LNG Shipping News

AN LNG JOURNAL TITLE ON LNG CARRIERS — 30 July 2026

Middle East LNG buyers seek lower prices

Asian and European LNG buyers plan to ask for lower prices and additional supply guarantees from Qatar and the United Arab Emirates, as the US/Iran war raises insurance costs on deliveries, buyers, traders and industry executives told Reuters.

Buyers are requesting lower prices from Middle East suppliers

The war is reshaping the global energy industry, stripping Gulf producers of their reputation as the world's most reliable suppliers, which in the past gave them significant negotiating power.

Their ability to set their own conditions has weakened because the war has halted most oil and gas flows through the Strait of Hormuz.

Qatar's vast reserves helped the country become one of the dominant forces in the global gas market. It and the neighbouring UAE, where production volumes are increasing, account for around 20% of global LNG export capacity, all of which relies on the Strait to reach global markets.

Qatari LNG has been among the most competitively priced, due to the country's low production costs, while the UAE offers more flexible terms. However, buyers said that higher risk and rising insurance costs will give them leverage in future negotiations to further drive down costs and request even more flexibility.

"Anyone entering into new contracts in the Gulf region will also have to take into account potential insurance costs, which are set to increase," Nicola Monti, CEO of Italy's energy company Edison, said on the sidelines of a recent business event.

Long-term LNG contracts from Qatar and the UAE were typically priced at 12.6 to 12.7% of the Brent crude price before the Iran war, but some deals signed since have been concluded closer to 12.3%, suggesting buyers were already seeking to factor in the higher regional risk, one industry source said.

The war has forced QatarEnergy to shut liquefaction trains, declare *force majeure* on deliveries and suspend exports. The resumption of Iranian attacks this month on tankers transiting the Strait has clouded the prospects for a return to pre-war flows.

Edison, which has a long-term contract for 6.4 bill cu m of Qatari gas per year, around 10% of Italy's annual demand, has had deliveries cancelled from April until early September under *force majeure*, which has recently thought to have been extended through October.

Supply security

Future Gulf gas deal talks would focus on reducing prices but also raising the security and diversification of supply, six Asia-based traders told Reuters. The exporters may also have to lower prices, as growing production from the US, Canada and Mozambique adds to competition, one of the traders said.

Qatar can produce LNG for as little as $0.50 per MMBtu, analysts estimated, compared with $3-$5 per MMBtu in many other projects worldwide, due to its massive reserves and relatively low labour costs. Qatar and the UAE's proximity to Asian markets also means they pay less shipping costs.

Both countries plan to further expand their LNG output in the next few years, meaning buyers would have more opportunity to bargain for discounts, traders said.

Purchasers will also want Qatar and the UAE to provide guarantees of replacement cargoes if exports through Hormuz continue to be disrupted, for example from projects overseas, such as Qatar's US Golden Pass LNG terminal.

"Going forward (Gulf suppliers) will have to contend with a new risk profile stemming from what happened in the Strait of Hormuz and from the fact that nobody can rule out the possibility of a recurrence in the future," Monti said. ■

SHIPPING NEWS AGENDA

European gas storage shortfall warnings

Any longer delay in ramping up LNG exports from the Middle East Gulf risks saddling the global LNG market with tighter conditions for longer, the head of the International Energy Agency (IEA) recently warned.

"This will be felt by all LNG importers, including Europe, as it looks to refill its gas storage for next winter," Executive Director, Faith Birol, said.

He explained that thus far, added exports from other producers, particularly the US and Canada, have compensated for about 70% of the volumes lost from the virtual closure of the Strait of Hormuz. "But further delays in resuming Gulf exports risk keeping markets tighter for longer," he said.

While LNG transits via the Strait had started to pick up in the wake of a preliminary US/Iran agreement last month, shipments have dried up since, as both sides resumed attacks. No LNG tankers had transited the strait since 12th July, according to a S&P Global Commodities at Sea report.

Earlier in the month, the IEA forecast that this year, global LNG supplies would likely hold steady compared to 2025, if Persian Gulf exports resume in the third quarter and production from the region ramps up in the following months. However, any delay would risk global supply contracting year-on-year, the agency warned.

Birol's assessment came as Europe continued to struggle to fill its natural gas storage sites ahead of this winter.

Storage across the EU was 54% full as of 19th July, according to the latest data compiled by Gas Infrastructure Europe. As of the same date in 2025 and 2024, stocks were filled to 64.7% and 82.3%, respectively.

Despite the drop, a group of European gas experts overseen by the European Commission recently said that the EU faced "no immediate [gas] security of supply concern for winter 2026/2027."

European LNG prices have soared in recent weeks amid the resurgent attacks in the Middle East. Platts, part of S&P Global Energy, assessed the DES Northwest Europe LNG marker at $19.36 per MMBtu on 20th July, its highest point since March, having surged 45% since hitting a recent low in late June, S&P said.

Falling short

Endorsing this view, Equinor's CEO said he expected the region to fall short of its goal to fill gas storage before the winter.

Gas volumes at European storage sites were significantly lower than the five-year average and at their second-lowest level in 15 years, Equinor CEO, Anders Opedal, told Reuters during an earnings call.

"We do not think that Europe will necessarily be able to fill up its stocks to more than 80% this autumn," Opedal said.

As a result of lower gas storage levels, Europe will be more exposed to market price swings this winter than in previous winters, he added.

In addition, Europe has been unable to call on Russian pipeline gas, as supplies were phased out because of the war in Ukraine.

Europe relies on LNG to meet about 30% of its import needs, but supply has fallen.

"The gas that was supposed to come from Qatar was supposed to go to Asia, and that means that LNG that earlier in the year came into Europe is now going to Asia," Opedal said, referring to the increased competition for global supplies.

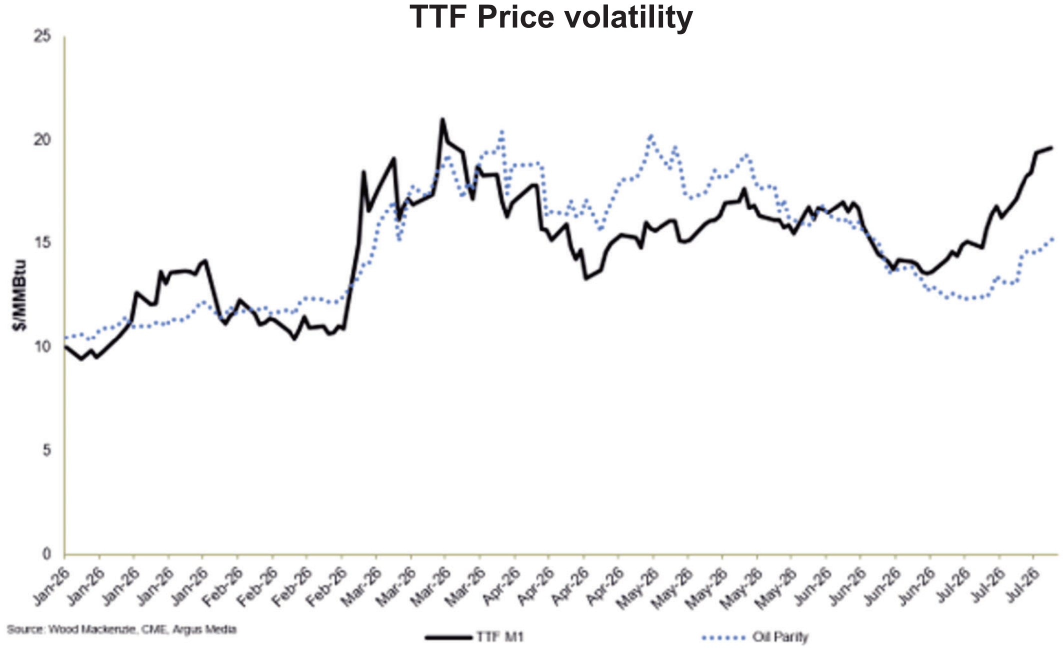
Massimo Di-Odoardo, Wood Mackenzie's Head of Gas & LNG Research, said that apart from European gas storage being low, Asian demand has rebounded since April and is now back at 2025 levels, despite the shortfall of Qatari volumes and firm prices.

Competition with Europe for marginal cargoes is intensifying, pushing prices up and exacerbating the European storage risk.

In addition, there are limited additional volumes of LNG supply coming to market over the next nine to 12 months, with new Qatari developments now only expected to start up in the second half of 2027.

He added that the resilience of LNG supply is poised to be tested to the limits over the next six to 12 months. But with over 250 mill tonnes per annum of new LNG supply under construction, an over-supplied LNG market from 2028 remained the most likely outcome. ■

TTF Price volatility



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Chinese LNG exports resume

Chinese LNG buyers have resumed commercial re-export activity after a three-month pause.

This comes as stronger Northeast Asian spot LNG prices and weaker than expected domestic demand made selling cargoes abroad more profitable than marketing them within China, according to shipping data and market sources, talking with S&P Global Platts.

For example, the LNGC ‘Maran Gas Posidonia’ loaded about 67,695 tonnes of LNG from CNOOC Gas & Power's Binhai LNG terminal on 2nd July and discharged the cargo at Japan's Chita terminal on 10th July.

This marked the first market-driven re-export from mainland China since reloading activity effectively stopped in April, according to shipping data compiled by S&P Global Energy CERA.

A second cargo on the ‘Mu Lan’ was reported reloading LNG at Hainan on 15th July and sailing on 22nd July, the data showed, although its final destination was not confirmed. Market participants thought that Thailand was a possible destination for the cargo.

The restart followed a suspension in LNG reloads since April, as concerns mounted over domestic supply security after the outbreak of the Middle East conflict, which led to disruptions in the Strait of Hormuz and uncertainty surrounding Middle Eastern LNG supply, Platts, part of S&P Global Energy, had reported earlier.

Prior to the suspension, China recorded a record 12 LNG reloaded cargoes in March, according to the shipping data.

Although two LNG cargoes were reloaded from Hainan and delivered to Hong Kong in June, traders said those shipments were believed to be supporting Hong Kong's summer gas demand rather than signaling a return to commercial re-exports.

Chinese buyers returned aggressively to the spot market during April and May to secure summer supplies after concerns emerged over potential disruptions to Qatari LNG exports, Platts had also earlier reported.

China's Binhai lNG terminal Photo credit: QatarEnergy

Trade sources said importers also purchased additional spot cargoes after LNG prices softened, following the signing of a memorandum of understanding (MoU) between Iran and the US in late June.

As a result, China's LNG imports rose for a second consecutive month in June, increasing 8.3% year-on-year and 16.8% month-on-month to 5.68 mill tonnes, according to customs data. However, domestic demand failed to keep pace with rising imports.

Weak power plant demand

Despite China’s National Energy Administration saying that its power load had hit a record amid heat and economic growth, demand from gas-fired power plants remained weak, industry sources said.

The economics of selling imported LNG into the domestic market deteriorated significantly in recent weeks, market participants added.

According to traders, many of the cargoes purchased during April and May were acquired at around \$16-\$17 per MMBtu, equivalent to roughly Yuan 6,000-6,300 per tonne (\$887-\$931 per tonne) at prevailing exchange rates and LNG conversion factors.

Platts JKM rose above \$17 per MMBtu on 7th July and September deliveries were assessed at \$21.602 per MMBtu on 21st July, reopening arbitrage opportunities for reload exports. July JKM had averaged \$18.783 per MMBtu thus far, according to Platts’ data.

The spread between domestic LNG prices and prevailing Northeast Asian spot values has created a stronger incentive for Chinese importers to redirect surplus cargoes into overseas markets rather than sell them domestically, trading sources said.

"If you consider the arriving July shipment imports, it's more than profitable to sell at current price levels elsewhere," a trader said. They estimated that cargoes purchased for July delivery could theoretically generate more than \$3 per MMBtu in margin if sold into the spot market instead of the domestic Chinese market.

Offers for potential reload cargoes had increased noticeably in recent weeks, market participants added.

“There are inquiries from both Northeast Asia and Southeast Asia,” a trader said. “Domestic supply is sufficient, local selling prices are low, and reload margins are attractive.” ■

HPCL seeks spot and long term cargoes

India’s state-owned Hindustan Petroleum Corp (HPCL) has asked LNG producers and traders to register interest in supplying spot cargoes and term deliveries.

HPCL is understood to be seeking 1 mill tonnes per annum of LNG under contracts of around 10-15 years.

The Indian state-run refiner was thought to be looking to widen its LNG procurement base and lock in longer-term delivery supplies in the face of volatile global LNG markets.

By inviting bids for both flexible spot supply and contracted volumes, HPCL can balance near-term price swings with longer-term security of supply.

HPCL has a long-term LNG supply agreement with Abu Dhabi National Oil Co (ADNOC) for 500,000 tonnes annually starting in 2028.

Sources said that the HPCL tender looks more like a signal than a material step-change in India’s LNG demand outlook, as it adds visibility to future buying, but it does not meaningfully alter national projections.

India’s LNG demand is growing, although the growth pace hinges heavily on pricing and sectoral consumption.

For example, Petronet LNG predicts imports of 28 mill to 29 mill tonnes this year, up from about 25.5 mill tonnes in 2025. Wood Mackenzie also projected India’s LNG demand at 52 bill cu m by 2030, rising beyond 100 bill cu m later, which showed that the structural upward trend remained intact. ■

Egyptian LNG imports to increase

Egypt is negotiating with energy majors, including Shell, TotalEnergies and bp, plus commodity trader Hartree Partners, to buy 15 to 18 LNG cargoes per month for at least three years, trading and industry sources told Reuters.

The talks come as Egypt's domestic production struggles to keep pace with rising demand and as global LNG markets remains tight, due to the escalating Middle East conflict, which has halted shipping through the Strait of Hormuz and increased competition among buyers seeking to secure supplies.

There is "a strong will to work with America," a third source said.

The supply duration could be three to five years, but the deals are yet to be finalised, the sources added.

While Egypt's economy has remained broadly stable, despite the US/Iran war, energy imports have ballooned.

Egypt's natural gas import bill has nearly tripled, rising from about $560 mill before the conflict to roughly $1.65 bill for the same volumes in March of this year.

New import deals could cost the country between $8 bill and $11 bill annually, based on Reuters calculations of recent deals priced at a premium of about $1.5 above TTF, the European gas price benchmark.

This would be an additional challenge for the government, which is already grappling with high debt that eats up the majority of its budget, and a national currency that is barely holding up since the regional conflict began.

"Egypt's ongoing negotiations for medium-term LNG supply, alongside the expansion of existing and planned pipeline gas agreements, reflect efforts to reduce exposure to volatile spot market procurement amid continued geopolitical uncertainty," said Aly Blakeway, head of Atlantic LNG at S&P Global Energy.

Egypt imported a total of 985 bill cu ft of natural gas between July, 2025 and June, 2026, including from Israel and other LNG cargoes.

Imports are forecast to reach 1,081 bill cu ft between July, 2026 and June, 2027, according to official documents seen by Reuters.

The higher imports reflect a continued decline in natural gas production, despite repeated pledges and clearing foreign companies' arrears.

Monthly production averaged under 4.4 bill cu ft per day in fiscal year 2025/26, and is expected to dwindle further to 4.2 bill cu ft per day in the current fiscal year. ■

> "While Egypt's economy has remained broadly stable, despite the US/Iran war, energy imports have ballooned."

Argent wins DoE export approval - signs Naftogaz MoU

The US Department of Energy has authorised US developer, Argent LNG to export from its proposed Louisiana terminal to countries that have free-trade agreements with the US, giving the company a key federal approval as it works toward a final investment decision (FID) on the project.

Privately owned Argent LNG is developing an LNG export terminal at Port Fourchon, Louisiana, about 100 miles south of New Orleans.

The project has been designed to export up to 25 mill tonnes per year of LNG, which would make it one of the larger proposed LNG facilities on the US Gulf Coast.

According to the DoE Argent LNG may export up to the equivalent of 1.3 trill cu ft of natural gas per year for a 20-year term beginning on the date of the facility's first commercial export from the project.

The authorisation also allows the company to export any unused volumes during a three-year make-up period following the end of the export term.

It covers exports to US free-trade agreement partners including Australia, Bahrain, Canada, Chile, Colombia, the Dominican Republic, Panama, Peru, South Korea and Singapore, as well as any country with which the US may enter a qualifying free-trade agreement in the future.

However, this authorisation is separate from Argent's pending request to ship LNG to countries that do not have free-trade agreements with the US, the DoE said.

In January, 2025, Argent LNG signed a non-binding agreement with Bangladesh under which, state-owned Petrobangla could purchase up to 5 mill tonnes of LNG annually from the planned facility.

The developer has also signed a market participation agreement with Turkish energy bourse Enerji Piyasalari Isletme AS (EPIAS), a move which the firm said is aimed at moving US gas into Europe.

Naftogaz MoU

More recently, Argent LNG has signed a memorandum of understanding (MoU) with Ukraine's Naftogaz.

The MoU aims to establish a framework agreement to explore long-term US LNG offtake, shipment, and distribution co-operation to serve Ukraine and Central, Eastern, and Southern European markets.

Under the agreement, the parties intend to execute a long-term LNG sale and purchase (SPA) relationship structured around multiple delivery pathways: free-on-board (FOB) loading at Argent LNG's Port Fourchon terminal, delivered ex-ship (DES) arrangements into European regasification infrastructure, and onward distribution through Naftogaz's underground storage network into Ukraine and neighbouring markets.

Both companies also intend to explore potential engagement with US government financing institutions and European energy security counterparts, consistent with US and allied energy policy objectives.

"Energy security and national security are the same thing," said Jonathan Bass, Argent Chairman & CEO. "Every cubic meter of gas for Ukraine strengthens its energy security, and its ability to make free decisions.

"Port Fourchon exists to put reliable American supply behind allies who need it — not as a one-off cargo, but as the kind of long-term infrastructure relationship that actually changes a country's strategic position.

"This MoU is the start of building that with Naftogaz, and we intend to move quickly and seriously toward a definitive agreement," he said.

"The signing of this memorandum of understanding with Argent LNG marks an important step toward building a long-term partnership with the American LNG industry. It is an important part of Naftogaz's strategy to diversify natural gas supplies to Ukraine and strengthen the country's energy security," added Sergii Koretskyi, Naftogaz Group CEO. ■

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Greece tweaks EU's 21st sanctions package

European Union representatives reached a compromise last week to unlock the long-delayed 21st package of sanctions against Russia.

This followed intense negotiations centred on Greece's objections over LNG shipments involving LNGC and tanker owner, Dynagas.

The new deal allows Dynagas to continue transporting Russian LNG to third countries for a 12-month period, which could be on a rolling basis, with volumes capped at 2025 levels.

This exemption addresses Greece's concerns that a full ban on EU companies providing transfer services for Russian LNG would simply shift market share to competitors in Japan, China and the US without significantly reducing Russian revenues, sources said.

George Prokopiou's Dynagas LNG specialises in Ice Class LNGCs, which are operating under a long term charter to a Singapore-based affiliate of Yamal loading LNG at NOVATEK's Arctic Yamal LNG plant.

Dynacom argued that abandoning long-term contracts would transfer strategic assets and know-how to non-Western operators rather than disrupt trade.

In the energy sector, the EU's package extended the oil price cap to $44.10 per barrel for one year (or at least six months in some conditions of the compromise), freezing the automatic adjustment mechanism that would otherwise have raised the ceiling amid higher global prices linked to disruptions in the Strait of Hormuz.

The temporary freeze was already agreed to prevent Russia benefiting from higher earnings while the negotiations continued.

The EU's reported decision to grant a renewable 12-month exemption for transporting Russian LNG to third countries would preserve a crucial part of the logistics supporting Russia's Yamal LNG project, argued German NGO Urgewald.

This agreement comes as the alleged Dynagas-operated Arc 7 'Georgiy Brusilov' serving Yamal LNG, entered drydock at Denmark's Fayard Shipyard.

Analysing Kpler data, Urgewald claimed that Dynagas' vessels carried 49 Yamal LNG cargoes totalling 3.58 mill tonnes in the first half of this year, some 35% of all Yamal exports.

Dynagas' involvement

Dynagas operates five of the 15 Arc7s serving Yamal LNG, according to the German consultancy.

In addition, around 105 parliamentarians from 17 countries, including four Vice Presidents of the European Parliament and representatives of six political groups, have called on Fayard not to accept any more Arc7s.

The 'Hands Off the Arc7 Fleet' briefing, published by Urgewald, B4Ukraine and Razom We Stand, identified Denmark's Fayard as the last known EU shipyard still servicing these specialist vessels. It found that each Arc7 had helped transport an average of 5.3 mill tonnes of Russian LNG, worth an estimated €4 bill, since Russia's full-scale invasion of Ukraine.

Up to six Arc7s could require maintenance at Fayard this summer before new EU restrictions take

The EU appears to be protecting Dynacom from sanctions

effect on 1st January 2027, Urgewald had earlier reported.

On 20th July, NGO campaigners reported that the 'Georgiy Brusilov' had reached Danish waters and was waiting for the Arc 7 'Rudolf Samoylovich' to leave Fayard's drydock.

Alexander Kirk, Sanctions Campaigner at Urgewald, said: "This reported deal gives one-third of Yamal LNG's irreplaceable Arc7 fleet a renewable European lifeline. Dynagas carried 3.58 mill tonnes of Russian LNG in just six months. Its 2026 volumes are almost identical to 2025, meaning the proposed cap would preserve its business rather than wind it down.

"The contradiction is no longer hypothetical. At the same moment EU negotiators are creating a special exemption for Dynagas, the company's 'Georgiy Brusilov' has entered Fayard's dock in Denmark.

"This confirms exactly what campaigners and politicians warned about: back-to-back European servicing of the tankers keeping Russia's Arctic LNG exports moving.

"These two lifelines reinforce each other. The EU exemption could allow the ship to continue transporting Russian LNG after new restrictions begin, while maintenance at Fayard could keep it operational for years. Despite appeals from 105 parliamentarians, Fayard has opened its dock to another Arc7 vessel.

"Maintaining the oil-price cap is necessary, but Europe cannot restrict one source of Russian fossil-fuel revenue while protecting another. While Russia bombards Ukrainian cities, sanctions should close the arteries financing its war — not create renewable exemptions to protect the profits of a billionaire's shipping company," he concluded. ■

NEWS NUDGE

Cedar LNG gets production increase approval

British Columbia's. Environmental Assessment Office has approved a 25% increase in the future production capacity of the Haisla Nation-led Cedar LNG project.

This raises its authorised liquefaction capacity from 3 mill to 3.75 mill tonnes of LNG per annum.

Currently under construction in Kitimat, Cedar LNG is expected to begin operations in late 2028 and will utilise natural gas supplied through the Coastal GasLink pipeline.

Project developers said that the increased capacity will be achieved through operational efficiencies and will not result in additional greenhouse gas emissions, as the facility will use electricity from BC Hydro to power its liquefaction process.

The approval represents another step in the expansion of Canada's LNG export sector and reinforces Kitimat's growing role as a major energy export hub serving Asian market, local sources said. ■

Croatian LNG terminal set for major capacity increase

Croatia's FSRU LNG terminal on the island of Krk is not expected to face supply problems this year, while a major capacity increase is planned for 2027, the terminal's Director, Ivan Fugaš said.

Speaking on Croatian public broadcaster HRT, Fugaš said the global LNG market had come under pressure since the escalation of the conflict in the Middle East at the end of February and beginning of March.

The Krk terminal FSRU is to increase capacity

Europe has been less affected by the disruption to supplies from Qatar, as the country had previously accounted for only around 10%-12% of Europe's LNG imports, he said.

As a result, the impact on Croatia's LNG terminal in Omišalj had thus far been limited.

He said the terminal was currently operating according to its annual schedule, with all vessels scheduled to arrive having reached the facility and discharged their cargo.

Fugaš also outlined plans to increase the terminal's capacity.

The expansion is being carried out alongside work by Croatian gas transmission operator Plinacro, which has been contracted to build around 250 km of new gas pipelines.

Once the pipeline infrastructure is complete, the project is expected to enable the delivery of about an additional 1 bill cu m of natural gas to the market, which is expected to come online in the second quarter of next year, Fugaš said.

The expansion would strengthen Croatia's role in the regional gas market and further increase the importance of the Krk terminal, as Europe continues to adjust its energy supply routes amid ongoing geopolitical uncertainty. ■

Alaska LNG touted as South Korea's first US investment

Jared Aigen, Secretary-General of the US National Energy Development Commission (NEDC) has met with South Korean Industry Minister, Kim Jung-kwan, who was visiting the US recently.

The meeting raised expectations that the $200 bill (about Won300 trill) investment in the US, under last year's trade agreement, could begin as early as next month, Aigen said.

"The supply chain line between Alaska and South Korea has become more important than ever. US President Donald Trump is unlocking Alaska's vast oil and gas resources, which can and will play an integral role in meeting South Korea's energy demands," he said.

Minister Kim told reporters; "Projects that can generate stable cash flow are naturally better," and expressed that energy projects would be advantageous in that regard.

He added, "Under the condition that negotiations with the US conclude smoothly, we might be able to make an announcement around late August or September."

Aigen mentioned the Alaska project, saying, "It will be a major victory for both the US and South Korea." The NEC, established under Trump's second term, serves as a control tower overseeing and co-ordinating energy policies as a presidential body. It is chaired by Doug Burgum, the US Secretary of the Interior.

The Alaska LNG project aims to develop abundant gas in the Arctic Circle and supply it to Asian markets, including South Korea. However, significant doubts have been raised about its profitability and price competitiveness, due to massive initial costs and the high uncertainty of constructing long-distance pipelines, local media reported.

Nevertheless, Governor Mike Dunleavy, Republican Senator Dan Sullivan (whose constituency is Alaska), and others have repeatedly promoted the project to South Korea. In January this year,

Trump also specifically mentioned South Korea and Japan, stating, "The trade agreement has secured unprecedented funding for the Alaska LNG project."

Despite years of dormancy due to economic viability concerns, the Alaska project has regained attention as an alternative for Asian countries heavily dependent on Middle Eastern energy, particularly due to the blockade of the Strait of Hormuz caused by the Middle East war. ■

NEWS NUDGE

Container operation launched to back Mozambique LNG

Giant containership operator, MSC is to introduce the Afungi Shuttle, a new service connecting Afungi, Mozambique, with dedicated feeder connections from Nacala and Maputo.

Developed to support growing economic activity in northern Mozambique, the Afungi Shuttle will allow the shipments of construction material, machinery, industrial equipment, spare parts and other cargo required for the development of the LNG project in Afungi.

The service offers:

- Access to Afungi through connections from major trade routes serving Europe, the Mediterranean, America, Asia, the Middle East and Southern Africa, supported by MSC's broad origin coverage and strong local presence in Mozambique
- One MSC booking and a single commercial point of contact.
- Dedicated feeder connections via Nacala-Afungi-Nacala and Maputo-Afungi--Maputo rotations.

By including the coastal feeder connection within the MSC booking, the Afungi Shuttle helps customers simplify cargo planning and improve co-ordination for shipments moving to Afungi, MSC claimed. ■

Barossa ships first condensate cargo

Australian oil and gas developer, Santos and its partner, PRISM Energy International Australia have jointly marketed, sold and loaded the first condensate cargo from the Barossa gas project, located about 285 km north of Darwin.

The cargo, comprising around 300,000 barrels of condensate, was loaded from the ‘BW Opal’ FPSO at Barossa on 24th July, 2026 on board the Aframax ‘Boccadesse’ for delivery to South Korea’s SK Incheon Petrochem.

This shipment follows the commencement of LNG production at the Darwin LNG plant which is now producing at 97% of planned rates.

Santos is the operator of the Barossa gas project and holds a 50% interest, alongside joint venture partners PRISM Energy International Australia (37.5%) and JERA Australia (12.5%).

Santos Managing Director and CEO, Kevin Gallagher said the first condensate cargo was an important milestone for the Barossa gas project.

“The Darwin LNG plant is now producing at 97% of planned rates, with LNG cargoes loading approximately every eight days and condensate now flowing to market.

“Australia is a trusted supplier of energy to key partner countries, and those same partners supply Australia with the refined fuels and energy products we rely on.

“South Korea is Australia’s second-largest supplier of refined liquid fuels and Santos is proud to actively support the energy security relationship between our two countries, supplying South Korea with both LNG and the condensate feedstock that South Korean refineries need to produce the jet fuel and diesel that the Australian economy relies upon. This cargo is that two-way relationship in action.

“The delivery of this cargo to SK Incheon Petrochem reflects the long-standing relationship between Santos, PRISM and SK, and the commercial partnerships that underpin both energy and regional security across the Asia/Pacific region.

“I want to thank our joint venture partners, customers, contractors and the Barossa project teams whose work made this milestone possible,” he concluded.

The Darwin LNG plant is expected to be a long-term supplier of LNG and condensate to Asian markets, delivering economic benefits to Australia and the Northern Territory through investment, jobs, regional business opportunities, regional development, export income and government revenue, Santos claimed. ■

ADNOC and partners take FID on major gas resource

ADNOC has taken a $6.2 bill final investment decision (FID) to develop the Umm Shaif Gas Cap in Abu Dhabi together with its international partners, TotalEnergies, Eni and China National Petroleum Corp (CNPC).

The UAE holds the world’s seventh-largest gas reserves.

ADNOC said it was unlocking more of the country’s gas resources and expanding its LNG portfolio to meet the needs of its domestic and international customers and power industrial and artificial intelligence (AI) infrastructure growth.

The FID will unlock more than 600 mill standard cu ft per day of natural gas and associated gas liquids, equivalent to almost 10% of the UAE’s current daily gas consumption. Production from the development is expected by 2030.

HE Dr Sultan Ahmed Al Jaber, UAE Minister of Industry and Advanced Technology and ADNOC Managing Director and Group CEO, said: "ADNOC is accelerating its integrated gas strategy to further harness the UAE's vast gas resources and expand our global LNG platform, as global demand for natural gas continues to rise.

“The Umm Shaif Gas Cap FID is another important milestone in delivering this strategy and reinforcing ADNOC's position as a reliable gas supplier. Together with our international partners, we are building on decades of responsible stewardship of Abu Dhabi’s longest-operating offshore field to unlock lasting value for the UAE and our customers," he said.

This follows the Abu Dhabi’s Supreme Council for Financial and Economic Affairs’ (SCFEA) award of the concession agreement for the Bab Gas Cap, which is expected to unlock an additional 1.5 bill cu ft of natural gas and associated gas liquids.

The latest FID includes three engineering, procurement and construction (EPC) packages totaling $5.1 bill for large-scale offshore infrastructure awarded by ADNOC to consortia, including major UAE and international contractors.

It also includes a $365 mill, 14-well drilling and integrated drilling services programme to be delivered by ADNOC Drilling over 18 months using three existing rigs.

French involvement

TotalEnergies holds a 20% interest in the development alongside ADNOC (60%), CNPC (10%) and ENI (10%), with ADNOC Offshore as operator.

"We are delighted to reach this important milestone together with ADNOC and our partners.

“Following the recent award of the Bab Gas Cap concession, this FID marks another important step in developing Abu Dhabi's significant gas resources. This development will contribute to TotalEnergies' upstream production beyond 2030 with low-cost and low-emissions resources,” said Patrick Pouyanné, TotalEnergies’ Chairman and CEO.

TotalEnergies has been present in the UAE for 87 years and is today the number one foreign company active in the country, present across the entire energy value chain.

In the Upstream sector, through its long-standing partnership with ADNOC, TotalEnergies in the UAE holds interests in nearly all major concessions and is one of the main contributors to the company's hydrocarbon production with 393,000 barrels of oil equivalent per day in 2025.

In the UAE, TotalEnergies holds a 5% stake in ADNOC LNG, which processes associated gas from ADNOC Offshore to produce LNG, LPG and condensates.

In July 2024, TotalEnergies further strengthened its LNG position by acquiring a 10% stake in the Ruwais LNG project, which includes a new liquefaction plant with two electric driven trains totaling 9.6 mill tonnes per annum of capacity.

In another move, TotalEnergies (50%) and Eni (50%, operator), partners in Cyprus offshore Block 6, have taken the final investment decision (FID) for the development of the Cronos gas field.

Located in deep offshore waters about 185 km southwest of the Cypriot coast, Cronos will be developed through four subsea wells. The gas will be transported by subsea pipeline from Cypriot waters to Egypt, where it will be liquefied at the Damietta LNG terminal before being exported to Europe.

Production start-up is expected in 2028, with a plateau of around 500 mill cu ft per day, equivalent to around 2.8 mill tonnes of LNG per year, 50% of which will be marketed by TotalEnergies. ■

Nakilat weathers the storm

Despite the Middle East conflict, Qatar Gas Transport Co (Nakilat) revealed a net profit QAR857 mill for the first half of this year, compared to QAR860 mill for the same period of 2025.

Eng Abdullah Al-Sulaiti, Nakilat's CEO, explained: "In light of the current situation in the region and its impact on business performance, our Marine Services segment was significantly affected, with shiprepair, shipping agency, and towage services experiencing a noticeable decline.

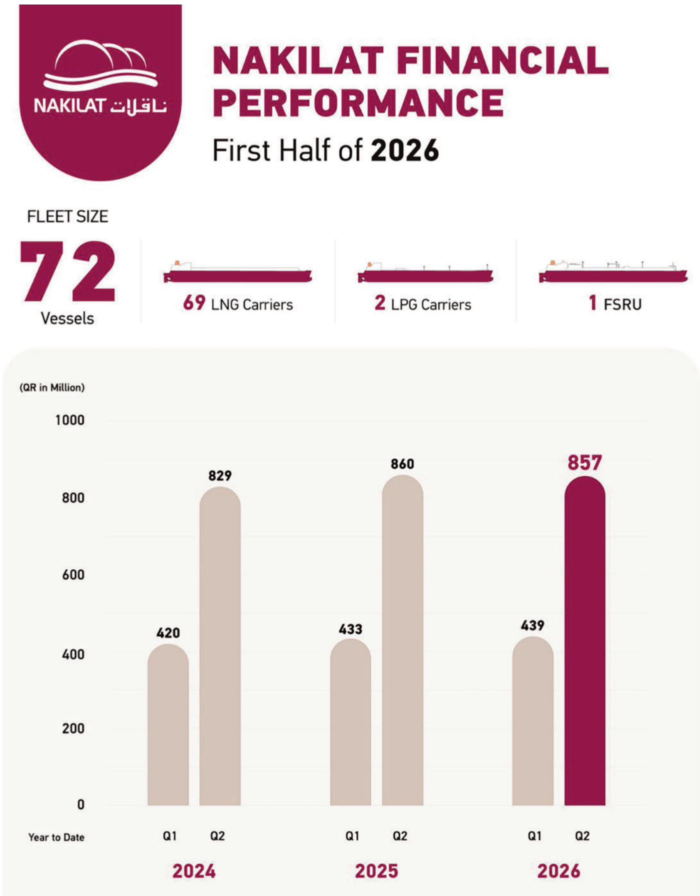
"Despite these challenges, we continued to fulfil our strategic role in providing LNG shipping services to our customers and took decisive cost-control measures to maintain the stability of our core operations, while ensuring the highest levels of fleet reliability.

"We remain steadfast in our commitment to serving our customers under all circumstances," he concluded.

During the first half of this year, Nakilat said that it continued to advance its strategic growth initiatives and fleet expansion programme, which comprises a total orderbook of 40 newbuildings at leading shipyards in South Korea and China.

Throughout the period, the newbuilding programme achieved a series of key construction milestones across its shipyards in South Korea, including steel-cutting, keel-laying, and vessel-launching events for both conventional LNGCs and LPG/ammonia carriers.

These milestones reflect the steady momentum of the company's delivery schedule, with the first newbuilding deliveries on track to commence later this year, the Qatari company said. ■



MidOcean joins Delfin in FLNG development

US offshore LNG developer, Delfin Midstream Inc and MidOcean Energy (MidOcean), an LNG company formed and managed by investment company, EIG, have agreed for the latter to acquire up to a 50% equity interest in Delfin's second floating unit – FLNG2 – to be positioned offshore Louisiana.

MidOcean will also receive a corresponding share of LNG production, subject to a positive final investment decision (FID) and the satisfaction of customary conditions.

In parallel, Delfin announced that it has issued a limited notice to proceed (LNTP) to Siemens Energy for the procurement of long lead equipment – including four SGT-750 gas turbines and mixed-refrigerant compressors – to be fitted in FLNG 2.

This LNTP represents a key pre-final FID milestone, as the parties continue advancing the project toward a targeted FID by the end of this year.

Delfin and MidOcean are also collaborating on future pre-development activities to accelerate a potential third FLNG, following FLNG2, reflecting the parties' shared commitment to expanding Gulf Coast LNG supply to meet growing global demand, Delfin said.

Latham & Watkins advised MidOcean Energy on the transaction with a team led by Brian Hintze, JP Sweny, Evelyne Girio, and Justin Stolte. ■

NEWS NUDGES

MOL's LNGC crew receive IMO commendation

Mitsui OSK Lines (MOL) has announced that seafarers from the LNGC 'LNG Saturn' managed by group company, MOL Global Ship Management, have received a Letter of Commendation in the IMO 'Honours for Exceptional Bravery at Sea' category.

This marks the first time a vessel owned, managed, or operated by a Japanese shipping company has received this commendation.

In November, 2025, the 'LNG Saturn' joined efforts to rescue the crew of the cargo ship 'KM. Limadai 8', which had sunk in the Strait of Malacca.

The commendation said that the LNGC's crew skillful manoeuvring of the 288 m long vessel under severe sea conditions as sunset approached, resulted in the rescue of six seafarers after more than six hours of continuous effort.

Reganosa wins Gdansk terminal service contract - FSRU named

Spanish gas developer, Reganosa Servicios was awarded a framework contract by Poland's GAZ-SYSTEM to provide commercial and operational consultancy services relating to the new Gdansk LNG FSRU terminal.

The contract calls for supporting the operational preparation of the terminal, providing guidance related to the commissioning and initial operation phases, and assisting with procurement processes.

GAZ-SYSTEM also revealed that the FSRU to be moored at Gdansk would be named 'Solidarity'.

She is being built at the Hyundai Heavy Industries shipyard in South Korea and has been chartered by GAZ-SYSTEM from Mitsui OSK Lines (MOL) to provide regasification services in the Gulf of Gdansk for at least 15 years. ■

Lloyd's Register grants AiP to GTT for new NO96 elongation criteria

UK-based class society, Lloyd's Register (LR) has issued an Approval in Principle (AiP) to GTT covering new elongation criteria applicable to LNGC s fitted with the NO96 cargo containment system.

LR's approval confirmed that GTT's revised criteria governing allowable hull deformation beneath the NO96 membrane and insulation system meet LR's classification requirements and relevant international regulations.

The assessment covered operational, thermal and hull-induced loads to ensure continued structural integrity of the containment system.

Developed as part of GTT's ongoing innovation programme, the revised elongation criteria are intended to give designers greater flexibility in hull structural design, while maintaining established stress limits, fatigue margins and membrane performance.

LR's review included detailed structural and hydrodynamic analysis based on a representative LNGC design. This examined compatibility across NO96 variants and alignment with applicable load cases and hull geometries.

The updated criteria enable more efficient structural optimisation for NO96-equipped vessels, with potential benefits for lightship weight, while maintaining safety and regulatory compliance.

NO96 remains one of the most widely used cargo containment systems in the LNG fleet and is also relevant to complex, high-specification gas carriers and other marine vessel designs where structural assurance is critical, GTT claimed.

Constantinos Chaelis, LR's Global Gas Segment Director, said: "This approval is about giving confidence at an early stage. Our review confirmed that GTT's updated NO96 elongation criteria remain within established safety margins while allowing designers greater flexibility.

"This kind of technical validation is essential as vessel designs become more optimised and structurally demanding," he said.

François Michel, GTT CEO, added: "Lloyd's Register's Approval in Principle confirms the technical robustness of the latest NO96 developments.

"These enhanced design criteria provide greater flexibility for ship designers while preserving the highest standards of safety and membrane integrity," he said.

Highest orderbook

GTT also claimed that its orderbook was at high historical levels with 65 orders recorded in the first half of this year, of which 56 were for new LNGCs..

First half revenue was €387.3 mill, which was described as stable, compared with the first half of 2025. EBITDA was €263.6 mill, with an EBITDA margin of 68.1%.

Michel said: "The 65 orders recorded in the first half of 2026 confirm GTT's strong commercial performance over the period.

Geopolitical disruptions have had no impact on demand for new LNG carriers. The signing of additional investment decisions for new liquefaction units totalling 37 mill tonnes per annum confirms this positive momentum.

"The first orders received for three-tank LNG carriers, those recorded for the largest onshore LNG and ethane storage tanks ever built using our GST® technology, together with the order for the first US FLNG unit with the world's largest production capacity, demonstrate our ability to anticipate our customers' future needs.

"These achievements are the result of our research and development efforts, combined with our innovation approach, which was once again recognised by the INPI1 during this period.

GTT's CEO Francois Michel

"GTT Marine's business activity reflects the relevance of our approach, which consists of meeting our customers' needs with an integrated offering to support vessels' performance. Less than a year after acquiring Danelec, we have already secured contracts with leading players thanks to the complementarity of our offering, thereby contributing to the expected synergies.

"Building on these enhanced capabilities, we are also accelerating the development of digital solutions for the GTT Energy business, which will help further consolidate our position across the LNG value chain," he said. ■

CCEC gains additional contract coverage during Middle East conflict

During the second quarter of this year, LNGC owner, Capital Clean Energy Carriers Corp (CCEC) took delivery of two LNGCs plus one handy liquefied CO2 multi-gas carrier (HMGC) and two dual-fuel MGCs).

CCEC also agreed to sell a 49% stake in the LNGC 'Amore Mio I', formed a joint venture company with an affiliate of the BGN Group and secured a 10-year timecharter for the vessel.

In addition, the company secured an index-linked 18-month charter for the LNGC 'Alcaios I', declared a dividend of $0.15 per share and commenced a share repurchase programme for up to $20 mill.

CEO Jerry Kalogiratos, commented: "The volatility experienced in the second quarter of 2026 in gas shipping markets, as a result of the tension in the Middle East, allowed us to capture additional contract coverage at attractive rates for our LNG and LPG carriers, bringing the average firm contract duration for our LNGC fleet to 6.5 years and 0.9 years for our LPG/multi-gas fleet.

"After taking delivery of two LNGCs, two HMGCs and two MGCs since the beginning of the year, our fleet in the water comprises 14 latest-generation LNGCs, two HMGCs, two MGCs and one legacy Neo-Panamax container vessel, with another seven LNGCs, two HMGCs, four MGCs and one LNGBV on order.

"This makes CCEC the largest US-listed LNG shipping company with a substantial footprint in the LPG market and contracted fleet growth through 2029.

"We have a diversified customer base with approximately $2.9 bill in contracted revenues, which could increase to approximately $4.3 bill, if all charter options were to be exercised, providing our investors with cash flow visibility and stability," he said.

Net income for 2Q26 was $29 mill, compared to $29.7 mill for the same quarter of 2025.

Total revenues for the quarter were $104.9 mill, compared to $96.7 mill for 2Q25.

The revenue rise was mainly attributed to the increase in the average number of vessels in the fleet.

For the first six months of this year, CCEC's net income was $47.3 mill, compared to $62.4 mill for the same period in 2025.

Total revenues for 1H26 were $202.9 mill, compared to $198.8 mill during the six-month period of 2025. ■

Wärtsilä signs more LNG related life cycle agreements

Finnish-based technology group Wärtsilä has signed a five-year lifecycle agreement with Ireland-based Pardus Energy to support the reliable and predictable operation of the company's FSRU 'Turquoise P'.

Wärtsilä will provide dedicated contract management, maintenance planning and spare parts to help Pardus Energy improve maintenance readiness, strengthen cost predictability and prepare for major planned overhaul events during the contract period.

Operating as a stationary FSRU at the ETKI LNG terminal in Aliaga, Türkiye, the unit plays a critical role in supporting gas supply continuity, meaning that unplanned downtime can have significant operational and commercial consequences.

By moving to a structured long-term service model, Pardus Energy will secure timely access to Wärtsilä OEM spare parts, increase availability and reduce uncertainty around major planned overhaul events, the company claimed.

"Reliable operations and careful maintenance planning are essential for FSRU vessels. This agreement gives us a clear long-term framework for managing key maintenance activities, securing OEM spare parts and preparing for the planned 36K and 48K overhauls with greater confidence," said Osman Kolay, Head of LNGC/FSRU Operations – Pardus Energy.

'Turquoise P' was commissioned in 2019 and is fitted with Wärtsilä equipment.

"This agreement is about giving Pardus Energy greater certainty over the lifecycle of a critical FSRU asset.

"By combining Wärtsilä's OEM expertise, maintenance planning and spare parts support, we can help Pardus Energy improve reliability, reduce operational risk and plan long-term operations with greater confidence," added Henrik Wilhelms, Director, Agreement Sales, Wärtsilä Marine.

Wärtsilä has also signed an eight year lifecycle agreement with Carnival Corp covering four cruise vessels within the Princess Cruises and Carnival Cruise Line fleets, including two newbuildings currently under construction.

The agreement marks the first service contract between the companies covering Carnival Corp's LNG-fuelled cruise ships.

Under the agreement, the company will provide a comprehensive lifecycle maintenance solution for the vessels' Wärtsilä dual-fuel engines and related equipment.

The scope of the agreement includes planned and unplanned maintenance support, spare parts supply and logistics, major engine overhauls, remote monitoring and condition-based maintenance, technical audits and performance reviews, advisory services, crew training, and performance management through agreed KPIs and a performance-based framework.

Together, these elements create a structured approach to lifecycle support, helping to mitigate operational risk and drive continuous improvement over the agreement period, Wärtsilä said. ■

Wartsila has won a service contract for the FSRU 'Turquoise P'

NEWS NUDGES

Burckhardt Compression renews LNGC service agreement

Following the signing of an initial five-year long-term service agreement (LTSA), Burckhardt Compression has secured a renewal with a leading LNGC operator.

This agreement covers a fleet of nine LNGCs equipped with 13 compressors, as part of the fuel gas supply system and boil-off gas (BOG) management.

Building on proven results, the renewed contract includes the ongoing maintenance of the entire fleet of Laby®-GI compressors, complemented by condition monitoring and comprehensive fleet management services.

The undisclosed customer's decision to renew was driven by high compressor availability (around 97%), reduced unplanned interventions and full cost transparency.

Latham & Watkins advises Glenfarne on investment

Glenfarne Group recently announced a $500 mill investment with lead investors being investment funds and accounts managed by global investment firm HPS Investment Partners, a part of BlackRock.

The investment, which is subject to usual and customary conditions, will support the continued development and early construction works of Texas LNG, Glenfarne's LNG export terminal at Brownsville, Texas.

This announcement marked one of the final steps required for Texas LNG before achieving final investment decision (FID).

Latham & Watkins represented Glenfarne in the transaction with a project development & finance team led by New York partner, Hamad Al Hoshan, with associates Andrea Garcia Martinez and Hiroko Ito and assistance from Fathia Zapata. ■

Baker Hughes enjoys more success

Following the recent contracts with Cheniere, US engineering company, Baker Hughes has won a major order from Venture Global LNG to provide a comprehensive liquefaction solution for its CP2 LNG expansion project in Louisiana.

This contract builds on the companies' established master equipment supply agreement, and the scope includes six liquefaction blocks for a total of 12 liquefaction modules.

Each block is based on two single mixed-refrigerant (SMR) liquefaction modules and related compression trains featuring Baker Hughes' centrifugal compressor technology, as well as cold boxes, air coolers and integrated control systems.

"Baker Hughes has been a trusted partner across our LNG developments, and we are pleased to extend this collaboration as we advance the next phase of CP2," said Mike Sabel, Venture Global CEO.

"We are proud to continue providing the critical LNG technologies that enable Venture Global to deliver reliable, affordable and flexible energy needed to meet growing global demand," added Baker Hughes Chairman and CEO, Lorenzo Simonelli. "Our continued collaboration reflects the strength of our partnership and our shared commitment to scaling modular LNG solutions that accelerate US supply and support global energy security."

Baker Hughes serves as a supplier to Venture Global across more than 100 mill tonnes per annum of existing and planned production capacity, contributing comprehensive LNG systems to the Calcasieu Pass and Plaquemines LNG facilities. ■

LNG rate assessments

Spot market (MEGI/XDF)

Region	Latest	Change*
East of Suez	$75,000	+$5,000
West of Suez	$85,000	-$10,000
12 mos T/C	$70,000	-$6,500

**Since last report (08/07/26)* *Source: Fearnleys (29/07/26)*

Monthly Large LNGC Values*

Newbuildings (174,000 cu m)	$255.25 mill
Five years old (174,000 cu m)	$207.62 mill
Total Fleet (738 ships)	$116.41 bill
Orderbook (311 ships)	$80.35 bill

Source: VesselsValue (24/07/26) **The above is updated each month courtesy of VesselsValue*

NEWS NUDGE

Ships - Newbuildings, investments, deliveries

South Korea and the US have launched a shipbuilding co-operation centre in Washington (DC) to facilitate the planned $150 bill investment in the US shipbuilding sector that Seoul committed to under last year's bilateral trade and investment deal.

Senior officials and industry leaders from the two countries marked the opening of the Korea/US Shipbuilding Partnership Centre (KUSPC), a platform to advance the 'Make American Shipbuilding Great Again (MASGA)' initiative aimed at revitalising the country's shipbuilding industry.

At the centre of the new chapter is the MASGA initiative, the minister said, describing it as a "bold" vision that he said will strengthen American shipbuilding and its maritime power, and support regional economies across the US.

At the opening ceremony, the South Korean Energy Minister confirmed that US shipbuilders would build LNGCs with South Korea's help.

The two countries also signed 15 MOUs in four areas: establishing 'Team Korea' to promote the growth of the South Korea/US shipbuilding industries; strengthening supply chain cooperation; workforce training; and joint technology development.

Team Korea comprises the KUSPC; three Korean shipbuilders — HD Hyundai Heavy Industries, Hanwha Ocean and Samsung Heavy Industries; the Korea Offshore & Shipbuilding Association (KOSHIPA); and the Korea Research Institute of Ships & Ocean Engineering (KRISO).

Oman's Asyad Shipping is to sell a 20% stake in its two recently delivered LNGCs, 'Muscat LNG' and 'Musandam LNG', to domestic investment partners.

Under an agreement signed on 26th July, Oman LNG Development Foundation and Mars Development and Investment will each acquire 10% of the companies that own the two vessels.

Asyad Shipping will retain the remaining 80% controlling stake in each vessel-owning company.

Both vessels were delivered in May and are employed under long-term charters with Oman LNG.

Meanwhile, a joint venture — sponsored by Japan's Kawasaki Kisen Kaisha (K Line), Nippon Yusen Kabushiki Kaisha (NYK), China LNG Shipping, and MISC, through its wholly owned subsidiary, Portovenere and Lerici (Labuan) — held a naming ceremony for a 174,000 cu m LNGC for QatarEnergy at HD Hyundai Heavy Industries on 14th July.

Named 'Halwan', she is the ninth in a series of 12 LNGCs that the joint venture has been building for QatarEnergy, and it is the second of three vessels to be managed by K Line.

She is fitted with an X-DF 2.1 iCER, a low-speed dual-fuel engine with LNG at low pressure, and an air lubrication system (ALS).

The seventh and eighth in the series were named in December, 2025, 'Sharq' and 'Shra'Ouh', respectively.

QatarEnergy's current LNG fleet expansion programme involves 128 vessels, including 24 QC-Max type LNGCs.

On 24th July, CSSC Dalian Shipbuilding Industry (DSIC), in collaboration with China Shipbuilding Trading (CSTC), named and delivered the first vessel of a series of 175,000 cu m LNGCs built for China Merchants Energy Shipping (CMES), local reports said.

Developed independently by DSIC, the 'Sea Energy' is equipped with GTT's Mark III Flex cargo containment system, as well as dual-fuel main engines and generators, conventional fuel oil boilers, a cargo handling system, and a reliquefaction unit. ■

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

Fearnley LNG

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

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

Fearnley LNG

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

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

Fearnley LNG

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

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

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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	Knutsen	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

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Data last updated = 21 April 2026

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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	Knutsen	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	Knutsen	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	Knutsen	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	Knutsen	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

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Data last updated = 21 April 2026

Fearnley LNG

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	Knutsen	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	Knutsen	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

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

Fearnley LNG

WORLD SMALL SCALE LNG FLEET*

Built	Name	CBM	Cargo Type	Trading Area	Trading in LNG?	Ship Owner / Operator
1974	Seagas	187	LNG	Sweden	Yes	AGA
1988	Kayoh Maru	1,517	LNG	Japan	Yes	Daiichi
1993	Aman Bintulu	18,928	LNG	Malaysia - Japan	Yes	Perbadanan/NYK
1996	Surya Aki	19,475	LNG	Indonesia - Japan	Yes	MCGC
1997	Aman Sendai	18,928	LNG	Malaysia - Japan	Yes	Perbadanan/NYK
1998	Pelita Energy	18,800	LNG	Malaysia - Japan	Yes	Perbadanan/NYK
2000	Triputra	23,096	LNG	Indonesia - Japan	Yes	MCGC
2003	Pioneer Knutsen	1,100	LNG	Norway	Yes	Knutsen
2003	Shinju Maru No.1	2,540	LNG	Japan	Yes	Shinwa
2005	North Pioneer	2,500	LNG	Japan	Yes	Japan Liquid Gas
2007	Sun Arrows	19,531	LNG	Malaysia - Russia - Japan	Yes	Mitsui
2008	Kakurei Maru	2,536	LNG	Japan	Yes	Hogaki Zosen
2008	Shinju Maru No.2	2,540	LNG	Japan	Yes	Shinwa
2009	Coral Methane	7,551	LNG/LPG/Ethylene	Northwest Europe/Baltics	Yes, sometimes	Anthony Veder
2010	Coral Favia	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2010	Coral Fraseri	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2011	Coral Furcata	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2011	Coral Fungia	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2011	Akebono Maru	3,556	LNG	Japan	Yes	Chuo Kaiun
2011	Titan Vision	12,000	LNG/LPG/Ethylene	Europe	No	Titan LNG
2011	Titan Unikum	12,000	LNG/LPG/Ethylene	Europe	No	Titan LNG
2012	Coral Energy	15,600	LNG	Northwest Europe/Baltics	Yes	Anthony Veder
2013	Coral Anthelia	6,500	LNG/Ethylene			Anthony Veder
2013	JX Energy TBN	2,500	LNG	Japan	Yes	JX Energy
2013	Kakuyu Maru	2,500	LNG	Japan	Yes	Tsurumi Sunmarine
2015	JS Ineos Ingenuity	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2015	JS Ineos Insight	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2015	JS Ineos Intrepid	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2015	LNG Barge TBN	3,000	LNG	US Coast	Yes	LNG America
2015	PetroChina TBN	30,000	LNG	China		PetroChina
2016	Hai Yang Shi You 301	30,000	LNG	Bali FSU	Yes	CETS (CNOOC)
2016	Clean Jacksonville	2,200	LNG	US Coast	Yes	CME
2016	JS Ineos Independence	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2016	JS Ineos Innvovation	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2016	JS Ineos Inspiration	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2016	LNG Prime	2,250	LNG	Northwest Europe	Yes	Veka Deen LNG
2017	Coralius	5,800	LNG	Northwest Europe/Baltics	Yes, for Skangas	Anthony Veder
2017	Coral EnergICE	18,000	LNG	Northwest Europe/Baltics	Yes	Anthony Veder
2017	Coral Encanto	30,000	LNG	China	Yes	Anthony Veder
2017	JS Ineos Invention	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2017	JS Ineos Intuition	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2017	Oizmendi	600	LNG	Spain	Yes	Itsas Gas
2017	LNG-Gorskaya TBN	7,300	LNG	Russia	Yes	LNG-Gorskaya
2017	LNG-Gorskaya TBN	7,300	LNG	Russia	Yes	LNG-Gorskaya
2017	LNG-Gorskaya TBN	7,300	LNG	Russia	Yes	LNG-Gorskaya
2017	Green Zeebrugge	5,000	LNG	Northwest Europe	Yes	NYK
2017	New Frontier 1	6,500	LNG	Northwest Europe	Yes	Shell
2018	Kairos	7,500	LNG	Baltic	Yes	Bernhard Schulte
2018	LNG London	3,000	LNG	Northwest Europe	Yes	Shell
2018	Shell Bunker Barge TBN 2	6,500	LNG	Northwest Europe	Yes	Shell
2018	Shell Bunker Barge TBN 3	6,500	LNG	Northwest Europe	Yes	Shell
2018	Bunker Breeze	1,200	LNG	Barcelona	Yes	Suardiaz Energy Shipping
2018	HUA XIANG 8	13,720	LNG	China	Yes	Zhejiang Huaxiang
2019	Blue Whale	7,500	LNG	Korea	Yes	Korea Line
2019	Gas Agility	18,600	LNG	NWE	Yes	MOL
2019	Flexfueller 001	1,480	LNG	Amsterdam	Yes	Titan LNG
2020	Avenir Advantage	7,500	LNG	Mediterranean	Yes	Avenir LNG
2020	Avenir Accolade	7,500	LNG	Mediterranean	Yes	Avenir LNG
2020	Avenir Aspiration	7,500	LNG		Yes	Avenir LNG
2020	Kaguya	3,500	LNG	Japan	Yes	CLS
2020	CNTIC VPOWER Global	28,000	LNG	Myanmar	Yes	Dalian Inteh Group
2020	Ecobunker Tokyo Bay	2,500	LMG	Japan	Yes	Ecobunkers
2020	Optimus	6,000	LNG	NWE	Yes	Elenger
2020	FueLNG Bellina	7,500	LNG	Singapore	Yes	FuelLNG
2020	SM Jeju LNG2	7,500	LNG	Korea	Yes	Korea Line
2020	Q-LNG 4000	4,000	LNG	US Coast	Yes	Q-LNG Transport / Harvey Gulf
2020	Flexfueller 002	1,480	LNG	Antwerp	Yes	Titan LNG

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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	FuelLNG
2023	LNG Erasmus	8,000	LNG	NWE	Yes	Shell
2023	Energy Stockholm	8,000	LNG	NWE	Yes	Shell
2024	Coral Evolution	30,000	LNG	Australia	Yes	Anthony Veder ?
2024	Progress	12,000	LNG	US Coast	Yes	Crowley Maritime
2024	CNOOC TBN	12,000	LNG	China	Yes	CNOOC
2024	TBN	12,500	LNG	Worldwide	Yes	???
2024	Keys TBN	3,500	LNG	Japan	Yes	Keys Bunkering West Japan Co
2024	Seaspan Garbaldi	7,600	LNG	Panama	Yes	Seaspan ULC
2024	Paolina Cosulich	8,000	LNG	Mediterranean	Yes	Fratelli Cosulich
2024	Huaihe Nengyuan Qihang	14,000	LNG	China	Yes	Anhui Changjiang LNG
2024	Keys Azalea	3,500	LNG	Japan	Yes	Keys Bunkering West Japan
2024	Seaspan Lions	7,600	LNG	Canada	Yes	Seaspan ULC
2024	Hai Yang Shi You 302	12,000	LNG	China	Yes	CETS (CNOOC)
2025	Axpo TBN	7,500	LNG	Italy	Yes	Axpo
2025	Seaspan Baker	7,600	LNG	Canada	Yes	Seaspan ULC
2026	Avenir TBN	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

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