Commodities analyst, Qasim Afghan.

In the LNGC freight markets, Atlantic rates were steady at \$29,000 per day on Friday, while Pacific rates fell to \$31,500 per day, he added.

Europe softens

On Monday morning, Dutch and UK wholesale gas prices softened amid a steady LNG supply and mild, windy weather limiting demand.

However, new Russia-related sanctions remained an upside risk.

The benchmark Dutch front-month contract at the TTF hub was down €0.46 at €32.19 per MWh, or \$11.07 per MMBtu, during the morning, LSEG data showed.

The Dutch day-ahead contract was down €0.10 at €31.90 per MWh.

The British front-month gas price fell 1.28 p to 79.15 p per

therm, while the day-ahead price eased by 1 p to 78 p per therm.

"We expect prices to trade sideways, amid stable near-term supply but tightening signals later in the week," LSEG analyst Oleh Skrynyk said.

Wind output will ease in the coming days, increasing gas for power demand, Skrynyk added.

European gas inventories at 80% full, solid LNG inflows and mild, windy weather forecasts point to lower gas prices this week, Arne Lohmann Rasmussen, chief analyst at Global Risk Management, said in a Monday morning report.

Geopolitics and potential sanctions represent an increasing upside risk, especially any US reaction to exports from Russia's sanctioned Arctic 2 LNG plant, that have helped keep global LNG prices down and indirectly compete with US LNG, Rasmussen added.

US President Donald Trump said on Saturday that the US was prepared to impose fresh energy sanctions on Russia, but only if all NATO nations ceased purchasing Russian oil and implemented similar measures. ■

NEWS BRIEFS

NSW extension gets the nod

Australian oil and gas developer, Woodside and the North West Shelf (NWS) joint venture have welcomed the Australian Government's granting environmental approval for the project's extension.

Woodside's Executive Vice President and COO Australia, Liz Westcott, said that the approval followed an extensive assessment and appeal process and included rigorous conditions to manage the protection of cultural heritage.

"This final approval provides certainty for the ongoing operation of the North West Shelf project, so it can continue to

provide reliable energy supplies as it has for more than 40 years.

"Over this time, the North West Shelf project has paid more than A\$40 bill in royalties and excise, supported thousands of Australian jobs and contributed well over A\$300 mill to communities in the Pilbara, through social investment initiatives and infrastructure support," she said.

The Australian Government approval included conditions that require additional monitoring and management of air emissions to protect the Dampier Archipelago (including the Burup Peninsula) National Heritage area to which Woodside has committed.

ABB to power Singapore's first floating LNG terminal

South Korean shipbuilder, Hanwha Ocean, has awarded ABB the contract to supply a complete electric power and propulsion system for Singapore's first FLNG terminal.

ABB's integrated electrical system to be fitted on board the FSRU will comprise a medium voltage generator, 6.6 kV switchboards for cargo and re-gasification, and the motor, transformer and drive for propulsion.

The FSRU will also feature ABB's remote control and remote diagnostics system, its condition monitoring solution

and an enhanced power protection system (EPPS).

The unit will be delivered to Mitsui OSK Lines (MOL) in 2027 and contracted for long-term charter by Singapore LNG Corp.

With a capacity of 200,000 cu m of LNG, the FSRU will be moored at Jurong Port and connected to the gas network in 2030, under MOL management.

Singapore LNG has signed contracts to process 5 mill tonnes of LNG per annum at the floating facility, increasing the company's importing capacity by 50%, compared to the current single landside terminal at Jurong. ■

Ksi Lisims receives provincial environmental assessment approval

A British Columbian environmental assessment certificate has been issued for the Canadian Ksi Lisims LNG project, following a joint decision by provincial ministers.

Ksi Lisims is being developed in partnership between Nisga'a Nation, Rockies LNG Limited Partnership and Western LNG.

Tamara Davidson, British Columbia's Minister of Environment and Parks, and Adrian Dix, Minister of Energy and Climate Solutions, made their decision after carefully considering the environmental assessment by the Environmental Assessment Office (EAO).

If all other required permits and authorisations are received, the Ksi Lisims LNG project will be approved to build and operate two FLNGs at Pearse Island in north-western British Columbia.

The project is expected to employ an average of up to 450 workers during construction and have a permanent workforce of up to 250 people, the provincial government said.

The EAO's assessment began in 2021 and involved extensive consultation with technical experts, First Nations, provincial and federal agencies, local governments and the public.

Conditions imposed

The ministers imposed 23 legally enforceable conditions in the provincial certificate that Ksi



A rendering of the FLNG based Ksi Lisims project

Lisims LNG must follow over the lifespan of the project. Key requirements include:

- A greenhouse-gas emissions plan requiring Ksi Lisims to meet the Province's net-zero policy and update it every five years.
- Plans to manage impacts related to project construction, wildlife and wildlife habitat, marine underwater noise and road transportation.
- Marine transportation communication reporting with First Nations on activities that may affect marine use and a reporting mechanism for First Nations and other mariners to report concerns.
- A health and medical-services plan to reduce pressures from outside workers on local health services.
- A gender and cultural safety plan that outlines gender-based violence prevention and response programs that apply to all workers.
- A socio-economic management plan that prioritises regional and indigenous hiring, apprenticeships and procurement, and helps limit effects on local housing, infrastructure and services.
- Connecting to the BC Hydro power grid to provide sufficient electrical capacity for operations once BC Hydro is able to provide services.
- A community feedback process that provides residents of the area with a way to have concerns

and complaints about the project addressed.

The provincial Ministers wrote to the federal Ministers responsible for the environment, defence, transport and fisheries, urging them to address concerns expressed by First Nations related to marine shipping in making the federal decision. They strongly encouraged the federal decision-maker to impose the EAO-recommended mitigation measures if the project receives federal approval.

A federal decision is expected imminently.

A 30-day decision period was extended by nine days to provide additional time for the Ministers to consider materials, including submissions from First Nations. ■

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China's largest built FLNG delivered

China's largest designed and built FLNG, 'Nguya FLNG', was delivered by Wison New Energies at its Nantong shipyard on 14th September, China Media Group (CMG) reported.

The FLNG measures 376 m in length, 60 m beam and 35 m depth, with the largest tonnage and gas storage capacity of its type.

The unit has an LNG storage capacity of 180,000 cu m and an liquefied petroleum gas (LPG) storage capacity of 45,000 cu m, with an annual LNG production capacity of 2.4 mill tonnes.

'Nguya FLNG' will be deployed off West Africa's Republic of the Congo, as part of Eni's Congo LNG Phase 2 project.

This marks a major breakthrough in China's manufacturing of high value-added offshore engineering equipment, CMG said.

Given the vessel's unique design, large size and the complexity of the local navigation environment, the Nantong Maritime Safety Administration undertook a number of navigation safety assess-

ments after the departure ceremony on 26th August, maritime officials said.

Adjustments to the towing plan were made in response to tide changes until the offshore towing operation was completed on Sunday.

A total of 14 patrol vessels and tugs, eight law enforcement officers and three drones were deployed during the operation, according to the report.

Lin Boqiang, director of the China Centre for Energy Economics Research at Xiamen University, told China's Global Times that the delivery marked a critical step forward in the country's offshore engineering equipment manufacturing.

"This large-tonnage, high-capacity FLNG facility not only enhances China's voice in the international LNG market, but also accelerates the country's deeper development and utilisation of marine energy," he said.

He stressed that China's advanced equipment and competitive costs are not only driving

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For some nations where economic conditions remain challenging, affordable and efficient solutions matter greatly ”

- Lin Boqiang, director of the China Centre for Energy Economics Research, Xiamen University

global low carbon development but also giving the country an edge in co-operation with 'Belt and Road' partner countries.

"For some nations where economic conditions remain challenging, affordable and efficient solutions matter greatly. With strong technologies and favourable costs, Chinese partners are often viewed as a preferred option," he claimed.

POSH towage contract

PACC Offshore Services Holdings (POSH), has been contracted by Wison New Energies to tow the 'Nguya' from China to the Republic of Congo.

The FLNG will be positioned about 50 km offshore from Pointe-Noire, in a water depth of around

33 m. The FLNG will have a nominal nameplate capacity of 2.4 mill tonnes of LNG per annum, equivalent to 3.3 bill cu m of natural gas.

POSH will deploy three ocean-going tugs for the tow, while another tug will be utilised off in Congo for station keeping during the hook-up to the SSY mooring system.

In turn, POSH has appointed Longitude for the engineering works related to the marine operations who will provide engineering services and develop associated procedures covering station-keeping operations, hook-up of the submerged swivel yoke mooring system, tether chain assembly and the flexible riser to the FLNG, as well as offering offshore operational support. ■



Eni's Congo project Phase 2's FLNG 'Nguya' has been delivered and is to be towed to West Africa

Shell secures long term Hungarian natural gas deal

UK energy major Shell has signed a 10-year natural gas supply agreement with Hungary's MVM CEEnergy.

Under the terms of the agreement, Shell will deliver around 200 mill cu m of natural gas per year to Hungary, beginning in January, 2026.

This follows a six year agreement signed in 2020, under which Shell has been supplying 250 mill cu m of LNG annually to Hungary from 2021 to 2027, which marked the country's first large LNG contract with a Western energy provider.

Hungary's energy portfolio has previously leaned heavily on Russian gas imports, unlike most European countries that have diversified or reduced such reliance post-2022.

Peter Szijjarto, Hungary's Foreign Minister, explained the importance of the new agreement with Shell, referring to it as the largest and longest Western energy supply

deal the country has ever made.

Shell's natural gas deliveries are due to be shipped via Krk in Croatia, an important LNG hub for the area.

Once regasified, the gas will be transported to the country through the Hungary/Croatia pipeline.

This import route reinforces the strategic importance of LNG terminals in Southeast Europe, particularly for landlocked countries like Hungary, seeking to diversify their sources amid fluctuating global supply chains and shifting geopolitical alliances, sources said.

Hungary remains the largest purchaser of Russian gas within the European Union. The country consumes around 8 bill cu m of gas annually, with a considerable amount supplied by Gazprom via the TurkStream pipeline, which runs through Bulgaria and Serbia.

According to Szijjarto, Hungary had imported about 5 bill cu m of gas via TurkStream by the end of



Hungary will receive Shell's regasified cargoes via the FSRU 'LNG Croatia' seen here on her way to a Turkish shipyard

August this year. This figure is expected to reach a record high by the end of 2025, further illustrating Hungary's continued reliance on Russian energy amid infrastructural limitations.

Hungary acknowledged the constraints of its existing infrastructure. "Are we going to be able to live without Russian gas? No," Szijjarto asserted, citing geographical and infrastructural limi-

tations as barriers to full energy independence.

Hungary, along with Slovakia, has openly rejected European Commission proposals aimed at phasing out Russian energy imports, which has intensified tensions with Brussels, highlighting the growing divide within the European Union over energy policy and foreign relations, it was reported. ■

Ammonia fuelled LNGC conversion design gains AiP

South Korea's Hanwha Power Systems has received an Approval in Principle (AiP) from the American Bureau of Shipping (ABS) for an ammonia fuel gas turbine conversion design aimed at 174,000 LNGCs.

The AiP award was the result of a joint development project between Hanwha and ABS established on 13th August, 2025. Hanwha Power Systems completed the core engineering design and safety verification in a short period of time.

Ammonia, consisting of nitrogen and hydrogen, does not emit CO2 when burned, making it a promising alternative fuel for achieving carbon neutrality in shipping.

Hanwha Power Systems is developing a vessel propulsion system that operates on 100% ammonia without using any pilot oil (ignition fuel) in small quantities.

In the context where the IMO has set the goal of achieving carbon neutrality in the international marine industry by 2050 and is introducing specific environmental regulations, the ammonia gas turbine is regarded as a technology that opens up a zero carbon maritime market, ABS said.

Thorough review

The AiP was granted after a thorough review and approval process of essential engineering documents, including the process flow diagram (PFD), operation and control philosophy, and equipment list, general arrangement (GA), machinery arrangement (MA), toxic area detection, emergency shutdown system (ESD), fire safety drawings, and the hazard identification (HAZID) report.

This approval officially confirmed compliance with international safety standards for

ammonia-fuelled ships, as certified by ABS.

With this AiP, Hanwha Power Systems has secured the foundation to propose retrofit packages for converting various ship types, including existing LNGCs, to ammonia fuel.

The company plans to strengthen its position in the global ship de-carbonisation market through expanded collaboration with shipowners, shipyards, and classification societies.

Hyoung-seok Kim, Head of Maritime Solutions Business Division at Hanwha Power Systems said, "This AiP achievement demonstrates the technical and commercial viability of gas turbine propulsion systems utilising ammonia fuel.

"We will continue to expand co-operation with shipowners, shipyards, and classification societies to progress toward practical application and commercial opera-

tion of this technology," he said.

At Gastech, as well as showcasing ammonia gas turbines, Hanwha Power Systems also introduced FSRU modification technology and NRS, as well as displaying CO2 compressors used in the core processes of carbon capture and storage (CCUS).

Established in 1977, Hanwha Power Systems launched as an energy equipment business in 1997 by building on its technology and experience in gas turbine engines.

Since then, the company has delivered more than 7,500 air and gas compressor units worldwide.

In 2017, Hanwha Power Systems relaunched as an independent company and achieved an operating surplus for four consecutive years through 2021, establishing a foundation for stable growth.

In October, 2022, the company was acquired as a subsidiary of Hanwha Impact. ■