LNG Shipping News

AN LNG JOURNAL TITLE ON LNG CARRIERS 27 March 2025

Asia to dominate Middle East exports says GECF

By 2050, Middle East LNG exports are predicted to reach 202 mill tonnes, driven largely by Qatar's expansion plans. Net exports are expected to hit 188 mill tonnes by the same year.

In its Global Gas Outlook 2050, the Gas Exporting Countries Forum (GECF) said that in recent years, the Middle East has seen a notable increase in natural gas demand, driven by population growth and gas price subsidies.

The subsidies were introduced to promote economic development, support energy-intensive industries, and share the benefits with the local population.

At the same time, the region's huge natural gas reserves have created opportunities to expand trade.

While seaborne LNG exports to Asia and Europe have been the main focus, regional gas trades - both within the Middle East and beyond - also saw smaller volumes exported through pipelines.

These include connections from Qatar to the UAE and Oman, Iran to Iraq and Turkiye, Armenia and Azerbaijan.

Qatar's position as a leading global LNG exporter is set to strengthen further, with last year marking the continued expansion of its liquefaction capacities.

Qatar aims to nearly double its LNG production capacity, increasing output by around 85% from the current 77 mill tonnes to 142 mill tonnes per year by 2030.

NFE expansion project

This is being led by the North Field Expansion project, which will be implemented in three phases - North Field East (NFE), South (NFS), and West (NFW) projects.

This could contribute to a global oversupply later in the decade, GECF said.

Long-term LNG imports are expected to grow to 14 mill tonnes by 2050, with Kuwait accounting for around 50% of the growth.

Asia/Pacific will remain the primary destination for Middle Eastern LNG exports. By 2050, this region is expected to receive over 178 mill tonnes, representing around 90% of the region's total LNG exports.

GECF predicted that exports to Europe will decline significantly by mid-century reflecting the region's shift towards alternative energy sources.

Africa as a destination will also diminish following a rise by 2030. ■

SHIPPING NEWS AGENDA

Germany looks to charter out FSRUs

The German Government is looking for partners to sub-charter some of its recently leasd FSRU terminals.

This follows disputes and planning incidents that have led to two contract cancellations in recent months.

"Talks are ongoing with potential interested parties to sub-rent the ships, if we don't need them anymore," a spokesperson for the German economy ministry said at a government press conference last Friday.

"It was never set in stone that we definitely would use these ships for 10 years," she claimed, referring to the period agreed when they were first chartered in 2022.

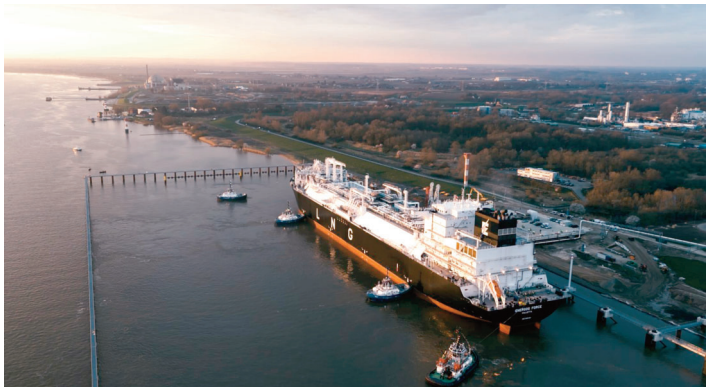
While Germany's rapid construction of LNG terminals in the aftermath of the energy crisis is often touted as a rare engineering feat in the face of staggering bureaucracy, the problems it faced recently with two ships that were meant to operate on its Baltic and North Sea coasts signalled that the rollout hasn't been easy, Bloomberg reported.

The latest dispute involves the Stade LNG terminal near Hamburg, as the state-owned operator, Deutsche Energy Terminal (DET) and the project developer, Hanseatic Energy Hub (HEH) have accused each other of failing to fulfill contractual obligations.

Contract terminated

DET said it had terminated the contract with HEH. The project was still under construction and hasn't received LNG imports thus far.

It's the second dispute in two months after one of two FSRUs operating for Deutsche ReGas at Mukran on the island of Ruegen had her charter contract cancelled with DET over pricing.



HEH's Stade terminal

The FSRU 'Energos Force' is currently anchored off Skagen, Denmark and is believed to be the subject of a charter bid from Egypt.

Across Europe, several LNG terminals that were set up quicky after the energy crisis have faced difficulties, due to their high operating costs.

For example, France's latest LNG terminal, located at Le Havre and commissioned by TotalEnergies in 2023, hasn't received cargoes since last June, despite high gas demand in the region, Bloomberg said. ■

Precious Shipping to join the LNGC club

Thai-based drybulk shipowner, Precious Shipping, is to expand into the LNGC market, together with other ship types.

The listed shipowner has revealed in a stock exchange filing that its Singapore subsidiary had signed a deal with Emstraits Navigation and Lianson Fleet, formerly Icon Offshore, to establish a joint venture in Malaysia.

To be called Nusantara Maritime, the new company will be primarily engaged in shipowning, ship operations, leasing and maritime services in the LNGC, LPG and crude tanker segments.

The joint venture company aims to acquire high-quality assets and employ them with industry-leading charterers, providing revenue stability and earnings visibility, Precious Shipping said.

Precious Shipping, which currently manages 44 bulkers, will own 45% of the new venture, which is expected to be established in the next two months.

Through this initiative, it will gain exposure to a broader spectrum of shipping sectors, although its core focus will remain the drybulk sector, the company added. ■

NEWS NUDGE

"K" Line revamps UK operation

"K" Line LNG Shipping (UK), a London-based corporation wholly owned by Kawasaki Kisen Kaisha ("K" Line), is to be renamed "K" Line Energy Shipping (UK) (KLES) on 1st April, 2025.

In addition, "K" Line Europe's the Carbon Neutral Development Group, that develops liquefied CO2 transport, will be integrated into KLES with the goal of reinforcing the business development activities and organisational structure of "K" Line's European energy transport business.

Europe is leading low-carbon and de-carbonisation efforts and new solutions supporting the de-carbonisation of society, such as liquefied CO2 transportation solutions, are in demand.

KLES said it had refined its integrated marketing between shore and marine/technical teams, customer-centric support of sales and shipmanagement, an area where the company has accumulated expertise through its LNGC operations. ■

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Two more US LNG projects approved

The US Maritime Administration (MARAD) has issued a license to allow Delfin LNG to own, construct, operate, and eventually decommission an LNG export deepwater port off the US Gulf coast.

Delfin Midstream's LNG's deepwater port will be located about 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana.

MARAD and the US Coast Guard worked with around 15 federal agencies, together with the States of Texas and Louisiana, to review Delfin LNG's application.

These agencies submitted recommendations for environmental and other license conditions.

Once built, the deepwater port will be the US' first offshore LNG export project.

The project is a brownfield deepwater port requiring minimal additional infrastructure investment to support up to three FLNGs producing up to 13.2 mill tonnes of LNG per annum.

Delfin Midstream purchased the UTOS pipeline, the largest natural gas pipeline in the Gulf of America, in 2014 and submitted its license application in 2015.

Subsequently, Delfin received a positive Record of Decision from MARAD and approval from the US Department of Energy (DoE) for long term exports of LNG to countries that do not have a free trade agreement with the US for up to 13.2 mill tonnes per annum.

Yesterday it was announced that German energy company, SEFE will offtake 1.5 mill tonnes of US LNG per year from Delfin for at least 15 years.

The contract calls for flexible delivery destinations at SEFE's discretion, while the free-on-board (FOB) deliveries will commence immediately following the construction and commissioning of Delfin's FLNGs.

CP2 approved

In addition, Venture Global has received approval from the US Department of Energy (DoE) to export LNG to non-FTA countries for its third project, CP2 LNG, located in Cameron Parish, Louisiana.

Venture Global CEO, Mike Sabel, said: "CP2 LNG is a vital project for the US economy, balance of trade, and global energy security.

"We are grateful for the Trump administration's return to regular order and regulatory certainty that will allow us to further expand US LNG exports, which have consistently been found to be in the public interest across multiple administrations.

"This will enable us to provide our allies around the world with American LNG in just a few years and for decades to come," he said.

Earlier this month, Venture Global had revealed that it had launched the FID process for CP2 LNG.

Thus far, the initial phase of CP2 LNG has been sold through 20-year sales and purchase agreements (SPAs) with ExxonMobil, Chevron, JERA, New Fortress Energy, INPEX, China Gas, SEFE and EnBW.

Venture Global said it was in discussions for the remaining capacity and has launched significant off-site project construction, while it has awaited project authorisations from US regulators.

CP2 follows approvals issued by the DoE to Commonwealth LNG, Golden Pass LNG and Delfin LNG, plus other announcements.

However, Venture Global is still facing arbitration over complaints filed by major energy companies, including bp, over alleged delayed long-term deliveries, as the company pursued higher-revenue spot market sales.

The developer countered that the plant was not yet commercially operational and therefore the sales did not violate its contractual obligations. ■

> **"We are grateful for the Trump administration's return to regular order and regulatory certainty that will allow us to further expand US LNG exports, which have consistently been found to be in the public interest across multiple administrations"**
>
> *- Mike Sabel, CEO, Venture Global*

Delfin has been given the nod to build its offshore facility

Taiwan takes interest in Alaskan LNG

In a boost to Alsaka's push to export LNG, Taiwan's state-owned CPC Corp, has signed a letter of intent (LoI) with Alaska Gasline Development Corp (AGDC), to buy LNG and invest in the Alaska LNG project.

Under the agreement, CPC will participate in the project's upstream gas investment to secure stable energy resources for Taiwan, the country's Ministry of Economic Affairs said.

Alaska LNG is being jointly promoted by AGDC and developer, Glenfarne Group, as part of Alaska's plans to export up to 20 mill tonnes of LNG per annum from 2031.

The project involves the construction of a 1,290 km pipeline to transport natural gas from Alaska's North Slope to a liquefaction facility.

Once operational, this project would become the closest LNG supply source to Taiwan among the existing US facilities.

In addition, the Ministry added that without the need to pass through the Panama Canal, it could shorten shipping time, reduce voyage risks and improve the reliability of the nation's natural gas supply.

The Ministry also said the investment agreement would help deepen the energy partnership between Taiwan and the US, and would also lay a good foundation for the diversification of Taiwan's energy supply.

Both parties are to start negotiations on procurement and investment details as soon as possible to achieve a mutually beneficial deal, it said.

The CPC/AGDC agreement came as representatives from AGDC and Glenfarne visited Asian countries last week to seek investors for the project.

Apart from Taiwan, Japan and South Korea were said to be also potential targets. ■

First US flag LNGC to serve Puerto Rico

US Jones Act shipping company, Crowley and Spanish energy company, Naturgy, have signed a long term agreement to provide regular deliveries of US LNG to the latter's operating facility in Penuelas, Puerto Rico.

Crowley's recently acquired 130,400 cu m LNGC 'American Energy', which was previously MISC's 'Puteri Intan', will operate in accordance with the US Coast Guard Authorisation Act of 1996.

She has a CAP 1 rating, which is a certificate confirming the vessel's safety and condition, plus her compliance with all regulatory requirements.

"The entry into service of 'American Energy' marks a significant step for fuel supply reliability in Puerto Rico for our energy grid, which will greatly benefit our people," said Puerto Rico Governor, Jenniffer González-Colón.

"This partnership is an initiative to act using existing regulations to increase access to a US-based LNG source that expands our options for the stabilisation of our energy grid, as we work towards providing our residents and businesses a more consistently reliable power generation source," she said.

Crowley also operates the Isla Grande cargo terminal in San Juan (PR) for its containerships and ro-ros, which includes two LNG-fuelled ships, and logistics services.

The company annually delivers more than 94 mill gallons of LNG through its loading terminal in Penuelas, as well as providing ocean deliveries and land transport using ISO tank containers.

"We are proud and privileged to expand US LNG availability in Puerto Rico in partnership with Naturgy," said Tom Crowley, Crowley Corp Chairman and CEO.

"LNG is an ample, reliable energy source available in the US that provides a more resilient and lower-emission option as part of our nation's energy portfolio for quickly serving the growing power needs of Puerto Rico while supporting American jobs, American energy production and US national security," he said.

"This contract strengthens our presence in the global LNG market, particularly in the United States, and allows Puerto Rico to obtain a stable and competitive energy supply route," added Jon Ganuza, Naturgy's General Manager of supply and wholesale markets.

The US flagged LNGC will serve Puerto Rico

US crewed

'American Energy' will be crewed by US seafarers and will embark on regular voyages from the US Gulf Coast to Puerto Rico. She is also the first LNGC to fly the US flag.

"AMO is proud to be a part of this historic partnership that benefits the people of Puerto Rico," said American Maritime Officers (AMO) National President, Willie Barrere.

"US merchant mariners, many of whom were born in Puerto Rico, sailing on Jones Act vessels, have been reliably delivering goods to the Commonwealth for decades. Now we will deliver LNG fuel to power the residents and further strengthen the bond between Puerto Rico and our US seafarers," he said.

"The SIU is tremendously excited about providing crew members for the 'American Energy'," said David Heindel, President of the Seafarers International Union (SIU).

"Our members have a long, proud history of working on board LNG vessels, and our affiliated school in Piney Point, Maryland, regularly conducts US Coast Guard-approved curriculums that help prepare mariners for this kind of work.

"We congratulate Crowley, and we look forward to helping safely operate the newly re-flagged vessel," he said. ■

> **"We are proud and privileged to expand US LNG availability in Puerto Rico in partnership with Naturgy"**
>
> *- Tom Crowley, Chairman and CEO, Crowley Corp*

Commissioning cargo set for Kitimat

LNG Canada is to receive an LNG shipment at its marine terminal in Kitimat, BC, early next month.

Both the cargo and the ship will help test the equipment ahead of its planned export start up later this year.

The company announced the shipment last month, according to local media, and has now confirmed that the LNGC 'Maran Gas Roxana' is en route to Kitimat.

From the Triple Island pilot station near Prince Rupert, a team of British Columbia Coast Pilots will guide the vessel along the 159 nautical mile route to the Kitimat terminal, escorted by HaiSea Marine tugs.

Once docked, LNG loading arms will connect to the vessel's manifolds to gradually transfer the cargo ashore. The process, which will include the cooling the facility's pipes and storage tank, could take three to four weeks to complete.

The delivery was described as a critical step in the facility's start-up and commissioning process, which is already underway, and is required to ensure LNG Canada remains on track to ship its first cargo by mid-2025.

LNG Canada explained that the shipment is necessary to cool down the LNG storage tank and test equipment under cryogenic conditions.

It did not foresee further LNG cargoes arriving before the facility begins operations. ■

ORLEN continues to expand LNGC fleet

A naming ceremony for two new LNGCs, purpose-built for Poland's ORLEN Group, was held at the Hyundai Samho Heavy Industries shipyard in Mokpo, South Korea, recently.

The vessels were christened 'Józef Piłsudski' and 'Ignacy Jan Paderewski'.

"We are building Poland's energy security and independence. We have adopted and are implementing a supply diversification strategy that leverages our own LNG fleet. By next year, it will grow to as many as eight vessels.

"Meanwhile, our expanding portfolio of long-term contracts with US suppliers strengthens our market position and guarantees the stability of deliveries.

"As a result, we can provide Polish customers with reliable sources of gas while also supplying neighbouring markets, including Ukraine, thereby reinforcing energy security across the region," said Ireneusz Fąfara, ORLEN's President of the Management Board.

Similar to the company's other LNGCs, ORLEN has chartered the vessels for 10 years from Knutsen OAS Shipping, with an option to extend the period.

Poland's ORLEN has boosted its fleet with two new additions

Each LNGC is fitted with an integrated power management system and on board reliquefaction technology, to allow the recovery of boil-off gas (BOG) that naturally evaporates during transportation.

Most of ORLEN's LNG cargoes are handled at the Świnoujście terminal. To date, 347 deliveries have been received, totalling 27 mill tonnes of LNG.

The largest number of shipments originated from Qatar (154) and the US (167). Other sources included Norway (16), Nigeria (3), Trinidad and Tobago (4), Egypt (2), and Equatorial Guinea (1).

In the first quarter of this year, the company said it planned to receive 20 deliveries at Świnoujście- nine more than during the same period last year.

ORLEN also utilises capacity reserved at the Klaipeda, Lithuania FSRU terminal, at which it has so far received 11 cargoes totalling nearly 740,000 tonnes of LNG.

After regasification, the gas is transported to Poland via the Poland/Lithuania interconnector. Some of the LNG is also supplied to Baltic markets.

The Group is further expanding its domestic LNG import capabilities and has reserved the full regasification capacity - 6.1 bill cu m - of the FLNG terminal currently under construction in the Bay of Gdańsk.

This expansion project will enable ORLEN to increase the number of LNG cargoes received annually by as many as 58 shipments, the company said. ■

Abaxx celebrates first LNG trade

Abaxx Technologies, a financial software and market infrastructure company, majority shareholder of Abaxx Singapore, the owner of Abaxx Commodity Exchange and Clearinghouse has concluded the first over-the-counter (OTC) LNG cargo trade indexed to Abaxx LNG futures.

Two Asian-based counterparties agreed to trade an LNG cargo to be exported from the Gulf of Mexico (America) (GOM) with the transaction price indexed to Abaxx GOM LNG futures.

The Abaxx physically deliverable LNG futures adoption as the price index for an OTC LNG cargo trades represents a significant milestone and advances their potential to become benchmarks in global LNG markets, the company claimed.

Last Friday, the Abaxx GOM LNG futures (May delivery) settled at $12.46 per MMBtu, the Abaxx NWE LNG futures (May delivery) settled at $13.37 and the Abaxx NPA LNG futures (May delivery) settled at $13.59 per MMBtu.

"This trade reflects the need for more precise LNG pricing as geopolitical shifts, including tariffs and trade disputes, continue to impact global commodities markets," said Joe Raia, Abaxx Exchange COO.

"The use of Abaxx futures settlement prices for this high-value cargo gives the global LNG market confidence in the strength of our contracts and reinforces their role as a reliable tool for managing price risk with benchmarks that reflect real LNG market conditions more reliably than regional pipeline hubs or proxies," he said. ■

NEWS NUDGE

Glenfarne ramps up senior management team

US Energy project developer, Glenfarne Group, owner-operator of Texas LNG Brownsville, has promoted two managers to its senior teams, effective immediately.

They include:

- Jorge Hoyos has been promoted to Managing Director of the Group, reflecting his leadership over his last eight years with the company. He joined Glenfarne as an MBA intern in 2016 and permanently joined the investment team in 2017.
- Oliver Wood has become Project Director of Texas LNG. He joined the Texas LNG team in 2023 having had 20 years' experience in the oil and gas industry, specialising in LNG, refinery, and petrochemical projects.

Wood was previously Texas LNG's Construction and Module Director.

He will be leading the construction team for the 4 mill tonnes per annum LNG export project, which will deliver $60 bill worth of LNG, working closely with Kiewit, Texas LNG's EPC contractor, as the project moves towards a final investment decision (FID). ■

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Indian sub-continent LNG cargoes update

Pakistan plans to defer eight LNG cargoes from Italy's Eni between May and December.

This is due to a predicted decline in electricity generation, reflecting a slowdown in economic activity, an energy ministry official said last week.

"The government has been in talks with Eni to defer eight cargoes, one cargo each per month starting from May to December," the Pakistani official, told Platts, part of S&P Global Commodity Insights.

He added that Eni has already agreed to postpone one cargo scheduled to arrive in April.

This follows state-run Pakistan LNG's earlier postponement of two LNG cargoes from Eni - one scheduled for delivery in February and the other for this month.

Pakistan LNG was understood to have signed a 15-year contract with Eni, which started in 2017, priced at an 11.6247% slope of Brent crude for the first and second years, an 11.95% slope for the third and fourth years and a 12.14% slope for the remaining years of supply.

This agreement, set to expire in November, 2032, was for one cargo per month.

The need to defer LNG cargoes highlighted Pakistan's ongoing challenge in balancing energy imports amid economic constraints, said Rao Aamir Ali, deputy head of research at Arif Habib, a Karachi-based brokerage company, talking with Platts.

Deferring these cargoes would offer immediate fiscal relief to the country by avoiding payments during a period of reduced electricity consumption and sluggish industrial production, Ali said.

According to 17th March data from the state-run Pakistan Bureau of Statistics, the country's industrial production fell by 1.7% during the first seven months of the current fiscal year, which began 1st July, 2024.

Electricity production from LNG-fired power plants in February declined significantly to 980 GWh, compared with 1,450 GWh in February, 2024, according to data from the National Electric Power Regulatory Authority.

In 2022, the Pakistan Government signed a 10-year LNG supply agreement with Qatar at a price slope of 10.2% of Brent crude.

Pakistan typically imports 120-140 cargoes per annum, with the majority (around 85-100) coming from long-term contracts with Qatar.

In 2024, Pakistan's LNG imports rose 10% year-on-year to 8 mill tonnes per year. Except for November, LNG deliveries increased by roughly one cargo per month year-on-year throughout the period.

Although Commodity Insights projected Pakistan's overall gas consumption to remain stable, the country's LNG demand is forecast to grow to 12.7 mill tonnes per year by the end of this decade and over 30 mill tonnes by 2050, as domestic gas production declines, according to a January report.

Indian tenders

Remaining on the sub-continent, India's largest gas distributor GAIL has tendered for three LNG cargoes annually for three years. This is due to close on 2nd April, Chairman Sandeep Kumar Gupta said last week.

"This year, we will have two cargoes for May and June. Next year onwards, (we will seek) three cargoes in April to June period," Gupta told local reporters.

Elsewhere, Bangladesh's state-run Rupantarita Prakritik Gas Co (RPGCL) has floated a new tender and re-issued another to purchase two spot LNG cargoes for 23rd and 24th April and 14th and 15th April delivery windows, respectively.

Earlier, it had awarded two spot LNG tenders for early April delivery.

The new bid winners will deliver the cargoes at either of the country's two FSRUs, moored at Moheshkhali island.

RPGCL reissued a tender for the 14th-15th April delivery, as it did not find a suitable offer, an official said.

The Petrobangla subsidiary is responsible for all of Bangladesh's LNG trades.

The cargo volumes will be around 3.36 mill MMBtu each.

Earlier, Bangladesh had bought four spot LNG cargoes for March delivery, which was the largest purchase of LNG from the spot market in a month.

The country's LNG re-gasification volume reached its highest level of 1,022 mill cu ft per day recently, according to Petrobangla's official data.

Bangladesh awarded the earlier spot LNG cargo tender to TotalEnergies Gas and Power for 12th and 13th April delivery at $14.22 per MMBtu. ■

Golar refinances FLNG

Golar LNG has signed a finance lease agreement with a consortium of Chinese leasing companies to refinance the FLNG 'Gimi' debt facility.

The sale leaseback facility will total about $1.2 bill and the transaction is subject to closing conditions, including documentation and third-party approvals.

It is expected to be finalised within the second quarter of this year, Golar said.

This facility will have a tenure of 12 years and a 17-year amortisation profile, with quarterly repayment installments throughout the lease period.

Upon closing and repayment of the existing debt facility, Golar subsidiary, Gimi MS Corp is expected to generate net proceeds of around $530 mill, which includes the release of existing interest rate swaps.

Golar said it will benefit from 70% of the proceeds, equivalent to about $371 mill.

On 18th January, 2025, FLNG 'Gimi' received feed gas from an FPSO operated by the bp-lead consortium developing the Greater Tortue Ahmeyim (GTA) project offshore Mauritania and Senegal.

The FLNG's full commissioning is underway and the first LNG export cargo is expected this quarter, with a full commercial operations date (COD) expected within the second quarter, subject to all conditions being met.

First gas to the FLNG has resulted in the final upward adjustment to the commissioning rate under the commercial reset agreed in August, 2024.

COD will trigger the start of the 20-year lease and operate agreement that will unlock Golar's share to the equivalent of around $3 bill of adjusted EBITDA backlog and recognition of contractual payments comprised of capital and operating elements in both the balance sheet and income statement, the company had revealed earlier. ■

BW LNG goes digital

Italian digital solutions provider, Oceanly, has won a contract from BW LNG to support its commitment to fleet optimisation and operational excellence through the provision of greater automation.

Following a successful test period, Oceanly will work with BW LNG to roll out its performance plus software suite across the whole fleet.

This implementation, first initiated in the fourth quarter of last year on two vessels, will be scaled up to cover BW LNG's entire fleet of LNGCs and FSRUs by 2Q25.

Utilising real-time sensor data, Oceanly's solution encompasses on board data collection, automated vessel reporting, energy efficiency and emission analytics, itinerary planning, and benchmarking.

Oceanly performance's commitment to energy efficiency is reflected in its ability to detect inefficiencies, benchmark vessels, and establish best practices to reduce emissions, the company claimed.

BW LNG has already invested in LNG-fuelled vessels and digital tools to monitor and improve performance. With Oceanly's automated reporting framework in place, the company will unlock productivity gains by freeing up hours spent on punching and correcting data.

Ingela Mandl, Oceanly's Director of Sales & Marketing, said: "BW LNG's reputation as an innovator in technology and sustainability makes this collaboration particularly meaningful.

"Their trust in Oceanly to deliver a fleet-wide solution reflects our dedication to provide cutting-edge tools that address the maritime industry's most pressing challenges. We are proud to support their efficiency and de-carbonisation objectives," she said.

Børge Mokleiv, BW LNG Data Scientist, added: "The first objective of the project has been to streamline the vessel reporting process. At present this is very labour intensive, but with use of Oceanly we see that utilisation of sensor data now greatly simplifies the on board job of submitting noon reports to charterers while we also reduce the time spent onshore validating and correcting data."

Harald Martin Myhre, BW LNG's Vice President IT and Digitalisation, commented: "We sought a technology partner with a jointly innovative mindset who would understand our operational challenges and can work constructively with us to create value for our business and customers.

"Oceanly gives us access to a powerful digital platform that not only simplifies reporting but which we also expect will deliver actionable insights for optimising our fleet's performance going forward. The results so far are promising, and we are excited to implement this across our entire fleet in the coming months," he concluded. ■

BW LNG is to install Oceanly's software

NEWS NUDGE

Ships - Sales, Recycling

Turkish energy company, Botas was said to be seeking LNGCs to set up a trading arm.

The company had previously utilised FSRUs to import LNG at Turkish ports.

Elsewhere, it has been reported that Seapeak is pondering the sale of three steam turbine LNGCs that are currently laid up.

Stonepeak backed Seapeak said in its annual report that three steam turbine LNGCs carriers, out of seven from its fleet, were placed in layup early this year.

The remaining four are scheduled to complete their long-term charter contracts between late 2026 and mid-2029.

"We have made downward revisions to the outlook for this class of older vessels, based on a combination of an oversupply of this type of vessel and reduced charterer interest due to their less efficient design," Seapeak said.

As a result, the company has reduced the future hire rate forecast for the vessels and reduced their lifecycle estimates by 10 years, from 35 to 25.

The three ships, which came off long-term charters to Spanish energy companies recently, were the 2002-built 137,814 cu m 'Seapeak Hispania', 2003-built 135,423 cu m 'Seapeak Catalunya' and her sistership, 'Seapeak Madrid', built in 2004.

It was also reported that bp Gas Marketing is to terminate the 'Seapeak Glasgow's' charter from December this year, which could have potentially terminated in December, 2031 with extensions.

As for vessel recycling, Capital Gas' 2002-built 137,489-cu m, LNGC 'Trader III' (ex 'Puteri Intan Satu') arrived at Chattogram, Bangladesh on 10th March for recycling and was delivered five days later.

Brokers said that the price paid was around $496 per ldt, which was slightly lower than expected, due to the presence of perlite on board. ■

Anthony Veder opts for Inmarsat solution

Satcoms provider Viasat subsidiary, Inmarsat Maritime, is to upgrade Anthony Veder's small-scale gas carrier fleet to Inmarsat NexusWave.

The company's fleet of LNG and LPG carriers operate in both coastal and deepsea environments, making multi-dimensional high-speed connectivity essential for seamless communications.

As a longstanding Inmarsat Maritime customer and early adopter of Fleet Xpress, launched in 2016, Anthony Veder also played a crucial role in shaping the development of NexusWave through its participation in preliminary discussions and beta testing.

This system is underpinned by a bonded network that brings together GEO, LEO and LTE services for consistent high-speed connectivity, even in traditionally congested areas, with unlimited data and global coverage.

Jos Kooij, Digital Lead – Technology & Support, Anthony Veder, explained: "Our contribution to the development of NexusWave in early concept meetings and beta trials helped to shape a solution that meets the evolving requirements of modern shipping.

"By combining the best of satellite and terrestrial technology, NexusWave delivers on its promise of connected confidence. We are particularly pleased with its capacity to support cloud-based business applications and advanced operational technology, which have exceeded our expectations," he said.

Anthony Veder's small-scale fleet will benefit from Inmarsat satcoms

Seafarer welfare

Also key to Anthony Veder's decision to adopt NexusWave across its fleet were crew welfare and cybersecurity needs.

By providing a fast, home-like on board internet connection, NexusWave enables compliance with crew welfare regulations and helps companies to attract and retain the best seafaring talent, Inmarsat said.

With secure-by-design infrastructure and traffic encryption as standard, the solution offers cybersecurity, while segregated crew and business networks add another layer of protection.

Benne Engelen, Anthony Veder CIO, said: "We chose to roll NexusWave out fleetwide after experiencing a step-change in our simultaneous crew and operational communications during trials.

"With unparalleled continuity of service and network segregation, both leisure and business applications run as smoothly and securely as they would at home or in the office, helping us to meet our objective of fully connected maritime operations while maintaining a happy and motivated workforce.

"It fosters our culture of collaboration, really bridging the physical distance as no other product can at this time," he said.

Ab Argam, Senior Sales & Key Account Manager, Inmarsat Maritime, added: "Anthony Veder's fleetwide upgrade to NexusWave is just the beginning of its journey with the solution.

"The company is following the Inmarsat technology roadmap, which we develop continuously in response to evolving requirements and emerging regulations.

"The next milestone will be passed with the service launch of the high-capacity ViaSat-3, which will further enhance connectivity and operational capabilities for NexusWave customers including Anthony Veder," he said. ■

NEWS NUDGE

Milford Haven CO2 project gets off the ground

The Milford Haven CO2 project, a collaboration between RWE and Dragon LNG, supported by Acorn, has been officially launched.

This project aims to capture up to 5 mill tonnes of CO2 per year from the early 2030s. It aims to significantly contribute to the UK and Wales' net-zero targets, while generating jobs and delivering £8 bill to the Welsh economy.

It highlights Milford Haven's strategic importance in de-carbonising energy generation and ensuring sustainable industry practices, RWE said.

The project will integrate carbon capture at RWE's Pembroke Power Station, liquefaction at Dragon LNG, and transportation to the North Sea for permanent storage.

As part of the Milford Haven Future Energy Cluster, an industrial hub within the South Wales Industrial Cluster, the project will play a critical role in preserving South Wales' £6 bill industrial sector by providing a non-pipeline CO2 transport solution. ■

Wärtsilä to supply LNGBV's main machinery

Technology group Wärtsilä is to supply three Wärtsilä 25DF dual-fuel engines for a new 18,600 cu m capacity LNG bunkering vessel being built for Spanish operator, Ibaizabal.

The engines will feature Wärtsilä's NextDF technology, which is claimed to dramatically reduce methane emissions when operating with LNG fuel.

The LNGBV is under construction at the Hudong-Zhonghua Shipbuilding yard in China.

The Wärtsilä 25DF engine has already set an industry benchmark for low methane emissions, down to as low as 1.4% at certain load points.

NextDF further reduces methane emissions, achieving as low as 1.1% in a wide load range. In addition, the NOx emissions are lower than on the standard Wärtsilä 25DF engine, which already has low emission levels below IMO Tier III.

"Our company strategy and commitment is for our vessels to be as environmentally friendly and sustainable as possible.

"In line with current and anticipated regulations - both at an international and regional level - we carefully evaluated the fuel consumption and emission performance together with Wärtsilä, concluding that the Wärtsilä 25DF engine with the NextDF feature would best support us with achieving our sustainability goals," Jose Maria Torre, Ibaizabal Group Fleet Director, explained.

"Wärtsilä's state-of-art technology not only represents a major step forward in achieving our own de-carbonisation strategy for our fleet, but for the charterer of the vessel. The decision by them to charter this vessel was down to it having the best performance and lowest emissions for that type of vessel," he said.

In addition to the engines, the contract also includes the supply of two Wärtsilä steerable thrusters (WST), which will deliver superior hydrodynamic performance for maximum propulsion efficiency and dynamic positioning capability.

"The incorporation of our NextDF feature into the Wärtsilä 25DF engine provides enhanced fuel economy together with a significant cut in emissions.

"We share Ibaizabal's commitment to de-carbonising shipping operations and applaud them for being the first operator to take advantage of this new ground-breaking technology for the Wärtsilä 25DF engine," said Stefan Nysjö, Vice President of Power Supply, Wärtsilä Marine.

The equipment is scheduled for fast-track delivery to the yard, commencing in September, this year with the ship scheduled to be delivered before the end of 2026. ■

Wärtsilä is to fit its new engines in LNGBV

NEWS NUDGE

GTT filed 66 patents in 2024

French gas membrane containment solution provider, GTT Group, filed 66 patent applications with the French National Institute of Industrial Property (INPI) last year.

This marked an increase from 2023 and moved GTT from 26th to 23rd position in the Top 50 of French patent filing companies.

GTT explained it was accelerating the development of cutting-edge technologies for the energy transition and low-carbon solutions, such as the transport and storage of liquefied hydrogen or ammonia, the use of LNG as fuel and of on board carbon capture technologies.

At the same time, the company is continuously optimising its existing solutions to improve the maritime sector's energy efficiency and address evolving needs and environmental regulations. ■

Monthly Large LNGC Values*

Newbuildings (174,000 cu m)	$258.25 mill
Five years old (174,000 cu m)	$219.16 mill
Total Fleet (646 ships)	$100.70 bill
Orderbook (338 ships)	$88.70 bill

Source: VesselsValue (26/03/25)

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	$18,000	+ $6,000
West of Suez	$13,000	+ $1,000
12 mos T/C	$17,000	+ $2,000

Since last report (13/03/25)

Source: Fearnleys (26/03/25)

Methane slip measurements to reduce reported GHG emissions

Methane slip, as based on standard factors, can account for up to 24% of GHG emissions from an LNG-fuelled vessel.

As an alternative to using standard factors for the reporting of CO2 equivalents, direct methane emissions monitoring has the potential to positively impact a ship's reported carbon footprint, claimed DNV in a report.

Achieving complete combustion of LNG in current engines remains challenging. This incomplete combustion leads to the release of unburnt fuel, primarily methane, into the atmosphere – known as methane slip.

Given that methane has over 25 times the global warming potential (GWP) of CO2, these emissions significantly impact a vessel's greenhouse gas (GHG) footprint.

EU regulations and IMO guidelines account for methane slip from LNG-fuelled engines by using standard factors.

Considering the GWP of methane is 28 times that of CO2, these standard factors can result in methane slip contributing to up to 24% of the reported GHG emissions, which is accounted for in terms of CO2 equivalent.

Regulations allow for deviations from predefined standard factors if real figures can be certified by a direct emissions measurement.

In January, 2025, a dedicated IMO Correspondence Group took a significant step towards standardising the quantification of methane slip through direct measurement.

A report was submitted for MEPC 83, which included proposed draft guidelines for test bed and on board measurements of methane emissions from marine diesel engines. These guidelines represented the first essential tool for reliably verifying methane slip measurements, DNV said.

The class society and consultancy expected that the draft guidelines will be adopted by the IMO at MEPC 83, due to end on 11th April, 2025.

DNV's accredited emissions laboratory, Envilab, is staffed with highly qualified professionals able to accurately identify methane slip values.

This methane measurement service complies with the new IMO draft guidelines and can be performed on test beds or on board ships. Results are documented in an official emissions report, certifying reduced methane slip factors for verification.

Benefits

Direct measurements of methane emissions offer significant advantages over standardised factors, especially when the latter seems excessively high for a specific engine type or when methane abatement technologies are used to further treat exhaust emissions, DNV claimed.

Although the methane slip amount might initially seem minor, it significantly impacts reported GHG emissions. Even minor adjustments in methane emissions can substantially affect the reported CO2 equivalent.

Furthermore, the reported GHG equivalent emissions caused by methane can be almost entirely mitigated by applying methane catalysts. The reduction potential of methane catalysts can only be accurately verified through measurements of methane slip.

DNV recommended the evaluation as to whether the standard methane slip factors significantly differ from those of the installed engine. Also, collaborate with the engine designer to assess potential improvements for reducing methane slip.

Any deviations from the standard factors can be verified by measuring methane slip on board a ship. DNV said it provided support for these measurements. ■

WORLD LNG CARRIER ORDERBOOK

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Ignacy Jan Paderewski	ME-GA	174000	01/03/2022	01/03/2025	Knutsen	Hyundai Samho
North Valley	ME-GA	174000	01/09/2021	01/03/2025	MOL	Hanwha Ocean
Josef Pilsudski	ME-GA	174000	01/03/2022	01/03/2025	Knutsen	Hyundai Samho
Sergei Witte	TFDE - Azipod	172600	01/09/2019	01/03/2025	Wuyang Tanker	Zvezda SSK
Pyotr Stolypin	TFDE - Azipod	172600	01/09/2019	01/03/2025	Novatek	Zvezda SSK
Aleksey Kosygin	TFDE - Azipod	172600	01/09/2019	01/03/2025	Novatek	Zvezda SSK
Lev Landau	TFDE - Azipod	172500	01/08/2020	01/03/2025	Hanwha Ocean	Hanwha Ocean
Zhores Alferov	TFDE - Azipod	172500	01/08/2020	01/03/2025	Hanwha Ocean	Hanwha Ocean
Pyotr Kapitsa	TFDE - Azipod	172500	01/08/2020	01/03/2025	Hanwha Ocean	Hanwha Ocean
Venture Acadia	MEGI	174000	01/11/2021	01/03/2025	Venture Global LNG	Hanwha Ocean
Clean Mistral	ME-GA	200000	01/03/2022	01/03/2025	Dynagas	Hyundai Heavy
HI Alyssa Warner	ME-GA	174000	01/02/2022	01/03/2025	H-Line	Samsung
Al-kharrarah	ME-GA	174000	01/06/2022	17/03/2025	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean
Puteri Sarawak	ME-GA	174000	01/05/2022	31/03/2025	SK Shipping	Hyundai Heavy
HL Fortuna	XDF	174000	01/01/2022	01/04/2025	H-Line	Hyundai Samho
Al Sakhamah	ME-GA	174000	01/06/2022	01/04/2025	SK Shipping, Pan Ocean, H-Line	Hanwha Ocean
Clean Levant	ME-GA	200000	01/03/2022	01/04/2025	Dynagas	Hyundai Heavy
Al-slaimi	ME-GA	174000	01/06/2022	01/04/2025	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean
Umm Al Houl	ME-GA	174000	01/06/2022	01/04/2025	JP Morgan	Samsung
Al Galayel	ME-GA	174000	01/06/2022	01/05/2025	Pan Ocean, SK Shipping, H-Line	Hanwha Ocean
Mraikh	XDF	174000	01/06/2022	01/05/2025	Knutsen	Hyundai Heavy
Al Rahba	XDF	175000	01/03/2022	01/05/2025	ADNOC	Jiangnan
Venture Creole	MEGI	174000	01/11/2021	01/05/2025	Venture Global LNG	Hanwha Ocean
Samsung 2599	ME-GA	180000	01/12/2021	01/05/2025	Celsius Shipping	Samsung
HI Edward Austin	ME-GA	174000	01/02/2022	01/05/2025	H-Line	Samsung
Bu Nakhlah	ME-GA	174000	01/06/2022	01/06/2025	SK Shipping, Pan Ocean, H-Line	Hanwha Ocean
Greenergy Star	XDF	174000	01/01/2022	01/06/2025	MOL	Hudong-Zhonghua
Mesaieed	XDF	174000	01/06/2022	01/06/2025	Knutsen	Hyundai Heavy
Nikolay Basov	TFDE - Azipod	172500	01/08/2020	01/06/2025	MOL, COSCO	Hanwha Ocean
Ilya Mechnikov	TFDE - Azipod	172500	01/08/2020	01/06/2025	MOL, COSCO	Hanwha Ocean
HI Sea Eagle	ME-GA	174000	01/02/2022	01/06/2025	H-Line	Samsung
Wadi Al Syl	XDF	174000	01/07/2022	01/07/2025	Knutsen	Hyundai Heavy
Puteri Pahang	XDF	174000	01/05/2022	01/07/2025	H-Line	Samsung
Imsaikah	ME-GA	174000	01/06/2022	01/07/2025	JP Morgan	Samsung
Zoe Knutsen	ME-GA	174000	01/07/2021	01/07/2025	Knutsen	Hyundai Samho
Daewoo 2541	ME-GA	200000	01/03/2022	01/07/2025	Venture Global LNG	Hanwha Ocean
Orion Hugo	ME-GA	174000	01/07/2021	01/07/2025	JP Morgan	Hyundai Heavy
Puteri Selangor	ME-GA	174000	01/05/2022	31/07/2025	SK Shipping	Hyundai Samho
Leshatt	ME-GA	174000	01/06/2022	01/08/2025	JP Morgan	Samsung
Hanwha Ocean 2566	XDF	174000	01/09/2022	01/08/2025	Meiji Shipping	Hanwha Ocean
Woodside Jirrubakura	MEGI	174000	01/01/2022	01/08/2025	GasLog	Hanwha Ocean
Dalian No 1 G175k-3	XDF	175000	01/09/2022	01/08/2025	China Merchant	Dalian Shipbuilding
Al Zuwayr	XDF	174000	01/08/2022	01/08/2025	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy
Puteri Terengganu	ME-GA	174000	01/05/2022	31/08/2025	SK Shipping	Hyundai Samho
Al Tuwar	XDF	174000	01/09/2022	01/09/2025	K-Line, MISC, NYK, China LNG Shipping	Hudong-Zhonghua

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 = 24 March 2025

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Qtaifan	ME-GA	174000	01/09/2022	01/09/2025	JP Morgan	Samsung
Hanwha Ocean 2567	XDF	174000	01/09/2022	01/09/2025	Meiji Shipping	Hanwha Ocean
Al Reef	XDF	175000	01/05/2022	01/09/2025	ADNOC	Jiangnan
Archy Vanguard	ME-GA	174000	01/04/2022	01/09/2025	MOL	Hanwha Ocean
Sea Spirit	XDF	175000	01/04/2022	01/09/2025	China Merchant	Dalian Shipbuilding
Daewoo 2537	MEGI	174000	01/01/2022	01/09/2025	Maran Gas Maritime	Hanwha Ocean
Orion Gauguin	ME-GA	174000	01/07/2021	01/09/2025	JP Morgan	Hyundai Heavy
HI Puffin	ME-GA	174000	01/02/2022	01/09/2025	H-Line	Samsung
Samsung 2639	ME-GA	174000	01/09/2022	01/09/2025	JP Morgan	Samsung
Amaryllis Knutsen	ME-GA	174000	01/04/2022	01/10/2025	Knutsen	Hyundai Samho
Lng Ping Hu	XDF	78900	01/07/2023	01/10/2025	Zhejiang Huaxiang	Jiangsu Yixiang
Elisa Halycon	XDF	174000	01/08/2022	01/10/2025	NYK	Hyundai Samho
Daewoo 2542	ME-GA	200000	01/03/2022	01/10/2025	Venture Global LNG	Hanwha Ocean
Samsung 2619	ME-GA	180000	01/03/2022	01/10/2025	Celsius Shipping	Samsung
Hudong-zhonghua H1892A	XDF	174000	01/07/2022	01/10/2025	COSCO	Hudong-Zhonghua
Shafallah	ME-GA	174000	01/06/2022	01/11/2025	Pan Ocean, SK Shipping, H-Line	Hanwha Ocean
Al-San'aa	ME-GA	174000	01/06/2022	01/11/2025	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean
Al Mashabiyyah	XDF	174000	01/09/2022	01/11/2025	K-Line, MISC, NYK, China LNG Shipping	Hudong-Zhonghua
Al Zore	XDF	174000	01/07/2022	01/11/2025	Knutsen	Hyundai Heavy
Hyundai Samho 8182	XDF	174000	01/10/2022	01/11/2025	TMS Cardiff Gas	Hyundai Samho
Nikolay Semenov	TFDE - Azipod	172500	01/08/2020	01/11/2025	MOL, COSCO	Hanwha Ocean
Hudong-zhonghua H1908a	XDF	174000	01/06/2023	01/11/2025	ULT	Hudong-Zhonghua
Jiangsu Yangzi Xinfu YZJ2022-1475	ME-GA	175000	01/10/2022	01/11/2025	Yangzijiang	Yangzijiang
Daewoo 2539	MEGI	174000	01/02/2022	01/11/2025	Maran Gas Maritime	Hanwha Ocean
Daewoo 2538	MEGI	174000	01/01/2022	01/11/2025	Maran Gas Maritime	Hanwha Ocean
Samsung 2651	ME-GA	180000	01/10/2022	01/11/2025	Celsius Shipping	Samsung
Samsung 2641	ME-GA	174000	01/06/2022	01/11/2025	JP Morgan	Samsung
Sharq	XDF	174000	01/08/2022	01/12/2025	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy
Puteri Perak	XDF	174000	01/05/2022	01/12/2025	H-Line	Samsung
Sea Navigator	XDF	175000	01/04/2022	01/12/2025	China Merchant	Dalian Shipbuilding
Woodside Barrumbara	MEGI	174000	01/01/2022	01/12/2025	GasLog	Hanwha Ocean
Clean Sirocco	ME-GA	200000	01/03/2022	01/12/2025	Dynagas	Hyundai Heavy
Hudong-zhonghua H1909a	XDF	174000	01/06/2023	01/12/2025	ULT	Hudong-Zhonghua
Samsung 2642	ME-GA	174000	01/06/2022	01/12/2025	JP Morgan	Samsung
Daewoo 2540	MEGI	174000	01/02/2022	01/12/2025	Maran Gas Maritime	Hanwha Ocean
Daewoo 2543	ME-GA	200000	01/03/2022	01/12/2025	Venture Global LNG	Hanwha Ocean
Shra'ouh	XDF	174000	01/08/2022	01/01/2026	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy
Puteri Perlis	XDF	174000	01/05/2022	01/01/2026	H-Line	Samsung
Al Sadaf	XDF	175000	01/05/2022	01/01/2026	ADNOC	Jiangnan
DAEWOO 2570	XDF	174000	01/09/2022	01/01/2026	MISC	Hanwha Ocean
Archimidis	ME-GA	174000	01/06/2022	01/01/2026	Capital Gas	Hyundai Samho
Agamemnon	ME-GA	174000	01/06/2022	01/01/2026	Capital Gas	Hyundai Samho
Dalian No 1 G175k-4	XDF	175000	01/09/2022	01/01/2026	China Merchant	Dalian Shipbuilding
Bw Nivalis	MEGI	174000	01/04/2022	01/02/2026	BWGas	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 = 24 March 2025

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Hasbah	ME-GA	174000	01/06/2022	01/02/2026	Pan Ocean, SK Shipping, H-Line	Hanwha Ocean
Al Fat'h	XDF	174000	01/07/2022	01/02/2026	Knutsen	Hyundai Heavy
Hudong-zhonghua H1799a	XDF	174000	01/09/2022	01/02/2026	K-Line, MISC, NYK, China LNG Shipping	Hudong-Zhonghua
Samsung 2652	ME-GA	174000	01/11/2022	01/02/2026	Minerva Marine	Samsung
Samsung 2643	ME-GA	174000	01/06/2022	01/02/2026	JP Morgan	Samsung
Bw Borealis	MEGI	174000	01/04/2022	01/03/2026	BWGas	Hanwha Ocean
Samsung 2653	ME-GA	174000	01/11/2022	01/03/2026	Minerva Marine	Samsung
Hyundai Samho 8200	XDF	174000	01/07/2022	01/03/2026	TMS Cardiff Gas	Hyundai Samho
China Merchants Jiangsu Cmhi-282-01	ME-GA	180000	01/05/2023	01/03/2026	Celsius Shipping	China Merchants HI Jiangsu
Samsung 2636	ME-GA	174000	01/04/2022	01/03/2026	TMS Cardiff Gas	Samsung
Hudong-zhonghua H1893A	XDF	174000	01/07/2022	01/03/2026	COSCO	Hudong-Zhonghua
Barzan	XDF	174000	01/07/2022	01/04/2026	Knutsen	Hyundai Heavy
Al Na'amah	ME-GA	174000	01/06/2022	01/04/2026	JP Morgan	Samsung
Clean Texas	XDF	200000	01/01/2023	01/04/2026	Dynagas	Hyundai Heavy
Daewoo 2572	ME-GA	174000	01/09/2022	01/04/2026	TMS Cardiff Gas	Hanwha Ocean
Hyundai Ulsan 3386	XDF	174000	01/07/2022	01/05/2026	Knutsen	Hyundai Heavy
Hudong-zhonghua H1800a	XDF	174000	01/09/2022	01/05/2026	K-Line, MISC, NYK, China LNG Shipping	Hudong-Zhonghua
Jangsu Yangzi Xinfu YZJ2022-1476	ME-GA	175000	01/10/2022	01/05/2026	Yangzijiang	Yangzijiang
Daewoo 2571	XDF	174000	01/09/2022	01/05/2026	MISC	Hanwha Ocean
Daewoo 2552	MEGI	174000	01/06/2022	01/05/2026	Maran Gas Maritime	Hanwha Ocean
Hyundai Samho 8204	XDF	174000	01/01/2023	01/05/2026	Oman Shipping Co.	Hyundai Samho
Samsung 2664	ME-GA	174000	31/03/2023	01/05/2026	K-Line	Samsung
Greenergy Moon	XDF	174000	01/01/2022	01/06/2026	MOL	Hudong-Zhonghua
Hanwha Ocean 2568	XDF	174000	01/09/2022	01/06/2026	Meiji Shipping	Hanwha Ocean
Arada	XDF	175000	01/05/2022	01/06/2026	ADNOC	Jiangnan
Hudong-zhonghua H1884a	XDF	174000	01/01/2022	01/06/2026	MOL	Hudong-Zhonghua
Daewoo 2553	MEGI	174000	01/06/2022	01/06/2026	Maran Gas Maritime	Hanwha Ocean
Hyundai Samho 8205	XDF	174000	01/01/2023	01/06/2026	Oman Shipping Co.	Hyundai Samho
Samsung 2645	ME-GA	174000	01/06/2022	01/06/2026	JP Morgan	Samsung
Hudong-zhonghua H1801a	XDF	174000	01/09/2022	01/07/2026	K-Line, MISC, NYK, China LNG Shipping	Hudong-Zhonghua
Hyundai Ulsan 3398	XDF	174000	01/08/2022	01/07/2026	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy
Clean Rio Grande	XDF	200000	01/01/2023	01/07/2026	Dynagas	Hyundai Heavy
Daewoo 2573	ME-GA	174000	01/09/2022	01/07/2026	TMS Cardiff Gas	Hanwha Ocean
China Merchants Jiangsu Cmhi-282-02	ME-GA	180000	01/05/2023	01/07/2026	Celsius Shipping	China Merchants HI Jiangsu
Samsung 2646	ME-GA	174000	01/06/2022	01/07/2026	JP Morgan	Samsung
Hyundai Ulsan 3387	XDF	174000	01/07/2022	01/08/2026	Knutsen	Hyundai Heavy
Jiangnan H2716	XDF	175000	01/03/2023	01/08/2026	Shandong Marine	Jiangnan
Hyundai Samho 8201	XDF	174000	01/07/2022	01/08/2026	TMS Cardiff Gas	Hyundai Samho
Hudong-zhonghua H1886a	XDF	174000	01/06/2023	01/08/2026	NYK	Hudong-Zhonghua
DALIAN NO 1 G175K-5	XDF	175000	01/03/2023	01/08/2026	China Merchant	Dalian Shipbuilding
Samsung 2647	ME-GA	174000	01/06/2022	01/08/2026	JP Morgan	Samsung
Daewoo 2551	ME-GA	174000	01/04/2022	01/09/2026	MOL	Hanwha Ocean

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Data last updated = 24 March 2025

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Samsung 2316	ME-GA	173400	09/01/2020	01/09/2026	TMS Cardiff Gas	Samsung
Alcaios I	XDF	174000	01/01/2023	01/09/2026	Capital Gas	Hyundai Samho
Hanwha Ocean 2569	XDF	174000	01/09/2022	01/09/2026	Meiji Shipping	Hanwha Ocean
Al Taweelah	XDF	175000	01/05/2022	01/09/2026	ADNOC	Jiangnan
Samsung 2662	ME-GA	174000	30/08/2023	01/09/2026	MOL	Samsung
Hudong-zhonghua H1885a	XDF	174000	01/01/2022	01/09/2026	MOL	Hudong-Zhonghua
Samsung 2687	ME-GA	174000	06/10/2023	01/09/2026	MOL	Samsung
Daewoo 2574	MEGI	174000	01/03/2023	01/09/2026	Venture Global LNG	Hanwha Ocean
Hyundai Ulsan 3399	XDF	174000	01/08/2022	01/09/2026	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy
Daewoo 2558	ME-GA	174000	01/09/2022	01/09/2026	MOL	Hanwha Ocean
Puteri Johor	XDF	174000	01/09/2022	01/10/2026	K-Line	Hudong-Zhonghua
Hyundai Ulsan 3393	XDF	174000	01/07/2022	01/10/2026	Knutsen	Hyundai Heavy
Hudong-zhonghua H1887a	XDF	174000	01/06/2023	01/10/2026	NYK	Hudong-Zhonghua
Dalian No 1 G175K-6	XDF	175000	01/03/2023	01/10/2026	China Merchant	Dalian Shipbuilding
Hyundai Ulsan 3394	XDF	174000	01/07/2022	01/11/2026	Knutsen	Hyundai Heavy
Antaios I	XDF	174000	01/01/2023	01/11/2026	Capital Gas	Hyundai Samho
Samsung 2693	XDF	174000	06/02/2024	01/11/2026	Shandong Marine	Samsung
Clean Brownsville	XDF	200000	01/01/2023	01/11/2026	Dynagas	Hyundai Heavy
Hanwha Ocean 2585	XDF	174000	01/06/2024	01/11/2026	Nakilat	Hanwha Ocean
Samsung 2665	ME-GA	174000	31/03/2023	01/11/2026	K-Line	Samsung
China Merchants Jiangsu Cmhi-282-03	ME-GA	180000	01/05/2023	01/11/2026	Celsius Shipping	China Merchants HI Jiangsu
Puteri Kedah	XDF	174000	01/09/2022	01/12/2026	K-Line	Hudong-Zhonghua
Hyundai Samho 8262	XDF	174000	09/01/2024	01/12/2026	Nakilat	Hyundai Samho
Samsung 2694	XDF	174000	06/02/2024	01/12/2026	China Merchant	Samsung
Daewoo 2576	ME-GA	174000	01/12/2022	01/12/2026	MOL	Hanwha Ocean
Jiangnan H2717	XDF	175000	01/03/2023	01/12/2026	Shandong Marine	Jiangnan
Daewoo 2575	MEGI	174000	01/03/2023	01/12/2026	Venture Global LNG	Hanwha Ocean
Hanwha Ocean 2586	XDF	174000	01/06/2024	01/12/2026	Nakilat	Hanwha Ocean
Hyundai Ulsan 3400	XDF	174000	01/08/2022	01/12/2026	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy
Hyundai Ulsan 3401	XDF	174000	01/08/2022	01/12/2026	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy
Daewoo 2579	MEGI	174000	01/10/2022	01/12/2026	Maran Gas Maritime	Hanwha Ocean
Hyundai Samho 8208	XDF	174000	01/02/2023	01/12/2026	NYK	Hyundai Samho
Hudong-zhonghua H1888a	XDF	174000	01/06/2023	01/12/2026	NYK	Hudong-Zhonghua
Dalian No 1 G175K-7	XDF	175000	01/03/2023	01/12/2026	China Merchant	Dalian Shipbuilding
Samsung 2709	XDF	174000	01/12/2024	01/01/2027	MISC	Samsung
Samsung 2695	XDF	174000	06/02/2024	01/01/2027	Shandong Marine	Samsung
Samsung 2663	ME-GA	174000	30/08/2023	01/01/2027	MOL	Samsung
Dalian No 1 G175k-12	XDF	175000	21/08/2023	01/01/2027	Wah Kwong, China Gas, CSSC	Dalian Shipbuilding
Hd Hyundai Ulsan 3476	XDF	174000	01/09/2023	01/01/2027	Nakilat	Hyundai Heavy
Hanwha Ocean 2584	ME-GA	174000	01/08/2023	31/01/2027	MOL	Hanwha Ocean
Athlos	XDF	174000	01/03/2023	01/02/2027	Capital Gas	Hyundai Samho
Hudong-zhonghua H1794A	XDF	174000	01/09/2022	01/02/2027	MOL, COSCO	Hudong-Zhonghua
Hanwha Ocean 2594	XDF	174000	01/06/2024	01/02/2027	K-Line, Hyundai Glovis	Hanwha Ocean
Hanwha Ocean 2593	XDF	174000	01/06/2024	01/02/2027	K-Line, Hyundai Glovis	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 = 24 March 2025

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Hd Hyundai Ulsan 3477	XDF	174000	01/09/2023	01/02/2027	Nakilat	Hyundai Heavy
DALIAN NO 1 G175K-8	XDF	175000	01/03/2023	01/02/2027	China Merchant	Dalian Shipbuilding
Puteri Kelantan	XDF	174000	01/09/2022	01/03/2027	K-Line	Hudong-Zhonghua
Samsung 2317	ME-GA	173400	09/01/2020	01/03/2027	TMS Cardiff Gas	Samsung
Samsung 2696	XDF	174000	06/02/2024	01/03/2027	China Merchant	Samsung
Archon	XDF	174000	01/03/2023	01/03/2027	Capital Gas	Hyundai Samho
Hudong-zhonghua H1889a	XDF	174000	01/04/2022	01/03/2027	NYK	Hudong-Zhonghua
Dalian No 1 G175K-9	XDF	174000	12/03/2024	01/03/2027	COSCO	Dalian Shipbuilding
Hd Hyundai Ulsan 3454	XDF	174000	02/08/2023	01/03/2027	Evalend Shipping	Hyundai Heavy
Hd Hyundai Ulsan 3441	ME-GA	174000	28/04/2023	01/03/2027	NYK	Hyundai Heavy
Hanwha Ocean 2580	ME-GA	174000	01/02/2023	01/03/2027	MOL	Hanwha Ocean
Samsung 2656	ME-GA	174000	01/11/2022	01/03/2027	Seapeak	Samsung
China Merchants Jiangsu Cmhi-282-04	ME-GA	180000	01/05/2023	01/03/2027	Celsius Shipping	China Merchants HI Jiangsu
Samsung 2710	XDF	174000	01/12/2024	01/04/2027	MISC	Samsung
Hanwha Ocean 2581	MEGI	174000	01/04/2023	01/04/2027	Maran Gas Maritime	Hanwha Ocean
Hyundai Samho 8263	XDF	174000	09/01/2024	01/05/2027	Nakilat	Hyundai Samho
Hyundai Samho 8254	XDF	174000	26/02/2024	01/05/2027	Capital Gas	Hyundai Samho
Samsung 2697	XDF	174000	06/02/2024	01/05/2027	Shandong Marine	Samsung
Hudong-zhonghua H1890a	XDF	174000	01/04/2022	01/05/2027	NYK	Hudong-Zhonghua
HYUNDAI SAMHO 8238	XDF	174000	01/02/2023	01/05/2027	NYK	Hyundai Samho
Hanwha Ocean 2595	XDF	174000	01/06/2024	01/05/2027	K-Line, Hyundai Glovis	Hanwha Ocean
Hd Hyundai Ulsan 3479	XDF	174000	01/09/2023	01/05/2027	Nakilat	Hyundai Heavy
Clean Astraeus	XDF	200000	01/04/2023	01/05/2027	Dynagas	Hyundai Heavy
Samsung 2657	ME-GA	174000	01/11/2022	01/05/2027	Seapeak	Samsung
Hanwha 1	XDF	175000	01/03/2025	01/06/2027	Hanwha Ocean	Hanwha Ocean
Puteri Negeri Sembilan	XDF	174000	01/09/2022	01/06/2027	K-Line	Hudong-Zhonghua
Samsung 2729	XDF	180000	20/01/2025	01/06/2027	Celsius Shipping	Samsung
Hyundai Samho 8255	XDF	174000	26/02/2024	01/06/2027	Capital Gas	Hyundai Samho
Hyundai Samho 8256	XDF	174000	26/02/2024	01/06/2027	Capital Gas	Hyundai Samho
Samsung 2717	XDF	174000	31/10/2024	01/06/2027	K-Line	Samsung
Dalian No 1 G175K-10	XDF	174000	12/03/2024	01/06/2027	COSCO	Dalian Shipbuilding
Hd Hyundai Ulsan 3442	ME-GA	174000	28/04/2023	01/06/2027	NYK	Hyundai Heavy
Hanwha Ocean 2582	MEGI	174000	01/04/2023	01/06/2027	Maran Gas Maritime	Hanwha Ocean
Dalian No 1 G175k-16	XDF	175000	13/09/2024	01/07/2027	COSCO	Dalian Shipbuilding
Samsung 2698	XDF	174000	06/02/2024	01/07/2027	Shandong Marine	Samsung
Hudong-zhonghua H1795A	XDF	174000	01/09/2022	01/07/2027	MOL, COSCO	Hudong-Zhonghua
Hanwha Ocean 2588	XDF	174000	01/06/2024	01/07/2027	Nakilat	Hanwha Ocean
Hanwha Ocean 2587	XDF	174000	01/06/2024	01/07/2027	Nakilat	Hanwha Ocean
Dalian No 1 G175k-13	XDF	175000	21/08/2023	01/07/2027	Wah Kwong, China Gas, CSSC	Dalian Shipbuilding
Hyundai Samho 8209	XDF	174000	01/02/2023	01/07/2027	NYK	Hyundai Samho
Hanwha 2	XDF	175000	10/02/2025	01/08/2027	Hanwha Ocean	Hanwha Ocean
Hanwha Ocean 2602	MEGI	174000	05/11/2024	01/08/2027	Maran Gas Maritime	Hanwha Ocean
Hd Hyundai Ulsan 3443	ME-GA	174000	28/04/2023	01/08/2027	NYK	Hyundai Heavy
Hanwha Ocean 2583	ME-GA	174000	01/04/2023	01/08/2027	MOL	Hanwha Ocean
Hanwha Ocean 2596	XDF	174000	01/06/2024	01/08/2027	K-Line, Hyundai Glovis	Hanwha Ocean
Hd Hyundai Ulsan 3481	XDF	174000	01/09/2023	01/08/2027	Nakilat	Hyundai Heavy

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Data last updated = 24 March 2025

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Samsung 2658	ME-GA	174000	01/11/2022	01/08/2027	Seapeak	Samsung
Hd Hyundai Ulsan 3444	ME-GA	174000	01/05/2023	31/08/2027	NYK	Hyundai Heavy
Samsung 2318	ME-GA	173400	09/01/2020	01/09/2027	TMS Cardiff Gas	Samsung
Samsung 2699	XDF	174000	06/02/2024	01/09/2027	China Merchant	Samsung
Hanwha Ocean 2589	XDF	174000	01/06/2024	01/09/2027	Nakilat	Hanwha Ocean
China Merchants Jiangsu Cmhi-282-05	ME-GA	180000	01/02/2024	01/09/2027	Celsius Shipping	China Merchants HI Jiangsu
Hd Hyundai Ulsan 3482	XDF	174000	01/09/2023	01/09/2027	Nakilat	Hyundai Heavy
Samsung 2659	ME-GA	174000	01/11/2022	01/09/2027	Seapeak	Samsung
Dalian No 1 G175k-17	XDF	175000	13/09/2024	01/10/2027	COSCO	Dalian Shipbuilding
Hyundai Samho 8257	XDF	174000	26/02/2024	01/10/2027	Capital Gas	Hyundai Samho
Hyundai Samho 8239	XDF	174000	01/02/2023	01/10/2027	NYK	Hyundai Samho
Hanwha Ocean 2590	XDF	174000	01/06/2024	01/10/2027	Nakilat	Hanwha Ocean
Hd Hyundai Ulsan 3483	XDF	174000	01/09/2023	01/10/2027	Nakilat	Hyundai Heavy
Hudong-zhonghua H1891a	XDF	174000	01/06/2023	01/10/2027	NYK	Hudong-Zhonghua
Hudong-zhonghua H1898a	XDF	174000	01/06/2023	01/10/2027	COSCO, MOL, ENN	Hudong-Zhonghua
Samsung 2700	XDF	174000	06/02/2024	01/11/2027	Shandong Marine	Samsung
Hd Hyundai Ulsan 3455	XDF	174000	02/08/2023	01/11/2027	Evalend Shipping	Hyundai Heavy
Hanwha Ocean 2951	XDF	174000	01/06/2024	01/11/2027	Nakilat	Hanwha Ocean
Hd Hyundai Ulsan 3484	XDF	174000	01/09/2023	01/11/2027	Nakilat	Hyundai Heavy
Clean Azeus	XDF	200000	01/04/2023	01/11/2027	Dynagas	Hyundai Heavy
Hanwha Ocean 2603	MEGI	174000	05/11/2024	01/12/2027	Maran Gas Maritime	Hanwha Ocean
Samsung 2701	XDF	174000	06/02/2024	01/12/2027	Shandong Marine	Samsung
Hudong-zhonghua H1796A	XDF	174000	01/09/2022	01/12/2027	MOL, COSCO	Hudong-Zhonghua
HD Hyundai Ulsan 3456	XDF	174000	14/11/2023	01/12/2027	Evalend Shipping	Hyundai Heavy
Samsung 2668	XDF	174000	01/06/2023	01/12/2027	Chevron	Samsung
Hd Hyundai Ulsan 3485	XDF	174000	01/09/2023	01/12/2027	Nakilat	Hyundai Heavy
Samsung 2660	ME-GA	174000	01/11/2022	01/12/2027	Seapeak	Samsung
Hyundai Samho 8210	XDF	174000	01/02/2023	01/12/2027	NYK	Hyundai Samho
Hudong-zhonghua H1899a	XDF	174000	01/06/2023	01/12/2027	COSCO, MOL, ENN	Hudong-Zhonghua
Samsung 2702	XDF	174000	06/02/2024	01/01/2028	MISC	Samsung
Dalian No 1 G175k-14	XDF	175000	01/07/2024	01/01/2028	CSSC, China Gas, Wah Kwong	Dalian Shipbuilding
China Merchants Jiangsu Cmhi-282-06	ME-GA	180000	01/05/2024	01/01/2028	Celsius Shipping	China Merchants HI Jiangsu
Hanwha Ocean 2592	XDF	174000	01/06/2024	01/01/2028	Nakilat	Hanwha Ocean
Hd Hyundai Ulsan 3478	XDF	174000	01/09/2023	01/02/2028	Nakilat	Hyundai Heavy
Hd Hyundai Ulsan 3457	XDF	174000	14/11/2023	01/02/2028	Evalend Shipping	Hyundai Heavy
Samsung 2669	XDF	174000	01/06/2023	01/02/2028	Chevron	Samsung
Hudong-zhonghua H1900a	XDF	174000	01/06/2023	01/03/2028	COSCO, MOL, ENN	Hudong-Zhonghua
Hd Hyundai Ulsan 3501	XDF	174000	03/05/2024	31/03/2028	Evalend Shipping	Hyundai Heavy
Samsung 2703	XDF	174000	06/02/2024	01/04/2028	China Merchant	Samsung
Dalian No 1 G175K-11	XDF	174000	12/03/2024	01/04/2028	COSCO	Dalian Shipbuilding
Dalian No 1 G175k-15	XDF	175000	01/07/2024	01/05/2028	CSSC, Wah Kwong, China Gas	Dalian Shipbuilding
China Merchants Jiangsu Cmhi-282-07	ME-GA	180000	01/05/2024	01/05/2028	Celsius Shipping	China Merchants HI Jiangsu
Samsung 2711	XDF	174000	01/07/2024	01/05/2028	ADNOC	Samsung
Hd Hyundai Ulsan 3502	XDF	174000	03/05/2024	01/05/2028	Evalend Shipping	Hyundai Heavy
Hd Hyundai Ulsan 3486	XDF	174000	01/09/2023	01/05/2028	Nakilat	Hyundai Heavy

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Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Hudong-zhonghua H1901a	XDF	174000	01/05/2023	31/05/2028	CSSC	Hudong-Zhonghua
Hudong-zhonghua H1912a	XDF	271000	01/09/2024	01/06/2028	China LNG Shipping	Hudong-Zhonghua
Samsung 2704	XDF	174000	06/02/2024	01/06/2028	MISC	Samsung
Hd Hyundai Ulsan 3480	XDF	174000	01/09/2023	01/06/2028	Nakilat	Hyundai Heavy
Hanwha Ocean 2598	XDF	174000	01/10/2024	01/06/2028	ADNOC	Hanwha Ocean
Samsung 2712	XDF	174000	01/07/2024	01/06/2028	ADNOC	Samsung
Hudong-zhonghua H1956a	XDF	271000	01/09/2024	01/07/2028	MOL, COSCO	Hudong-Zhonghua
Hudong-zhonghua H1955a	XDF	271000	01/09/2024	01/07/2028	MOL, COSCO	Hudong-Zhonghua
Samsung 2705	XDF	174000	06/02/2024	01/07/2028	China Merchant	Samsung
Hanwha Ocean 2599	XDF	174000	01/10/2024	01/07/2028	ADNOC	Hanwha Ocean
Samsung 2713	XDF	174000	01/07/2024	01/07/2028	ADNOC	Samsung
Hd Hyundai Ulsan 3487	XDF	174000	01/09/2023	01/07/2028	Nakilat	Hyundai Heavy
Hudong Zhonghua H1913a	XDF	270000	01/10/2024	01/08/2028	Shandong Marine	Hudong-Zhonghua
Samsung 2706	XDF	174000	06/02/2024	01/08/2028	MISC	Samsung
Samsung 2714	XDF	174000	01/07/2024	01/08/2028	ADNOC	Samsung
Hanwha Ocean 2600	XDF	174000	01/10/2024	01/09/2028	ADNOC	Hanwha Ocean
Hudong-zhonghua H1902a	XDF	174000	01/05/2023	01/09/2028	CSSC	Hudong-Zhonghua
China Merchants Jiangsu Cmhi-282-08	ME-GA	180000	01/05/2024	01/09/2028	Celsius Shipping	China Merchants HI Jiangsu
Hd Hyundai Ulsan 3488	XDF	174000	01/09/2023	01/09/2028	Nakilat	Hyundai Heavy
Hudong-Zhonghua H1914A	XDF	271000	01/09/2024	01/10/2028	China Merchant	Hudong-Zhonghua
Hanwha Ocean 2601	XDF	174000	01/10/2024	01/10/2028	ADNOC	Hanwha Ocean
Samsung 2707	XDF	174000	06/02/2024	01/11/2028	China Merchant	Samsung
Hd Hyundai Ulsan 3489	XDF	174000	01/09/2023	01/11/2028	Nakilat	Hyundai Heavy
Hudong-zhonghua H1915a	XDF	271000	01/09/2024	01/12/2028	China LNG Shipping	Hudong-Zhonghua
Hudong-zhonghua H1903a	XDF	174000	01/05/2023	01/12/2028	CSSC	Hudong-Zhonghua
Hudong-zhonghua H1916a	XDF	271000	01/09/2024	01/03/2029	Shandong Marine	Hudong-Zhonghua
Hd Hyundai Ulsan 3490	XDF	174000	01/09/2023	01/03/2029	Nakilat	Hyundai Heavy
Hudong-zhonghua H1917a	XDF	271000	01/09/2024	01/05/2029	Nakilat	Hudong-Zhonghua
Hd Hyundai Ulsan 3491	XDF	174000	01/09/2023	01/06/2029	Nakilat	Hyundai Heavy
Hudong-zhonghua H1957a	XDF	271000	01/09/2024	01/07/2029	MOL, COSCO	Hudong-Zhonghua
Hudong-zhonghua H1918a	XDF	271000	01/09/2024	01/08/2029	China Merchant	Hudong-Zhonghua
Hd Hyundai Ulsan 3492	XDF	174000	01/09/2023	01/09/2029	Nakilat	Hyundai Heavy
Hudong Zhonghua H1919a	XDF	270000	01/10/2024	01/10/2029	Shandong Marine	Hudong-Zhonghua
Hudong-zhonghua H1958a	XDF	271000	01/09/2024	01/12/2029	MOL, COSCO	Hudong-Zhonghua
Hudong-Zhonghua H1920A	XDF	271000	01/09/2024	01/02/2030	Nakilat	Hudong-Zhonghua
Hudong Zhonghua H1921a	XDF	271000	01/09/2024	01/05/2030	Nakilat	Hudong-Zhonghua
Hudong-Zhonghua H1922A	XDF	271000	01/09/2024	01/07/2030	China Merchant	Hudong-Zhonghua
Hudong Zhonghua H1923a	XDF	271000	01/09/2024	01/09/2030	Nakilat	Hudong-Zhonghua
Hudong-zhonghua H1924a	XDF	271000	01/09/2024	01/10/2030	Nakilat	Hudong-Zhonghua
Hudong-zhonghua H1925a	XDF	271000	01/09/2024	01/12/2030	China Merchant	Hudong-Zhonghua
Hudong Zhonghua H1926a	XDF	271000	01/09/2024	01/03/2031	Nakilat	Hudong-Zhonghua
Hudong-zhonghua H1959a	XDF	271000	01/09/2024	01/05/2031	MOL, COSCO	Hudong-Zhonghua
Hudong Zhonghua H1927a	XDF	271000	01/09/2024	01/06/2031	Nakilat	Hudong-Zhonghua
Hudong Zhonghua H1928a	XDF	271000	01/09/2024	01/09/2031	Nakilat	Hudong-Zhonghua
Hudong Zhonghua H1929a	XDF	271000	01/09/2024	01/11/2031	Nakilat	Hudong-Zhonghua
Hudong-zhonghua H1960a	XDF	271000	01/09/2024	01/12/2031	MOL, COSCO	Hudong-Zhonghua

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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
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

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Built	Name	CBM	Cargo Type	Trading Area	Trading in LNG?	Ship Owner / Operator
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	Coral Evolution	30,000	LNG	Australia	Yes	Anthony Veder ?
2024	Progress	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 Garbaldi	7,600	LNG	Panama	Yes	Seaspan ULC
2024	Paolina Cosulich	8,000	LNG	Mediterranean	Yes	Fratelli Cosulich
2024	Huaihe Nengyuan Qihang	14,000	LNG	China	Yes	Anhui Changjiang LNG
2024	Keys Azalea	3,500	LNG	Japan	Yes	Keys Bunkering West Japan
2024	Seaspan Lions	7,600	LNG	Canada	Yes	Seaspan ULC
2024	Hai Yang Shi You 302	12,000	LNG	China	Yes	CETS (CNOOC)
2025	Axpo TBN	7,500	LNG	Italy	Yes	Axpo
2025	Seaspan Baker	7,600	LNG	Canada	Yes	Seaspan ULC
2026	Avenir TBN (option)	20,000	LNG	Worldwide	Yes	Avenir LNG
2026	ScaleGas TBN	12,500	LNG	Spain	Yes	ScaleGas
2026	Vitol TBN 1	12,500	LNG	Worldwide	Yes	Vitol
2026	Total TBN	18,600	LNG	Worldwide	Yes	Total Energies
2027	Avenir TBN (option)	20,000	LNG	Worldwide	Yes	Avenir LNG
2027	Vitol TBN 2	20,000	LNG	Worldwide	Yes	Vitol
2027	Peninsula TBN	18,000	LNG	Europe	Yes	Peninsula
2027	Fuzhou Wuyang TBN	12,000	LNG	China	Yes	Fuzhou Wuyang Refined Oil Trading
2027	Equatorial Marine TBN	20,000	LNG	China	Yes	Equatorial Marine
2028	Fuzhou Wuyang TBN	12,000	LNG	China	Yes	Fuzhou Wuyang Refined Oil Trading

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