

LNG Shipping News

AN LNG JOURNAL TITLE ON LNG CARRIERS

18 June 2026

US/Iran peace deal paves the way for Hormuz reopening

Iran is to continue to charge fees for vessels transiting through the Strait of Hormuz after a 'last-minute' amendment to its ceasefire deal with the US, which was announced at the beginning of this week.

Over the next 60 days, Tehran said it will guarantee free passage through the strait, but after the ceasefire extension period is over, ships will be required to pay tolls to cover security, navigation, environmental and insurance services.

This announcement came despite US President Trump's assertion that the Strait, which is due to be reopened on Friday under the terms of the agreement, would remain 'permanently toll-free'.

Set to be signed in Switzerland on Friday, the peace deal will see an immediate and permanent end to all military operations from both sides, the Strait of Hormuz reopened, and the US blockade on Iranian ports start to lift, as soon as it is signed.

Under the terms of the deal, Iran and Oman will be recognised as the sole authorities over the Strait. In the final moments of the negotiations, the text of the memorandum of understanding (MoU) was amended to clearly and explicitly emphasise the issue of the Iranian/Omani sovereignty over the Strait of Hormuz, Fars claimed.

High risks

However, shipping companies will still face high risks in transiting the Strait, security officials said, adding that the resumption of normal traffic could take weeks and LNG flows possibly months.

"The statements by the US and Iran are currently unclear and do not offer sufficient information regarding key aspects, such as timings and safe routes," said Jakob Larsen, BIMCO's Chief Safety and Security Officer.

"Due to a lack of details and a history of overly optimistic reassurances, we believe the security situation for the shipping industry remains volatile, and we still consider it very risky for ships to commence transits at this point," he stressed.

"As we now hopefully move towards peace, we must see a permanent return to vessels being able to pass through the Strait of Hormuz unimpeded without paying a toll or other clearance mechanisms," International Chamber of Shipping (ICS) Secretary General, Thomas Kazakos added.

BIMCO's Larsen said that the UN should ideally direct the resumption of maritime traffic as a neutral body, clarifying matters like safe routes, measures to separate traffic and ship security procedures, among other matters.

LNG timeline

For LNG, the key variable is the timeline for restoring Qatari output. The Qataris said on Tuesday, that this would take a couple of months.

While Qatari exports suffer from the infrastructure damage at Ras Laffan, LNG tonne/mile demand is supported by replacement cargoes from more distant sup-

pliers, Intermodal Shipbrokers said in a report.

A reopening of Hormuz would improve sentiment and ease energy-security concerns, but it would not by itself restore lost Qatari volumes.

Once Qatari production recovers, the effect on LNG tonnage demand becomes more nuanced.

Higher Qatari loadings would increase cargo activity, particularly as volumes have not been fully replaced during the disruption. At the same time, buyers are estimated to reduce long haul volumes, shortening voyage distances.

The return of Qatari volumes could therefore create opposing forces: more cargoes to move, but potentially fewer long-haul voyages, while vessel oversupply tempers the market outlook, Intermodal said.

Meanwhile, India's Petronet's LNGC 'Disha' transited Hormuz outward on Monday, data from Kpler and LSEG showed.

She had loaded a cargo at Qatar's Ras Laffan on the 1st and 2nd of March and had been reported as being east of the Strait ever since.

'Disha' is bound for the Dahej terminal where she is due on Friday, the data showed. ■



It will take some time before shipping transits resume to pre-war levels

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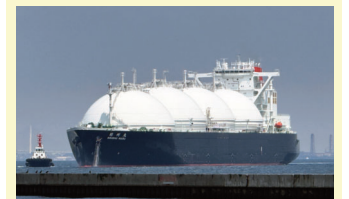
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Further EU and UK sanctions to hit Russian LNGC sector

Both the European Union (EU) and the UK Government have proposed new restrictions on Russia's LNG shipping sector.

These include a ban on the sale of LNGCs to Russian interests and new restrictions targeting vessels that support Moscow's energy export network.

In addition, the latest packages would expand sanctions on Russia's shadow fleet, adding 30 vessels to the list that already contains more than 600 ships.

Also proposed by the EU are sanctions against vessels that provide support services to the 'shadow' fleet, including bunkering, logistics and other operational assistance.

However, these measures still require approval from member states.

The latest restrictions are intended to make it more difficult for Russia to expand its LNG export capabilities, particularly in the Arctic, where Ice Class LNGCs are

essential for transporting cargoes from projects, such as NOVATEK's Yamal LNG and Arctic LNG 2 developments, industry sources said.

EU's Russian imports

Europe continued to dominate Russian Arctic LNG purchases. According to Kpler shipping data analysed by environmental group Urgewald, EU ports received 8.37 mill tonnes of LNG from the Yamal LNG project during the first five months of this year, a 17.9% increase from the same period in 2025.

The region accounted for 96.7% of Yamal LNG exports during that period, while only four cargoes were delivered to China.

In May, 23 out of 25 Yamal's cargoes were delivered to Europe, representing 92% of the project's monthly exports. Spain was the

largest importer.

Industry reports have indicated that NOVATEK is trying to acquire additional Ice Class LNGCs, including Arc7s currently at Hanwha Ocean's shipyard and registered to Mitsui OSK (MOL) interests.

Speaking about the proposed EU package, Sebastian Rötters, Urgewald's Sanctions Campaigner, said: "Ursula von der Leyen's proposal for a 21st sanctions package is welcome, but the details will be decisive.

"Targeting LNG tanker sales goes in the right direction because it strikes at one of Russia's achilles heels. But enforcement must be watertight. The EU should seriously consider mechanisms to prevent the sale of tankers to Russia or its allies via middlemen.

"The Commission should pay

special attention to Arc7 Ice Class LNG carriers. These ships are the bottleneck of Russia's Arctic LNG business and should be at the heart of any serious attempt to stop it," he said.

Meanwhile, the UK Government has announced 70 new sanctions targeting Russia's 'shadow' fleet, military procurement supply chains and finance networks used to circumvent sanctions.

The UK has now sanctioned almost 500 individuals, entities and ships under its Russia sanctions regime this year alone, as allied support for Ukraine topped this week's G7 agenda.

The UK is the first G7 country to sanction several LNGCs recently acquired by Russia to service the sanctioned Arctic LNG 2 project, the Government claimed. ■

ECA LNG Phase 1 starts production

Sempra Infrastructure's ECA LNG Phase 1 liquefaction project located at Ensenada, Mexico, has started producing LNG, the Sempra subsidiary confirmed.

This forms part of the commissioning process before commercial operations start.

"This achievement reflects the dedication of the entire ECA LNG Phase 1 team and their unwavering commitment to the highest standards of successful project development," Justin Bird, Sempra Infrastructure CEO said. "The production of first LNG marks a significant milestone on the path to full operations expected in the coming months, enabling the delivery of reliable and secure energy from North America's Pacific Coast to global markets."

With its location on Mexico's

Pacific Coast, the plant will enable the supply of US natural gas to Asia and other Pacific Basin markets through the shortest shipping route, reducing transit times and transportation costs and providing customers with greater access to competitively priced US natural gas, Sempra claimed.

ECA LNG Phase 1 is being developed as a joint venture with TotalEnergies and consists of a single liquefaction train with a nameplate capacity of 3.25 mill tonnes per annum of LNG.

The project is backed by long-term sales and purchase agreements (SPAs) with TotalEnergies



Sempra Infrastructure has announced ECA LNG production startup

and Mitsui & Co and it is expected to reach substantial completion this summer with sales under long-term SPAs commencing shortly

thereafter, when the facility begins commercial operations.

A second phase is also under development at the same site. ■

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
Tel: +44 (0)7748 144265
lancochran74@gmail.com

Ad sales enquiries

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

Subscriptions

Lauren Evans
Tel: +44 (0) 20 7253 2700
lauren@lngjournal.com

Production

Vivian Chee
Tel: +44 (0) 20 8995 5540
vivian@lngjournal.com

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Delfin takes first FLNG FID

US offshore LNG plant developer, Delfin Midstream, has taken a final investment decision (FID) on its \$5 bill first FLNG project.

'Delfin FLNG 1' will be utilised in the Delfin LNG project under development in Louisiana and offshore in the Gulf of America.

Once delivered, the unit will become the US' first FLNG and will form part of the largest floating LNG project globally, with an expected export capacity of 4.4 mill tonnes of LNG per year, once fully commissioned, the company claimed.

Simultaneously with the FID, investors led by BlackRock's Global Infrastructure Partners (GIP), and including existing investors, Mitsui OSK Lines (MOL), Vitol, and alternative credit asset manager, Diameter Capital Partners, took stakes in the project's first phase.

Dudley Poston, Delfin CEO, said, "Securing FID for our first FLNG vessel is a groundbreaking milestone not only for Delfin, but also for global energy security.

"We are excited by our ability to support US energy and maritime dominance by bringing safe, reliable, low-cost LNG exports to market.

"This monumental achievement is a testament to the strength of our partnerships, meaningful collaboration across all project stakeholders and the hard work of our dedicated team.

"We look forward to working

closely with GIP, MOL and Vitol on delivering this first phase of the Delfin LNG project," he said.

Long-term SPAs

Delfin FLNG 1 is backed by long-term LNG sales agreements with energy companies, including Vitol, Expand Energy, Centrica and Gunvor and has secured all the necessary permits and licenses required for construction to begin.

In addition, building contracts for the FLNG were signed with partners, including Samsung Heavy Industries (SHI) and Black & Veatch.

For example, SHI was given a notice to proceed by Delfin for the FLNG's construction.

With the first unit scheduled to begin LNG production in 2030, the company said it continued to work towards securing FIDs for FLNGs Nos 2 and 3 over the coming year and is talking with SHI.

The over \$5 bill multi tranche joint venture and financing transaction included:

- \$800 mill back leverage facility from private credit funds and commercial bank debt to fund Delfin's initial equity contribution.
- \$1.44 bill joint venture, including equity commitments from GIP, MOL, Vitol, and

Delfin Midstream.

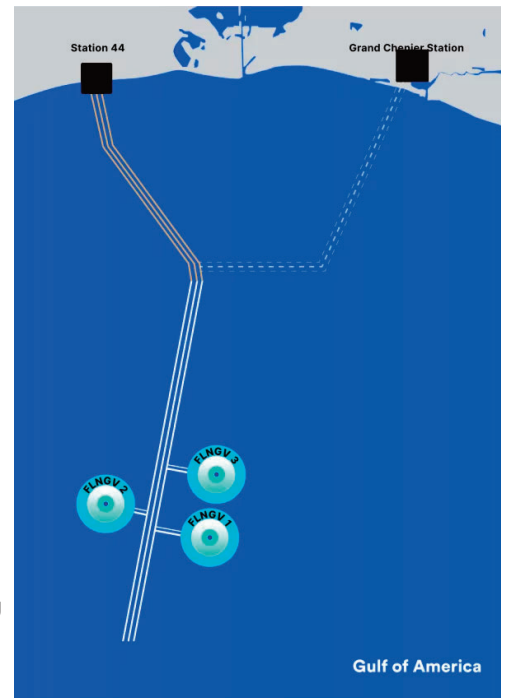
- \$2.29 bill senior secured commercial bank term loan facility.
- \$510 mill notes offering.

As financial advisor, initial co-ordinating lead arranger and administrative agent, Mitsubishi UFJ Financial Group (MUFG) played a central role in helping bring the project to FID, the financial giant claimed.

MUFG said it helped structure and raise around \$3.6 bill in total debt to support the transaction.

The financing included about \$2.8 bill of operating company financing, including a construction term loan, revolving credit facility and senior secured notes, as well as \$800 mill of holding company financing.

Latham & Watkins advised Delfin and its subsidiaries and affiliates with respect to the joint venture arrangements, the port and LNG facility documentation, LNG sales and marketing arrangements, the bridge and the senior



The proposed Delfin LNG concept

secured term loan facilities, the notes offering, and the acquisition of onshore and offshore pipelines to transport gas to the deepwater port and LNG liquefaction vessels.

Kirkland & Ellis also advised Delfin LNG on its FLNG development.

Another law firm, Hogan Lovells said it continued to advise Delfin LNG on key regulatory, corporate, litigation, and strategic matters.

Hogan Lovells' team has worked with Delfin for over 10 years in connection with its deepwater port license application and the development of the Delfin LNG deepwater port project. ■

NEWS NUDGES

Cook Inlet LNG starts permitting process

US LNG developer Cook Inlet LNG has started the process of obtaining approvals from the US Federal Energy Regulatory Commission (FERC), the US Coast Guard and other regulatory agencies for its Alaskan import project.

The offshore LNG import project is being developed utilising an FSRU and existing platform infrastructure to cover gas demand and storage needs for the Alaska region in the coming years.

Cook Inlet LNG is a subsidiary of Gardes Holdings, an independent oil and gas company that has operated in the Cook Inlet basin for years. Gardes will be working in partnership with Glacier Oil & Gas Corp, a long-time Cook Inlet producer.

The project will utilise existing oil and gas infrastructure in the Cook Inlet basin with the initial project designed to supply 22 bill cu ft of natural gas per year to the region.

First gas from the FSRU pro-

ject is expected in mid-2029.

Argentina LNG moves a step closer

Argentina's energy company, YPF and the Province of Neuquén Government have signed an agreement establishing the regulatory and fiscal framework for the development of the Argentina LNG project.

The agreement, which will be submitted to the Provincial Legislature for ratification, seeks to create conditions of predictabil-

ity and competitiveness for the advancement of a strategic initiative for the country.

Within this framework, YPF commits to carrying out infrastructure investments of around \$175 mill, aimed at supporting the development of the project and enhancing its economic impact in the province.

The agreement's entry into force will be subject to both legislative approval and the adoption of the Final Investment Decision (FID) for the project. ■

Second German energy firm looks towards Ksi Lisims

Canada's Ksi Lisims LNG project developers have received interest in supplying LNG from a second German energy company in as many weeks.

Following a heads of agreement (HoA) signed with SEFE, Uniper has signed a letter of interest (LoI) with Ksi Lisims LNG, which included key commercial terms for a possible supply and purchase agreement (SPA).

If firmed up, the SPA will involve Uniper purchasing 2 mill tonnes per annum of LNG on a long-term basis.

Ksi Lisims is a planned 12 mill tonnes per annum floating export facility to be located on the northwest coast of British Columbia and is being developed in a partnership between the Nisga'a Nation, Rockies LNG, and Western LNG.

"Expanding and diversifying our LNG supply portfolio remains a key priority for Uniper.

"Canada offers an attractive environment with significant gas resources, strong political

stability and reliable regulatory frameworks.

"We see potential in projects like Ksi Lisims LNG to further enhance the resilience and flexibility of our supply portfolio," Michael Lewis, Uniper CEO, said.

"We are pleased to be working with Uniper as we advance Ksi Lisims LNG.

"This project, and Europe's interest in it, demonstrates how energy security, climate responsibility, and community-focused economic development can be achieved together," added Davis Thames, Founder, CEO, and President, Western LNG.

Ksi Lisims LNG will be located on Nisga'a Nation-owned land, on a strategically located site with direct routes to the growing Asian markets.

Destination flexibility of the LNG contracts provides an addi-

tional security of supply element, the developers claim.

Gas supply will be delivered via the Prince Rupert Gas Transmission (PRGT) pipeline, connecting Canada's Western Canadian sedimentary basin to the Pacific coast.

Low emissions

The project has been designed to be one of the world's lowest-emissions LNG export terminals, as it will connect with British Columbia's renewable hydroelectric grid supply, resulting in up to 90% lower greenhouse gas intensity, compared with conventional LNG facilities.

Ksi Lisims and its feed pipeline PRGT have received key environmental approvals and have been identified as 'Projects of National Interest' by the Canadian Government.

Pending a final investment decision (FID) by the project's developers, construction could begin by early next year and as a result, Uniper could start receiving LNG in 2032.

SEFE's HoA involves an SPA of 1 mill tonnes per annum of LNG.

Sales will be conducted on a free-on-board (FOB) basis for up to 20 years and are subject to the completion of an SPA.

In another move, Ksi Lisims key developer, Western LNG has announced the signing of benefit agreements with three First Nations in northern British Columbia.

Two of the communities — the Metlakatla First Nation and Lax Kw'alaams Band — have in turn withdrawn their legal challenge to the federal approval of the \$10 bill project.

The third agreement is with the Gitxaala Nation. ■

JERA to offtake PETRONAS LNG

Malaysia's energy giant, PETRONAS has signed a long term LNG supply agreement with Japan's large utility, JERA.

Through its wholly owned subsidiary, PETRONAS LNG (PLL), the Malaysian energy major will supply up to 2 mill tonnes per annum of LNG to JERA for 20 years starting in 2028.

PETRONAS said that this deal deepens a relationship that dates to 1983, when Malaysia shipped its first LNG cargo to Japan.

This agreement also sees a

switch from traditional point-to-point LNG supply agreements to a more flexible arrangement.

LNG will be delivered to Japan utilising PETRONAS' new 174,000 cu m LNGCs, which are designed to comply with the IMO's enhanced emissions standards, supporting more efficient and lower-emission operations.

PETRONAS' Executive Vice

President & CEO of Gas & Maritime Business, Datuk Adif Zulkifli, said: "We value the strong partnership we have built with JERA over the decades, underpinned by mutual trust and a shared focus on reliability.

"We look forward to building on this foundation as we continue to support Japan's evolving energy needs.

"In an increasingly dynamic LNG market shaped by rising demand, supply security concerns, price volatility, and shifting consumption patterns, PETRONAS remains focused on delivering reliable, and tailored solutions, supporting our partners in strengthening energy security while advancing their transition ambitions," he said.

JERA has also announced the arrival of the LNGC 'Sohshu Maru' at its Fittsu terminal on 12th June, the first LNG cargo from Australia's

Barossa Gas development.

Barossa, located offshore Northern Territory, commenced production in late 2025. Gas is processed at the Darwin LNG plant.

The project's annual LNG production capacity is around 3.4 mill tonnes. JERA, participating through its subsidiary JERA Australia, will offtake about 425,000 tonnes of LNG per year in line with its equity share.

Australian LNG continues to be an important component of JERA's increasingly diversified global procurement portfolio, the company said, adding that Barossa was one of its largest investments in Australia, in addition to the long-standing interest in Wheatstone LNG and major new investment in the Scarborough development, which is expected to start production later this year. ■



The LNGC 'Sohshu Maru' seen arriving at Fittsu terminal

Adani wins Argentinian LNG terminal contract

India's largest integrated transport utility, Adani Ports and Special Economic Zone (APSEZ) has secured a 10-year contract to undertake services at Argentina's first LNG export facility.

This marked APSEZ's entry into South America and also expanded its international marine services footprint, the company claimed.

The contract was awarded to APSEZ's subsidiary, Adani Harbour International, through a consortium involving Argentina-based Meridian Group following a global competitive tender process conducted by Southern Energy (SESA).

Under the terms of the agreement, the consortium will provide marine services, including LNGCs tug operations, offshore logistics and supply support and crew transfers.

The operations will be sup-

ported by four high specification tugs, one anchor handling tug/supply (AHTS) vessel and a crew boat.

Ashwani Gupta, APSEZ Director and CEO, said: "This project reflects our growing capability to support large-scale energy infrastructure projects across geographies.

"With marine operations in 12 countries and a growing fleet of marine assets supporting ports, LNG terminals, national oil companies, refineries and offshore facilities, we bring deep operational expertise to complex maritime environments.

"By combining these capabilities with strong local partnerships, we are helping create reliable maritime ecosystems that enable new energy trade corridors and strengthen long-term supply resilience," he said.

Argentina is emerging as a major new LNG supplier, with agreements in place for exports of up to 10 mill tonnes annually to India from 2027.

SESA's FLNG project is expected to play an important role in connecting this growing supply base with global demand centres.

The Argentine energy company is a joint venture between Golar LNG and Pan American Energy (PAE). To be located in the San

Matías Gulf in Argentina's Río Negro Province, the project will liquefy natural gas from the General San Martín pipeline on board the FLNG 'Hilli Episeyo' with commercial operations due to begin in September, 2027.

In its first phase, the project is expected to produce 2.45 mill tonnes of LNG annually, equivalent to around 28 cargoes per year, making it Argentina's first operational LNG export project.

APSEZ's contract will be executed through Meridian Transportes Marítimos, a 51:49 joint venture between Adani Harbour International and Meridian Group. ■

Venture Global increases Greek LNG supply - raises cash

Venture Global has expanded its sales and purchase agreement (SPA) with Greek LNG player, Atlantic-SEE LNG Trade.

This involves purchase of US LNG from Venture Global for 20 years starting in 2030. Under the new deal, Atlantic-SEE is doubling its existing contract (MTPA) from a minimum of 0.5 mill tonnes per annum to 1 mill tonnes.

Atlantic-SEE LNG is a recently formed joint venture between Greek companies AKTOR Group and DEPA Commercial.

This announcement follows Venture Global's previous deal, an investment in regasification capacity at Greece's Alexandroupolis LNG import terminal, which currently accounts for around 25% of the terminal's total capacity.

The Alexandroupolis LNG FSRU receiving terminal and South/North 'vertical corridor' will be essential to enhancing Central and Eastern European energy security by providing a new route to bring affordable and reliable US natural gas into the region, the company claimed.

"Venture Global is honoured to announce this expanded partnership, which reinforces our shared commitment to energy security,

supply diversification, and economic growth, while advancing the strategic energy relationship between the United States and Europe," said Venture Global CEO, Mike Sabel.

"The 'vertical corridor' has emerged as a vital energy hub for the region, and our continued investment in infrastructure, such as the Alexandroupolis terminal, is helping create new pathways for secure, reliable energy supply across Central and Eastern Europe.

"We are grateful for the leadership of President Trump, Secretary Burgum, Secretary Wright, Ambassador Guilfoyle, and officials across both sides of the Atlantic, whose support continues to strengthen transatlantic energy co-operation and expand access to US LNG around the world," he said.

"The expansion of our commercial agreement with Venture Global reflects the ambition and solid ground of our long-term strategic plan on LNG and the potential of the 'vertical corridor', which can provide alternatives and energy

security across Central and Eastern Europe.

"It also highlights the growing importance of the transatlantic energy co-operation between Greece and the United States that will benefit the entire region," added Alexandros Exarchou, Atlantic SEE LNG Trade CEO.

"The geopolitical development has offered us the historic opportunity to operate as an energy hub between continents, and we aspire to build on this momentum and offer our customers long-term, sustainable, and predictable energy safety," he said.

"Today's agreement marks the successful transition from vision to action," commented Konstantinos Xifaras, Chairman of Atlantic-SEE LNG Trade.

"By doubling the volumes secured under this agreement, we are creating a stronger foundation for reliable and predictable LNG supplies across the region, while translating strategic planning into concrete commercial outcomes.

"This agreement reflects the

value of long-term partnerships and reinforces the growing role of transatlantic energy co-operation in supporting regional energy security and resilience," he said.

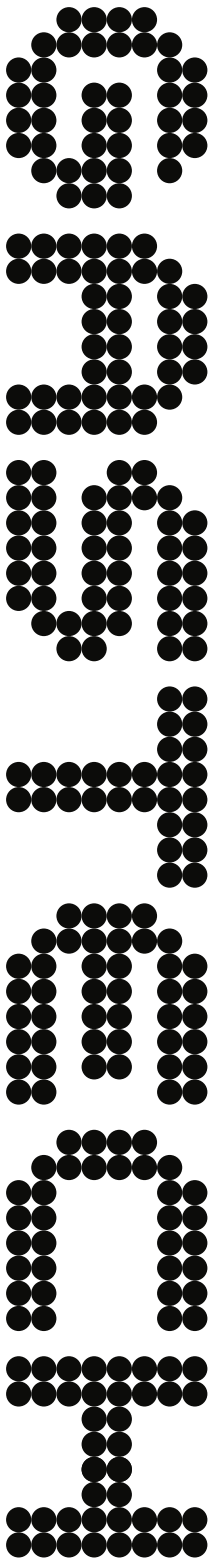
Offering closed

In another move, Venture Global has closed its offering of \$1.125 bill aggregate principal amount of its 6.375% senior secured notes, due 2034 and \$1.125 bill aggregate principal amount of its 6.625% senior secured notes, due 2036.

The issuer used the gross proceeds from the offering to redeem all of its outstanding 8.125% senior secured notes, due 2028 and used cash on hand to pay the redemption premium and related fees and expenses for the offering and the redemption.

It has also been reported that Golden Pass LNG Train 1 has exported only two cargoes thus far - one to Belgium and one to Taiwan.

Unplanned maintenance is understood to have hampered Golden Pass LNG's ramp-up nearly two months after its first cargo. ■



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KN Energies completes long term regas capacity procedure

KN Energies, operator of the Klaipėda LNG terminal, has completed the long-term allocation procedure for its regasification capacities for 2033/2044.

During the allocation, the majority of the offered capacities were allocated – more than 20 TWh: 8 TWh until 2044 inclusive and a further 12 TWh until 2040.

Long-term terminal capacities were booked by five interests – Lithuania's Ignitis UAB, Latvia's Latvenergo, Norway's Equinor, as well as two new terminal customers – Finland's Gasum and Ukraine's Naftogaz.

"Long-term Klaipėda LNG terminal capacity allocation results once again confirm the strategic importance of this infrastructure for the energy security of the Baltic region and Europe as a whole.

"It is particularly important that, for the first time, we see both Ukraine's Naftogaz and Finland's Gasum among the long-term customers. This is a clear signal of trust in Lithuania's energy infrastructure and of the terminal's expanding role from the Baltic region to Northern Europe and Ukraine.

"It strengthens regional energy resilience and contributes to long-term supply diversification across Europe," said Lithuanian Minister of Energy, Žygimantas Vaičiūnas.

Speaking at the opening of the recent international Baltic LNG & New Energies Forum, Darius Šilenkis, KN Energies CEO, added that the allocation results once again

confirmed the competitiveness of the Klaipėda LNG terminal, its continued relevance in the region, and KN Energies' ability to create value for customers from different countries.

"The results of this procedure finally confirm that the decision taken more than 15 years ago to have an LNG terminal in Klaipėda was, is, and will remain the right choice.

"We are pleased that demand for the terminal's services remains relevant in the long-term perspective until 2044 and is expanding geographically.

"I believe that, through this choice, market participants demonstrate that the Klaipėda LNG infrastructure is attractive not only because of its regasification capacity, but also because of the additional value proposition it offers through flexibility, access to additional services, and infrastructure reliability.

"The geography of the customers that have booked long-term capacities and the arrival of new participants show that the terminal is seen as an access point to the global LNG market that creates commercial opportunities.

"This also reflects the strategic partnerships that the Klaipėda terminal has consistently developed over more than a decade of oper-

ations," he said.

He added that the demand for long-term capacity bookings in Klaipėda was also in line with broader trends in the European LNG market – recently, long-term capacities have been offered or allocated to market participants by a number of European LNG terminals, including those in Croatia, Greece, the Netherlands, Germany and Poland.

Strategic gateway

As the integration of the Baltic and Northern European gas markets continues to grow, the terminal is becoming a strategic gateway that enables customers to serve both regional consumers and the wider European market through the gas transmission system operated by Amber Grid and regional interconnections.

"Long-term capacity bookings allow us to plan terminal operations more efficiently and ensure greater stability in infrastructure utilisation.

"Considering that the terminal's operation and long-term capacity allocation are currently planned until 2044, clearer long-term terminal occupancy helps to better plan its operations, maintenance costs and the value created for all users.

"We believe that the currently unallocated capacities will eventually become relevant to those market participants that still needed more time today to make a decision on long-term bookings," he said.

The packages offered were divided into seven equal portions of 4 TWh per year, giving market participants the option to choose periods of eight or 12 consecutive years. Around 1 TWh corresponds to a convention LNG cargo.

Taking into account the results, as well as the 4 TWh package of long-term capacities until 2044 allocated back in 2023, the total utilisation of the LNG terminal will

reach around 75% of the terminal's nominal capacity, KN Energies claimed.

NEWS NUDGE

New Zealand narrows LNG terminal interest

The New Zealand Government has shortlisted two companies for a planned LNG import terminal.

It said that roughly 60% of the country's electricity generation is based on rainfall-dependent hydropower, making the system highly exposed to so-called 'dry years'.

The two shortlisted interests are both located within Port Taranaki and the Government plans to advance the two bidders to a request-for-proposal (RFP) stage, with a contract expected to be signed later this year, and the facility projected to begin operations in 2028.

EPS finances LNGC acquisitions

Singapore-based shipowner, Eastern Pacific Shipping (EPS) has closed a syndicated financing deal for 11 Cool Company (CoolCo) LNGCs.

Following the completion of its merger with CoolCo earlier this year, EPS has further strengthened its gas shipping platform, the company said.

EPS said that this refinancing exercise was undertaken to align CoolCo's financing structure with the broader group, while strengthening the portfolio for future growth.

The company controls a varied fleet of over 350 vessels totalling 37 mill dwt across containerships, PCTCs, drybulk carriers, gas carriers and tankers.

EPS also recently formed an MR2 tanker pool with Champion Tankers.



An LNGC arriving at Klaipėda

Woodside to increase stake in Browse joint venture - denies ExxonMobil interest

Australian oil and gas producer, Woodside Energy has given notice exercising its right to pre-empt the sale of PetroChina International Investment (Australia) (CNPC) 10.67% participating interest in the Browse joint venture (BJV) to a subsidiary of INPEX Corp.

The acquisition's terms will reflect those of the CNPC/INPEX transaction, including:

- Payment to CNPC of \$225 mill, plus reimbursement of CNPC's BJV cash call contributions made between 30th June, 2025 and the completion date.
- Contingent payment to CNPC of \$175 mill upon the BJV taking a final investment decision (FID) for the development of all of the Brecknock, Calliance and Torosa fields on or prior to 30th June, 2032.

Browse is Australia's largest undeveloped conventional gas resource with potential production of 11.4 mill tonnes per annum of LNG, LPG and domestic gas.

Its location off the west coast of Australia creates the opportunity for a major development to supply energy to contribute towards expected LNG demand in the Asia/Pacific region and provide a significant new source of domestic gas for Western Australia.

Woodside's combined interest in the upstream Browse resource and the North West Shelf onshore infrastructure provides the basis for an integrated development concept that the company expects could deliver strong returns to shareholders across the value chain and deliver long-term economic bene-

fits for Western Australia and the country.

Resource scale

Woodside CEO, Liz Westcott said the current levels of interest in Browse, reflected in both the CNPC/INPEX transaction and bp's announced transaction with GS Energy, reinforces the quality and scale of the resource.

"Woodside's decision to pre-empt reflects our commitment to continue progressing the proposed Browse to North West Shelf development. We see this as a pathway to maximise long-term shareholder value.

"Browse to the North West Shelf remains an important growth option for Woodside. This acquisition is a disciplined and capital efficient way to align integrated value in these assets for a development with long-term cash flow potential.

"We will continue working with the Browse Joint Venture to fully evaluate development opportunities. This includes advancing technical definition, commercial arrangements and regulatory approvals.

"Any investment decision will be made in accordance with Woodside's capital allocation framework," she said.

Woodside's acquisition remains subject to customary conditions precedent, including regulatory approvals.

Following the acquisition's completion, Woodside's equity interest in the BJV will increase to 41.27%, assuming no other joint venture participant pre-empts.

Meanwhile, Woodside Energy has denied its in takeover talks with ExxonMobil.

An analyst told Bloomberg that any deal would likely face regulatory hurdles if it was tabled.

ExxonMobil was reported to be studying potential acquisition targets, including Woodside, as it looks to boost its LNG sector, sources told Bloomberg. The discussions are internal, and at an early stage, they said.

Woodside is not aware of an incoming bid and confirmed it had not been in discussions with ExxonMobil to date, the company said in a statement.

"The test would be: what's the competitive nature of the acquisitions, and are they able to enhance competition, or at least support it at current levels," said Rick Wilkinson, CEO of Australian consultant and research firm EnergyQuest.

Today, Woodside has a market capitalisation of A\$56 bill (\$40 bill). ■

International banks invest in Commonwealth LNG

Following the final investment decision (FID) taken on Caturus' Commonwealth LNG export facility, the company has revealed that 20 international financial institutions participated in the 9.5 mill tonnes per annum project.

As a result, Commonwealth LNG has secured sufficient commitments for project finance-style debt and related facilities from the syndicate acting as initial co-ordinating lead arrangers.

In addition to term loans, the financing package included additional capital to support reserves and working capital requirements, Caturus said.

The lending group included: Abu Dhabi Commercial Bank; Banco Bilbao Vizcaya Argentaria, New York Branch; Banco Santander, New York Branch; Bank of America; Bank of China, New York Branch; Barclays Bank; Canadian Imperial Bank of Commerce, New York Branch; Citibank; DNB Capital; First Abu Dhabi Bank; HSBC Bank USA; Intesa Sanpaolo, New York Branch; MUFG Bank; National Bank of Canada; Royal Bank of Canada; Standard Chartered Bank; The Bank of Nova Scotia, Houston Branch; Truist Bank; and Wells Fargo Bank.

RBC Capital Markets served as debt financial advisor, while MUFG Bank served as debt financial advisor to Commonwealth LNG's 'HoldCo' affiliate.

Moelis & Company and MUFG Securities Americas served as equity placement agents in connection with the previously announced preferred equity financing.

Kirkland & Ellis served as legal counsel to Caturus, Sullivan & Cromwell served as borrower's counsel to Commonwealth LNG and Norton Rose Fulbright acted as counsel to the lenders.

Jones, Walker acted as Commonwealth's Louisiana counsel. ■

NEWS NUDGE

DET's Stade to open in September

Following challenges during the construction of the FSRU-based LNG terminal Stade, the facility is now scheduled to commence operations in September, operator Deutsche Energy Terminal (DET) has confirmed.

Over the past few months, extensive technical and safety-related assessments, along with

preparatory measures carried out on behalf of state-owned DET, now show a clear road map toward the first LNG delivery, the state-owned terminal operator said.

In the meantime, DET has sub-chartered the FSRU 'Energos Force' — the regasification vessel designated for operation at Stade — and redeployed her in Jordan.

Under the terms of the sub-

charter, the FSRU will return in time for the terminal's commissioning phase at the jetty specifically constructed by the State of Lower Saxony at Stade-Bützfleth.

This completes the German federal government's terminal project for securing gas supplies, with Stade complementing the existing terminals at Brunsbüttel and Wilhelmshaven, DET said. ■

LNGCs strong candidates for on board carbon capture systems

Early adoption of carbon capture and storage systems (CCS) on board ship will be concentrated in shipping sectors whose layouts and energy profiles most readily accommodate the equipment.

LNGCs and large tankers are generally the strongest candidates, due to their operational and technical profiles, a new report from the London-based International Chamber of Shipping (ICS) revealed.

The report entitled 'Onboard Carbon Capture and Storage Review' was undertaken by Lloyd's Register Advisory focusing on guidance for shipowners on the evolving on board carbon capture and storage (OCCS) landscape.

Space/weight/stability, especially the footprint and mass of LCO₂ storage that scales with capture rate and endurance, is the main constraint on board ship.

Above around 50% capture on long routes, LCO₂ tankage can dominate deck areas on many bulkers and feederships. Calcium looping reduces cryogenics but incurs a 2.27:1 CaCO₃:CO₂ mass penalty.

Retrofitting will often need

deck reinforcements, hazardous area segregation, and routing redesign.

Safety risks are well understood (asphyxiation from CO₂, solvent degradation by products, cryogenic/overpressure hazards, hydrogen handling on TCD) but manageable with class approved design, detection/ventilation, and crew training, the report claimed.

Offloading is an emerging bottleneck: The LCO₂ conditions on the ship must closely match the required intake conditions of the receiving port facility, vapour return, and pre conditioning. Containerised solids (CaCO₃) can use existing port equipment but shift the challenge to solids logistics.

International shipping is moving forward on its de-carbonisation journey, and currently there are no alternative fuels available at scale, the ICS said.

OCCS has been gaining traction

as a potential pathway for both newbuildings and existing ships to achieve compliance with tightening greenhouse gas (GHG) regulations.

The report covers the current state of OCCS technologies, including a comparative assessment across key criteria, such as technology readiness, fuel consumption, costs, safety, and environmental performance, as well as the latest developments in the regulatory framework.

Near term option

It was found that OCCS is one of the few near-term options able to deliver material tank-to-wake reductions on vessels that will continue to operate on conventional or transition fuels through the 2030s.

ICS Technical Director, Chris Waddington commented: "It will be some years before the avail-

ability of the green fuels matches demand, and in the meantime OCCS has the potential to make a significant contribution to shipping's de-carbonisation.

"The numerous technological options and the complex regulatory landscape can be bewildering. Nevertheless, the report addresses many of the questions that shipowners have been asking and provides an excellent starting point for those that are considering OCCS as part of their de-carbonisation strategy," he said.

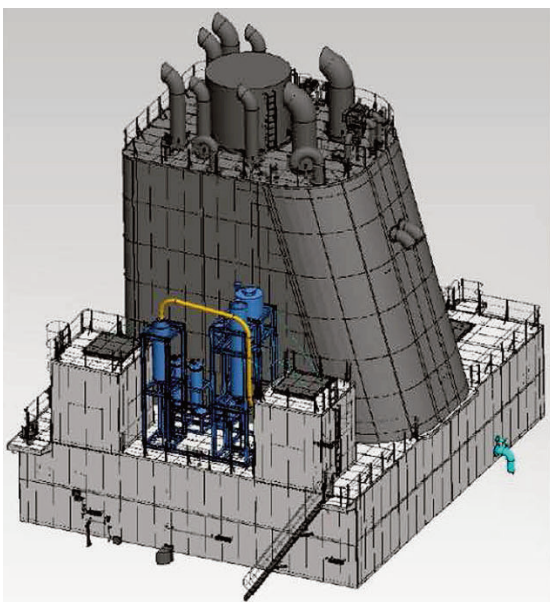
Olympia Tsitonaki, De-carbonisation Specialist and the reports' project lead, Lloyds Register Advisory, added: "Shipowners need practical options they can act on now to improve emissions performance while continuing to operate efficiently.

"As regulation tightens, the industry is looking for tools, insights and assurance that can support better decisions across fleet operations and investment planning.

"This report provides a clearer view of where on board carbon capture stands today, the challenges still to be addressed, and how it could support compliance and efficiency goals in the years ahead," she said.

“It will be some years before the availability of the green fuels matches demand, and in the meantime OCCS has the potential to make a significant contribution to shipping's de-carbonisation”

- Chris Waddington, Technical Director, ICS



Hanwha Ocean/BW LNG OCCS installation



Japan to revive LNGC construction

Japan has announced plans to revive its LNGC construction sector by 2035 and pursue technological co-operation with South Korea.

According to the Nikkei Shimbun, Japan's three shipbuilders — Imabari Shipbuilding, Kawasaki Heavy Industries, and Namura Shipbuilding — have decided to resume LNGC newbuildings with the goal of producing three to five vessels annually by around 2035.

The Japanese government is considering subsidies to compensate for the price difference between domestically built LNGCs and those from South Korea and China for shipowners.

It was reported that Japan is requesting co-operation from South Korean companies to reintroduce manufacturing technologies that were lost when LNGC

construction was stopped in 2019.

Japan currently lacks the technology to manufacture membrane-type tanks, which are the mainstream in global LNGCs.

Nikkei Shimbun reported, "The Japanese government and the three shipbuilding companies are pursuing co-operation with the South Korean shipbuilding industry, which possesses tank manufacturing technology, to resume LNGC construction," adding, "They are considering plans to receive technology transfers from large South Korean shipbuilders."

The government also plans to request co-operation from GTT for LNG tank technology licenses.

South Korea currently has a backlog of orders for three to four years. The Nikkei stated, "Amid labour shortages and rapid pursuit by China, South Korea can expect the effect of preventing customers from shifting to China by co-operating with Japan."

During the 1980s and 1990s, Japanese shipbuilders virtually monopolised the LNGC market. However, as South Korean shipbuilding technology grew in the 2000s, they lost their market share.

Japanese shipbuilders relied on the Moss-type tank containment method, but were overtaken as South Korean companies offered

the membrane-type method, which improves storage efficiency.

Recently, Chinese shipbuilders have also grown rapidly. Currently, South Korea accounts for around 70% of the global LNGC construction market, while China holds about 30%.

Japan relies on imports for about 98% of its domestic demand for LNG used in power generation and city gas and LNGCs are essential for imports. Currently, around 100 LNGCs are transporting LNG to Japan.

The three companies plan to establish a joint construction system by sharing LNGC design technologies and construction expertise.

A likely production base is Kawasaki Heavy Industries' Sakai facility in Kagawa Prefecture, and there is potential for other shipbuilders to join the co-operative in the future, according to Japanese and South Korean media. ■

“

Amid labour shortages and rapid pursuit by China, South Korea can expect the effect of preventing customers from shifting to China by co-operating with Japan

”

- Nikkei Shimbun

NEWS NUDGE

D Trading delivers US LNG cargo to GATE

Ukrainian energy group, DTEK's subsidiary, D Trading has completed an LNG delivery from the US to Rotterdam's GATE terminal.

The LNG cargo was sourced from Venture Global's Plaquemines LNG facility and delivered on board the LNGC 'Shra'Ouh'.

Seasystems wins contract for FLNG project

Norwegian-based Seasystems has signed a contract to deliver two floating jetties for a Canadian FLNG project's gas risers and power supply.

The floating jetties, which are based on a Seasystems' patent pending solution, will ensure that the gas risers and power cables are not in contact with the seabed near the shore, and provide

them with a dynamically favourable geometry for long-term operations.

Seasystems said that the project will start immediately and will be delivered in 2027.

GTT wins more orders

GTT has won two more orders recently to design the tanks of three LNGCs.

One order came from Samsung Heavy Industries (SHI) for the tank design of two new 174,000 cu m LNGCs, on behalf of a Greek shipowner.

GTT will design the cryogenic tanks of each vessel and they will be fitted with a Mark III Flex membrane containment system.

Delivery of these vessels is scheduled for between the first and second quarters of 2029.

The other was awarded by Hanwha Ocean for the tank de-

sign of one 174,000 cu m LNGC, on behalf of a European shipowner.

The tanks will be fitted with the NO96 Super+ membrane containment system and the vessel is due to be delivered in the third quarter of 2029.

CCL 3 Train 6 substantially completed

US major LNG plant developer, Cheniere has substantially completed Train 6 of the Corpus Christi Liquefaction (CCL) Stage 3 project in Texas.

Similar to the five previous mid-scale trains, Train 6 was delivered safely and ahead of schedule.

Cheniere said it continued to work closely with Bechtel, its engineering, procurement and construction (EPC) contractor, and expects to complete the full seven-train, 10 mill tonnes per

annum plus expansion project later this year.

Once completed, the project will raise CCL's LNG production capacity to more than 25 mill tonnes and Cheniere's overall capacity to more than 55 mill tonnes per annum.

Cheniere is constructing two more midscale trains at CCL as part of its mid-scale Trains 8 & 9 and debottlenecking project. This expansion is expected to add another 5 mill tonnes of liquefaction capacity by late 2028.

The energy company also said it had more than 40 mill tonnes per annum of additional brown-field capacity expansion projects in the regulatory permitting process, giving the company the potential to surpass 100 mill tonnes per annum of LNG production capacity by the mid-2030s. ■

'Coral Norte' EPCIC contract awarded

In partnership with JGC and Samsung Heavy Industries (SHI), French engineering group, Technip Energies, was awarded an engineering, procurement, construction, installation & commissioning (EPCIC) contract by Mozambique Rovuma Venture (MRV) for the 'Coral Norte' FLNG project.

This project, located offshore Mozambique and being developed by Eni and its partners CNPC, ENH, XRG, and KOGAS, is designed to produce about 3.6 mill tonnes of LNG per annum, thus doubling the Coral hub's capacity to 7 mill tonnes.

The expansion project will catapult Mozambique to one of Africa's top three LNG producers, further strengthening the country's role in the global energy market.

'Coral Norte' is designed as an

enhanced duplicate of 'Coral Sul', the first FLNG development in Mozambique's Area 4 offshore gas block.

The replication approach leverages the projects' common feed gas composition and deepwater location to enhance execution certainty and optimised performance, while drawing on engineering and integration lessons learned from the earlier development, Technip said.

By standardising the project

delivery model, the French engineering company and its partners provide a de-risked path to scale and greater predictability at every stage.

This major award builds on the previously announced contracts and confirms the continued increase in Technip Energies' workload on the 'Coral Norte' FLNG project.

Arnaud Pieton, Technip Energies CEO, commented: "The 'Coral Norte' project reflects the confidence of ENI and its partners in

our FLNG execution capabilities and in the performance in operations of the 'Coral Sul' FLNG.

"By leveraging our 'design one, build many' approach, we are demonstrating how a standardised model can accelerate large-scale offshore project delivery.

"This approach enables faster deployment of new LNG capacity, contributing to energy security and diversification. It also reinforces Mozambique's growing role in the global LNG landscape," he said. ■

NEWS NUDGE

Ships - Newbuildings, Deliveries, Charters, Recycling

China State Shipbuilding Corp (CSSC) has started the construction of the world's largest LNGC.

The State-owned conglomerate said in a statement that the first in the QC-Max series, began construction at the Shanghai-based shipbuilder Hudong-Zhonghua Shipbuilding for QatarEnergy.

The two industrial giants signed two contracts in 2024 to build 24 QC-Maxes, with a total value exceeding Yuan56 bill (\$8.3 bill).

According to information published by CSSC, each of the 271,000 cu m QatarEnergy vessels will be of 344 m in length, 53.6 m wide, with a draft of 12 m.

Capital Clean Energy Carriers (CCEC) has partnered with French shipowner, CMA CGM to establish a joint venture aimed at constructing, chartering, and operating a 20,000 cu m dual-fuel LNG bunkering vessel (LNGBV).

Under the terms of the agreement, each partner will hold a 50% stake in the newly formed entity.

To cement the project, the joint venture signed a shipbuilding contract with Chinese yard, Nantong CIMC Sinopacific Offshore and Engineering for the construction of the vessel for \$82.8 mill.

Delivery of the vessel is expected to take place in the third quarter of 2028.

Upon the LNGBV's delivery, the joint venture will sign a 12-year timecharter with another joint venture formed between CMA CGM and TotalEnergies.

Samsung Heavy Industries (SHI) has announced that it had won another order for an LNGC from an Oceania-based interest.

SHI did not disclose the identity of the shipowner, but broking sources said it was most likely Purus Marine, at a price of about \$252 mill.

Elsewhere, Russia's NOVATEK is believed to be in talks to acquire 10 Ice Class LNGCs controlled by Japanese shipowner Mitsui OSK Lines (MOL) and South Korean shipbuilder Hanwha Ocean, with deliveries set to begin this year.

It was said that the Russian energy company's Singapore arm, NOVATEK Gas & Power Asia, has held meetings with representatives from MOL and Hanwha in Beijing.

Through its subsidiary, PT Transpor Nusantara Line (TNL), Indonesian shipowner, Silo Maritime Perdana, has purchased a 2009-built (LNGC) for about \$65 mill.

According to a filing to the Indonesia Stock Exchange (IDX), the transaction was carried out through a capital injection by PT

Suasa Benua Sukses (SBS) into TNL.

The funds were then used by TNL to acquire the LNGC from Eternity Ocean Maritime on 3rd June, 2026.

The financing for the transaction came from a combination of internal cash and bank credit facilities.

Elsewhere, CCEC took delivery of the LNGC 'Archimedes' on 2nd June, 2026 and announced new charters for two LNGCs.

Both the 'Archimidis' and the 'Agamemnon', expected to be delivered on 17th June, 2026, will be employed on bridging timecharters with a major energy company through March, 2027.

Upon completion of these charters, both vessels will commence a long-term charter originally allocated to the LNGCs 'Athlos' and 'Archon', for firm periods of five years and seven years, respectively.

Each charter includes a five-year option at the charterer's discretion.

As a result of these and other vessel type charters recently announced, CCEC's contracted revenue backlog stands at around \$3.1 bill, with an average remaining firm charter duration of 6.7 years.

If all the charter extensions

were included, the company's backlog would increase to about \$4.6 bill, with an average duration of 9.8 years, CCEC said.

SHI's Geojje shipyard has launched the \$4-bill Cedar LNG project's 'FLNG Megúgu'.

Once delivered, the FLNG will be deployed offshore Kitimat, British Columbia, Canada.

SHI is still to undertake the topside module fabrication and installation, alongside LNG cargo tank work before delivering the unit in the first half of 2028.

Exmar was recently employed to provide marine and operational expertise for the FLNG.

SHI is currently constructing four large FLNGs - Canada's Cedar FLNG unit, Petronas' ZLNG, Eni's 'Coral Norte' and more recently won the contract to build Delfin's first FLNG.

Adnoc Logistics & Services has fixed one of its LNGC newbuildings to an energy major on a multi-month deal, TradeWinds has reported.

Broking sources said that a 175,000 cu m vessel had been period chartered by bp until the second half of October.

As for recycling, the LNGC 'Sohar LNG' was delivered to Alang, India on 10th June.

She was sold for a reported \$23 mill to Indian recyclers. ■

FSRUs' changing role

Traditionally viewed as rapid-deployment units, in recent years, FSRUs have evolved into long-term strategic infrastructure.

In a report, class society DNV has taken a look at their operations. A snapshot is provided below.

Following the escalation of the Russia/Ukraine conflict in 2022, FSRUs were rapidly deployed as critical tools to secure energy supply. Their ability to be mobilised quickly, integrated into existing networks, and diversify import sources, proved decisive during a fast-moving crisis.

Since then, global interest in FSRUs has expanded well beyond emergency response, as countries reassess longer term import strategies and infrastructure needs.

FSRUs allow developers to avoid the costs and lock ins associated with onshore terminals, while their deployment offshore also reduces land-use conflicts, planning complexity, and community impact in a rapidly rising global LNG market.

Ongoing geopolitical tensions in the Middle East, particularly around critical choke points like the Strait of Hormuz, underscore more than ever the need for flexible and resilient energy solutions, DNV said.

Especially challenging for emerging LNG importing economies, exposure to price volatility can create economic, fiscal, and logistical pressures during periods of market stress.

Countries, such as Bangladesh and Pakistan, have previously halted LNG imports during price spikes, highlighting the financial vulnerability associated with reliance on spot LNG.

If price volatility persists,

newly planned import infrastructure risks being underutilised, delayed, or in some cases, cancelled, DNV said.

Most new LNG import terminals outside East Asia are opting for FSRUs. Since 2022, nearly all new European facilities have been ship-based FSRUs, with similar trends emerging in South Asia, South-east Asia, and the Americas. China remains the exception, continuing to favour large onshore terminals.

Conversions

LNGC conversions are expected to dominate FSRU fleet growth in the coming years, driven by a growing number of older vessels that are becoming less competitive, thus creating a steady stream of project candidates.

Conversions can be completed in about nine months of yard time and around two and a half years from final investment decision (FID) to full operation. This is significantly faster and generally less capital-intensive than newbuilding units.

Newbuilding FSRUs are mainly being considered by charterers and regions seeking multi-decade commitments and the highest levels of reliability.

At present, the global fleet numbers around 50 units. Unlike the LNG shipping market, where spot rates and short-term charters can fluctuate sharply, FSRU deployment is dominated by multi-year commitments that typically span five to 20 years, and con-

tinues to be shaped by national and industrial requirements rather than trading dynamics.

Environmental issues are an increasingly influential factor in FSRU design and operation. Regasification is an energy-intensive process, requiring substantial on board power to pressurise and vaporise LNG before delivering gas. Typical power demand can reach around 20 MW.

Vessel type also plays an important role: steam turbine LNGCs typically require additional dedicated power-generation capacity when converted, while diesel-electric (TFDE) vessels with multiple generator sets are generally better suited to handling regasification loads. Slow-speed 2-stroke vessels often require supplementary equipment, despite having total installed power capacities of around 25 MW.

Operational scrutiny

Methane slip is another growing consideration, as operators are increasingly expected to adopt technologies and operating practices that reduce unburned methane

emissions during regasification and auxiliary power generation.

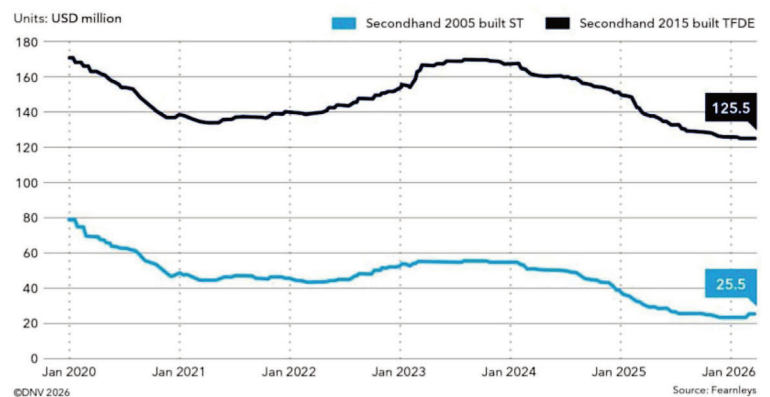
Beyond emissions, cooling water systems, the main choice between open loop and closed loop configurations, are facing increased scrutiny. Australia has led this trend, with other regions beginning to follow.

FSRU and FSU classification importance is greater than ever, DNV claimed. Technical class notations developed specifically for these units include DNV's Alternative Survey Programme (ASP) and Under Water Inspection in Lieu of Drydock (UWILD), which have become particularly relevant tools for both newbuilding and conversion projects.

DNV added that it now had more than 10 units operating under ASP and UWILD notations, in co-operation with multiple flag states.

Looking ahead, environmental requirements will continue to tighten, cyber security considerations will grow, as FSRUs become part of critical energy infrastructure, while expectations for reliability and availability will increase, DNV warned.

FSRU conversion candidates: secondhand values



Monthly Large LNGC Values*

Newbuildings (174,000 cu m)	\$253.81 mill
Five years old (174,000 cu m)	\$207.16 mill
Total Fleet (725 ships)	\$113.20 bill
Orderbook (316 ships)	\$81.25 bill

Source: VesselsValue (25/05/26) *The above is updated each month courtesy of VesselsValue

LNG rate assessments Spot market (MEGI/XDF)

Region	Latest	Change*
East of Suez	\$78,000	-\$2,000
West of Suez	\$103,000	-\$2,000
12 mos T/C	\$78,000	-\$1,000

*Since last report (03/06/26)

Source: Fearnleys (17/06/26)

More success for EConnect Energy

Norway's EConnect Energy has signed an contract with Sociedad Portuaria Puerto Bahía, a majority-owned subsidiary of Canada's Frontera Energy Corp, to deliver a patented IQuay F-Class jetty less transfer system for the fast-tracked LNG import terminal in Cartagena Bay, Colombia.

The terminal project will combine EConnect Energy's proprietary F-Class transfer technology with an FSRU to establish a new LNG import gateway.

It has been designed to support Colombia's growing energy demand and strengthen national energy security during periods of low hydropower supply.

First gas is targeted for early 2027. According to Puerto Bahía, EConnect Energy was selected based on its track record in fast-track LNG developments.

Located in Cartagena Bay, Puerto Bahía is being developed as Colombia's second Caribbean LNG import terminal.

The project is expected to complement existing infrastructure, while increasing supply resilience and import flexibility at a time when LNG is becoming increasingly important to Colombia's evolving energy landscape.

EConnect Energy's IQuay F-Class transfer system will connect the FSRU to the existing receiving facility, enabling LNG imports without the need for additional jetty construction.

By reducing offshore construction and limiting marine intervention, the solution is designed to support faster and more flexible deployment of LNG infrastructure.

"We see that many countries increasingly need energy infrastructure that can be deployed faster, with lower environmental impact and provide greater operational flexibility," said Morten Christophersen, CEO at EConnect Energy.

"Puerto Bahía is a strong example of how innovative marine infrastructure can help respond to



Puerto Bahía's new LNG terminal can be seen in the background

growing energy demand, while still reducing the need for extensive marine construction such as with conventional jetties.

"Together with Frontera and Puerto Bahía, we are proud to support the development of a strategically important LNG project for Colombia."

Frontera Energy Corp CEO, Orlando Cabrales Segovia added: "This agreement represents an important step forward for our LNG project in Cartagena. We have worked closely to identify the right solution for the terminal's specific requirements, and our collaboration with EConnect gives us strong confidence that this system will deliver the most effective solution while minimising disruption to the surrounding area."

Puerto Bahía's location provides advantages for LNG import operations, including natural deepwater access capable of accommodating large vessels without dredging, proximity to industrial demand centres and connection potential to Colombia's national gas transportation

system.

The terminal is expected to provide up to about 500 mill standard cu ft per day of LNG and is premised on Colombia's growing natural gas supply deficit, weather-related supply pressures associated with El Niño and the need for reliable alternative sources of supply.

It is expected to strengthen Puerto Bahía's role in the country's energy infrastructure, while supporting energy security.

Time to market

By combining marine LNG infrastructure with an existing multimodal port, the project aims to accelerate time to market, while limiting the footprint traditionally associated with large-scale marine infrastructure developments.

Puerto Bahía represents a further milestone in EConnect Energy's growing international deployment of jetty less LNG infrastructure and further expands its footprint in Latin America.

Previous projects include FLNG transfer solutions at Herøya, Nor-

way; Altamira, Mexico, and Wilhelmshaven; Germany.

The company's technology platform is also designed for future compatibility with alternative energy carriers, including ammonia, hydrogen, bioLNG and CO₂.

EConnect Energy is a Norwegian technology company involved in marine energy infrastructure through low-impact solutions. Its proprietary floating and jetty less transfer systems enable the safe and efficient transfer of LNG and renewable fuels, helping accelerate the transition to cleaner energy worldwide, the company claimed.

Frontera Energy is a Canadian public company focused on infrastructure with a portfolio of energy infrastructure assets in Colombia.

The company's interests are backed by its 35% ownership interest in the Oleoducto de Los Llanos Orientales, one of Colombia's main crude oil transport pipelines, plus its 99.97% ownership of Puerto Bahía, a multimodal maritime terminal, which is a key element in Colombia's energy value chain through its liquids logistics infrastructure and the development of its LPG and LNG regasification projects.

The company is listed on the Toronto Stock Exchange.

“**Together with Frontera and Puerto Bahía, we are proud to support the development of a strategically important LNG project for Colombia.**”

- Martin Christophersen, CEO, EConnect Energy

WORLD LNG CARRIER ORDERBOOK

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Hasbah	ME-GA	174000	01/06/2022	17/03/2026	SK Shipping	Hanwha Ocean
Samsung 2393	XDF	174000	07/01/2021	01/04/2026	NYK	Samsung
Celsius Georgetown	ME-GA	180000	01/05/2023	01/04/2026	Celsius Shipping	China Merchants HI Jiangsu
Rotmistrz Witold Pilecki	MEGI	174000	07/02/2022	01/04/2026	Maran Gas Maritime	Hanwha Ocean
Lng Ping Hu	XDF	78900	01/07/2023	01/04/2026	Zhejiang Huaxiang	Jiangsu Yixiang
Samsung 2394	XDF	174000	07/01/2021	01/04/2026	NYK	Samsung
Al Na'amah	ME-GA	174000	15/06/2022	01/04/2026	JP Morgan	Samsung
Clean Texas	XDF	200000	16/01/2023	01/04/2026	Dynagas	Hyundai Heavy
Barzan	XDF	174000	06/07/2022	01/04/2026	Knutsen	Hyundai Heavy
Al Thurayya	ME-GA	174000	30/09/2022	01/04/2026	TMS Cardiff Gas	Hanwha Ocean
Al Taweelah	XDF	175000	01/05/2022	24/04/2026	ADNOC Logistics & Services	Jiangnan
Sergei Witte	TFDE-Azipod	172600	01/09/2019	01/05/2026	Novatek	Zvezda SSK
Samsung 2395	XDF	174000	07/01/2021	01/05/2026	NYK	Samsung
Jiangsu Yangzi Xinfu Yzj2022-1476	ME-GA	175000	01/10/2022	01/05/2026	Yangzijiang	Yangzijiang
Muscat	XDF	174000	01/01/2023	01/05/2026	Asyad	Hyundai Samho
Seri Dayang	XDF	174000	30/09/2022	01/05/2026	MISC	Hanwha Ocean
Daewoo 2552	MEGI	174000	08/06/2022	01/05/2026	Maran Gas Maritime	Hanwha Ocean
Umm Wishah	XDF	174000	06/07/2022	01/05/2026	Knutsen	Hyundai Heavy
Diamond Gas Jade	ME-GA	174000	31/03/2023	01/05/2026	K-Line	Samsung
Danuta Siedzikowna-inka	MEGI	174000	06/01/2022	01/06/2026	Maran Gas Maritime	Hanwha Ocean
Seri Dian	XDF	174000	30/09/2022	01/06/2026	MISC	Hanwha Ocean
Jiangsu Yangzi Xinfu Yzj2022-1475	ME-GA	175000	01/10/2022	01/06/2026	Yangzijiang	Yangzijiang
Ilya Mechnikov	TFDE-Azipod	172500	01/08/2020	01/06/2026	MOL, COSCO	Hanwha Ocean
Zhores Alferov	TFDE-Azipod	172500	01/08/2020	01/06/2026	Hanwha Ocean	Hanwha Ocean
Nikolay Basov	TFDE-Azipod	172500	01/08/2020	01/06/2026	MOL, COSCO	Hanwha Ocean
Pyotr Kapitsa	TFDE-Azipod	172500	01/08/2020	01/06/2026	Hanwha Ocean	Hanwha Ocean
Lev Landau	TFDE-Azipod	172500	01/08/2020	01/06/2026	Hanwha Ocean	Hanwha Ocean
Umm Al Zubar	ME-GA	174000	15/06/2022	01/06/2026	JP Morgan	Samsung
Qalhat Lng	XDF	174000	01/01/2023	01/06/2026	Asyad	Hyundai Samho
Esteem Denali	XDF	174000	30/09/2022	01/06/2026	Meiji Shipping	Hanwha Ocean
Daewoo 2553	MEGI	174000	08/06/2022	01/06/2026	Maran Gas Maritime	Hanwha Ocean
Frontier Lng	XDF	174000	06/07/2022	30/06/2026	TMS Cardiff Gas	Hyundai Samho
Samsung 2396	XDF	174000	07/01/2021	01/07/2026	NYK	Samsung
Nikolay Semenov	TFDE-Azipod	172500	01/08/2020	01/07/2026	MOL, COSCO	Hanwha Ocean
Archimidis	ME-GA	174000	14/06/2022	01/07/2026	Capital Gas	Hyundai Samho
Halwan	XDF	174000	09/08/2022	01/07/2026	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy
Clean Rio Grande	XDF	200000	16/01/2023	01/07/2026	Dynagas	Hyundai Heavy
Umm Heesh	ME-GA	174000	15/06/2022	01/07/2026	JP Morgan	Samsung
Daewoo 2573	ME-GA	174000	30/09/2022	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

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 = 21 April 2026

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Umm Al Shubrum	ME-GA	174000	15/06/2022	01/08/2026	JP Morgan	Samsung
Sea Energy	XDF	175000	01/03/2023	01/08/2026	China Merchant	Dalian Shipbuilding
Al Nigyan	XDF	174000	06/07/2022	01/08/2026	Knutsen	Hyundai Heavy
Prime Purity	XDF	175000	01/03/2023	01/08/2026	Shandong Marine	Jiangnan
Greenergy River	XDF	174000	01/06/2023	01/08/2026	NYK	Hudong-Zhonghua
Pyotr Stolypin	TFDE-Azipod	172600	01/09/2019	01/09/2026	Novatek	Zvezda SSK
Harmonic Breeze	ME-GA	174000	15/04/2022	01/09/2026	MOL	Hanwha Ocean
Atlantic Success	ME-GA	173400	09/01/2020	01/09/2026	SinoKor	Samsung
Al Thumaid	XDF	174000	09/08/2022	01/09/2026	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy
Esteem Penguin	XDF	174000	30/09/2022	01/09/2026	Meiji Shipping	Hanwha Ocean
Daewoo 2558	ME-GA	174000	01/09/2022	01/09/2026	MOL	Hanwha Ocean
Alcaios I	XDF	174000	18/01/2023	01/09/2026	Capital Gas	Hyundai Samho
Greenergy Cloud	XDF	174000	07/01/2022	01/09/2026	MOL	Hudong-Zhonghua
Samsung 2662	ME-GA	174000	30/08/2023	01/09/2026	MOL	Samsung
Samsung 2687	ME-GA	174000	06/10/2023	01/09/2026	MOL	Samsung
Venture Manatee	MEGI	174000	01/03/2023	01/09/2026	Venture Global LNG	Hanwha Ocean
Puteri Johor	XDF	174000	01/09/2022	01/10/2026	K-Line	Hudong-Zhonghua
Sea Harmony	XDF	175000	01/03/2023	01/10/2026	China Merchant	Dalian Shipbuilding
Al Hraithi	XDF	174000	06/07/2022	01/10/2026	Knutsen	Hyundai Heavy
Greenergy Sea	XDF	174000	01/06/2023	01/10/2026	NYK	Hudong-Zhonghua
Sea Creation	XDF	175000	01/09/2022	01/11/2026	China Merchant	Dalian Shipbuilding
Clean Brownsville	XDF	200000	16/01/2023	01/11/2026	Dynagas	Hyundai Heavy
Al Nasraniya	XDF	174000	01/06/2024	01/11/2026	Nakilat	Hanwha Ocean
Samsung 2693	XDF	174000	05/02/2024	01/11/2026	Shandong Marine	Samsung
Hazem Baranyoush	XDF	174000	06/07/2022	01/11/2026	Knutsen	Hyundai Heavy
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
Qaffal	XDF	174000	09/08/2022	01/12/2026	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy
Al Mazrooah	XDF	174000	09/08/2022	01/12/2026	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy
Lekhraib	XDF	174000	05/02/2024	01/12/2026	China Merchant	Samsung
Daewoo 2576	ME-GA	174000	01/12/2022	01/12/2026	MOL	Hanwha Ocean
Al Yousifiya	XDF	174000	01/06/2024	01/12/2026	Nakilat	Hanwha Ocean
Hd Hyundai Samho 8262	XDF	174000	09/01/2024	01/12/2026	Nakilat	Hyundai Samho
Hd Hyundai Samho 8208	XDF	174000	28/02/2023	01/12/2026	NYK	Hyundai Samho
Sea Charity	XDF	175000	01/03/2023	01/12/2026	China Merchant	Dalian Shipbuilding
Prime Beauty	XDF	175000	01/03/2023	01/12/2026	Shandong Marine	Jiangnan
Venture Venice	MEGI	174000	01/03/2023	01/12/2026	Venture Global LNG	Hanwha Ocean
Woodside Milinykura	MEGI	174000	01/10/2022	01/12/2026	Maran Gas Maritime	Hanwha Ocean
Greenergy Whale	XDF	174000	01/06/2023	01/12/2026	NYK	Hudong-Zhonghua
Sea Argosy	XDF	175000	01/09/2022	01/01/2027	China Merchant	Dalian Shipbuilding

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Antaios I	XDF	174000	18/01/2023	01/01/2027	Capital Gas	Hyundai Samho
Samsung 2709	XDF	174000	01/12/2024	01/01/2027	MISC	Samsung
Agamemnon	ME-GA	174000	14/06/2022	01/01/2027	Capital Gas	Hyundai Samho
Friendship Venture	XDF	175000	21/08/2023	01/01/2027	Wah Kwong, China Gas, CSSC	Dalian Shipbuilding
Al Ghuwair	XDF	174000	27/09/2023	01/01/2027	Nakilat	Hyundai Heavy
Samsung 2695	XDF	174000	05/02/2024	01/01/2027	Shandong Marine	Samsung
Samsung 2663	ME-GA	174000	30/08/2023	01/01/2027	MOL	Samsung
Hanwha Ocean 2584	ME-GA	174000	01/08/2023	31/01/2027	MOL	Hanwha Ocean
Hanwha Ocean 2594	XDF	174000	01/06/2024	01/02/2027	K-Line, Hyundai Glovis	Hanwha Ocean
Al Ghafat	XDF	174000	01/06/2024	01/02/2027	K-Line, Hyundai Glovis	Hanwha Ocean
Athlos	XDF	174000	28/03/2023	01/02/2027	Capital Gas	Hyundai Samho
Hudong-zhonghua H1794a	XDF	174000	01/09/2022	01/02/2027	MOL, COSCO	Hudong-Zhonghua
Dalian No 1 G175k-8	XDF	175000	01/03/2023	01/02/2027	China Merchant	Dalian Shipbuilding
Wadi Sultana	XDF	174000	27/09/2023	01/02/2027	Nakilat	Hyundai Heavy
Samsung 2656	ME-GA	174000	15/11/2022	01/03/2027	Seapeak	Samsung
Mediterranean Success	ME-GA	173400	09/01/2020	01/03/2027	SinoKor	Samsung
Hanwha Ocean 2580	ME-GA	174000	13/02/2023	01/03/2027	MOL	Hanwha Ocean
Archon	XDF	174000	28/03/2023	01/03/2027	Capital Gas	Hyundai Samho
Puteri Kelantan	XDF	174000	01/09/2022	01/03/2027	K-Line	Hudong-Zhonghua
Wadi Al Askar	XDF	174000	05/02/2024	01/03/2027	China Merchant	Samsung
Hudong-zhonghua H1889a	XDF	174000	28/04/2022	01/03/2027	NYK	Hudong-Zhonghua
Dalian No 1 G175k-9	XDF	174000	14/03/2024	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
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
Hd Hyundai Samho 8254	XDF	174000	26/02/2024	01/05/2027	Capital Gas	Hyundai Samho
Hanwha Ocean 2595	XDF	174000	01/06/2024	01/05/2027	K-Line, Hyundai Glovis	Hanwha Ocean
Samsung 2657	ME-GA	174000	15/11/2022	01/05/2027	Seapeak	Samsung
Clean Astraeus	XDF	200000	28/04/2023	01/05/2027	Dynagas	Hyundai Heavy
Samsung 2697	XDF	174000	05/02/2024	01/05/2027	Shandong Marine	Samsung
Hd Hyundai Samho 8238	XDF	174000	28/02/2023	01/05/2027	NYK	Hyundai Samho
Al Jazi	XDF	174000	27/09/2023	01/05/2027	Nakilat	Hyundai Heavy
Hudong-zhonghua H1890a	XDF	174000	28/04/2022	01/05/2027	NYK	Hudong-Zhonghua
Hd Hyundai Samho 8263	XDF	174000	09/01/2024	01/05/2027	Nakilat	Hyundai Samho
Hd Hyundai Samho 8255	XDF	174000	26/02/2024	01/06/2027	Capital Gas	Hyundai Samho
Samsung 2729	XDF	180000	17/01/2025	01/06/2027	Celsius Shipping	Samsung
Puteri Negeri Sembilan	XDF	174000	01/09/2022	01/06/2027	K-Line	Hudong-Zhonghua
Dalian No 1 G175k-10	XDF	174000	14/03/2024	01/06/2027	COSCO	Dalian Shipbuilding
Samsung 2717	XDF	174000	01/10/2024	01/06/2027	K-Line	Samsung
Hanwha Ocean 2606	MEGI	175000	01/03/2025	01/06/2027	Hanwha Ocean	Hanwha Ocean
Hd Hyundai Ulsan 3442	ME-GA	174000	28/04/2023	01/06/2027	NYK	Hyundai Heavy

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Maran Gas Poliegos	MEGI	174000	01/04/2023	01/06/2027	Maran Gas Maritime	Hanwha Ocean
Alliance Venture	XDF	175000	21/08/2023	01/07/2027	Wah Kwong, China Gas, CSSC	Dalian Shipbuilding
E Qab	XDF	174000	01/06/2024	01/07/2027	Nakilat	Hanwha Ocean
Hd Hyundai Samho 8209	XDF	174000	28/02/2023	01/07/2027	NYK	Hyundai Samho
Hudong-zhonghua H1795a	XDF	174000	01/09/2022	01/07/2027	MOL, COSCO	Hudong-Zhonghua
Dalian No 1 G175k-16	XDF	175000	13/09/2024	01/07/2027	COSCO	Dalian Shipbuilding
Samsung 2698	XDF	174000	05/02/2024	01/07/2027	Shandong Marine	Samsung
Athba	XDF	174000	01/06/2024	01/07/2027	Nakilat	Hanwha Ocean
Al Wasmi	XDF	174000	01/06/2024	01/08/2027	K-Line, Hyundai Glovis	Hanwha Ocean
Samsung 2658	ME-GA	174000	15/11/2022	01/08/2027	Seapeak	Samsung
Hanwha Ocean 2583	ME-GA	174000	07/04/2023	01/08/2027	MOL	Hanwha Ocean
Hanwha Ocean 2607	MEGI	175000	01/03/2025	01/08/2027	Hanwha Ocean	Hanwha Ocean
Al Mirzam	XDF	174000	27/09/2023	01/08/2027	Nakilat	Hyundai Heavy
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
Hd Hyundai Ulsan 3444	ME-GA	174000	02/05/2023	31/08/2027	NYK	Hyundai Heavy
Samsung 2659	ME-GA	174000	15/11/2022	01/09/2027	Seapeak	Samsung
Caribbean Success	ME-GA	173400	09/01/2020	01/09/2027	SinoKor	Samsung
China Merchants Jiangsu Cmhi-282-05	ME-GA	180000	01/02/2024	01/09/2027	Celsius Shipping	China Merchants HI Jiangsu
Ghash Sham	XDF	174000	01/06/2024	01/09/2027	Nakilat	Hanwha Ocean
Maqdeem	XDF	174000	27/09/2023	01/09/2027	Nakilat	Hyundai Heavy
Al Shaheen	XDF	174000	05/02/2024	01/09/2027	China Merchant	Samsung
Hd Hyundai Samho 8256	XDF	174000	26/02/2024	01/10/2027	Capital Gas	Hyundai Samho
Dalian No 1 G175k-17	XDF	175000	13/09/2024	01/10/2027	COSCO	Dalian Shipbuilding
Hd Hyundai Samho 8239	XDF	174000	28/02/2023	01/10/2027	NYK	Hyundai Samho
Al Rufaa	XDF	174000	27/09/2023	01/10/2027	Nakilat	Hyundai Heavy
Al Egdah	XDF	174000	01/06/2024	01/10/2027	Nakilat	Hanwha Ocean
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 2752	XDF	180000	01/08/2025	01/11/2027	Celsius Shipping	Samsung
Clean Azeus	XDF	200000	28/04/2023	01/11/2027	Dynagas	Hyundai Heavy
Al Nekhsh	XDF	174000	27/09/2023	01/11/2027	Nakilat	Hyundai Heavy
Samsung 2700	XDF	174000	05/02/2024	01/11/2027	Shandong Marine	Samsung
Al Khbaib	XDF	174000	01/06/2024	01/11/2027	Nakilat	Hanwha Ocean
Hd Hyundai Ulsan 3455	XDF	174000	02/08/2023	01/11/2027	Evalend Shipping	Hyundai Heavy
Samsung 2660	ME-GA	174000	15/11/2022	01/12/2027	Seapeak	Samsung
Hd Hyundai Samho 8276	XDF	180000	01/04/2025	01/12/2027	Purus	Hyundai Samho
Samsung 2668	XDF	174000	13/06/2023	01/12/2027	Chevron	Samsung
Hudong-zhonghua H1796a	XDF	174000	01/09/2022	01/12/2027	MOL, COSCO	Hudong-Zhonghua
Leh'saien	XDF	174000	27/09/2023	01/12/2027	Nakilat	Hyundai Heavy
Samsung 2701	XDF	174000	05/02/2024	01/12/2027	Shandong Marine	Samsung
Hd Hyundai Samho 8210	XDF	174000	28/02/2023	01/12/2027	NYK	Hyundai Samho
Hd Hyundai Ulsan 3456	XDF	174000	20/11/2023	01/12/2027	Evalend Shipping	Hyundai Heavy

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Hanwha Ocean 2603	MEGI	174000	05/11/2024	01/12/2027	Maran Gas Maritime	Hanwha Ocean
Hudong-zhonghua H1899a	XDF	174000	01/06/2023	01/12/2027	COSCO, MOL, ENN	Hudong-Zhonghua
China Merchants Jiangsu Cmhi-282-06	ME-GA	180000	01/05/2024	01/01/2028	Celsius Shipping	China Merchants HI Jiangsu
Samsung 2753	XDF	180000	01/08/2025	01/01/2028	Celsius Shipping	Samsung
Hd Hyundai Samho 8257	XDF	174000	26/02/2024	01/01/2028	Capital Gas	Hyundai Samho
Samsung 2754		170520	01/08/2025	01/01/2028	TMS Cardiff Gas	Samsung
Khowzan	XDF	174000	01/06/2024	01/01/2028	Nakilat	Hanwha Ocean
Samsung 2702	XDF	174000	05/02/2024	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
Hanwha Ocean 2609	MEGI	174000	01/09/2025	15/01/2028	Hanwha Ocean	Hanwha Ocean
Hanwha Ocean 2608	MEGI	174000	01/09/2025	15/01/2028	Hanwha Ocean	Hanwha Ocean
Cardiff Hudong 1		174000	23/01/2026	01/02/2028	TMS Cardiff Gas	Hudong-Zhonghua
Hd Hyundai Ulsan 3457	XDF	174000	20/11/2023	01/02/2028	Evalend Shipping	Hyundai Heavy
Lesha	XDF	174000	27/09/2023	01/02/2028	Nakilat	Hyundai Heavy
Samsung 2669	XDF	174000	13/06/2023	01/02/2028	Chevron	Samsung
Hudong-zhonghua H1900a	XDF	174000	01/06/2023	01/03/2028	COSCO, MOL, ENN	Hudong-Zhonghua
Hanwha Ocean 2615	MEGI	174000	01/10/2025	15/03/2028	GasLog	Hanwha Ocean
Hanwha Ocean 2614	MEGI	174000	01/10/2025	15/03/2028	GasLog	Hanwha Ocean
Hd Hyundai Ulsan 3501	XDF	174000	02/05/2024	31/03/2028	Evalend Shipping	Hyundai Heavy
Cardiff Hudong 2		174000	23/01/2026	01/04/2028	TMS Cardiff Gas	Hudong-Zhonghua
Samsung 2755		170520	01/08/2025	01/04/2028	TMS Cardiff Gas	Samsung
Dalian No 1 G175k-11	XDF	174000	01/03/2024	01/04/2028	COSCO	Dalian Shipbuilding
Samsung 2703	XDF	174000	05/02/2024	01/04/2028	China Merchant	Samsung
Samsung 2791	XDF	180000	01/12/2025	01/05/2028	Celsius Shipping	Samsung
Samsung 2777	XDF	180000	19/02/2026	01/05/2028	Celsius Shipping	Samsung
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 Logistics & Services	Samsung
Dalian No 1 G175k-15	XDF	175000	01/07/2024	01/05/2028	CSSC, Wah Kwong, China Gas	Dalian Shipbuilding
Hd Hyundai Ulsan 3502	XDF	174000	02/05/2024	01/05/2028	Evalend Shipping	Hyundai Heavy
Le'shara	XDF	174000	27/09/2023	01/05/2028	Nakilat	Hyundai Heavy
Hudong-zhonghua H1901a	XDF	174000	01/05/2023	31/05/2028	CSSC	Hudong-Zhonghua
Cardiff Hudong 3		174000	23/01/2026	01/06/2028	TMS Cardiff Gas	Hudong-Zhonghua
Hanwha Ocean 2616	MEGI	174000	18/12/2025	01/06/2028	Knutzen	Hanwha Ocean
Samsung 2773	XDF	174000	23/12/2025	01/06/2028	Purus	Samsung
Hanwha Ocean 2598	XDF	174000	01/10/2024	01/06/2028	ADNOC Logistics & Services	Hanwha Ocean
Samsung 2712	XDF	174000	01/07/2024	01/06/2028	ADNOC Logistics & Services	Samsung
Jiangnan H2950	XDF	175000	30/01/2026	01/06/2028	Shandong Marine	Jiangnan
Samsung 2704	XDF	174000	05/02/2024	01/06/2028	MISC	Samsung
Hudong-zhonghua H1912a	XDF	271000	01/09/2024	01/06/2028	China LNG Shipping	Hudong-Zhonghua
Al Mashrab	XDF	174000	27/09/2023	01/06/2028	Nakilat	Hyundai Heavy
Sonangol Samho		174000	31/01/2026	30/06/2028	Sonangol	Hyundai Samho
Hanwha Ocean 2599	XDF	174000	01/10/2024	01/07/2028	ADNOC Logistics & Services	Hanwha Ocean
Samsung 2713	XDF	174000	01/07/2024	01/07/2028	ADNOC Logistics & Services	Samsung

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 = 21 April 2026

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Samsung 2775	XDF	174000	31/12/2025	01/07/2028	Seapeak	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	05/02/2024	01/07/2028	China Merchant	Samsung
Librega	XDF	174000	27/09/2023	01/07/2028	Nakilat	Hyundai Heavy
Hanwha Ocean 2617	MEGI	174000	18/12/2025	28/07/2028	Knutzen	Hanwha Ocean
Cardiff Hudong 4		174000	23/01/2026	01/08/2028	TMS Cardiff Gas	Hudong-Zhonghua
Jiangnan H2971	XDF	175000	01/03/2026	01/08/2028	Cool Co	Jiangnan
Samsung 2714	XDF	174000	01/07/2024	01/08/2028	ADNOC Logistics & Services	Samsung
Hd Hyundai Samho 8327	XDF	174000	26/06/2025	01/08/2028	Capital Gas	Hyundai Samho
Hudong-zhonghua H1913a	XDF	271000	01/10/2024	01/08/2028	Shandong Marine	Hudong-Zhonghua
Samsung 2706	XDF	174000	05/02/2024	01/08/2028	MISC	Samsung
Hanwha Ocean 2618	MEGI	174000	18/12/2025	01/09/2028	Knutzen	Hanwha Ocean
Samsung 2783	XDF	180000	01/02/2026	01/09/2028	Celsius Shipping	Samsung
China Merchants Jiangsu Cmhi-282-08	ME-GA	180000	01/05/2024	01/09/2028	Celsius Shipping	China Merchants HI Jiangsu
Hd Hyundai Hi		174000	25/02/2026	01/09/2028	Tsakos Energy Navigation	Hyundai Heavy
Hanwha Ocean 2600	XDF	174000	01/10/2024	01/09/2028	ADNOC Logistics & Services	Hanwha Ocean
Hanwha Philly		174000	01/07/2025	01/09/2028	Hanwha Ocean	Hanwha Philly Shipyard Inc
Samsung 2756		170520	01/08/2025	01/09/2028	TMS Cardiff Gas	Samsung
Samsung 2776	XDF	174000	31/12/2025	01/09/2028	Seapeak	Samsung
Hd Hyundai Ulsan 3635	XDF	200000	05/01/2026	01/09/2028	NYK	Hyundai Heavy
Eshairej	XDF	174000	27/09/2023	01/09/2028	Nakilat	Hyundai Heavy
Hudong-zhonghua H1902a	XDF	174000	01/05/2023	01/09/2028	CSSC	Hudong-Zhonghua
Hanwha Ocean 2601	XDF	174000	01/10/2024	01/10/2028	ADNOC Logistics & Services	Hanwha Ocean
Hd Hyundai Samho 8340	XDF	177000	17/11/2025	01/10/2028	BW LNG	Hyundai Samho
Hudong-zhonghua H1914a	XDF	271000	01/09/2024	01/10/2028	China Merchant	Hudong-Zhonghua
Jiangnan H2972	XDF	175000	01/03/2026	01/11/2028	Cool Co	Jiangnan
Samsung 2757		170520	01/08/2025	01/11/2028	TMS Cardiff Gas	Samsung
Hd Hyundai Ulsan 3636	XDF	200000	05/01/2026	01/11/2028	NYK	Hyundai Heavy
Samsung 2707	XDF	174000	05/02/2024	01/11/2028	China Merchant	Samsung
Mneefa	XDF	174000	27/09/2023	01/11/2028	Nakilat	Hyundai Heavy
Hd Hyundai Samho 8341	XDF	177000	17/11/2025	15/11/2028	BW LNG	Hyundai Samho
Hanwha Ocean 2619	MEGI	174000	18/12/2025	01/12/2028	Knutzen	Hanwha Ocean
Hanwah Ocean		174000	24/03/2026	01/12/2028	Maran Gas Maritime	Hanwha Ocean
Hudong-zhonghua	XDF	174000	01/03/2026	01/12/2028	MISC	Hudong-Zhonghua
Jiangnan H2951	XDF	175000	30/01/2026	01/12/2028	Shandong Marine	Jiangnan
Samsung 2781	XDF	174000	01/01/2026	01/12/2028	JP Morgan	Samsung
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
Hanwha Ocean 2620	MEGI	174000	18/12/2025	01/01/2029	Knutzen	Hanwha Ocean
Jiangnan H2952	XDF	175000	30/01/2026	01/01/2029	Shandong Marine	Jiangnan
Hd Hyundai Samho 8328	XDF	174000	26/06/2025	01/01/2029	Capital Gas	Hyundai Samho
Hd Hyundai Ulsan 3637	XDF	200000	05/01/2026	01/01/2029	NYK	Hyundai Heavy

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 = 21 April 2026

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Samsung 2782	XDF	174000	01/01/2026	31/01/2029	JP Morgan	Samsung
Hanwha Ocean 2621	MEGI	174000	18/12/2024	01/02/2029	Knutzen	Hanwha Ocean
Glovis HHI	XDF	174000	01/10/2025	01/02/2029	Hyundai Glovis	Hyundai Samho
Hd Hyundai Samho 8329	XDF	174000	26/06/2025	01/02/2029	Capital Gas	Hyundai Samho
Hanwha Ocean 2623		174000	21/01/2026	01/03/2029	Alpha Gas	Hanwha Ocean
Hd Hyundai Ulsan 3638	XDF	200000	05/01/2026	01/03/2029	NYK	Hyundai Heavy
Hudong-zhonghua H1916a	XDF	271000	01/09/2024	01/03/2029	Shandong Marine	Hudong-Zhonghua
Ezhara	XDF	174000	27/09/2023	01/03/2029	Nakilat	Hyundai Heavy
Samsung 2774	XDF	174000	23/12/2025	31/03/2029	Purus	Samsung
Sonangol Samho 2		174000	08/04/2026	01/04/2029	Sonangol	Hyundai Samho
Hanwah Ocean		174000	24/03/2026	01/05/2029	Maran Gas Maritime	Hanwha Ocean
NYK Cheniere 5	XDF	200000	27/02/2026	01/05/2029	NYK	Hyundai Heavy
Hudong MISC 3	XDF	174000	30/01/2026	01/05/2029	MISC	Hudong-Zhonghua
Hudong-zhonghua H1917a	XDF	271000	01/09/2024	01/05/2029	Nakilat	Hudong-Zhonghua
Hanwha Ocean 2622	MEGI	174000	18/12/2025	01/06/2029	Knutzen	Hanwha Ocean
Samsung 2794	XDF	174000	20/03/2026	01/06/2029	Purus	Samsung
Hanwha Ocean 2624		174000	21/01/2026	01/06/2029	Alpha Gas	Hanwha Ocean
Izghawa	XDF	174000	27/09/2023	01/06/2029	Nakilat	Hyundai Heavy
NYK Cheniere 6	XDF	200000	27/02/2026	01/07/2029	NYK	Hyundai Heavy
Hudong MISC 4	XDF	174000	30/01/2026	01/07/2029	MISC	Hudong-Zhonghua
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
Sonangol Samho 3		174000	08/04/2026	01/09/2029	Sonangol	Hyundai Samho
NYK Cheniere 8	XDF	200000	27/02/2026	01/09/2029	NYK	Hyundai Heavy
NYK Cheniere 7	XDF	200000	27/02/2026	01/09/2029	NYK	Hyundai Heavy
Hudong MISC 5	XDF	174000	30/01/2026	01/09/2029	MISC	Hudong-Zhonghua
Al Wa'ab	XDF	174000	27/09/2023	01/09/2029	Nakilat	Hyundai Heavy
Hudong-zhonghua H1919a	XDF	271000	01/10/2024	01/10/2029	Shandong Marine	Hudong-Zhonghua
Hudong-zhonghua	XDF	174000	01/03/2026	01/12/2029	MISC	Hudong-Zhonghua
Jiangnan H2953	XDF	175000	30/01/2026	01/12/2029	Shandong Marine	Jiangnan
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

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 Innovation	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
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	FueLNG
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

Built	Name	CBM	Cargo Type	Trading Area	Trading in LNG?	Ship Owner / Operator
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	FueLNG
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	20,000	LNG	Worldwide	Yes	Avenir LNG
2026	Alisios LNG	12,500	LNG	Spain	Yes	ScaleGas
2026	Vitol TBN 1	12,500	LNG	Worldwide	Yes	Vitol
2026	Total TBN	18,600	LNG	US	Yes	Total Energies
2026	Vitol TBN 3	20,000	LNG	Worldwide	Yes	Vitol
2027	Avenir TBN	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
2027	Somtrans TBN	20,000	LNG	Europe	Yes	Somtrans
2027	SIPG Energy TBN	20,000	LNG	China	Yes	SIPG Energy
2027	Ibaizabal TBN 1	18,000	LNG	Europe	Yes	Ibaizabal
2027	Ibaizabal TBN 2	18,000	LNG	Europe	Yes	Ibaizabal
2027	Somtrans TBN 2	20,000	LNG	Europe	Yes	???
2027	Somtrans TBN 3	20,000	LNG	Europe	Yes	???
2028	Fuzhou Wuyang TBN	12,000	LNG	China	Yes	Fuzhou Wuyang Refined Oil Trading
2028	Evalend Shipping TBN 1	18,000	LNG	Europe	Yes	Evalend Shipping
2028	Evalend Shipping TBN 2	18,000	LNG	Europe	Yes	Evalend Shipping
2028	Evalend Shipping TBN 3	18,000	LNG	Europe	Yes	Evalend Shipping
2028	Evalend Shipping TBN 4	18,000	LNG	Europe	Yes	Evalend Shipping
2028	Monte Shams	18,600	LNG	Oman	Yes	Total Energies
2028	Ibaizabal TBN 4	18,600	LNG	Europe	Yes	Total Energies
2028	Purus TBN	18,900	LNG	Singapore	Yes	Purus Marine
2028	Purus TBN	18,900	LNG	Singapore	Yes	Purus Marine
2028	Mistral LNG	18,900	LNG	Spain	Yes	ScaleGas
2028	GSX Energy TBN 1	20,000	LNG		Yes	GSX Energy
2028	GSX Energy TBN 1	20,000	LNG		Yes	GSX Energy
2028	Purus TBN 3	18,900	LNG		Yes	Purus Marine