LNG Shipping News

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US exports expected to increase

US LNG exports were the largest source of natural gas demand growth in the Energy Information Administration's (EIA) March, 2025 Short-Term Energy Outlook (STEO).

In March's STEO, the EIA said that gross exports are expected to increase by 19% to 14.2 bill cu ft per day this year and by 15% to 16.4 bill cu ft in 2026 (written before Trump's tariff bombshell - Ed).

The timing of the start up of two new LNG export facilities—Plaquemines LNG Phase 2 (consisting of 18 mid-scale trains) and Golden Pass LNG—could significantly affect this forecast, as these facilities represent 19% of incremental US LNG export capacity in 2025/26.

To illustrate the possible range of outcomes, EIA varied the assumed start-up dates of these new facilities, compared with the March, 2025 STEO baseline.

This enabled the quantification of changes in natural gas feedgas demand that would result from earlier or later start-up dates and discuss the implications for domestic supply-demand balances, prices, and storage.

US LNG exports have increased every year since 2016, rising from 0.5 bill cu ft per day that year to 11.9 bill in 2024. Increasing international demand for natural gas and the buildout of US LNG export facilities enabled this growth.

At the time of writing, the EIA expected US LNG exports to continue to grow, driven by the start-up of three new facilities: Plaquemines LNG (Phases 1 and 2), Corpus Christi LNG Stage 3, and Golden Pass LNG, which will have a combined nominal export capacity of 5.3 bill cu ft per day (up to 6.3 bill peak capacity).

This will expand the existing US LNG export capacity by almost 50%, once these projects become fully operational. Plaquemines LNG Phase 1 started exporting in December, 2024, and it was assumed that this facility will fully ramp up this month.

Meanwhile, Corpus Christi Stage 3 produced its first LNG cargo in February, 2025, and it is believed that this project will place all seven midscale trains in service by the end of 2026.

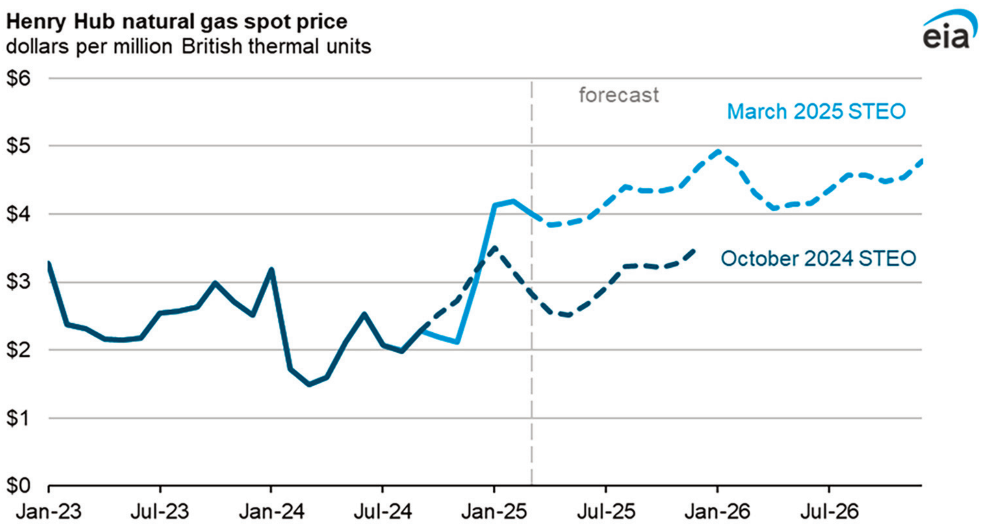
The start-up timing of exports, or in-service date (ISD), for Golden Pass and Plaquemines LNG Phase 2 is uncertain and could affect the natural gas supply and demand balances, storage, and prices forecast.

Compared with the March, 2025 STEO, US LNG exports are lower in the later scenario and higher in the earlier scenario; the largest volume difference in both scenarios occurs in 2026.

The earlier scenario results in 0.2 bill cu ft per day more LNG exports this year and 0.5 bill more in 2026, compared with the March STEO. However, the later scenario results in 0.2 bill cu ft per day less LNG exports in 2025 and 0.8 bill fewer LNG exports in 2026.

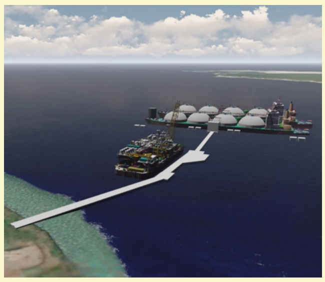
The EIA's earlier scenario assumes start-up dates two-to-five months earlier than announced by project developers; the later scenario assumes start-up dates six months later than announced by the developers.

The administration also forecast that Henry Hub natural gas spot price will almost double from an average of about $2.20 per MMBtu in 2024 to an average of nearly $4.20 per MMBtu in 2025 and increase by another 7% to average just under $4.50 per MMBtu in 2026. ■



Data source: U.S. Energy Information Administration, *Short-Term Energy Outlook* (STEO), March 2025

SHIPPING NEWS AGENDA



Japan ramps up interest in Alaska LNG

Mitsubishi Corp has become one of the latest companies to mull over investing in the $44 bill Alaska LNG project, Mitsubishi's CEO, Katsuya Nakanishi told Reuters last week.

However, he said that the Japanese trading and investment giant would need to undertake careful due diligence before taking any decision to invest in the project.

Mitsubishi is one of the five joint venture partners in LNG Canada, which is due to ship out its first LNG export cargoes by the middle of this year, having received a commissioning cargo last week (see page 4).

Similar to LNG Canada, Alaska LNG would also result in less sailing time to Japan and other Asian markets, Alaska Governor, Mike Dunleavy and other officials said on a recent tour of north Asia to drum up investors, adding that the project could ship its first LNG in 2030.

Developer, Alaska Gasline Development Corp (AGDC) is trying to advance the project, which has been designed to deliver North Slope natural gas both for domestic use and for export as LNG.

Alaska LNG is supported by the Trump Administration, which has held talks with Japanese and South Korean interests in an attempt to persuade them to import more US LNG, before the tariff furore broke.

Last month, Taiwan's state-owned oil and gas company, CPC signed a letter of intent (LoI) to take a stake in Alaska LNG and to purchase LNG from the project.

However, Japanese companies were reportedly worried that the costs may be too high, considering the cold Alaskan weather and the pipeline scale needed to bring the project online.

Alaskan energy can power the US/Japan relationship, Governor Dunleavy's office said in a recent press release.

"We are uniquely positioned to supply Japan and other Indo/Pacific partners with natural gas and clean hydrogen for decades to come.

"As America seeks to rebuild manufacturing capacity to compete with China, we will need to invest in strong, reliable allies like Japan. A new LNG pipeline project would help Tokyo secure this mutually beneficial investment," the statement read. ■

Mexico faces price disruption

North America's LNG boom will not only threaten to increase consumer bills but also jeopardise the long-term stability of the continent's gas and electricity markets, a new report has suggested.

Gas industry analysts have known for more than a decade that LNG exports would boost North American gas prices, the report said, published by the Institute for Energy Economics and Financial Analysis (IEEFA).

IEEFA found that in particular, Mexico's LNG industry faces the potential for disruption by forces outside of the country's control, including extreme weather, as well as trade, regulatory, and legal decisions in the US, let alone the recent tariffs imposed -Ed.

US developers have commissioned eight large LNG export terminals, capable of shipping almost 15% of the country's total gas production. One Mexican terminal fed by US natural gas came online last year, and a second is under construction.

The North American LNG industry hopes to further expand its footprint, with dozens of new projects proposed on the US Gulf Coast and on Mexico's Pacific coast.

However, this meteoric rise in LNG exports has exposed North America to the increased volatility and higher prices of global gas markets, raising serious concerns for the proposed building of Mexican LNG export terminals, the report warned.

"Mexican policymakers should be aware that the LNG boom could cause pain for Mexican consumers, in the form of higher and more volatile prices for both gas and electricity," said Clark Williams-Derry, IEEFA Energy finance analyst and co-author of the report.

"Gas consumers and policymakers in Mexico should be fully cognisant of the hazards that LNG exports pose to the stability of North American energy markets and should be wary of the LNG industry's plans to build additional export terminals in Mexico," he added.

> "Mexican policymakers should be aware that the LNG boom could cause pain for Mexican consumers, in the form of higher and more volatile prices for both gas and electricity"
>
> *- Clark Williams-Derry, IEEFA Energy finance analyst and co-author*

US LNG developers have targeted Mexico's Pacific coast for new export plants, since they offers a shorter and cheaper shipping route to Asian markets.

Mexican LNG facilities are also at a higher risk of market manipulation, trade disruptions, and extreme weather events that can limit the facilities' access to gas.

New Mexican LNG plants could also open at a time when global LNG markets are saturated and oversupplied, leading to the possibility of low prices, impaired profits, and reduced utilisation that undermines perceived economic benefits of these projects, the report further warned. ■

LNG Shipping News
2 Prospect Road
St Albans AL1 2AX
United Kingdom
www.lngjournal.com
Tel: +44 (0)20 7253 2700

Publisher
Stuart Fryer

Editor
Ian Cochran
+44 (0)7748 144265
iancochran74@gmail.com

Ad sales enquiries
Narges Jodeyri
narges@lngjournal.com
Tel: +44 (0)20 7017 3406

Subscriptions
Stephan Venter
Tel: +44 (0) 20 7253 2700
venter@lngjournal.com

Production
Vivian Chee
Tel: +44 (0) 20 8995 5540
chee@thedigitalship.com

Glencore wins another Chinese contract

Shandong Order Group, a Chinese second-tier gas company, has signed a medium-term LNG supply agreement with Glencore Singapore, with pricing linked to Platts JKM.

This agreement, signed on 25th March in Beijing, is a move to secure clean energy resources amid China's efforts to reduce carbon emissions, the Chinese company said on its official website, without disclosing further details of the deal.

Trade sources told S&P Global that the contract involves the supply of three cargoes per year for three years on an ex-ship (DES) basis, with the contract price set at a discount to Platts JKM.

In 2024, the two companies were involved in trades, as Shandong participated in spot trading activity.

JKM has increasingly been adopted as a reference in Chinese term deals in recent years, Platts said. Notable examples included a contract signed by China National Offshore Oil Corp (CNOOC) and ADNOC in late 2023 for 12 cargoes to be delivered during the 2024/25, priced at a JKM discount.

In addition, JKM was incorporated into China's downstream city-gas pricing mechanism between 2022/24, with part of non-residential gas volumes linked to JKM prices.

"It is easier to hedge with JKM," a Chinese trade source said talking about the contract, highlighting the advantages of using JKM in risk management strategies.

Australian supplies

Glencore Singapore had also signed a medium-term LNG supply contract with Australia's Santos in September, 2024 for 19 cargoes or up to 500,000 tonnes per year of LNG for three years plus a quarter.

This contract was oil-indexed and was due to commence in the fourth quarter of this year.

The Shandong Order Group deal aligns with Glencore's broader strategy to penetrate China's LNG market through partnerships with second-tier gas companies, which are increasingly sourcing imported LNG through LNG terminals operated by state-owned infrastructure giant PipeChina, the Singapore based trader said.

In addition to Shandong, Glencore Singapore had also signed a medium- to long-term LNG sales and purchase agreement (SPA) with Chinese second-tier gas company, Shenzhen Energy Group, in July, 2024.

This calls for the supply of about 500,000 tonnes per year for five to 10 years, with pricing linked to Henry Hub. Deliveries were expected to begin in late 2026 or early 2027.

Based in Shandong province, the group primarily distributes city gas. It is involved in gas pipeline construction, LNG trading, distributed energy, and vehicle gas.

According to local Chinese media, its partnership with Glencore marks a shift toward securing direct LNG imports, reducing reliance on domestic suppliers, such as state-owned PetroChina and Sinopec. ■

NEWS NUDGE

LNG trader Sánchez moves from Uniper to MET

Swiss-based commodity trader, MET Group has strengthened its LNG desk with the appointment of Luis Sánchez as the new Head of LNG.

MET said it had been expanding its LNG business in recent years, importing LNG to many countries across the Mediterranean, Northwest Europe and the Nordic region.

Sánchez, formerly Uniper's Global Head of LNG Trading and Origination, started his new job on 1st April. He took over as Head of LNG from Esther Ang, who assumed the role of Head of LNG Origination in a new structure. ■

NextDecade and Aramco sign LNG SPA

NextDecade Corp has signed a 20-year LNG sale and purchase agreement (SPA) with a subsidiary of Saudi energy giant Aramco for offtake from Train 4 at the Rio Grande LNG facility.

Under the terms of the SPA, the Saudi company will purchase 1.2 mill tonnes per annum of LNG for 20 years on a free-on-board (FOB) basis, at a price indexed to Henry Hub.

The deal is subject to a positive final investment decision (FID) taken on Train 4.

A rendering of the Rio Grande LNG project

"We are extremely pleased to have Aramco as a customer in Rio Grande LNG Train 4," said Matt Schatzman, NextDecade Chairman and CEO.

"The Rio Grande LNG Facility continues to attract outstanding LNG customers, which we believe is a testament to the quality of our project," he said.

Achieving a positive FID on Train 4 will be subject to, among other things, entering into appropriate commercial arrangements, and obtaining adequate financing to construct Train 4 and related infrastructure, NextDecade said.

Rio Grande will be located at Brownsville, Texas. Phase 1, consisting of three trains, is already under construction and once online will produce around 17.6 mill tonnes per annum.

If Phase 2 follows, including Train 4, this will lift the production to about 34 mill tonnes per year, according to the company. ■

Canada LNG receives first vessel - welcomes new CEO

On 2nd April, the LNGC, 'Maran Gas Roxana', became the first vessel to berth at LNG Canada's resurrected Kitimat terminal in British Columbia.

She brought an LNG cargo that will be offloaded into the terminal for equipment testing, which is critical to the safe start-up and commissioning process in advance of the start up of full operations, the company explained.

Canada LNG said it hoped to achieve the first LNG export cargoes by the middle of this year.

Her arrival was the culmination of a well co-ordinated plan, involving HaiSea Marine personnel and tugs, British Columbia coastal pilots and Pacific Pilotage Authority Canada, with support from the Canadian Coast Guard and Canada Border Services Agency, the company said.

One of the largest private investments in Canadian history, LNG Canada is a long-life asset with a 40-year export license that will initially produce 14 mill tonnes per annum of LNG for export.

Its permit will allow the doubling of the facility's capacity to 28 mill tonnes per annum through a possible Phase 2 expansion project at a later date.

Phase 2's final investment decision (FID) will take into account several factors, including over-all competitiveness, affordability, pace, future GHG emissions and stakeholder needs, LNG Canada said.

New CEO

Also last week saw the arrival of Chris Cooper as LNG Canada's President and CEO, replacing Jason Klein.

"I'm pleased to be asked to lead LNG Canada, as we work to safely complete our Phase 1 construction, advance our commissioning and start-up programme and move into safe and responsible operations, while continuing to work towards a potential Phase 2 expansion," Cooper said.

"Together with our five joint venture participants and other key stakeholders, we're set to make history by supplying lower carbon liquefied natural gas to the world, while helping British Columbia and Canada diversify their export markets.

'Maran Gas Roxana' seen arriving at Kitimat

"We're setting the benchmark for economically, environmentally and socially responsible large-scale LNG production in Canada and creating a positive and lasting legacy with First Nations and local communities," he said.

Cooper joined Shell in 1998 and has held multiple leadership roles in upstream, downstream and LNG businesses worldwide.

He was seconded to LNG Canada from Shell at the end of 2021 as Senior Vice President, to lead the commercial reset and completion of the coastal gaslink pipeline, which was completed by TC Energy in December, 2023.

LNG Canada's joint venture partners are Shell, PETRONAS, PetroChina, Mitsubishi Corp, and KOGAS.

Addressing the possibility of a second phase, Jonathan Wilkinson, Canada's Minister responsible for natural resources and energy said during a recent interview with local media in North Vancouver; "We're optimistic about seeing a favourable final investment decision (FID) for LNG Canada Phase 2."

If Phase 2 becomes a reality, it would boost capacity significantly — up to 28 mill tonnes annually. While crucial for diversifying trade routes, it must also align with Canada's climate goals, Wilkinson added.

Teresa Waddington, LNG Canada Vice President, had said that discussions were ongoing among stakeholders regarding Phase 2's viability. Factors, such as competitiveness and environmental impact, will play key roles in the decision-making process.

Wilkinson outlined several projects along Canada's west coast that could position the country as the fifth-largest LNG exporter globally — potentially allowing the sale of half the current output overseas instead of relying solely on US markets.

These included LNG Canada, Cedar LNG and Woodfibre LNG.

The political landscape has shifted dramatically, on the back of President Trump's tariffs against Canadian goods and threats aimed at economic coercion — prompting Ottawa's search for new trading partners ahead of an upcoming national election set for 28th April. ■

NEWS NUDGE

Two STS LNGC operations spotted near Murmansk

Just after the EU banned Russian LNG transhipments, four LNGCs reportedly undertook a double ship-to-ship (STS) transfer at the Kildin anchorage, near Murmansk.

The LNG came from NOVATEK's Yamal export terminal at Sabetta.

The Arc7s 'Nikolay Urvantsev' and 'Vladimir Rusanov' came alongside the lower Ice Class Dynagas' managed LNGCs 'Lena River' and 'Clean Vision', according to AIS data and satellite images.

AIS showed the vessels lying south of Kildin Island between 28th March and 31st March.

According to ship tracking data, 'Lena River' left China towards the end of December, 2024, then idled for weeks in the North, Celtic and Barents Seas. 'Clean Vision' sailed from Mirs Bay, near Shenzhen, China at the end of February.

'Nikolay Urvantsev' and 'Vladimir Rusanov' both sailed from Sabetta. ■

Puerto Rico's independence - a game-changer for Texas LNG

Texas has long been the US' energy capital, with its LNG industry leading the way in exports and innovation.

But thanks to outdated maritime laws and political gridlock, Texas is missing out on a prime opportunity to expand its market and boost its economy. That opportunity? Puerto Rico, claimed Javier Hernández.*

If President Trump signs a draft executive order granting Puerto Rico its independence, Texas LNG companies stand to gain tremendously.

A sovereign Puerto Rico — free from the constraints of the Jones Act, which currently blocks direct LNG shipments from Texas to the island — would become a major new market for Texas natural gas exports.

In Puerto Rico, support for national sovereignty (either via independence or free association) currently stands at an historic 43% and is the island-nation's fastest growing political status option, particularly among the youth and professionals.

Supporting Puerto Rican independence would be a smart economic move that would inject billions into the Texas economy.

US' first and only Jones Act LNGC - 'American Energy'

Jones Act barrier

Under current US law, the Jones Act requires that any shipment between two US ports must be carried on American-built, owned, and crewed ships. But here's the problem - there's only one Jones Act compliant LNGC in the US.

Without access to Texas LNG, Puerto Rico has been importing from countries, such as Trinidad and Tobago, Brazil, Nigeria, Oman, and Spain.

This is deemed unacceptable. Puerto Rico is a US colonial territory, yet it has been forced to rely on foreign energy sources, while Texas energy companies are locked out of the market. But independence would change everything.

Puerto Rico's LNG demand in September, 2024 alone was 3.49 bill cu ft, or around 41.88 bill cu ft annually. Texas, as a major LNG producer, could easily supply Puerto Rico's entire demand once freed from Jones Act restrictions.

Companies like Cheniere Energy, Freeport LNG, and Golden Pass LNG are among the top Texan exporters that could immediately benefit from this policy shift.

By signing the draft executive order for Puerto Rico's independence, which has been circulating in congressional offices, the White House, and among DC insiders, Trump would not only unlock billions in economic potential for Texas, while advancing America First policies in energy and trade, but also save the US over $617 bill in federal spending — funds that could be better spent in Texas. ■

**This is part of an article written by Javier Hernández who is a Puerto Rican writer, educator, linguist, former US Foreign Service specialist-federal law enforcement officer, and pro-sovereignty activist, strategist, and advisor.*

LNGCs account for 52% of South Korea's orderbook - VesselsValue

In the current South Korean shipyards' orderbook, the LNG sector is the most valuable, at $71.3 bill, accounting for around 52% of the total orderbook value, according to research undertaken by Veson Nautical's VesselsValue.

The LNG sector also accounted for the highest volume of orders with 276 vessels, as at the end of March.

Containerships ranked second with a market value of $35.6 bill — equating to a share of about 26% with 184 vessels on order.

LPG was third with a value of $14.9 bill and 129 vessels on order, closely followed by the tanker sector, which was valued at $14.7 bill. Vehicle Carriers came in fifth with a value of $929 mill and eight vessels on order.

In terms of companies ordering vessels, containership giant, CMA CGM was in first place with $8.09 bill worth of ships on order, and the company also has the highest volume of orders, consisting exclusively of 38 containerships.

Second was Japanese major, NYK, which had a total of $7.21 bill on order, which included 26 large LNGCs of 174,000 cu m and three VLACs of 88,000 cu m.

In addition, NYK has a further 56 vessels on order in Chinese, Japanese, and German yards, including more LNGCs, LPG carriers, bulkers, and tankers.

QatarGas Transport ranks third in value with an orderbook worth $6.9 bill, consisting of 29 vessels primarily of the large and Q-Max LNGC sectors.

Although connected with the above, VesselsValue ranked QatarEnergy fourth with an orderbook value of $6.52 bill, consisting of 25 large LNGCs of 174-175,000 cu m each.

Dual-fuel ships

Of the vessels on order in South Korean shipyards, about 37% will be fitted with dual-fuel capabilities, with a market value of $71.4 bill. With the exception of LNGCs, which are dual fuel by their very nature, this includes all vehicle carriers and ro-ros.

Turning to the top South Korean shipowners, taking into account both the operational fleet and the orderbook, HMM has the most valuable fleet worth $11.9 bill with a total of 112 vessels in most sectors, including LNGCs.

HMM is also a relatively modern fleet with an average age of eight years.

H-Line Shipping is in second place with a fleet value of $6.09 bill and 62 vessels. Pan Ocean is ranked third with a fleet value of $5.73 bill, however, coming second in fleet numbers with 126 vessels.

Sinokor, which attained fourth place in terms of value, worth $5.73 bill, has the largest fleet in terms of numbers with 134 vessels. More than half of this fleet are containerships, but also includes tankers, bulkers, and LNGCs. ■

Stonepeak invests in Louisiana LNG

Australian oil and gas developer, Woodside has entered into a binding agreement with investment firm, Stonepeak, for the sale of a 40% interest in Louisiana LNG Infrastructure, formerly Driftwood.

This provides validation of project quality and increasing attractiveness of the project to other potential equity partners and also significantly reduces Woodside's capital expenditure profile and is a material step towards readiness for a final investment decision (FID), the developer said.

Under the terms of the agreement, Stonepeak will provide $5.7 bill towards the expected capital expenditure for the foundation development of Louisiana LNG on an accelerated basis, contributing 75% of project capital expenditure in both 2025 and 2026.

The remainder of Stonepeak's committed capital will be funded in subsequent years.

Woodside CEO, Meg O'Neill, said: "We are very pleased to have Stonepeak join us in Louisiana LNG, given their demonstrated track record investing in US gas and LNG infrastructure across LNG facilities, LNG carriers, and floating storage and regasification units.

"This transaction further confirms Louisiana LNG's position as a globally attractive investment set to deliver long-term value to our shareholders. It is the result of a highly competitive process that attracted leading global counterparties and significantly reduces Woodside's capital expenditure for this world-class project.

"The accelerated capital contribution from Stonepeak further enhances Louisiana LNG returns and strengthens Woodside's near-term capacity for shareholder distributions.

"Our partnership with Stonepeak, together with our lump sum turnkey EPC agreement with Bechtel, and existing regulatory permits, give us confidence to progress at pace towards a final investment decision on Louisiana LNG.

"We are pleased with the strong level of interest from counterparties and customers in Louisiana LNG. We will continue advancing discussions with additional potential partners targeting an equity sell-down of around 50% in the integrated project.

"As we have demonstrated with our Scarborough and Pluto Train 2 projects in Australia, the addition of an infrastructure partner unlocks value and paves the way for other strategic equity partners," she said.

Stonepeak's Senior Managing Director and Head of US Private Equity, James Wyper, added: "With the need to bring significant additional capacity online over the coming years, we have strong conviction in the critical role Louisiana LNG will play in the US LNG export market.

"The project represents a Page 1 of 3 compelling opportunity to invest in a newbuild LNG export facility nearing FID approval with an attractive risk reward profile and best-in-class partners in both Bechtel and Woodside to construct and operate the asset," he said.

Minority stake

Stonepeak will hold 40% equity in Louisiana LNG Infrastructure (InfraCo), with the remaining 60% of InfraCo owned by Louisiana LNG (HoldCo), the holding company operated by Woodside.

InfraCo holds the Bechtel engineering, procurement and construction (EPC) agreement and, subject to FID, will own and construct the liquefaction infrastructure and the common user facilities.

The investment in InfraCo is supported by a long-term liquefaction tolling agreement between InfraCo and HoldCo under competitive tolling fee terms. HoldCo will be responsible for gas supply and LNG offtake.

Stonepeak's contribution to the project capital expenditure will be accelerated in both 2025 and 2026, representing 75% of the total expected capital expenditure in those years. As a result, its total capital contribution will be lower than the nominal 40% equity interest in InfraCo, given the time value of money adjustment associated with the acceleration.

The estimated forward cost for the foundation development of Louisiana LNG from December, 2024 remains at $900-960 per tonne. This includes EPC costs, contractor completion incentive payments, owner's costs, allowances, and contingency but excludes pipeline cost and HoldCo costs and contingency.

Completion of the transaction, targeted for 2Q25, is still subject to conditions precedent, including FID, requisite regulatory, legal and other customary approvals.

Woodside's financial advisers are RBC Capital Markets and Evercore and its legal adviser is Norton Rose Fulbright. ■

Mukran underutilised - environmentalists

Germany's Mukran LNG terminal operated at just 5% capacity in the first quarter of 2025.

This was down from 14% a year earlier, while the FSRU was operating at Lubmin, according to German Environmental Aid (DUH) analysis of Gas Infrastructure Europe data.

By comparison, at the North Sea LNG terminals of Wilhelmshaven and Brunsbuettel, operated by state-owned Deutsche Energy Terminal (DET), the utilisation rates were 49% and 83%, respectively.

DUH claimed that the terminal fed only 1.3 bill cu m of gas into the grid last year, about 1.5% of Germany's total gas consumption.

"The Ruegen LNG terminal is not just a fossil dead end that seriously threatens the climate and our future, it is a bad investment that was foreseeable," Sascha Mueller-Kraenner, DUH Managing Director, said in a statement to newswires.

Deutsche Regas, which operates the Mukran terminal, said the terminal was feeding 120-150 GWh per day into the German grid, adding it expects the volume to remain stable.

"The relevance of critical energy infrastructure is not determined by short-term utilisation, but rather by available capacity, utilisation during periods of high demand or crises, and at most by long-term utilisation," the company said.

The company explained that it offers regasification services through "take-or-pay" slot contracts, ensuring terminal fees regardless of usage.

In February, Deutsche Regas announced the termination of the charter contract for the FSRU 'Energos Power', claiming competitive disadvantages to DET operated terminals.

Last Friday, Deutsche Regas launched a bidding round for long-term regasification capacity at Mukran, offering an additional 5 bill cu m per year from 2027 to 2043.

It also said it plans to restart a second FSRU, aiming to restore the terminal's full exit capacity of 13.5 bill cu m annually by 2027.

The energy company did not adjust Mukran's capacity after the withdrawal of 'Energos Power', DUH claimed. ■

Reganosa strengthens global network

Spanish energy provider, Reganosa Group has strengthened its international interests with the result that the company now operates in 30 countries.

Reganosa was recently commissioned to analyse the feasibility of a natural gas liquefaction plant in Asia.

For the first time in the company's history, revenues from overseas accounted for more than a third of its total revenues, according to figures produced at the end of last year.

Back in October 2015, the company established Reganosa Servicios to utilise its knowledge and experience in the design, execution and management of assets in this sector.

Since then, it has gained 51 clients worldwide and has participated in all phases of a project's life cycle, from preliminary studies to commercial operations.

As a result of its sustained growth and constant adaptation, Reganosa has almost tripled its workforce in the last five years.

In the LNG sector, apart from operating its own terminal in Mugardos (La Coruña), the group manages three types of terminals: afloat -Brunsbüttel (Germany) and Tema (Ghana), while on land includes Oristano (Italy); and both afloat and onshore at Delimara (Malta).

These facilities offer a range of storage capacities, from 9,000 to 300,000 cu m.

Reganosa is managing both the onshore and offshore facilities at Malta's Delimara LNG terminal

Thus far, Reganosa Servicios has secured international contracts worth €186.3 mill.

Reganosa has also extended its services to other energy transition sectors, such as hydrogen, ammonia and biogas.

The overseas contracts cover the company's entire product portfolio, which includes, among other things, consulting and project management services: feasibility studies, engineering supervision, construction and commissioning, training, simulation and optimisation of networks and processes, due diligence, etc.

It also covers the comprehensive management of infrastructures, including operations, maintenance, and commercial oversight, as well as the construction and commissioning of new facilities.

NEWS NUDGE

Ships - Newbuildings, Deliveries, Recyclings

In his inaugural speech on 1st April, Takenori Igarashi, Representative Executive Officer, President & CEO, Kawasaki Kisen Kaisha ("K" Line) confirmed that the company's LNG Carrier Business, in addition to the existing Japanese, South Korean, Chinese, and European markets, was stepping up its efforts in new markets, such as Southeast Asia and India.

He said that "K" Line was on track to expand the current LNGC fleet size from 46 vessels to 65 vessels by fiscal 2026.

Elsewhere, on 3rd April, HD Korea Shipbuilding & Offshore Engineering (HD KSOE) announced that it had signed a contract with an Asian shipping company to build an LNGC at HD Hyundai Samho for Won385.3 bill, or about $262 mill, which was $7 mill more the current market price of $255 mill.

The new 180,000 cu m vessel is scheduled for delivery in December, 2027 and the order was thought to have been placed by Purus Marine.

ExxonMobil LNG, a subsidiary of the US energy giant ExxonMobil, has christened two LNGCs to be chartered from South Korea's H-Line Shipping.

The 174,000 cu m vessels were named 'HL Edward Austin' and 'HL Alyssa Warner' after two ExxonMobil employees who had passed away.

They were built at Samsung Heavy Industries as part of a four vessel series.

In the recycling sector, what was believed to be the ninth steam powered LNGC to be sold for breaking this year was the 2004-built, MOL managed 'Dukhan'.

Brokers reported that she commanded a price of $610 per ldt from Bangladesh breakers and the sale included 3,000 tonnes of aluminum on board.

She was sold on the basis 'as is' with delivery in Malaysia.

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Dixstone to build Gabon's LNG export facility

Perenco subsidiary, Dutch engineering company, Dixstone, has been awarded the construction, procurement and integration of an LNG project in Cap Lopez, Gabon for its parent.

This project consists of a near-shore liquefaction barge that will produce 0,7 mill tonnes per annum of LNG and 25,000 tonnes of LPG per year in phase 1, with a storage capacity of 137,000 cu m utilising a converted LNGC as an FSU.

Dixstone will undertake the liquefaction barge's construction in Dubai, where a new office was recently opened.

The company will provide a local content capacity to the project thanks to its Les Chantiers du Gabon yard situated in Port Gentil.

The yard will be used to support Perenco Oil & Gas Gabon's onshore work to produce the gas from the fields and to support the work at the Cap Lopez terminal.

For the project, Perenco will deploy the 2003-built steam LNGC 'Golar Spirit', with a capacity of 129,000 cu m, as an FSU for exports.

The vessel will undergo conversion starting in the second quarter of this year at a Dubai shipyard, managed by Dixstone.

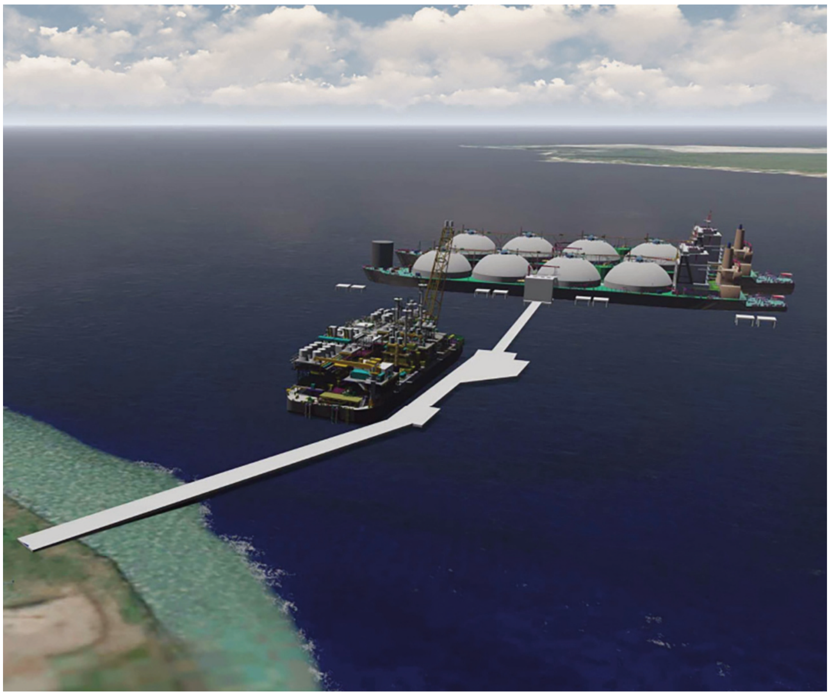
The $1 bill project was approved by Gabon's Ministry of Oil and Gas in December, 2022.

Perenco has chosen Seatrium subsidiary Aragon's ODEC nitrogen expander cycle for the liquefaction process.

The Cap Lopez terminal, purchased by Perenco from TotalEnergies in 2021 for $350 mill, will serve as both an oil and gas export hub.

Perenco's existing operations in Gabon includes the management of onshore and offshore licenses and two FPSOs.

> "Perenco has chosen Seatrium subsidiary Aragon's ODEC nitrogen expander cycle for the liquefaction process."



An impression of Perenco's Gabon export plant

NEWS NUDGE

Worley secures Brunsbüttel Phase 2 contract

Australian engineering company, Worley has won a contract from German state-owned Deutsche Energy Terminal (DET) for Phase 2 of the Brunsbüttel FSRU import terminal.

Worley will provide construction, installation and commissioning services, through its UK and German offices, plus engineering and procurement services.

DET said that Phase 2 will facilitate LNG imports via marine and land infrastructure, providing essential resources needed to support Germany's energy security.

Worley will be involved with the installation of a permanent jetty and associated gas import facilities.

Phase 2 follows DET's completion with Worley of Phase 1, which integrated LNG into Germany's energy grid during the 2022/23 European winter.

IMM secures 100% equity in Hyundai LNG Shipping

South Korea's IMM Consortium has secured 100% equity in Hyundai LNG Shipping.

According to investment banking sources talking with local media, Hyundai LNG Shipping recently announced it had gained 20.77% of the redeemable convertible preferred shares equity held by Daishin Private Equity (Daishin PE) for around Won173.3 bill.

Daishin PE, which recouped its investment after three years, recorded an annualised internal rate of return (IRR) of about 10%. The company had invested Won150 bill in Hyundai LNG Shipping after receiving a contribution from MERITZ Securities in 2022.

As a result, IMM's equity in Hyundai LNG Shipping increased from 79.23% to 100%. This occurred during the process of extending a Won217 bill acquisition financing for the company until the end of 2026.

IMM acquired Hyundai LNG Shipping from HMM for Won1.3 trill (including liabilities of Won500 bill) in 2014.

Two years ago, it tried to sell Hyundai LNG Shipping to HMM, but failed, due to a not agreeing the transaction price. At that time, IMM was reportedly seeking Won700 bill to Won800 bill, while HMM offered only Won300 bill.

Last year, Hyundai LNG Shipping's revenue and operating profit were Won460.4 bill and Won100.7 bill, respectively, an increases of 36% and 291%, compared to the previous year.

This was attributed to the US' LNG production expansion and increased global demand for LNG shipping transportation, due to the Russia/Ukraine war.

TMS taps into smart shipping

GTT's smart shipping subsidiary, Ascenz Marorka, has won a contract from the TMS Group to fit its software across the whole fleet of over 130 ships, including LNGCs.

The contract includes access to Ascenz Marorka's digital platform designed to optimise vessel performance, reduce operational costs, enhance safety, lower emissions and improve energy efficiency.

Data will be gathered both manually and automatically through the integration of high-frequency sensors across the fleet, significantly reducing the administrative burden on the crew and facilitating regulatory reporting.

The TMS Group will also benefit from the VESPER solution, a vessel performance management module developed by Vessel Performance Solutions, a subsidiary of Ascenz Marorka.

Now fully integrated into Ascenz Marorka's portfolio, VESPER enhances the company's comprehensive suite of digital solutions.

In addition, the TMS Group will utilise specialised LNG features, including LNG Optim and Heel Management.

LNG Optim provides real-time guidance to optimise speed, tank pressure, and gas consumption, maximising cargo efficiency while ensuring compliance with terminal requirements. Heel Management helps reduce excess LNG reserves and minimise power consumption during ballast voyages, ensuring efficient tank cooling.

Anouar Kiassi, VP Digital at GTT and Ascenz Marorka CEO, said: "We are honoured by the trust that the TMS Group has placed in us to support their journey towards digitalisation, operational excellence and efficient de-carbonisation.

"This collaboration underscores our shared commitment to innovation and sustainability. We look forward to working closely with a maritime leader that values technology as a driver of ambitious progress," he said.

Alexandra Economou and Filippos Economou, TMS Group's Principals, added: "We are delighted to work hand in hand with Ascenz Marorka to deploy their advanced Smart Shipping solution on our diversified and growing fleet. We strongly believe that digitalisation and innovation will support our teams in achieving our operational, economic and environmental objectives.

"Thanks to Ascenz Marorka advanced AI, solid naval architecture foundations and operational expertise, we aim for a more informed and collaborative decision-making process, involving all departments and supporting our Group's commitment for operational excellence while putting people at the heart of the digital transformation," they said. ■

> **"We strongly believe that digitalisation and innovation will support our teams in achieving our operational, economic and environmental objectives."**
>
> *- Alexandra and Filippos Economou, TMS Group's Principals.*

LNG rate assessments

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

Region	This week	Change*
East of Suez	$18,000	-
West of Suez	$13,000	-
12 mos T/C	$18,000	+ $1,000

*Since last report (27/03/25)

Source: Fearnleys (09/04/25)

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

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
Hl 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
Hl 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
Hl 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

Fearnley LNG

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
Hl 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

Fearnley LNG

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

Fearnley LNG

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

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DRL = slow speed diesel, FSRU = vessel with regas capacity, FLNG = floating LNG production unit
Data last updated = 24 March 2025

Fearnley LNG

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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DRL = slow speed diesel, FSRU = vessel with regas capacity, FLNG = floating LNG production unit
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Fearnley LNG

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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Fearnley LNG

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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Fearnley LNG

WORLD SMALL SCALE LNG FLEET*

Built	Name	CBM	Cargo Type	Trading Area	Trading in LNG?	Ship Owner / Operator
1974	Seagas	187	LNG	Sweden	Yes	AGA
1988	Kayoh Maru	1,517	LNG	Japan	Yes	Daiichi
1993	Aman Bintulu	18,928	LNG	Malaysia - Japan	Yes	Perbadanan/NYK
1996	Surya Aki	19,475	LNG	Indonesia - Japan	Yes	MCGC
1997	Aman Sendai	18,928	LNG	Malaysia - Japan	Yes	Perbadanan/NYK
1998	Pelita Energy	18,800	LNG	Malaysia - Japan	Yes	Perbadanan/NYK
2000	Triputra	23,096	LNG	Indonesia - Japan	Yes	MCGC
2003	Pioneer Knutsen	1,100	LNG	Norway	Yes	Knutsen
2003	Shinju Maru No.1	2,540	LNG	Japan	Yes	Shinwa
2005	North Pioneer	2,500	LNG	Japan	Yes	Japan Liquid Gas
2007	Sun Arrows	19,531	LNG	Malaysia - Russia - Japan	Yes	Mitsui
2008	Kakurei Maru	2,536	LNG	Japan	Yes	Hogaki Zosen
2008	Shinju Maru No.2	2,540	LNG	Japan	Yes	Shinwa
2009	Coral Methane	7,551	LNG/LPG/Ethylene	Northwest Europe/Baltics	Yes, sometimes	Anthony Veder
2010	Coral Favia	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2010	Coral Fraseri	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2011	Coral Furcata	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2011	Coral Fungia	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2011	Akebono Maru	3,556	LNG	Japan	Yes	Chuo Kaiun
2011	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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