LNG Shipping News

AN LNG JOURNAL TITLE ON LNG CARRIERS 10 September 2026

Iran to introduce an exclusion zone outside Hormuz

In yet another twist to the ongoing Middle East conflict saga, Iran has announced plans to establish an exclusion zone outside the Strait of Hormuz, to target vessels attempting to transit the waterway.

Mohsen Rezaei, head of Iran's Supreme National Security Council, said that the zone will be declared in the coming days and will extend from the line of the US naval blockade.

Elsewhere, US Central Command (CENTCOM) confirmed it had struck three Iranian oil tankers after the Islamic Revolutionary Guard Corps (IRGC) launched ballistic missiles at two US Navy ships.

The IRGC had threatened to intensify strikes on US military vessels, claiming it targeted three tankers on unauthorised routes and three US-linked vessels in other areas.

CENTCOM dismissed Iran's claims to have successfully struck an uncrewed US military vessel, describing this as a total lie.

Meanwhile, maybe hastening the forming of an exclusion zone, three LNG ship-to-ship (STS) transfers took place outside the Strait of Hormuz last month, according to a Reuters report.

The cargoes were loaded in Qatar and the UAE for delivery to India and Japan, according to ship-tracking data.

The vessels involved included GasLog's LNGC 'GasLog Shanghai', which was involved in an earlier incident, while exiting the Strait, and completed an STS transfer with 'GasLog Savannah' in late August off the coast of Oman, according to Vortexa and Kpler.

In addition, the QatarEnergy-controlled 'Al Rekayyat', which was hit by a projectile near the Strait in early July, conducted an STS transfer in mid-August on the UAE's east coast with another Qatari LNGC, 'Tembek'.

Two GasLog LNGCs were reported to have undertaken a ship-to-ship (STS) transfer off Oman

This cargo, originally loaded at Ras Laffan, was subsequently delivered by 'Tembek' to India's Dahej terminal on 31st August, according to Kpler's data.

A third LNGC, the ADNOC-controlled 'Mraweh', completed an STS transfer with 'LNG Enugu' off the coast of Oman, outside of the Strait, in mid-August, according to Vortexa and Kpler.

'Mraweh' had loaded her cargo at Das Island in early August before conducting the transfer. The 'LNG Enugu' is currently en route to Futtsu, Japan, according to Kpler, Reuters reported.

LNGCs on the move

It has also been reported that around six Qatari LNGCs were en route to the Gulf in ballast in what may be a sign that QatarEnergy is preparing to restart loadings, according to Bloomberg, citing Kpler's ship-tracking data.

QatarEnergy successfully shipped an LNG cargo via the Strait at the end of July, three weeks after one of its LNGCs was struck in the area, Bloomberg reported, noting that the vessel had idled in the strait since early July but crossed it with its geolocation devices turned on.

One of the vessels thought to have got through, 'Al Hamra' appeared to be berthed at Ras Laffan late last week, according to Bloomberg's ship-tracking data. She stopped sending a signal near the West Coast of India over a week ago.

Qatar is aiming to restore most of its export capacity within two months of Hormuz reopening, Bloomberg had earlier reported.

In addition, three vessels, including two oil tankers and an LNGC, aborted their attempt to transit the Strait via a southern route recently after receiving warnings from the IRGC's navy, newswires reported.

Citing the latest maritime tracking data, Iran's Fars news agency identified the vessels as Marshall Islands-flagged tanker 'Velos Amber', Liberian-flagged tanker 'Bravo' and Marshall Islands-flagged, Qatar controlled LNGC 'Al Sheehaniya'.

Fars added that the IRGC's Navy had warned the three vessels that the Strait's southern route was closed. ■

SHIPPING NEWS AGENDA

US LNG exports rose significantly in first six months of 2026

US LNG exports averaged 17.4 bill cu ft per day in the first six months of this year, 23% more than the same period in 2025, according to the Energy Information Administration'a (EIA) *Natural Gas Monthly.*

In its latest Short-Term Energy Outlook, the EIA estimated US LNG exports will average 17.3 bill cu ft per day in the second half of this year before rising to 18.7 bill cu ft in 1H27.

Export capacity additions from new terminals' startup production and existing terminals' expansion projects boosted LNG exports at the fastest rate since the US began large-scale exports in 2016, the EIA said.

For example, Plaquemines LNG is exporting at full capacity, and Corpus Christi Stage 3 is currently exporting from six out of seven of its liquefaction trains.

When complete, these terminals, will increase nominal US export capacity by a combined 4 bill cu ft per day.

In addition, Golden Pass LNG began exporting in April this year and is expected to increase exports from Train 1 through the end of 2026, adding another 0.7 bill cu ft of nominal export capacity, while Train 2 is expected to be completed later this year.

Global LNG prices remained sufficiently high throughout 1H26 to continue incentivising US exports at near maximum output levels, the EIA added.

Beginning in March, LNG shipment disruptions through of the Strait of Hormuz cut off around 20% of global LNG supplies, mostly from Qatar.

This had the effect of pushing global LNG prices higher and

Cheniere has helped US LNG exports climb

forced Asian buyers, who import around 80% of Qatari LNG supplies, to compete for limited spot cargoes on the open market.

TTF rise

The average price at Europe's benchmark Title Transfer Facility (TTF) was $14.74 per MMBtu by the end of 1H26, up from $13.10 per MMBtu in 1H25.

This was the highest price since Russia's 2022 invasion of Ukraine, when price levels rose to $32.42 per MMBtu in the first half of the year, as European buyers switched from piped Russian gas.

Also reaching a four-year high of $15.56 per MMBtu was the Japan/Korea Marker (JKM) price, the benchmark price for LNG imports into East Asia, as hot weather supported higher spot LNG demand in the region.

In the first half of this year, JKM rose by $2.38 per MMBtu from 1H25, the highest since $29 per MMBtu was recorded in 2022, according to Bloomberg's data.

Market disruptions from the closure of the Strait of Hormuz contributed to a doubling of US LNG shipments to Asia in 1H26, compared with last year.

Exports to both Europe and Asia were both higher on a volume basis, rising 0.1 bill cu ft per day (+1%) and 2.3 bill cu ft (+108%) from 1H25, respectively.

Shipments to Latin America, the Caribbean, plus the Middle East and North Africa rose by 0.8 bill cu ft (+46%) from 1H25.

Top destinations included Egypt (1.7 bill cu ft per day), the Netherlands (1.7 bill), Italy (1.4 bill), France (1.2 bill), and the UK (1.1 bill cu ft per day), the EIA reported. ■

NEWS NUDGE

DET's Stade LNG terminal back on track

German state-owned Deutsche Energy Terminal's (DET) fifth floating import terminal is on course to start operations this month, with a first commissioning cargo due in November.

Based at Stade on the River Elbe, this terminal as part of a wider effort to diversify supplies after Russian pipeline deliveries were cut off in 2022, following the invasion of Ukraine.

The FSRU 'Energos Force' is due to berth at Stade this month as planned to prepare to start operations, a spokesperson for operator DET said.

The company is also putting together the capacity allocations at the terminal and will inform the market of any auctions in due course, he added.

'Energos Force' had been sub-chartered to Egyptian state oil and gas company EGAS and deployed in Jordan, due to delays to the German project.

According to local sources, Germany has been slow to fill gas storage this summer, with levels last reported at 53.6%, and will rely on LNG imports to help meet gas demand this winter. ■

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
Iancochran74@gmail.com

Ad sales enquiries
Stephan Venter
venter@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

Global LNG supply sources switch

Global seaborne LNG trade rebounded sharply last year.

Shipment volumes rose by 5.8% year-on-year to 431.9 mill tonnes, according to a report form Italian broking house, Banchero Costa.

However, during the first half of this year, global exports declined by 1.6% y-o-y to 241.8 mill tonnes, from 245.9 mill in 1H25.

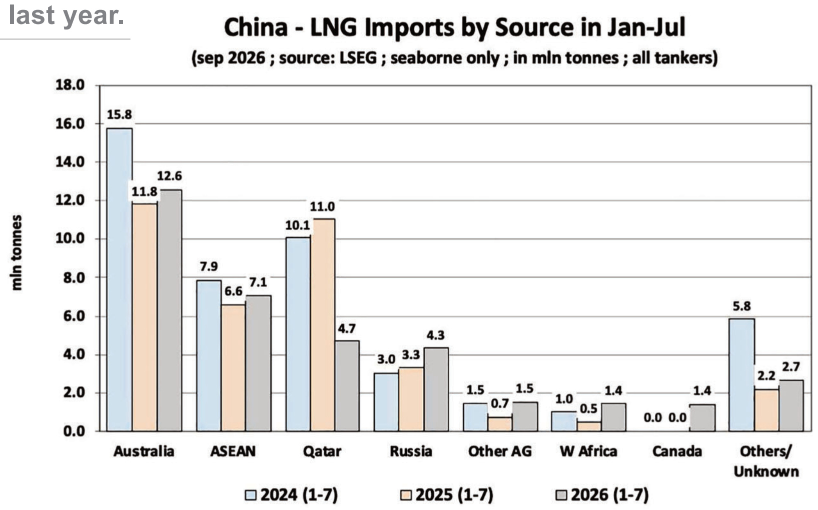
The largest exporter of LNG is now the US, which accounted for 30.6% of shipments in the first half of this year, followed by Australia with 19.5%, Southeast Asia with 9.7%, and Russia with 7.8%. Qatar, hit by the closure of the Strait of Hormuz, saw its share drop to just 7.1%.

In 1H26, the US exported 74.1 mill tonnes of LNG, which represented an increase of 21.6% y-o-y from 60.9 mill shipped in 1H25. Qatar exported just 17.2 mill tonnes in 1H26, down by 64.3% y-o-y from 48.2 mill tonnes a year earlier, as the closure of the Strait of Hormuz halted the bulk of its shipments from March onwards.

Elsewhere, Australia shipped 47.2 mill tonnes in 1H26, up by 2% y-o-y, while Southeast Asian shipments increased by 4.1% y-o-y to 23.5 mill tonnes and Russia shipped 18.9 mill tonnes, up 10.4% y-o-y from 17.1 mill recorded in 1H25.

The European Union remained the world's largest importer of LNG, accounting for 24.2% of global LNG imports. In 1H26, the EU imported 58.7 mill tonnes, down 4.6% y-o-y from the record 61.5 mill in 1H25, and marginally below the 59.8mill tonnes in 1H23.

Meanwhile, the UK imported 6.2 mill tonnes of LNG in 1H26, up by 5.3% y-o-y from the 5.9 mill recorded in 1H25, but still well below the 10.9 mill tonnes imported in 1H23.



Source: Banchero Costa

China imported 35.3 mill tonnes of LNG in 1H26, down by 2.5% y-o y from 36.2 mill in 1H25. Japan imported 37.3 mill tonnes during the same period, down 2.6% y-o-y. South Korea imported 26.9 mill, down 4% y-o-y, while India imported 14 mill tonnes, up 0.9% y-o-y.

EU trumps China

In 2021, Mainland China briefly became the world's largest LNG importer, with a 20.7% share. However, both China and Japan got bypassed in 2022 by the EU, whose LNG imports surged by 67.6% y-o-y to 100.1 mill tonnes, from 59.7 mill in 2021, as Western Europe rushed to replace Russian pipeline gas supplies.

In 2025, the two moved in opposite directions, Banchero Costa reported, as Chinese imports dropped by 13.3% y-o-y to 68.2 mill tonnes while EU imports rebounded by 25.8% y-o-y to a record 104.5 mill. However, China clung on to second place, just ahead of Japan's 67.3 mill tonnes.

In 1H26, Chinese imports fell a further 2.5% y-o-y to 35.3 mill tonnes dropping behind Japan on 37.3 mill, with the EU well ahead on 58.7 mill tonnes.

There has also been a big change in China's LNG supply sources, largely driven by geopolitical factors. In 1H26, China imported 12.6 mill tonnes of Australian LNG, up 6.3% y-o-y from 11.8 mill tonnes in 1H25.

In 1H26,Australia remained China's top supplier, with a 35.6% share, while ASEAN country (Malaysia, Indonesia, Brunei and Singapore) exports increased by 6.9% y-o-y to 7.1 mill tonnes, making ASEAN the second largest source with a 20% share.

Shipments from Qatar collapsed by 57.6% y-o-y to just 4.7 mill tonnes, from 11 mill a year earlier, due to the hostilities in the region. Volumes from Russia to China increased by 31.3% y-o-y to 4.3 mill tonnes in 1H26, from 3.3 mill tonnes in 1H25, lifting Russia's share to 12.3%. Canada has emerged as a new supplier, shipping 1.4 mill tonnes to China in 1H26, a 4% share.

Finally, shipments from the US to China have all but ceased, down by 71.7% y-o-y to 0.1 mill in 1H 2026, just 0.2% of the total, Banchero Costa concluded. ■

Panama Canal transit numbers could fall further

The number of ships allowed to transit the Panama Canal could be further reduced, due to drought caused by the El Nino weather pattern, the waterway's new administrator told the AFP news agency.

Panama has declared a nationwide emergency over El Nino, as this year's event is expected to be the strongest since records began four decades ago.

The authority had already reduced the maximum number of ships allowed through daily, from 36 last month to 32 by mid-September.

The locks are operated using rainwater that collects in two reservoirs, whose levels have dropped, due to the onset of El Nino.

Ilya Espino de Marotta, who took over as head of the Panama Canal Authority at the beginning of this week, told AFP that further measures may be implemented if the drought does not subside.

"We do not rule out the possibility that in February or March we may have to lower the limit -- probably not to 24 slots per day, but it could be reduced to 29 or something similar," she said.

Each ship requires about 200 mill litres of water to transit, which is then discharged into the sea.

In 2023, El Nino forced a reduction in daily transits from 38 to 22, due to the dramatic reduction in reservoir levels.

However, Espino de Marotta, said that she did not expect restrictions to reach the levels seen that year.

Apart from reducing the number of vessels, the authority has reduced the maximum draft allowed, from 15.2 m to 14.6 m.

Experts have warned that long-term restrictions on canal transits could lead to higher shipping costs and longer waiting times for cargo deliveries.

For LNGCs, this could give a boost to West Coast Canada and Mexico export projects currently underway and planned, as these cargo voyages to Asia would avoid the necessity of transiting the canal. ■

Hanwha Ocean could be hit for $1 bill over cancelled Arc7s

South Korean shipbuilding giant, Hanwha Ocean has become the subject of an international arbitration dispute, following the cancellation of a series of Arc7 LNGC orders intended for Russia's Arctic LNG 2 project.

In addition to substantial arbitration claims filed by the shipowners, Hanwha Ocean faces separate claims for damages from LLC Arctic LNG 2, the charterer of the vessels, it has been reported.

Hanwha Ocean recently disclosed via the Korea Exchange that it had received a request for arbitration filed with the Singapore International Arbitration Centre (SIAC) by LLC Arctic LNG 2 – Russia's Arctic LNG 2's project owner – seeking damages.

According to the arbitration documents, LLC Arctic LNG 2 alleged that Hanwha Ocean breached 'Step-In Agreements' related to a previously terminated shipbuilding contract for three Arc7s, with an initial claim amounting to around Won1.37 trill (about $1 bill).

According to South Korean media, Hanwha Ocean had previously initiated arbitration proceedings against the vessel owners at SIAC.

Although the disputes involve the same vessels, Hanwha Ocean now faces two separate international arbitration cases, due to differences in the claimant entities and the contractual bases involved.

The disputes stem from October, 2020, when Daewoo Shipbuilding & Marine Engineering (since renamed Hanwha Ocean) signed contracts with three Russian shipowners – Elixon, Azoria, and Glorina – to build three 172,500 cu m Arc7 LNGCs for a total contract value of about $850 mill. All of the vessels were originally scheduled for completion and delivery by 31st July, 2023.

However, the escalation of the Russia/Ukraine conflict and the imposition of severe Western sanctions on Russia led to serious issues regarding contract performance between the Russian shipowners and the shipyard. Consequently, the shipyard announced the termination of the shipbuilding contracts for the LNGCs in May, July, and November, 2022, respectively.

Several months after the cancellation of the shipbuilding contracts, in May, 2023, three Russian shipowners initiated arbitration proceedings at SIAC, citing Hanwha Ocean's termination of contracts for the construction of the three Arc7s. They demanded that Hanwha Ocean fulfill the contracts and pay damages of up to Won1.159 trill (around $862 mill at current exchange rates), Chosunbiz reported.

The original arbitration proceedings between the parties are still ongoing, as the parties continued to exchange written submissions and evidence through the first half of this year.

Unresolved

As a result, this dispute is unresolved, despite four years having passed since the initial shipbuilding contracts were terminated and more than three years have elapsed since the shipowners initiated arbitration proceedings.

While the original arbitration remained pending, LLC Arctic LNG 2 filed a new claim against Hanwha Ocean. As LLC Arctic LNG 2 was not the direct party that ordered the vessels, it could not initiate arbitration against Hanwha Ocean under the shipbuilding contracts; instead, it based its claim on Hanwha Ocean's alleged breach of a separate intervention agreement, Chosunbiz reported.

LLC Arctic LNG 2 claimed that Hanwha Ocean infringed upon the rights granted to it under such an agreement during the process of terminating the shipbuilding contract with the shipowner.

According to arbitration documents, LLC Arctic LNG 2 is seeking about Won1.3703 trill (around $1 bill) in damages from Hanwha Ocean. However, as the arbitration notice does not yet specify the particular items of damage or the basis for calculation, this figure is still a preliminary estimate.

Hanwha Ocean said in the filing that it would constitute an arbitral tribunal and submit its defence in accordance with SIAC's rules; while pursuing a robust legal defence, the company also intends to seek an amicable settlement.

Hanwha Ocean warned that the claimed amount could change during the subsequent arbitration proceedings; nevertheless, the company continues to face significant potential financial risk, local sources said. ■

Bangladesh to pay up for third FSRU

Bangladesh is set to fork out 35-37% more than it currently pays for regasification services to a Chinese state-owned company for its planned third LNG terminal.

Bangladesh may have to pay top dollar for a third FSRU

However, the government's negotiation committee could not determine how much of the premium is justified, according to local media.

On 19th June, China National Energy Engineering & Construction (CNEE) submitted a plan for an offshore LNG terminal at Kutubjom in Maheshkhali under a build-own-operate model, with a base regasification capacity of 600 mill cu ft per day and a peak capacity of 750 mill cu ft.

Under the 15-year arrangement, CNEE would charge $342,000 per day for the FSRU.

At present, the daily fee for Excelerate Energy's Bangladesh FSRU is $254,000 and Summit LNG terminal's FSRU is $249,115.

It is also higher than the $300,000 daily fee agreed by Petrobangla in March, 2024 for Summit's proposed second FSRU at Moheshkhali with a capacity of 600 mill cu ft per day over a 15-year period.

Petrobangla terminated the deal in October, 2024 following the fall of the Awami League-led government, and Summit contested the termination in court. The matter is still pending.

Despite the higher rate, on 30th August, the seven-member Bangladesh negotiation committee recommended two options to the government: a 15-year deal at $342,000 a day or a 20-year deal at $329,000 a day.

The hire under a 15-year agreement would include $246,000 fixed fee, $59,000 operational fee and $37,000 port service fee per day.

CNEE quoted the higher daily fee, due to changes in the market following the recent war in the Middle East, uncertainty over energy supplies and higher shipbuilding-material costs, growing global demand for FSRUs, as well as scheduling constraints, including the requirement to deliver the terminal within 18 months of signing the contract.

The hurry to acquire an FSRU comes as CNEE said the FSRU could be commissioned by September/October, 2028 providing the letter of intent was issued by July, 2026 and project agreements are signed by September, 2026, according to the proposal seen by Bangladesh's The Daily Star. ■

Papua LNG FID nears

Papua LNG has achieved major contractual and commercial milestones, marking decisive steps towards a final investment decision (FID), partner TotalEnergies has revealed.

Due to the close co-operation with the Papua New Guinea authorities and Papua LNG partners, the following key milestones have now been achieved:

- **Completion of the EPC tendering process,** with contract award recommendations now ready to be approved by the co-venturers. Since 2024, close to $4 bill cost savings have been achieved through project design optimisation and rebidding EPC packages with an enlarged panel of Asian EPC contractors, bringing the project capital expenditure down to around $14 bill.
- **Decision made to maximise synergies by transferring the operationship to ExxonMobil, operator of PNG LNG.** Together with the transfer of operatorship, in order to give to ExxonMobil a higher stake in the project, TotalEnergies will sell a 9.1% interest in the project to its Papua LNG partners, while maintaining its LNG offtake share of the project.
- **Finalisation of the Gas Agreement** with the Papua New Guinea Government taking into account this updated budget and optimisation. The Gas Agreement signed in 2019 has been amended.
- **Establishment of a LNG marketing joint venture** between TotalEnergies and the PNG State-related entities, represented by Kumul Petroleum Holdings to jointly commercialise 2.4 mill tonnes per annum from Papua LNG out of a total production of 5.6 mill tonnes, to support the project financing.
- **Execution of a LNG offtake Heads of Agreement (HoA)** between TotalEnergies as a buyer and the LNG marketing joint venture parties as sellers, providing TotalEnergies with access to 1.5 mill tonnes of LNG per annum for its own global portfolio.

Patrick Pouyanné, Chairman and CEO of TotalEnergies, said: "These agreements mark a decisive step towards the final investment decision (FID) of Papua LNG.

"The transfer of operatorship enhances the project's value creation and competitiveness by leveraging the synergies with PNG LNG during construction and operations phases. Papua LNG will enable the company to secure significant LNG volumes, strategically located to support energy supply diversification across fast-growing Asian markets.

"I want to thank the Government of Papua New Guinea, led by Prime Minister James Marape, for its continuous support, instrumental in achieving these major milestones," he concluded.

Upon TotalEnergies reduction programme, the company will hold a 20% interest in Papua LNG, alongside ExxonMobil (34.1%, operator), Santos (21%), ENEOS Xplora (2.4%), and Kumul Petroleum Holdings, plus MRDC (22.5%).

In addition, Australian LNG developer, Santos has confirmed it had signed a binding agreement to acquire an additional 3.3% participating interest (post State back-in) in PRL15 and the Papua LNG project from TotalEnergies.

The agreement is conditional on regulatory approvals and the taking of the final investment decision (FID), planned for the fourth quarter of this year. The consideration payable by Santos is around $189 mill.

As part of the TotalEnergies' transaction, Santos' acquisition will increase its participating interest in Papua LNG to 21% (post State back-in) and is expected to increase the Australian company's equity LNG production from Papua LNG by about 19% to around 1.2 mill tonnes per annum.

Santos Managing Director and CEO, Kevin Gallagher said: "The Papua LNG project is a world-class development, strategically positioned to supply premium Asian markets and offering multiple value streams for Santos.

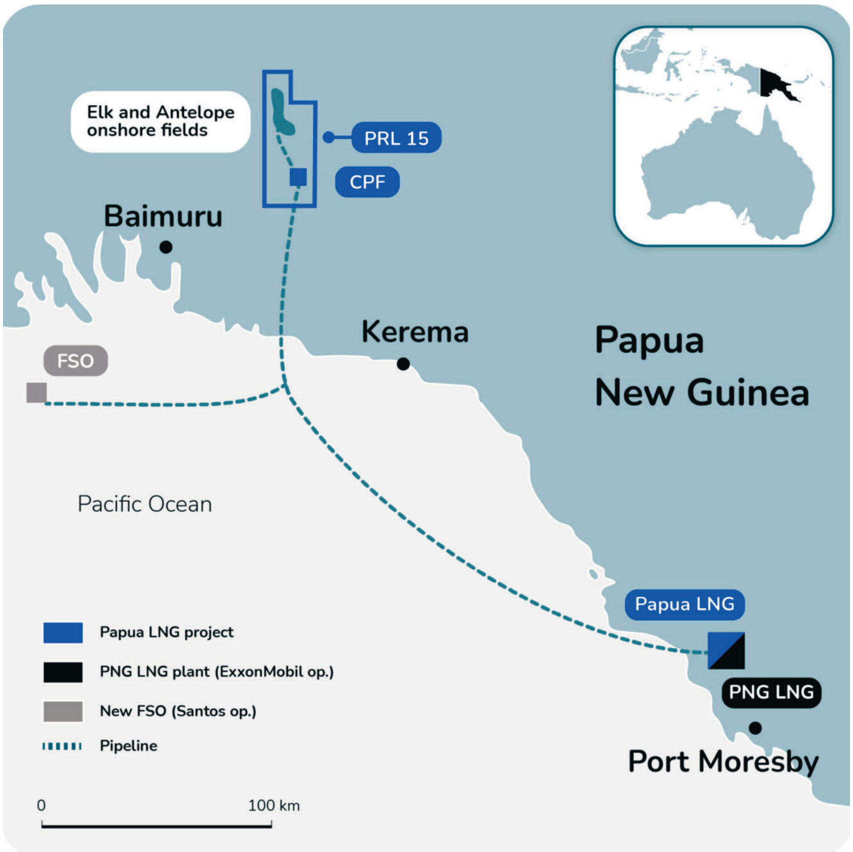
"ExxonMobil brings a proven track record of project delivery and reliable operations in Papua New Guinea, including PNG LNG, and is expected to realise significant synergies by operating both the upstream and midstream project scopes.

"The Papua LNG project will provide reliable, low-cost production for years to come and Santos is prepared to increase its investment accordingly.

"Papua LNG is a world-class project and this is the right time to increase our position. Santos continues to allocate capital in a disciplined manner across its global portfolio, prioritising exposure to jurisdictions that provide supportive long-term investment settings.

"As we move the Barossa gas and Pikka oil projects into operations, Papua LNG positions Santos for the next phase of value-accretive growth within our capital allocation framework that targets a free cash flow breakeven oil price of $45-50 per barrel.

"Santos acknowledges and thanks TotalEnergies for their efforts in advancing Papua LNG over the last decade with the project on track for a final investment decision later this year," Gallagher concluded.



Source: TotalEnergies

WHERE NATURAL GAS, LNG, LOW CARBON SOLUTIONS, ELECTRIFICATION AND AI DRIVE ENERGY

Access the technologies, partnerships and investments powering global energy.

As global energy demand accelerates, Gastech connects 50,000 energy professionals with 1,000+ exhibitors delivering the technologies, infrastructure and solutions needed to strengthen energy security and support growth at scale.

REGISTER FOR YOUR COMPLIMENTARY VISITOR PASS TODAY
gastechevent.com

Exhibition & Conference
14-17 September 2026
Bangkok, Thailand

HOSTED BY

กระทรวงพลังงาน MINISTRY OF ENERGY

CO-HOSTS

Chevron | ExxonMobil | Shell

NATIONAL CONSORTIUM HOSTS

EGAT | ptt Group | GULF

NATIONAL CONSORTIUM SUPPORTERS

RATCH GROUP | EGCO GROUP | NNW ERC

IN PARTNERSHIP WITH

TCEB

Co-located with AixEnergy   brought to you by dmg::events

Equinor expands LNG portfolio

Norwegian state-owned energy giant, Equinor is increasing its LNG presence.

An initial step was the delivery of its first LNG cargo under long-term supply agreements with Cheniere, the US' largest LNG producer.

The inaugural cargo was loaded at Cheniere's Sabine Pass LNG export facility and is bound for Europe.

Future cargoes will serve customers in Asia and Europe, based on market demand, demonstrating Equinor's ability to connect reliable US energy supply with growing demand in global markets through its integrated LNG portfolio, the company claimed.

Under the 15-year agreements signed in 2022 and 2023, Cheniere's US Gulf Coast facilities will ultimately supply Equinor with around 3.5 mill tonnes of LNG annually, allowing it to double its global LNG portfolio by 2030, the company said.

"Today's milestone further strengthens Equinor's position as a reliable supplier of energy to customers around the world," said Helle Østergaard Kristiansen, Senior Vice President for gas and power. "The United States will play an increasingly important role in our global LNG portfolio, complementing the strength of our existing gas position and providing additional flexibility to serve customers in Europe and Asia."

The company explained that the Cheniere supply agreements were part of a wider strategy to grow a diversified LNG business that offers energy security through long-term, reliable supply arrangements.

As one of the world's largest suppliers of natural gas, Equinor combines access to competitive gas resources, shipping capabilities, and global marketing and trading expertise to deliver energy where it is needed most, it added.

"The United States is a cornerstone of the global LNG market, with abundant natural gas resources, world-class infrastructure, and a growing role in meeting energy demand around the world," added Chris Golden, US country manager and Senior Vice President Upstream US and Argentina. "This first cargo highlights how Equinor can connect reliable American energy supply with customers in global markets, while further strengthening our long-term position in the United States."

Alongside its large oil and natural gas production in the US Gulf and Appalachian Basin, Equinor has built a significant US midstream, marketing and trading business.

The addition of LNG volumes from the Gulf Coast further strengthens this integrated position, enhancing market access, portfolio flexibility, and long-term value creation, the company said. ■

Kenai LNG progresses towards FID

Houston-based Harvest Midstream is continuing to develop Kenai LNG as a necessary near-term solution for Southcentral Alaska's anticipated natural gas needs, the company said.

Commercial discussions with Alaskan utilities are rapidly progressing alongside regulatory and engineering work necessary to reactivate the original export facility as an LNG import terminal.

By re-purposing the existing infrastructure, Kenai LNG provides the most practical and cost-effective solution to bring additional natural gas supply to the Railbelt in the time frame needed, the company claimed.

Based on the current development schedule and recent advancements on commercial agreements, Harvest is working towards a final investment decision (FID) to allow Kenai LNG to begin receiving LNG in 2029.

Maintaining that schedule will require timely commitments from utility customers, receipt of regulatory approvals, and completion of other customary development milestones, the company stressed, adding that other longer-term opportunities to bring Alaska natural gas to market continue to be evaluated.

In the near term, LNG imports are expected to be an important part of the energy mix needed to reliably heat homes and keep the lights on in the State, while longer-term solutions are developed.

Kenai LNG has the flexibility to scale up to meet all Southcentral Alaska's natural gas needs as other energy infrastructure projects are evaluated.

"In Alaska and throughout our operations, Harvest has built a track record of turning ideas into infrastructure," said Harvest CEO, Jason Rebrook. "We focus on practical projects that solve real energy challenges, and then we execute.

"This approach is guiding our work at Kenai LNG as we look to put existing infrastructure back to work for Alaskans," he said.

Elsewhere, Harvest's North Slope LNG facility near Deadhorse is the first commercial delivery of North Slope gas, and it continues to supply the interior gas utility.

As more interior utilisers convert from fuel oil or wood to a natural gas service, the project is expected to significantly improve local air quality and reduce emissions by as much as 2,000 tonnes per year, including significant reductions in particulate matter, Harvest claimed.

In Alaska, Harvest's operations span the Cook Inlet and the North Slope, including a 49% ownership stake in the Trans-Alaska Pipeline System (TAPS). ■

NEWS NUDGE

Gate asks for expression of interest for Jetty 5

Rotterdam's Gate LNG receiving terminal's operators, Gasunie and Vopak, are assessing market interest for possible small-scale LNG ship loading services through a non-binding expression of interest for a planned fifth jetty development.

Market demand is being explored through a non-binding call for expression of interest in small scale ship loading services for the planned new jetty (Jetty 5).

Based on the outcome of the market consultation, Gate terminal will decide whether to move towards detailed engineering and file the permit requests.

High spot prices deter Pakistan

Pakistan has issued a third international tender for the procurement of an LNG cargo for September delivery, after rejecting two earlier bids, due to high price levels.

Pakistan LNG Limited (PLL) has now invited bids for a cargo scheduled for delivery between 12th and 16th September.

According to the tender details, the deadline for submission of bids was set for 8th September.

PLL rejected the second spot LNG cargo offered by BP Singapore at $26.7128 per MMBtu for delivery between 8th and 12th September, which was the lowest of two bids received, the other being PetroChina at $26.98 per MMBtu, according to local media.

The PLL Board had previously rejected a BP Singapore bid of $26.969 per MMBtu for the 4th to 8th September delivery window, blaming the high cost. ■

Dynagas outlines its Russian position

Despite accusations of propping up President Putin's war efforts, in its second quarter results presentation, Dynagas Partners said that the company believed that the transport of LNG under its Yamal charters to destinations outside the EU currently falls within the Legacy Contract Derogation and, accordingly, are outside the scope of the LNG prohibition.

Yamal Trade Pte Ltd employs two Dynagas' LNGCs, 'Yenisei River' and 'Lena River', on long term contracts extending to 2033 and 2034, respectively.

Since the commencement of their charters, both LNGCs have been engaged in Russian produced LNG transportation for discharge at destinations worldwide in compliance with applicable sanctions regulations.

However, Dynagas admitted that there can be no assurance that the company's interpretation of the Legacy Contract Derogation is correct, or that regulatory authorities or counterparties will agree with its interpretation.

Furthermore, there can be no assurance that the LNG shipments under the Yamal charters will continue to meet the requirements of the derogation, including with respect to the annual volume limitation, or that the EU Council will not decide, following an annual review, to shorten or terminate the derogation, or that sanctions regulations will not be further implemented, amended, or expanded to restrict the transport of Russian LNG.

Dynagas claimed that these risks were outside of its control, and if one or more of these events were to occur, the vessels would be restricted from transporting LNG originating in or exported from Russia, which would affect the charterer's ability to continue employing the vessels.

Despite the risks, the company believed the Yamal charters would remain enforceable, however, the charterer may not agree, which could result in disputes, non-performance, litigation or early termination of the charters, among other things.

> "Dynagas claimed that these risks were outside of its control....."

In addition, sanctions may be extended, amended or interpreted in ways that require the early termination of the charters, or give rise to rights of the charterer, including the purchase option exercisable on a sanctions event as described in the interim financial statements.

UK position

Furthermore, as a result of the recent UK regulations, Dynagas said that it expected that it will be required to replace some key UK service providers with those established outside of the country.

Speaking at the results presentation, CEO, Tony Lorentzen said: "The Partnership delivered a solid second quarter, reporting net income of $16 mill, adjusted net income of $15.8 mill and adjusted EBITDA of $27.6 mill, on fleet utilisation of 96.2%.

"Our results reflect the commencement in April of the 'Clean Energy's' new timecharter with Rio Grande at an improved rate, and a lower cost of debt following continued deleveraging, with net interest and finance costs down 26.9% year on year.

"The Partnership's contract coverage continues to deliver predictable cash generation. As of the date of this release (8th September), our estimated contracted revenue backlog stands at $0.73 bill with an average remaining contract term of 4.4 years, and we have contracted timecharter coverage of 100%, 100% and 65% of estimated available days for 2026, 2027 and 2028, respectively.

"That backlog, together with our existing cash, gives us the financial flexibility to continue amortising our debt, while returning capital to our common and preferred unitholders.

"On the regulatory front, the EU's 21st sanctions package, adopted on 23rd July, 2026, provides an exemption of the Russian LNG ban to transfers destined for third countries under legacy long-term contracts concluded before 24th February, 2022. We believe the transportation of LNG under our two charters with Yamal Trade Pte Ltd to destinations outside the EU falls within this exemption and, accordingly, outside the scope of the EU LNG ban," he stressed. ■

Nikkiso to supply pumps for Brunsbüttel's LNG terminal

Cryogenic equipment supplier, Nikkiso Clean Energy & Industrial Gases Group (Nikkiso CE&IG) has won a contract from lead EPC contractor CS Gas North to provide 16 submerged motor pumps for German state owned Deutche Energy Terminal's (DET) LNG Brunsbüttel receiving plant.

Nikkiso CE&IG is to supply high-pressure, low-pressure and ship-loading pumps for the project, which is being built by German LNG Terminal and is due to become operational in 2027.

The terminal includes two LNG shoreside tanks, each with a capacity of 165,000 cu m, and once operational, the terminal will have the capacity to send 10 bill cu m of gas into Germany's national grid per year.

Infrastructure will be built for LNG, bio-LNG and synthetic natural gas (SNG), but it is also designed to enable the transition to even lower-carbon fuel alternatives, such as hydrogen, in the future.

Ole Skatka-Jensen, Nikkiso CE&IG's Regional Vice-President for Europe, Middle East and Africa said: "The German LNG Terminal is a crucial part of Germany's energy future thanks to the supply of LNG and green gases, as well as preparing for the future hydrogen economy.

"The award of the contract with CS Gas North follows a similar contract for the Hanseatic Energy Hub in Stade, where Nikkiso CE&IG is supplying 20 low-pressure and nine high-pressure pumps for Germany's largest land-based terminal for liquefied gases.

"Both Nikkiso CE&IG's presence and our contribution to major energy transition projects in Europe continues to grow.

"We have expertise in providing equipment and servicing for not just LNG but also hydrogen and ammonia, and we are proud to be part of such an important project for Germany and Europe's move to these lower carbon fuels," he said. ■

Last module for Pluto LNG train upgrade arrives

At the end of last month, the last and heaviest module for Pluto LNG's Train 1 modification project in Karratha, Western Australia, was safely delivered to the site.

This marked a successful end to four years' planning, fabrication and shipping.

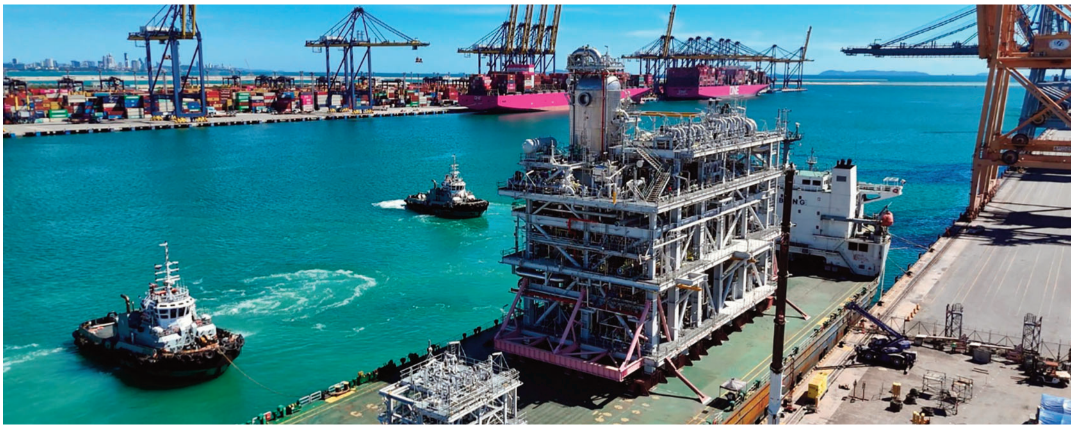
"It's a huge chapter ticked off for the project team," said Module Yard Manager, Martin Richards.

This project involves upgrading Pluto LNG's Train 1 to process gas from the Scarborough field, a key part of the Scarborough energy project, which was 98% complete at the end of the second quarter of this year and is on track for first LNG cargo in 4Q26.

Once operational, Scarborough will help support energy security in Western Australia and the Asia/Pacific region, with the project expected to produce enough energy to power more than 8.5 mill homes for more than 30 years.

The final module, weighing about 4,500 tonnes, is one of the heaviest modules ever delivered to the Pilbara.

Planning was undertaken in London and included its front-end design, while the fabrication was conducted over two years in Thailand (as it was for the other two modules).



The last module for the Pluto LNG Train 1 upgrade has arrived on site

In total, the team delivered three fully integrated modules containing thousands of tonnes of structural steel, extensive piping and complex equipment.

Construction Manager, Fiachra Gleeson, said that the level of planning required was immense. "Every part of the route – from bridges, drainage, above- and below-ground services plus foundations – was analysed in detail to ensure the path of the module didn't clash with anything along the way," he explained.

Now installed in its final position, focus has shifted to the installation, hook-up and integration of the module with Pluto Train 1.

NOVATEK offers Bangladesh's GBS terminal alternative

As a possible alternative to a land-based or FSRU terminal (see page 4), NOVATEK Middle East has unveiled a plan for a $950 mill gravity-based structure (GBS) LNG import terminal for Bangladesh.

This offers an offshore alternative to the country's long-delayed plan for a 7.5 mill tonnes per annum land-based LNG receiving and regasification terminal at Matarbari.

The Russian subsidiary presented the concept to Petrobangla earlier this month.

A GBS would be permanently installed as an offshore terminal in the Bay of Bengal capable of receiving LNGCs, storing LNG and regasifying the imported gas before delivering it into Bangladesh's national gas transmission system.

It would have 7.5 mill tonnes per annum regasification capacity, equivalent to roughly 1,000 mill standard cu ft per day of natural gas, according to the company's presentation.

NOVATEK estimated that the GBS terminal would require around $950 mill in capital investment, compared with around $1.2 bill for a conventional 7.5 mill tonnes land-based facility.

The cost comparison, however, remains indicative. The $950 mill and $1.2 bill figures are Novatek estimates and have not been independently verified or reconciled with the latest government feasibility work for Matarbari, it was reported.

Preliminary

Petrobangla indicated that the presentation was preliminary and would require further consideration before any decision was taken.

The Bangladesh government energy company had previously commissioned Tokyo Gas Engineering Solutions (TGES), together with Nippon Koei, to undertake the techno-economic feasibility study, engineering services and tender-management work for the proposed Matarbari terminal.

Bangladesh's Public Procurement Authority published an REOI in June, 2026 for transaction advisers and consultants for the Matarbari terminal. This would cover feasibility, FEED and procurement-management services for implementation under a public-private partnership (PPP) structure, with the advisory phase scheduled from September, 2026 through February, 2028.

A GBS is a large reinforced-concrete structure installed permanently on the seabed. LNG storage and regasification equipment are fitted on the offshore structure, while regasified natural gas is transported to shore through a subsea pipeline.

According to NOVATEK's presentation, the planned GBS could be constructed in about 30-36 months and have a design life of 60-80 years.

It was said that the longer operating life is one of the principal economic arguments for the GBS concept. A permanent offshore structure could potentially support Bangladesh's LNG import requirements for several decades without the need to replace the primary regasification asset as with an FSRU.

NOVATEK presented two GBS configurations.

Larger concept:

- 290,000 cu m gross LNG storage.
- 7.5 mill tonnes regasification capacity.
- 1 mill tonnes LNG bunkering capacity.
- 42 MW captive power generation.
- Capability to accommodate the world's largest LNGCs.

Smaller concept:

- 194,000 cu m LNG storage.
- 7.5 mill tonnes regasification capacity.
- 1 mill tonnes LNG bunkering capacity.
- 42 MW captive power generation.

Black & Veatch introduces AI platform

US engineering company, Black & Veatch has launched BVInfraIQ, an AI-enabled digital infrastructure intelligence platform.

This system transforms complex operational data into actionable intelligence and real-time, prioritised recommendations to optimise asset performance across the entire end-to-end human critical infrastructure value chain, the company claimed.

Built on Black & Veatch's engineering and consulting expertise and history of continuous innovation, BVInfraIQ delivers actionable intelligence that helps infrastructure owners and operators improve asset performance, strengthen resilience, accelerate decision making and drive long-term sustainability.

"Our clients continue to navigate increasingly complex operational challenges and are seeking trusted solutions to achieve data-driven strategic advantages," said Black & Veatch Chairman and CEO, Mario Azar. "BVInfraIQ combines Black & Veatch's engineering and advisory expertise with advanced AI capabilities to augment and deliver operational intelligence that helps clients maximise the value of their human critical infrastructure and optimise the use of energy, water and other critical resources across their operations."

As infrastructure systems become increasingly complex, operators need more than access to data, the company added, explaining that they need actionable intelligence that helps them make better decisions.

Beyond traditional monitoring approaches that focus primarily on visibility within a single facility, BVInfraIQ transforms vast amounts of operational data into intelligence on how entire systems work together, delivering prioritised, engineering-grounded recommendations to improve performance, reliability, uptime and cost efficiency across integrated assets.

It is powered by a unified digital platform designed to accelerate digital product deployment and deliver scalable outcomes for clients.

The platform includes several core components:

Physics-based recommendations – grounded in first-principles engineering and economic and system-level modeling;

Proprietary industry expertise – drawn from a century of operations and process design knowledge incorporated directly into the platform's models;

Role-based, real-time operational intelligence – with multi-level dashboards delivers prognostic visibility to support decision making across organisations for operators, managers and enterprise leaders;

Continuous improvement – enabled through AI-powered feedback loops generates smarter, more valuable outcomes over time.

The platform's initial application will focus on optimising remote LNG assets utilising Black & Veatch's more than 60 years of LNG innovation, including proprietary technologies deployed on more than half of the world's FLNG units in operation or under construction.

The platform will continue to evolve to support a broad range of human critical infrastructure assets, including power, data centres and industrial facilities, to improve operational outcomes and drive long-term sustainability, Black & Veatch said. ■

NEWS NUDGES

WFW advises NYK on Avenir LNG acquisition

Watson Farley & Williams (WFW) has assisted Japan's largest shipowning conglomerate, Nippon Yusen Kabushiki Kaisha (NYK) on the completion of its acquisition of a 50% stake in Avenir LNG.

The stake was purchased from Stolt-Nielsen Gas, a subsidiary of Stolt-Nielsen Limited.

This transaction was completed following WFW's co-ordination and sourcing for both NYK and Stolt-Nielsen of all required regulatory and competition authority approvals, including merger control clearances in the EU, China and South Korea.

Founded in 2017, Avenir LNG has developed into a major LNG bunkering company, operating a fleet of bunker vessels worldwide.

Stolt-Nielsen is a leading provider of integrated bulk-liquid logistics, storage and specialist transport services.

Appleby supported WFW on Bermudan law matters.

Venture Global borrows more cash

US LNG facility developer, Venture Global LNG (VGLNG) has signed a new $3 bill 364-day revolving credit facility.

Parent Venture Global said that it expected to use the proceeds for VGLNG's general corporate purposes and its subsidiaries, including to fund certain costs for the CP2 and Plaquemines expansion projects prior to their respective FIDs.

Bank of America served as co-ordinating lead arranger and sole bookrunner and will also serve as administrative agent. BBVA, Goldman Sachs, ING, JP Morgan, Mizuho, MUFG, NBC, RBC, Scotia, SMBC, US Bank, and Wells Fargo served as co-ordinating lead arrangers and Barclays, Santander, and Deutsche Bank served as joint lead arrangers.

EXMAR raises cash

Antwerp based gas carrier owner and operator, EXMAR, through its wholly owned subsidiary EXMAR Netherlands, has successfully placed $150 mill of new senior unsecured bonds.

The bonds are due to mature in September, 2031 and will pay a fixed semi annual coupon of 7.75% per annum.

An application will be made for the bonds to be listed on the Oslo Stock Exchange.

DNB Carnegie, Fearnley Securities, Nordea and Pareto Securities acted as Joint Bookrunners for the bond issue.

The net proceeds will be used towards strategic growth projects, primarily within EXMAR's floating infrastructure platform, and general corporate purposes, the company said.

Ships - Newbuildings, Deliveries

According to a report in TradeWinds, Zodiac Maritime is considering ordering LNGCs.

Malaysia's MISC, a Petronas subsidiary, has named two more LNGC newbuildings in China.

The 174,000 cu m 'Puteri Kelantan' and 'Puteri Negeri Sembila' were built by China State Shipbuilding Corp's subsidiary, Hudong-Zhonghua Shipbuilding.

They are fitted with 2-stroke X-DF engines with an iCER system attached, which can help reduce methane slip in gas mode, as well as greenhouse gas emissions and are classed by China Classification Society and American Bureau of Shipping (ABS). ■

MOL unveils Wind Challenger sails on LNGC

Major Japanese shipping company Mitsui OSK Lines (MOL) has unveiled an LNGC fitted with sails that allow it to use the wind for propulsion assistance.

It was presented to the media at a shipyard in Geoje, South Korea.

These sails can bring the vessel's fuel consumption down by as much as 12% less than conventional models, MOL claimed.

Called the Wind Challenger, the wind-assisted ship propulsion system was developed by a group of companies, including MOL.

The new ship features two large, hard sails fitted on deck, which are adjustable and extend to a maximum height of about 50 m.

The system automatically adjusts the orientation and height of the sails after measuring the wind's speed and direction, then uses natural wind power to propel the ship forward.

It is the first time MOL has developed a vessel equipped with two sails of this type, the company said.

In another move, MOL has completed the integration of the Group's six shipmanagement companies into MOL Global Ship Management (MOLGSM) and includes its various LNG offices.

As a result, MOLGSM will now oversee the complete management of more than 200 vessels across the Group, further strengthening the safety management framework, MOL said.

The six companies consolidated under MOLGSM are: MOL LNG Ship Management (Singapore, Hong Kong, India); MOL Ship Management (Singapore); MOL Tankship Management (Singapore, London); MOL LNG Transport (Japan); MOL Ship Management (Japan) and MOL LNG Transport (Europe) Ltd (UK). ■

A rendering of the wind sails fitted on an LNGC

LNG rate assessments

Spot market (MEGI/XDF)

Region	Latest	Change*
East of Suez	$25,000	-$42,500
West of Suez	$20,000	-
12 mos T/C	$58,000	-$5,000

**Since last report (26/08/26)* *Source: Fearnleys (09/09/26)*

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*

WORLD LNG CARRIER ORDERBOOK

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
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
Diamond Gas Jade	ME-GA	174000	31/03/2023	12/08/2026	K-Line	Samsung
Fujin Sailor	ME-GA	174000	01/09/2022	01/09/2026	MOL	Hanwha Ocean
Samsung 2393	XDF	174000	07/01/2021	01/09/2026	NYK	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
Gamy Vanguard	ME-GA	174000	30/08/2023	01/09/2026	MOL	Samsung
Barthy Vanguard	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
Samsung 2394	XDF	174000	07/01/2021	01/10/2026	NYK	Samsung
Jiangsu Yangzi Xinfu Yzj2022-1476	ME-GA	175000	01/10/2022	01/10/2026	Yangzijiang	Yangzijiang
Al Hraithi	XDF	174000	06/07/2022	01/10/2026	Knutsen	Hyundai Heavy
Sea Harmony	XDF	175000	01/03/2023	01/10/2026	China Merchant	Dalian Shipbuilding
Greenergy Sea	XDF	174000	01/06/2023	01/10/2026	NYK	Hudong-Zhonghua
Esteem Denali	XDF	174000	30/09/2022	01/11/2026	Meiji Shipping	Hanwha Ocean
Samsung 2395	XDF	174000	07/01/2021	01/11/2026	NYK	Samsung
Clean Brownsville	XDF	200000	16/01/2023	01/11/2026	Dynagas	Hyundai Heavy
Th'ailib	XDF	174000	05/02/2024	01/11/2026	Shandong Marine	Samsung
Hazem Baranyoush	XDF	174000	06/07/2022	01/11/2026	Knutsen	Hyundai Heavy
Al Nasraniya	XDF	174000	01/06/2024	01/11/2026	Nakilat	Hanwha Ocean
Toho Emerald	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
Atlantic Success	ME-GA	173400	09/01/2020	01/12/2026	SinoKor	Samsung
Daewoo 2576	ME-GA	174000	01/12/2022	01/12/2026	MOL	Hanwha Ocean
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
Sea Charity	XDF	175000	01/03/2023	01/12/2026	China Merchant	Dalian Shipbuilding
Al Yousifiya	XDF	174000	01/06/2024	01/12/2026	Nakilat	Hanwha Ocean
Diamond Gas Nexus	XDF	174000	28/02/2023	01/12/2026	NYK	Hyundai Samho
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
Friendship Venture	XDF	175000	21/08/2023	01/01/2027	Wah Kwong, China Gas, CSSC	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 = 7 September 2026

Fearnley LNG

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Energy Vigour	XDF	174000	09/01/2024	01/01/2027	Nakilat	Hyundai Samho
Samsung 2396	XDF	174000	07/01/2021	01/01/2027	NYK	Samsung
Sea Argosy	XDF	175000	01/09/2022	01/01/2027	China Merchant	Dalian Shipbuilding
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
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
Al Sidriya	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
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
Wadi Al Askar	XDF	174000	05/02/2024	01/03/2027	China Merchant	Samsung
Puteri Kelantan	XDF	174000	01/09/2022	01/03/2027	K-Line	Hudong-Zhonghua
Dalian No 1 G175k-9	XDF	174000	14/03/2024	01/03/2027	COSCO	Dalian Shipbuilding
Hudong-zhonghua H1889a	XDF	174000	28/04/2022	01/03/2027	NYK	Hudong-Zhonghua
Hd Hyundai Ulsan 3454	XDF	174000	02/08/2023	01/03/2027	Evalend Shipping	Hyundai Heavy
China Merchants Jiangsu Cmhi-282-04	ME-GA	180000	01/05/2023	01/03/2027	Celsius Shipping	China Merchants HI Jiangsu
Hd Hyundai Ulsan 3441	ME-GA	174000	28/04/2023	31/03/2027	NYK	Hyundai Heavy
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
Energy Voyager	XDF	174000	09/01/2024	01/05/2027	Nakilat	Hyundai Samho
Hd Hyundai Samho 8254	XDF	174000	26/02/2024	01/05/2027	Capital Gas	Hyundai Samho
Ain Snan	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
E'saila	XDF	174000	05/02/2024	01/05/2027	Shandong Marine	Samsung
Hudong-zhonghua H1890a	XDF	174000	28/04/2022	01/05/2027	NYK	Hudong-Zhonghua
Al Jazi	XDF	174000	27/09/2023	01/05/2027	Nakilat	Hyundai Heavy
Grace Gerbera	XDF	174000	28/02/2023	01/05/2027	NYK	Hyundai Samho
Hd Hyundai Samho 8255	XDF	174000	26/02/2024	01/06/2027	Capital Gas	Hyundai Samho
Puteri Negeri Sembilan	XDF	174000	01/09/2022	01/06/2027	K-Line	Hudong-Zhonghua
Hanwha Ocean 2606	MEGI	175000	01/03/2025	01/06/2027	Hanwha Ocean	Hanwha Ocean
Samsung 2717	XDF	174000	01/10/2024	01/06/2027	K-Line	Samsung
Samsung 2729	XDF	180000	17/01/2025	01/06/2027	Celsius Shipping	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 = 7 September 2026

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Dalian No 1 G175k-10	XDF	174000	14/03/2024	01/06/2027	COSCO	Dalian Shipbuilding
Maran Gas Poliegos	MEGI	174000	01/04/2023	01/06/2027	Maran Gas Maritime	Hanwha Ocean
Hd Hyundai Ulsan 3442	ME-GA	174000	28/04/2023	30/06/2027	NYK	Hyundai Heavy
China Merchants Jiangsu Cmhi-282-06	ME-GA	180000	01/05/2024	01/07/2027	Celsius Shipping	China Merchants HI Jiangsu
Grace Himawari	XDF	174000	28/02/2023	01/07/2027	NYK	Hyundai Samho
Alliance Venture	XDF	175000	21/08/2023	01/07/2027	Wah Kwong, China Gas, CSSC	Dalian Shipbuilding
Samsung 2698	XDF	174000	05/02/2024	01/07/2027	Shandong Marine	Samsung
Hudong-zhonghua H1795a	XDF	174000	01/09/2022	01/07/2027	MOL, COSCO	Hudong-Zhonghua
E Qab	XDF	174000	01/06/2024	01/07/2027	Nakilat	Hanwha Ocean
Dalian No 1 G175k-16	XDF	175000	13/09/2024	01/07/2027	COSCO	Dalian Shipbuilding
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	31/08/2027	NYK	Hyundai Heavy
Samsung 2659	ME-GA	174000	15/11/2022	01/09/2027	Seapeak	Samsung
China Merchants Jiangsu Cmhi-282-05	ME-GA	180000	01/02/2024	01/09/2027	Celsius Shipping	China Merchants HI Jiangsu
Maqdeem	XDF	174000	27/09/2023	01/09/2027	Nakilat	Hyundai Heavy
Ghash Sham	XDF	174000	01/06/2024	01/09/2027	Nakilat	Hanwha Ocean
Al Shaheen	XDF	174000	05/02/2024	01/09/2027	China Merchant	Samsung
Hd Hyundai Ulsan 3444	ME-GA	174000	02/05/2023	30/09/2027	NYK	Hyundai Heavy
Hd Hyundai Samho 8256	XDF	174000	26/02/2024	01/10/2027	Capital Gas	Hyundai Samho
Ferdy Vanguard	XDF	174000	28/02/2023	01/10/2027	NYK	Hyundai Samho
Al Rufaa	XDF	174000	27/09/2023	01/10/2027	Nakilat	Hyundai Heavy
Dalian No 1 G175k-17	XDF	175000	13/09/2024	01/10/2027	COSCO	Dalian Shipbuilding
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
Hd Hyundai Ulsan 3455	XDF	174000	02/08/2023	01/11/2027	Evalend Shipping	Hyundai Heavy
Al Seej	XDF	174000	05/02/2024	01/11/2027	Shandong Marine	Samsung
Al Nekhsh	XDF	174000	27/09/2023	01/11/2027	Nakilat	Hyundai Heavy
Al Khbaib	XDF	174000	01/06/2024	01/11/2027	Nakilat	Hanwha Ocean
Purus Kaishu	XDF	180000	01/04/2025	01/12/2027	Purus	Hyundai Samho
Caribbean Success	ME-GA	173400	09/01/2020	01/12/2027	SinoKor	Samsung
Samsung 2660	ME-GA	174000	15/11/2022	01/12/2027	Seapeak	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 = 7 September 2026

Fearnley LNG

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Hd Hyundai Ulsan 3456	XDF	174000	20/11/2023	01/12/2027	Evalend Shipping	Hyundai Heavy
Leh'saien	XDF	174000	27/09/2023	01/12/2027	Nakilat	Hyundai Heavy
Grace Iris	XDF	174000	28/02/2023	01/12/2027	NYK	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
Samsung 2701	XDF	174000	05/02/2024	01/12/2027	Shandong Marine	Samsung
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
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
Libsayer	XDF	174000	05/02/2024	01/01/2028	MISC	Samsung
Khowzan	XDF	174000	01/06/2024	01/01/2028	Nakilat	Hanwha Ocean
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
Hudong-zhonghua H2051a		174000	21/01/2026	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
Hudong-zhonghua H2052a		174000	21/01/2026	01/04/2028	TMS Cardiff Gas	Hudong-Zhonghua
Samsung 2755		170520	01/08/2025	01/04/2028	TMS Cardiff Gas	Samsung
Samsung 2703	XDF	174000	05/02/2024	01/04/2028	China Merchant	Samsung
Dalian No 1 G175k-11	XDF	174000	01/03/2024	01/04/2028	COSCO	Dalian Shipbuilding
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
Le'shara	XDF	174000	27/09/2023	01/05/2028	Nakilat	Hyundai Heavy
Hd Hyundai Ulsan 3502	XDF	174000	02/05/2024	01/05/2028	Evalend Shipping	Hyundai Heavy
Hudong-zhonghua H1901a	XDF	174000	01/05/2023	31/05/2028	CSSC	Hudong-Zhonghua
Samsung 2773	XDF	174000	23/12/2025	01/06/2028	Purus	Samsung
Hudong-zhonghua H2053a		174000	21/01/2026	01/06/2028	TMS Cardiff Gas	Hudong-Zhonghua
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

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 = 7 September 2026

Fearnley LNG

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Al Mashrab	XDF	174000	27/09/2023	01/06/2028	Nakilat	Hyundai Heavy
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
Hd Hyundai Samho 8366		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
Samsung 2775	XDF	174000	31/12/2025	01/07/2028	Seapeak	Samsung
Hudong-zhonghua H1955a	XDF	271000	01/09/2024	01/07/2028	MOL, COSCO	Hudong-Zhonghua
Librega	XDF	174000	27/09/2023	01/07/2028	Nakilat	Hyundai Heavy
Samsung 2705	XDF	174000	05/02/2024	01/07/2028	China Merchant	Samsung
Hudong-zhonghua H1956a	XDF	271000	01/09/2024	01/07/2028	MOL, COSCO	Hudong-Zhonghua
Hanwha Ocean 2617	MEGI	174000	09/12/2025	28/07/2028	Knutsen	Hanwha Ocean
Hudong-zhonghua H2054a		174000	21/01/2026	01/08/2028	TMS Cardiff Gas	Hudong-Zhonghua
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
Al Nouf	XDF	174000	05/02/2024	01/08/2028	MISC	Samsung
Hd Hyundai Hi 3643	XDF	174000	25/02/2026	01/09/2028	Tsakos Energy Navigation	Hyundai Heavy
Jiangnan H2971	XDF	175000	01/03/2026	01/09/2028	Cool Co	Jiangnan
Hanwha Ocean 2618	MEGI	174000	09/12/2025	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
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
Samsung 2803	XDF	174000	31/05/2026	01/10/2028	JP Morgan	Samsung
Hd Hyundai Samho 8340	XDF	177000	17/11/2025	01/10/2028	BW LNG	Hyundai Samho
Hanwha Ocean 2601	XDF	174000	01/10/2024	01/10/2028	ADNOC Logistics & Services	Hanwha Ocean
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
Hd Hyundai Hi 3659	XDF	174000	13/05/2026	01/12/2028	Hayfin	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 = 7 September 2026

Fearnley LNG

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Hanwha Ocean 2625		174000	24/03/2026	01/12/2028	Maran Gas Maritime	Hanwha Ocean
Hanwha Ocean 2619	MEGI	174000	09/12/2025	01/12/2028	Knutsen	Hanwha Ocean
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
Hd Hyundai Hi 3644	XDF	174000	30/06/2026	01/01/2029	Tsakos Energy Navigation	Hyundai Heavy
Hd Hyundai Samho 8360	XDF	174000	01/12/2025	01/01/2029	Hyundai Glovis	Hyundai Samho
Hanwha Ocean 2620	MEGI	174000	09/12/2025	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
Samsung 2782	XDF	174000	01/01/2026	31/01/2029	JP Morgan	Samsung
Samsung 2801		174000	01/06/2026	01/02/2029	TMS Cardiff Gas	Samsung
Samsung 2808	XDF	174000	08/06/2026	01/02/2029	Purus	Samsung
Samsung 2798	XDF	174000	15/05/2026	01/02/2029	Seapeak	Samsung
Hanwha Ocean 2621	MEGI	174000	09/12/2025	01/02/2029	Knutsen	Hanwha Ocean
Hd Hyundai Samho 8329	XDF	174000	26/06/2025	01/02/2029	Capital Gas	Hyundai Samho
Hd Hyundai HI 3660	XDF	174000	14/05/2026	01/03/2029	Hayfin	Hyundai Heavy
Jiangnan H2706		175000	10/07/2026	01/03/2029	ADNOC Logistics & Services	Jiangnan
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
Purus Ryoma	XDF	174000	23/12/2025	31/03/2029	Purus	Samsung
Samsung 2794	XDF	174000	20/03/2026	01/04/2029	Purus	Samsung
Hudong-zhonghua H1993a	XDF	174000	01/06/2026	01/04/2029	Bonny Gas Transport	Hudong-Zhonghua
Samsung 2799	XDF	174000	15/05/2026	01/04/2029	Seapeak	Samsung
Hd Hyundai Hi 3639	XDF	200000	04/03/2026	01/04/2029	NYK	Hyundai Heavy
Hd Hyundai Samho 8367		174000	08/04/2026	01/04/2029	Sonangol	Hyundai Samho
Jiangnan H2708		175000	10/07/2026	01/05/2029	ADNOC Logistics & Services	Jiangnan
Jiangnan H2954		175000	01/06/2026	01/05/2029	COSCO	Jiangnan
Hanwha Ocean 2626		174000	24/03/2026	01/05/2029	Maran Gas Maritime	Hanwha Ocean
Hudong-zhonghua H1917a	XDF	271000	01/09/2024	01/05/2029	Nakilat	Hudong-Zhonghua
Hanwha Ocean 2616	MEGI	174000	09/12/2025	01/06/2029	Knutsen	Hanwha Ocean
Samsung 2802		174000	01/06/2026	01/06/2029	TMS Cardiff Gas	Samsung
Hanwha Ocean 2622	MEGI	174000	09/12/2025	01/06/2029	Knutsen	Hanwha Ocean
Hd Hyundai Samho 8358	XDF	177000	12/05/2026	01/06/2029	BW LNG	Hyundai Samho
Samsung 2800	XDF	174000	15/05/2026	01/06/2029	Seapeak	Samsung
Hudong-zhonghua H2014a	XDF	174000	30/01/2026	01/06/2029	MISC	Hudong-Zhonghua
Hanwha Ocean 2624		174000	21/01/2026	01/06/2029	Alpha Gas	Hanwha Ocean

DFDE = dual fuel diesel engines, STRH = steam turbine reheat / ultra steam turbine, MEGI = marine electric gas injection,
DRL = slow speed diesel, FSRU = vessel with regas capacity, FLNG = floating LNG production unit
Data last updated = 7 September 2026

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Izghawa	XDF	174000	27/09/2023	01/06/2029	Nakilat	Hyundai Heavy
Jiangnan H2709		175000	10/07/2026	01/07/2029	ADNOC Logistics & Services	Jiangnan
Hudong-zhonghua	XDF	174000	01/06/2026	01/07/2029	Bonny Gas Transport	Hudong-Zhonghua
Hd Hyundai Hi 3641	XDF	200000	04/03/2026	01/07/2029	NYK	Hyundai Heavy
Hd Hyundai Hi 3640	XDF	200000	04/03/2026	01/07/2029	NYK	Hyundai Heavy
Hudong-zhonghua H1957a	XDF	271000	01/09/2024	01/07/2029	MOL, COSCO	Hudong-Zhonghua
Hudong-zhonghua H2015a	XDF	174000	30/01/2026	01/08/2029	MISC	Hudong-Zhonghua
Hudong-zhonghua H1918a	XDF	271000	01/09/2024	01/08/2029	China Merchant	Hudong-Zhonghua
Jiangnan H2707		175000	10/07/2026	01/09/2029	ADNOC Logistics & Services	Jiangnan
Hanwha Ocean 2628	MEGI	174000	01/06/2026	01/09/2029	Knutsen	Hanwha Ocean
Hanwha Ocean 2627	MEGI	174000	11/05/2026	01/09/2029	Knutsen	Hanwha Ocean
Hd Hyundai Samho 8359	XDF	177000	12/05/2026	01/09/2029	BW LNG	Hyundai Samho
Hd Hyundai Samho 8368		174000	08/04/2026	01/09/2029	Sonangol	Hyundai Samho
Al Wa'ab	XDF	174000	27/09/2023	01/09/2029	Nakilat	Hyundai Heavy
Jiangnan H2955		175000	01/06/2026	01/10/2029	COSCO	Jiangnan
Hudong-zhonghua H2016a	XDF	174000	30/01/2026	01/10/2029	MISC	Hudong-Zhonghua
Hudong-zhonghua H1919a	XDF	271000	01/10/2024	01/10/2029	Shandong Marine	Hudong-Zhonghua
Hudong-zhonghua	XDF	174000	01/06/2026	01/11/2029	Bonny Gas Transport	Hudong-Zhonghua
Hd Hyundai Hi 3642	XDF	200000	04/03/2026	01/11/2029	NYK	Hyundai Heavy
Hudong-zhonghua H2017a	XDF	174000	30/01/2026	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 H2018a	XDF	174000	30/01/2026	01/02/2030	MISC	Hudong-Zhonghua
Hudong-zhonghua H1920a	XDF	271000	01/09/2024	01/02/2030	Nakilat	Hudong-Zhonghua
Jiangnan H2956		175000	01/06/2026	01/04/2030	COSCO	Jiangnan
Hudong-zhonghua H2019a	XDF	174000	30/01/2026	01/04/2030	MISC	Hudong-Zhonghua
Hudong-zhonghua H1921a	XDF	271000	01/09/2024	01/05/2030	Nakilat	Hudong-Zhonghua
Hudong-zhonghua H2020a	XDF	174000	27/02/2026	01/06/2030	MISC	Hudong-Zhonghua
Hudong-zhonghua H1922a	XDF	271000	01/09/2024	01/07/2030	China Merchant	Hudong-Zhonghua
Jiangnan H2957		175000	01/06/2026	01/08/2030	COSCO	Jiangnan
Hudong-zhonghua H2021a	XDF	174000	27/02/2026	01/08/2030	MISC	Hudong-Zhonghua
Hudong-zhonghua H1923a	XDF	271000	01/09/2024	01/09/2030	Nakilat	Hudong-Zhonghua
Hudong-zhonghua H2022a	XDF	174000	27/02/2026	01/10/2030	MISC	Hudong-Zhonghua
Hudong-zhonghua H1924a	XDF	271000	01/09/2024	01/10/2030	Nakilat	Hudong-Zhonghua
Hudong-zhonghua H2023a	XDF	174000	27/02/2026	01/12/2030	MISC	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 = 7 September 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

Data last updated = 5 May 2026 | For more information please visit http://small-lng.com

Small-LNG.com

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