LNG Unlimited

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European gas storage at multi-year low

Europe looks to be entering the winter season with gas storage at the lowest level for 13 years, according to the UK's *Guardian* news outlet in a report.

The EU's gas stocks were 63% full during the last week of August, well below the 80% average for late August recorded in recent years and among the lowest levels ever reported for this time of year.

At the current slow rate of gas storage injections, the EU is likely to enter the winter heating season with gas stocks about 20% below the five-year average, and at their lowest level since 2013, according to Greg Molnar, a gas analyst and professor, talking with the newspaper.

The UK may be particularly exposed to market volatility, as it is one of the largest gas consumers in the region but has some of the lowest levels of domestic gas storage capacity.

Normally, the UK relies on imports of gas via pipeline from Europe or LNG shipped from the US and the Middle East. Chris O'Shea, Centrica CEO, said last week the UK had "almost no gas in storage" for the coming winter.

Germany is confident of its storage volume going into winter

Storage struggles

The EU's gas storage has struggled to reach a watered-down target of 80% full by the start of this winter, since the Middle East conflict triggered severe disruption to oil and gas exports from the Gulf region.

A cold end to last winter, and higher than usual gas power generation during Europe's heatwaves this summer, have also contributed to the bloc's depleted gas storage. In a typical year, storage facility operators fill up during the summer when both demand and prices are lower.

Although Europe is not expected to experience physical shortages of gas this winter, traders expect higher prices.

Benchmark gas price has climbed to three-year highs of over €68 per MWh in recent weeks, more than double the price at the start of this year.

Prices rose sharply on the growing expectation that EU market traders will need to compete with Asian buyers to secure LNG cargoes, as temperatures begin to drop.

Without a return of gas exports from the Middle East, Europe's benchmark price "would likely need to move above €100/MWh" to attract enough shipments of gas to meet winter demand, according to Goldman Sachs' analysts.

Gas supply concerns are particularly acute in western Europe, where storage levels are well below those reported in countries, such as Italy and Poland, which have topped up their gas storage to over 80% full.

In Germany, which has Europe's largest gas storage capacity, facilities are about half-full, according to Gas Infrastructure Europe. Storage levels in Belgium and the Netherlands, which connect directly to the UK gas market via pipelines, stand at 51% and 45%, respectively.

The UK's reliance on global gas imports is expected to increase, as the North Sea's declining gas production accelerates, and Norwegian output begins to fall from 2030.

As a result, the government is considering plans to provide direct financial support to safeguard domestic gas infrastructure.

Meanwhile, the German government has claimed that gas operators were actively filling storage facilities, citing improved LNG price dynamics and weaker competition from Asia for cargoes.

German gas storage sites were 51.64% full, an economy ministry spokesperson told a regular government press conference at the end of last week, adding that operators had injected significant volumes in recent days.

The country aims to have its storage facilities at 70% of capacity by the beginning of November - a target that German energy lobby group BDEW described as achievable, although a challenge.

"It is not about exactly reaching 70%," the German ministry spokesperson warned, adding that security of supply depended on a broader assessment that included Germany's LNG import terminals and the ability to increase imports from western European countries. ■

UNLIMITED AGENDA

QatarEnergy extends *force majeure* on LNG supplies

Qatar's state-owned QatarEnergy has extended its *force majeure* on LNG deliveries, as the LNG shipments at the Strait of Hormuz remained blocked, despite increased oil cargo transits.

QatarEnergy has notified buyers in Pakistan, Bangladesh and Italy that LNG cargo cancellations would continue through October, traders told Bloomberg.

Some deliveries to Europe under long-term contracts have also been cancelled beyond September, with Italy's energy company, Edison saying the *force majeure* and cargo cancellations were extended into early November, affecting five cargoes, due to be delivered to the Adriatic LNG receiving terminal.

The *force majeure* has effectively blocked Edison receiving cargoes from the beginning of April to early November this year, involving 29 cargoes of about 3.8 bill cu m in total.

Edison claimed that it had replaced about 21 cargoes by the end of last week.

In 2009, the Italian energy company, a subsidiary of France's EDF, signed a 25 year contract with QatarEnergy to supply 6.4 bill cu m of LNG to the Adriatic LNG receiving terminal per year.

Last month, three LNGC ship-to-ship (STS) transfers took place outside Strait of Hormuz.

The LNG cargoes were originally loaded in Qatar and the UAE for delivery to India and Japan, according to ship-tracking firms, Reuters reported.

Six months since the Iran war virtually ceased Qatar's LNG exports via the Strait, the world's second-largest LNG exporter has lost $24 bill in sales, as exports fell by as much as 96%, Reuters' calculations showed.

The number of LNG cargoes that Qatar has managed to export dropped to just 18, down from 509 cargoes shipped from Qatar in the same period last year, data from ICIS showed, analysed by Reuters.

Temporary corridor

Earlier, Iran and Oman had proposed a temporary 7 mile wide shipping corridor through the Strait of Hormuz together with a joint mine-clearing project aimed at restoring safe commercial navigation, according to Oman's foreign ministry.

Oman's Foreign Minister, Sayyid Badr Albusaidi and his Iranian counterpart, Seyyed Abbas Araghchi discussed the phased framework during recent talks in Tehran.

The plan calls for a joint temporary navigational corridor, while technical negotiations continue over a permanent route, future Strait administration, information-sharing, traffic management and navigational and security services.

Iranian Deputy Foreign Minister for Legal and International Affairs, Kazem Gharibabadi said vessels entering the Persian Gulf from the Gulf of Oman would use Iranian territorial waters under the proposed arrangement.

Gharibabadi added that negotiations over a permanent route would continue for another 30 to 60 days. He also warned that the agreement does not mean the Strait of Hormuz would reopen immediately.

Meanwhile, Asian spot prices climbed to $23.39 per MMBtu on the 29th August over Middle East concerns.

On 30th August, Brent rose to $90.49 per barrel (up 2.71%) and WTI also climbed to $85.46 per barrel (up 2.47%) on news of US strike on Iranian forces on Larak Island and subsequent Iranian attacks targeting US bases in Jordan, the first direct hostilities in a month.

By 1st September, Brent had eased to just under $90 per barrel. ■

Edison imports LNG through the Adriatic LNG terminal

NEWS BRIEF

TotalEnergies exits Arctic LNG 2

TotalEnergies has confirmed that the transfer of its 10% interest in Arctic LNG 2 to NOVATEK subsidiary, NordLine, has been completed.

The French energy major is therefore no longer a shareholder in Arctic LNG 2, it stressed.

As part of the transfer agreement, TotalEnergies said that it retained its rights to be reimbursed by Arctic LNG 2 for its share of the loans provided by the shareholders to the project, totalling around $1.3 bill.

Such reimbursement might be implemented in the future subject to applicable sanctions, the company added. ■

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China becomes more reliant on Russian LNG

China is taking nearly all of Arctic LNG 2's capacity

China's LNG import portfolio is seeing a growing share of Russian LNG, despite weaker-than-expected gas demand growth in the world's largest LNG importer.

This was supported by discounted cargoes from Arctic LNG 2 and improvements in Russia's shipping capacity, according to customs data, market participants and S&P Global Energy analysis.

The trend is reshaping China's LNG import mix even as overall LNG demand remains subdued and many buyers have yet to begin significant winter procurement.

While China's total LNG imports fell 4.6% year-on-year to 33.79 mill tonnes over January/July, its Russian LNG imports rose 24.9% to 4.23 mill tonnes over the same period, according to Chinese customs data.

China's Russian LNG intake recorded five consecutive months of y-o-y growth from March through July, rising 32.3% in March, 40.9% in April, 10.2% in May, 92.9% in June and 15.6% in July, the customs data showed.

The share of China's Russian LNG rose to about 12.5% over January-July from about 9.5% a year earlier, based on customs data and Platts' calculations.

China's growing Russian LNG imports coincided with a sharp drop in Middle Eastern supply. Qatari deliveries to China fell 55.2% y-o-y to 4.89 mill tonnes over January-July, cutting Qatar's share in China's LNG import mix to 14.5% from 30.7% a year earlier, the data showed.

Tighter availability of Qatari and UAE cargoes amid heightened regional tensions encouraged buyers to diversify procurement, said Tianshi Huang, Senior Principal Analyst for China Gas and LNG at S&P Global Energy CERA.

While market participants are increasingly discussing future Yamal LNG opportunities, CERA data showed that the recent increase in Russian LNG deliveries to China was driven primarily by Arctic LNG 2, rather than a major Yamal volume switch.

According to a recent CERA report, NOVATEK expanded the fleet serving Arctic LNG 2 more rapidly than expected, adding seven LNGCs since February. This stronger shipping position led CERA to raise its 2027 Arctic LNG 2 sales forecast by 2 mill tonnes to 7.24 mill tonnes.

Important outlet

China has emerged as Arctic LNG 2's most important outlet after the country received its first cargo on 28th August, 2025. According to CERA's report, PipeChina's Beihai terminal had received 2.8 mill tonnes of LNG from the project by the end of July, accounting for more than 90% of the terminal's LNG imports.

Huang said that Arctic LNG 2 had only a four-month effective delivery window into China in 2025. By comparison, the project has had a full eight-month operating cycle in 2026, resulting in substantially higher arrivals.

Arctic LNG 2's faster growth reflects both improved shipping availability and discounted pricing, with NOVATEK marketing cargoes at about 30%-40% below Asian LNG benchmarks, according to the report.

While current growth appeared to be driven mainly by Arctic LNG 2, traders said Chinese companies were paying increasing attention to Yamal LNG.

However, they said it remained unclear how much additional Yamal LNG could ultimately be redirected to China, or how quickly any shift would occur.

Huang said the potential for increased Yamal LNG shipments to China was unlikely given limited Ice Class vessel availability and the inefficiencies associated with long-haul transportation.

Overall, China's August LNG deliveries were estimated to be around 5.2 mill tonnes, 18% lower than the same month last year, according to Kpler's data, reported Bloomberg, in stark contrast from the year-on-year hikes seen over the previous three months, which were supported by a push to refill inventories to meet peak summer demand.

Asian LNG prices averaged around $21 per MMBtu last month, compared to $12 per MMBtu last August, which has led to "significant demand destruction among price-sensitive industrial users," said Nelson Xiong, Kpler's senior LNG analyst.

Factors that might boost Chinese demand included a colder-than-expected winter, or a slower recovery in domestic gas production, as well as a resolution to the US/Iran war, he added.

The country's total 2026 imports are expected at around 61.3 mill tonnes, he said, compared with 2025's deliveries of 68.4 mill tonnes, according to Chinese customs. ■

NEWS BRIEFS

Wison in FLNG collaboration agreement

Wison New Energies has signed a collaboration agreement to integrate Shell's dual mixed refrigerant (DMR) liquefaction technology into its FLNG designs.

Previously deployed only in Shell-equity projects, for the first time, the technology will now be available to the wider FLNG market.

Shell's DMR technology is an established solution for floating and onshore LNG facilities. It combines efficiency, compactness and flexibility to deliver tailored carbon intensity outcomes with the ability to scale across different project sizes, Wison claimed.

This makes it especially well-suited for the evolving FLNG market, where cost competitiveness and space efficiency are critical.

Shell Catalysts & Technologies will support Wison throughout the integration of the DMR liquefaction technology, including the pre FEED, FEED and EPC phases of FLNG projects.

Sempra initiates new LNG project

Sempra Infrastructure has started the US FERC pre filing process for Port Arthur LNG North.

This project is a four train, 27 mill tonnes per annum expansion of its Texas export terminal that could start shipping LNG in late 2034, if approved by the US energy regulator and finance is secured.

The pre filing request initiates the regulator's environmental, engineering and stakeholder review.

However, before the expansion proceeds, Sempra still needs to secure more long-term offtake agreements to underpin debt financing.

Port Arthur LNG is already developing Phase 1 and Phase 2, with a combined nameplate capacity of about 26 mill tonnes per annum. ■

Cheniere's CCL Stage 3 nears completion

The US' largest LNG exporter, Cheniere Energy has substantially completed its Corpus Christi Liquefaction Stage 3 Project (CCL Stage 3) in Texas.

In addition, the company celebrated the production and export of its 5,000th LNG cargo from its US Gulf Coast operations.

Cheniere claimed to have reached this milestone faster than any other LNG producer worldwide.

CCL Stage 3 achieved substantial completion on 28th August, when Bechtel Energy, Cheniere's engineering, procurement and construction (EPC) contractor, turned over care, custody and control of the seventh and last CCL Stage 3 train to the LNG exporter.

Cheniere issued full notice to proceed on CCL Stage 3 to Bechtel in June, 2022, with first LNG production from the inaugural train achieved in December, 2024.

In total, this project will expand Cheniere's LNG production capacity by over 20%, to around 56 mill tonnes per annum.

"With the substantial completion of CCL Stage 3, Cheniere and Bechtel have again delivered a major LNG project safely, on budget and ahead of schedule, solidifying our track record of excellence in project execution," said Jack Fusco, Cheniere's Chairman, President and CEO. "Congratulations to the Cheniere and Bechtel teams on the outstanding delivery of this project.

"This achievement enables us to increase our supply of much-needed secure, reliable and affordable energy to the world at a critical time, while delivering on our commitments to our customers and creating long-term value for our stakeholders," he said.

Cheniere's 5,000th LNG cargo was loaded on the LNGC 'Yari', which sailed from Sabine Pass on 29th August bound for Asia.

Since the production of its first LNG cargo in 2016, Cheniere has now supplied more than 340 mill tonnes of LNG to markets worldwide, while the company's LNG platform has grown to represent over 10% of total global LNG capacity, the company claimed.

"Producing and exporting 5,000 LNG cargoes is a remarkable achievement, and doing so in record time – just 10 years after our first cargo – makes it even more extraordinary," Fusco added. "This accomplishment was made possible by the hard work, dedication and commitment of our workforce, which forms the foundation of our industry-leading track record of operational excellence, safety and customer focus." ■

Petrobras eyes LNG exports

Brazilian energy major, Petrobras is weighing up the possibility of exporting LNG from its giant offshore fields.

LNG exports could make use of gas produced in Brazil's deepwater Atlantic basins.

Petrobras CEO, Magda Chambriard said the company is in talks with Singapore offshore engineering company, Seatrium on the methodolgy needed to liquefy and export gas from the offshore fields.

"We see room to export gas using LNG vessels," Chambriard said during a joint press conference with Seatrium in Singapore last week, reported Bloomberg.

This move comes as Asian and other countries seek new LNG supply sources to replace Qatari volumes, which is facing severe export constraints during the Middle East conflict.

Bloomberg claimed that Chambriard did not provide a timeline for possible Petrobras' LNG exports or reveal how much the company would invest in the initiative.

Brazil is one of South America's largest natural gas producers, supported by its ultra-deepwater oil and gas reservoirs located under a thick layer of salt off the coast.

Much of that gas comes from the pre-salt region, one of Brazil's most important energy areas. More than half of the gas is reinjected into oil wells to boost crude production.

"We export a lot of crude oil to Asia/Pacific – it is our main destination," Chambriard said. "Looking ahead, we see that perhaps it could also become the main destination for gas."

The project would require liquefaction infrastructure, commercial agreements and regulatory clarity, among other factors.

Seatrium is a leading producer of FSRUs, FSUs and FLNGs for the LNG sector, mainly through conversion projects.

However, Chambriard's comments came as Petrobras may face a setback in Brazil, as a proposed regulation could require companies with significant market share to make part of their natural gas supply available to competitors, Bloomberg warned. ■

India to be hit by firming LNG prices

India's LNG demand remains firm, despite high spot prices, but rising gas costs could squeeze margins for downstream players, while the country may see higher LNG prices from this month, according to a report by consultancy Equirus.

LNG imports accounted for 59% of India's total gas consumption in July, 2026, the highest percentage since July, 2021, when it stood at 65%. The share had also risen by 15% from 44% recorded in April, 2026, at the height of the war-related drop in supplies. With domestic gas production remaining flat, "India remains highly exposed to elevated spot LNG prices," Equirus said.

Globally, the LNG exports outside the Middle East were expected to rise by around 40 mill tonnes year-on-year in 2026, driven by new and ramped-up projects, particularly in the US.

Under Shell's early third quarter forecast, a decline of around 45 mill tonnes in Middle Eastern exports would more than offset this growth, resulting in a net contraction of about 5 mill tonnes in global LNG exports, Equirus noted.

However, Middle Eastern flows are yet to normalise, hence, the window for an early-resolution scenario has effectively closed, which has further shifted the outlook towards a year-long disruption.

According to the report, "A year-long disruption would overwhelm new LNG supply wave," meaning that Middle Eastern exports may decline by more than 65 mill tonnes, compared with only around 40 mill of incremental supply from the rest of the world.

Given this scenario, global LNG trade may contract by roughly 27 mill tonnes, representing a deterioration of about 22 mill from the early-resolution case. As a result, the anticipated easing of supply could be delayed until 2027, despite additional capacity coming online in North America, Equirus said in its report.

Furthermore, a prolonged disruption would eventually intensify the competition between Europe and Asia for flexible US LNG, which may lead to elevated spot prices through winter.

For India, "recent gas consumption and import data indicate that LNG demand has remained resilient even at spot prices >$20 per MMBtu" Equirus said, adding that near-term adjustment may likely to occur through higher gas costs and margin compression across downstream players, "rather than an immediate sharp decline in volumes." ■

Bangladesh LNG reliance questioned

Technical problems in one of Bangladesh's two FSRUs on 21st July have had a knock-on effect on various sectors of the country's economy.

In addition, a suspension of LNG loading with the second FSRU on 13th August, due to bad weather, exacerbated the gas supply situation.

These two events compounded the problems of the energy sector at a time when the country's normal gas demand-supply gap has already surpassed 1,300 mill cu ft per day.

As natural gas contributes to around 40% of Bangladesh's annual power generation, load shedding frequently surpassed 3 GW between 26th July and 15th August, the Institute for Energy Economics and Financial Analysis (IEEFA) reported, mainly quoting local media.

The recent supply disruptions have prompted industry and power sector stakeholders to urge the government to build additional FSRU infrastructure, plus a land-based LNG terminal. Some stakeholders believed that the country could cope with the high cost of LNG imports by raising power tariffs.

As tariff adjustments are unlikely to eliminate the fiscal pressure from LNG imports, exploring local and regional energy solutions and reducing demand for imported fossil fuels would prove to be a much better solution for the country, IEEFA said.

The Institute estimated that Bangladesh's energy sector import dependence, excluding biomass, reached 62.5% in 2025. Further analysis concluded that the country relies on the international energy market for 59.5% of its energy supply with cross-border electricity imports contributing 3%.

Given that the government has said that it intended to bring in two new FSRUs and a land-based LNG terminal to meet future demand, Bangladesh's primary energy mix could face a major shift. Post 2030, LNG contribution to annual gas consumption could exceed 60%, compared to around 33% in 2025.

IEEFA also forecast that Bangladesh's exposure to the international fossil fuel market could rise to around 74% from 59.5% over the same period. These predictions took into account the government's goal of adding 10.45 GW of renewable energy by 2030, the optimal utilisation of future nuclear plants, plus a modest demand growth for liquefied petroleum gas (LPG) and coal.

In 2025, Bangladesh spent around BDT403 bill to import 327.8 bill cu ft of LNG for an average of around $12 per MMBtu – using bp's approximate conversion factors. Excluding regasification and terminal charges, the LNG's import cost was over BDT50 per cu m ($0.41) in 2025. Yet, industries paid BDT30 per cu m ($0.25) and BDT31.5 ($0.26) for their processes and captive generators, respectively, due to a higher share of domestic gas in overall consumption (domestic gas production costs just over BDT12 per cu m).

Summit's Excelerate FSRU

Gas tariff rise

If new terminals come online, LNG will likely have a major share in the country's total gas consumption, creating a case for raising gas tariffs.

Post 2030, LNG imports could rise to 730 bill cu ft, which would be a capacity utilisation of 65% of all terminals. A gas price of $12 per MMBtu will cost the country $8.5 bill (BDT1,044 bill) per annum.

However, an uncertain global energy market could increase import bills to $14 bill (BDT1,719 bill), considering an average price of $20 per MMBtu.

Since Bangladesh relies on overseas guarantees and international agency loans to import LNG, a demand surge may require additional loans/support from various agencies, which raises questions on the feasibility of expanding LNG capacity. Alternatively, the LNG's unaffordability may result in subdued capacity utilisation of new terminals.

Private power producers and businesses feel that Bangladesh's household power tariffs are significantly lower than those of other countries, providing room for increasing prices to accommodate more LNG.

Reducing Bangladesh's heavy reliance on gas requires careful transition planning, blending multiple country-level and regional solutions.

For example, a combination of domestic gas and cross-border hydropower could drastically reduce the demand for imported LNG, as could a combination with other alternative energy sources. ■

Egyptian gas field FIDs

BG Delta has taken a final investment decision (FID) on the Phase 12a development project in the West Delta Deep Marine (WDDM) gas field concession, located in Egypt's Nile Delta.

Phase 12a will deliver three deepwater subsea wells with first production expected in 2028.

BG Delta is a subsidiary of UK energy major Shell and its partners - Egyptian Natural Gas Holding Co (EGAS), Egyptian General Petroleum Corp (EGPC) and Malaysia's Petronas.

This development concept replicates the model successfully delivered through Phases 10 and 11, with the three new wells tied back into WDDM's existing subsea infrastructure operated by the Burullus Gas Co joint venture.

Leveraging established facilities reduces project cycle time, optimises capital efficiency and minimises the operational footprint of new development, the developer claimed.

"This investment demonstrates our commitment to maximising the remaining potential in WDDM where the right technical and commercial conditions exist," said Dalia Elgabry, Vice President and Country Chair, Shell Egypt. "By leveraging existing infrastructure and our proven development experience, we can accelerate delivery, while reinforcing our partnership with the Egyptian government and joint venture partners to help meet Egypt's energy needs."

Elsewhere in Egypt, Italian energy major, Eni is working with bp and EGPC to reach a FID on Egypt's recently discovered gas field, Denise West, in the next few months.

First gas from the offshore discovery, which was announced last April, could come in less than two years, Eni said.

At a meeting in Cairo, Eni and Egyptian government officials also discussed the status of Eni's Cronos gas development project offshore Cyprus.

Cronos will play a crucial role in developing Egypt's status as a Mediterranean energy hub, Eni said.

Gas extracted from Cronos will be liquefied at Egypt's Damietta LNG plant. ■

EXMAR updates LNG projects' progress

Late last month, Belgian gas carrier player, EXMAR gave an update of its operations in all of the gas sectors during the company's first half 2026 results presentation.

In the LNG space, the company's client, EemsEnergyTerminal made a commercial final investment decision (FID) for the extension of Eemshaven LNG and a second FSRU contract was awarded to the Antwerp-based company.

As a result, EXMAR agreed to an LNGC conversion involving a 162,000 cu m/ 750 mill cu m per day FSRU.

The company also acquired three LNGCs to support new projects in its Infrastructure business.

In the company's LNG infrastructure sector, 'Eemshaven LNG', EXMAR's 600 mill cu ft per day FSRU, has been operating for four years as an LNG import terminal in Eemshaven and achieved 100% uptime during 1H26.

The FSRU has a regasification capacity of 8 bill cu m of natural gas per year, equivalent to 25% of the annual Dutch gas demand. The current contract remains in effect until late 3Q27.

Its operator, a 50/50 joint venture between Gasunie and Vopak, has taken a conditional FID for the extension of the EemsEnergyTerminal for the period 2028/2036, which is based on the continued use of the 'Eemshaven LNG' FSRU and a newly converted FSRU, following the successful sale of the terminal's commercial capacity going forward.

EXMAR has secured an 162,000 cu m LNGC for the conversion project and is proceeding with the engineering and procurement of the conversion (EPC) work. The shareholders' FID will follow once the necessary permits have been obtained.

Elsewhere, the LNGC 'Excalibur' continued to serve as an FSU under a 10-year charter with Eni Congo. The vessel reported 100% uptime during 1H26.

Second FSU

Meanwhile, EXMAR's second FSU project is to start commercial operations on the west coast of Colombia later this year.

With Regasificadora Del Pacífico (RDP) having finalised the financing of its LNG import solution in February, EXMAR will be leasing and operating an FSU to RDP for a firm period of five years, with extension options.

Following conversion of the 146,000 cu m LNGC, which EXMAR acquired specifically for this project, operations are expected to begin this October.

Subsequently, in July, EXMAR was awarded a 7- year charter for the provision of an floating transhipment unit (FTU).

To serve this charter, EXMAR acquired the 146,000 cu m LNGC 'Simaisma' last month. She will soon undergo an upgrade to turn the vessel into an FTU, dedicated to the LNG bunker market.

In addition to the awards of LNG import projects, the Infrastructure department is actively pursuing several new projects, EXMAR said.

In the upstream sector, EXMAR continued to undertake FLNG operations for EnI offshore Congo-Brazzaville. The Congo LNG terminal maintained strong operations during the first half.

Building on the success of this project, which has involved all of EXMAR's departments, the company said that it continued to develop several floating liquefaction projects (with capacities ranging from 0.5 to 5 mill tonnes per annum) with multiple projects in various stages of development. ■

The Eemshaven LNG receiving terminal is being expanded

Third Russia-linked Arc7 heads for Fayard

The Russia-linked Arc7 'Boris Davydov' was due to arrive at Denmark's Fayard shipyard for maintenance.

She will become the third Arc7 LNG to dock at Fayard this summer.

New Urgewald analysis of Kpler data showed that the vessel has carried 3,653,256 tonnes of Russian LNG amounting to 50 cargoes since its previous maintenance period at Fayard, which ran from 8th August to 4th September, 2023.

Applying monthly TTF benchmark prices gives these cargoes an indicative gross market value of €1.91 bill, the NGO said.

On her last completed voyage, 'Boris Davydov' loaded 73,410 tonnes of LNG at Yamal's Sabetta port on 16th August and delivered the cargo to Dunkirk, France, arriving on 22nd August.

She will follow the 'Rudolf Samoylovich', which entered Fayard on 30th June, and 'Georgiy Brusilov', which arrived at the yard on 23rd July.

Specialist fleet

These vessels form part of the small, specialist Arc7 fleet that ships LNG through the Arctic ice from Russia's Yamal LNG project. Fayard is the last shipyard in the European Union known to be continuing to service this fleet.

Sebastian Rötters, Urgewald's Sanctions Campaigner and Energy Expert, said:

"Since its last maintenance at Fayard — which took place more than a year after Russia launched its full-scale invasion of Ukraine — the 'Boris Davydov' has carried 50 cargoes of Russian LNG worth an estimated €1.9 bill.

"Servicing it again could help keep this trade running for years, including after the EU's new restrictions take effect — effectively helping Russia circumvent the intended impact of the EU's sanctions," he said.

Campaigners have asked the Danish Foreign Ministry to review Fayard's participation in maintaining the vessels.

In July, an open letter signed by 105 parliamentarians from 17 countries called on Fayard to refuse all further maintenance work on the Arc7 fleet. Ukraine's sanctions chief, Vladyslav Vlasiuk, has also said that Fayard is helping sustain Russia's Arctic LNG exports, according to the Kyiv Independent.

Urgewald's sanctions campaigner, Alexander Kirk, added: "The Danish Government cannot condemn Fayard's actions on one day and promote it under the Danish flag the next (at this week's SMM exhibition in Hamburg).

"The Ministry of Foreign Affairs should review Fayard's place in the (Danish) pavilion, if the shipyard doesn't stop servicing the Arc7 fleet," he said.

Fayard argued that the work remains legal under current EU rules and that the vessels are owned by international shipping companies. Campaigners stressed that legality cannot be the only criterion and argue that servicing the ships undermined the purpose of the EU restrictions.

The EU prohibition on maintenance and other services for vessels transporting Russian LNG is due to take effect on 1st January, 2027. ■

BW LNG explains three-tank LNGC design

BW Group's LNG subsidiary, BW LNG, has provided more details of its three-tank 177,000 cu m LNGC design.

This design is claimed to be able to lift more cargo, while retaining the flexibility and terminal compatibility of the established 174,000 cu m vessels.

BW LNG said in a social media post that this design will be utilised on four LNGCs under construction at HD Hyundai Samho. Their deliveries are scheduled for between the fourth quarter of 2028 and the third quarter of 2029.

Developed with GTT and HD Hyundai Heavy Industries and evaluated and approved by DNV, the design increases cargo capacity by 3,000 cu m without changing the vessels' overall dimensions, BW LNG claimed.

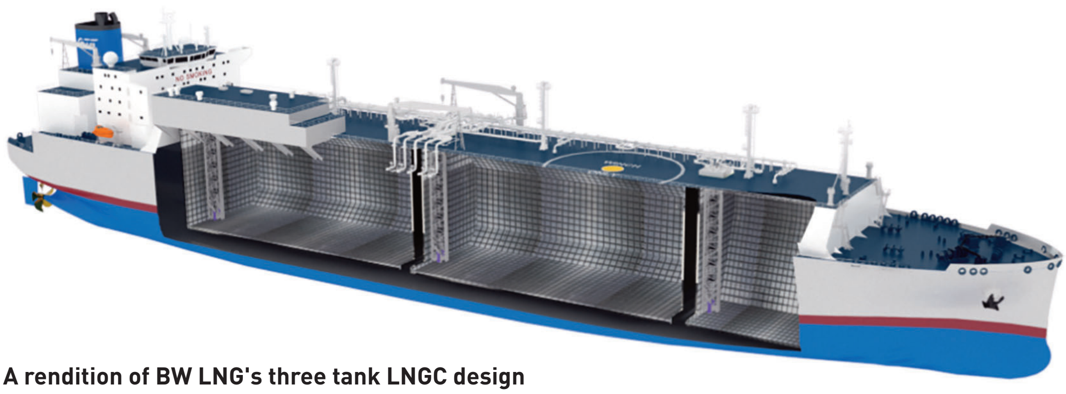
The company also emphasised that this approach was intended to build on the characteristics that have made 174,000 cu m LNGCs widely adopted across the market, while increasing the volume of LNG that can be transported on each ship.

The three-tank configuration also provides operational flexibility for partial-load conditions,the company added, while the design incorporates a lower boil-off rate that can reduce natural boil-off and reliquefaction power requirements.

BW LNG said: "The 174k cu m LNG carrier has become a preferred size in today's LNG shipping market, offering the compatibility and operational flexibility needed to serve a wide range of terminals and trading routes.

"With our new 177k cu m three-tank design, BW LNG is building on these strengths by increasing cargo capacity by 3,000 cu m, while retaining the same vessel dimensions and compatibility," it said.

BW LNG expects the larger cargo capacity and lower energy requirements to reduce emissions intensity per unit of LNG delivered. The vessels will utilise GTT's Mark III membrane containment technology with reinforced membrane systems. ■



A rendition of BW LNG's three tank LNGC design

Burckhardt Compression wins Brazilian orders

Burckhardt Compression has secured two orders for the Boaventura energy complex, Petrobras' major project in Brazil.

The contracts call for the supply of six PL2 compressor packages and related services.

This marks an important milestone in the company's strategy to expand its presence in South America's growing energy market, it said.

Each of the compressor packages were ordered by engineering, procurement and construction (EPC) companies responsible for executing three parallel projects within the Boaventura energy complex in Itaboraí, Rio de Janeiro.

The equipment will be used in natural gas processing, as well as new refining and lubricant production units.

Formerly known as Comperj, Boaventura is claimed to be key element of Petrobras' de-carbonisation strategy.

The site combines cleaner natural gas processing with future initiatives in green hydrogen research and bio-refining projects focused on sustainable aviation fuel (SAF), making it one of Brazil's most important energy infrastructure projects.

"South America is a strategic growth market for Burckhardt Compression, and Brazil is one of the region's most important energy hubs," said Andreas Brautsch, President Systems Division at Burckhardt Compression.

"Winning this order from Petrobras is a significant success for our team and a strong validation of our commitment to the region. It demonstrates the value of being close to our customers, understanding their needs and supporting them with local expertise backed by global engineering capabilities," he said.

The company added that this contract reflected its increased focus on South America and the close collaboration established with Petrobras and its project partners in recent years.

Supported by its recently opened additional Brazilian service centre, the company continues to strengthen its local presence and service capabilities across the region. ■

NEWS BRIEFS

Banks rally round Argentina LNG

JP Morgan and Santander are to raise funds for Argentina LNG, Bloomberg reported, citing unnamed sources.

According to the sources, the total could reach $15 bill.

Bloomberg was also told that the companies involved in the project aimed to make a final investment decision (FID) by November.

Argentina LNG is a partnership between Italy's Eni, Argentinian state energy major YPF, and Emirati finance house XRG.

It is to be built on Argentina's Atlantic coast and have an annual LNG production capacity of 12 mill tonnes, potentially ramping up to 18 mill tonnes, according to the companies involved.

The project has a total price tag of $24 bill and will include, besides two floating liquefaction trains, two cross-country pipelines and a plant for the production of natural gas liquids.

It will source gas from the Vaca Muerta shale play, which has the world's second-largest technically recoverable shale gas resources after the US' Marcellus fields.

Russia ups LNG production

Russia posted year-on-year growth in both LNG and total gas production for the January/July 2026, according to national statistics agency Rosstat.

The country's LNG output rose 12% to 20.6 mill tonnes during the period.

This followed a drop in the previous year, when Russia's full-year LNG output fell 3.6% to 32.9 mill tonnes.

Meanwhile, Russia's combined production of natural gas and associated petroleum gas increased by 3.7% y-o-y to 397 bill cu m in the first seven months of this year. ■