LNG Shipping News

AN LNG JOURNAL TITLE ON LNG CARRIERS 24 September 2026

High LNG spot prices deterring Asian buyers

Asian LNG imports will see the weakest September in eight years, as high spot prices deter Chinese and South Asian buyers.

The continent is expected to import 20.09 mill tonnes of LNG this month, the lowest for September since the 19.88 mill recorded in September, 2018, according to data compiled by commodity analyst Kpler, reported Reuters.

Asia's imports will drop from the 22.27 mill tonnes handled in September last year, and also fall from the 22.25 mill last month.

If there is a silver lining for the global LNG market, it's that the slump in Asian demand is freeing up cargoes for Europe, which is battling to ensure sufficient natural gas storage ahead of the northern winter, Reuters said.

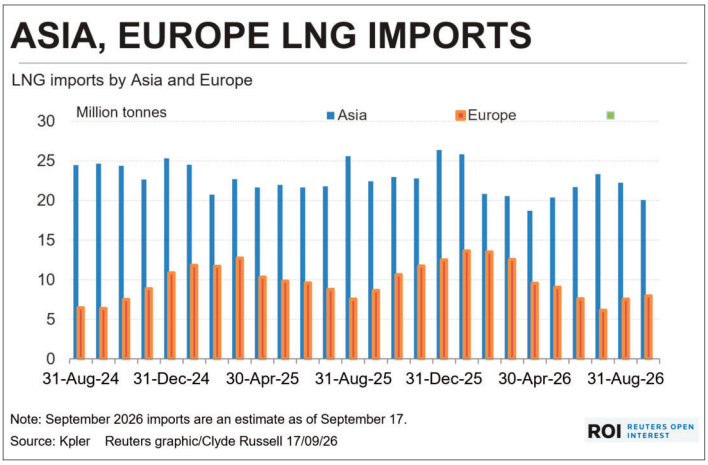
European Union natural gas inventories are at around 68% full, which is about 16% below the five-year average.

Europe is starting to draw more LNG cargoes, with Kpler estimating that September's imports will rise to 7.98 mill tonnes, the highest since May and up from 7.55 mill in August.

This upward trend is forecast to continue, with Kpler estimating October imports at 10.53 mill tonnes and November at 10.62 mill, which are largely in line with the same months of 2025.

The absence of Qatar's LNG has driven spot prices to 45-month highs, with cargoes for delivery to North Asia being assessed at $26 per MMBtu in the week ended 11th September, rising to around $27 per MMBtu a week later.

This is a rise of 150% from the $10.40 per MMBtu that was quoted in the week to 27th February, meaning that spot LNG has risen three times as much as the 50% rise in Brent crude futures over the same time period, Reuters said.



China cutting back

China, which is on track to lose its title of world's largest LNG buyer to Japan this year, is continuing to cut back on LNG imports, with Kpler estimating September arrivals at 4.32 mill tonnes, down from 5.20 mill in August and 5.32 mill in September last year.

While China continues to take long-term cargoes on fixed or oil-linked prices, the current spot price is about double the level that allows imports to be profitable.

India, Asia's fourth-largest LNG buyer, is also showing signs of price stress, with September imports forecast to drop to 1.86 mill tonnes, the lowest since March and down from 2.09 mill in September last year.

Neighbour Pakistan is due to receive only 120,000 tonnes in September, down from 490,000 tonnes in the same month last year.

The overall global LNG market dynamic is largely a repeat of the last crisis in 2022, sparked by the loss of Russian pipeline gas into Europe after Russia invaded Ukraine in February of that year.

Asian spot prices hit a record high of $70.50 per MMBtu in August, 2022, and while that was a brief spike, they remained above $20 per MMBtu until the middle of January 2023.

Asia's LNG imports dropped in both 2022 and 2023 from 2021 levels and didn't recover until 2024, when they hit a record high of 287.16 mill tonnes.

In contrast, Europe's LNG imports surged in 2022, reaching a then-record of 124.54 mill tonnes, up 59% from 2021.

The ongoing absence of Russian pipeline gas has kept Europe's LNG imports elevated, with a new high of 125.20 mill tonnes set in 2025.

However, 2026 is set to be a new record year, with imports of 117.01 mill tonnes already assessed by Kpler, a figure that will rise further in the last quarter, Reuters said. ■

SHIPPING NEWS AGENDA

Europe's winter of discontent

Europe is approaching this winter with high gas prices, escalating conflicts disrupting supply and gas storage at the lowest level for this time of year since records began in 2011.

Compounding these challenges are intense competition with Asian buyers for LNG cargoes and doubts about how El Niño will impact the weather, the Institute for Energy Economics and Financial Analysis (IEEFA) said in a report.

Consequently, Europe faces several uncertainties this winter:

- Whether disruption to LNG transit through the Strait of Hormuz is prolonged.
- Whether Asian buyers outbid Europe for US LNG.
- Whether gas price volatility surges.
- Whether storage levels remain critically low.
- Whether the winter is exceptionally cold.
- Whether gas supply from Norway or other major producers is disrupted.
- Whether other critical shipping routes are obstructed.

Only some of these uncertainties need to materialise for buyers to pay a steep premium to guarantee security of supply.

Europe faced similar circumstances after Russia's 2022 invasion of Ukraine, when the continent depended on Russia for almost half of its gas imports. Europe responded by reducing its dependency on Russian gas, diversifying suppliers, curtailing gas demand and accelerating renewable energy deployment.

IEEFA said that the 2026 crisis differs structurally. Europe had successfully reduced its reliance on Russian pipeline gas, only to replace it with dependence on the global LNG spot market and US supplies. This switch has left the continent highly vulnerable to global shipping bottlenecks and international bidding wars.

European LNG storage is well down this year

Supply squeeze

Europe must prepare for another imminent supply squeeze when the EU's complete ban on Russian LNG imports under existing long-term contracts takes effect on 1st January, 2027, IEEFA said. This deadline arrives at a highly sensitive time, given that Russia supplied about 19% of the EU's LNG imports in the first half of this year.

EU gas demand fell by 17.7% between 2021 and 2025, providing a crucial buffer against supply shortages. Wind output and temperatures will determine how tight Europe's gas supply becomes this winter and how high prices go. Demand reduction remains the biggest lever within Europe's control.

Gas imports into the region from January to August, 2026 were virtually flat year-on-year at about 200 bill cu m: LNG imports decreased by around 3.5% and pipeline gas imports rose by 2.5%.

EU LNG imports began this year higher than in 2025 but declined steadily from April to July before rebounding in August. Pipeline gas imports also started the year stronger but have followed a similar trend to 2025 volumes since April.

Due to the ongoing Iran war and disruption to shipping through the Strait of Hormuz, EU imports of Qatari LNG fell by 5.1 bill cu m y-o-y between January and August, 2026. Pipeline gas imports from Türkiye decreased by 0.7 bill cu m.

However, EU countries offset these losses with increased imports from several other suppliers over the same period, notably:

- Norway (pipeline gas and LNG): +3.2 bill cu m.
- US (LNG): +1.8 bill.
- Russia (pipeline gas and LNG): +1.5 bill.
- Algeria (pipeline gas and LNG): +1.1 bill.
- UK (pipeline gas): +1 bill.
- Nigeria (LNG): +0.5 bill cu m.

The US share of EU LNG imports has risen steadily since 2022 and in the first half of this year, around 60% of the EU's LNG imports have come from the US, rising to 70% in August. The region purchased 43% more LNG in August than in July as countries filled their storage ahead of the winter.

But Europe's gas storage levels are far lower than in previous years because summer prices have been higher than winter forward prices, leaving little commercial incentive to inject gas into storage. EU gas storage was 68.04% full on 12th September, 2026, down 12.1% from 80.12% on the same date in 2025, the report said. ■

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Equinor looks to expand LNG portfolio

Norwegian state owned oil and gas giant, Equinor aims to expand its LNG supply portfolio to between 10 mill and 15 mill tonnes per year early in the next decade to meet demand from Europe and Asia, senior executives said.

Equinor was expected to announce a second deal to supply LNG to an Asian customer last week, Ingvar Egeland, Equinor's Vice President for LNG, told Reuters.

The company committed to a 15-year LNG supply deal with India's Deepak Fertilisers and Petrochemicals Corp in May.

"We have been in dialogue with many counterparties, especially in India and also places in Southeast Asia, wanting to have new sources," Egeland said, adding that Equinor focused on supply deals to state energy companies and fertiliser producers.

The Middle East conflict has forced Asian buyers to seek other suppliers.

Equinor lifted its first US LNG cargo from Cheniere's Sabine Pass export facility last month and expected its supply portfolio to double to 7 mill tonnes per annum in 2030 when the US supplies are fully ramped up.

At present, half of the supply comes from its Hammerfest (Melkoya) LNG plant in Norway.

Equinor plans to expand its supplies to include cargoes priced on Brent to diversify its price exposure, Egeland said.

He added that the new volume would exclude Tanzania, where Equinor is pursuing a project that has been delayed by government negotiations.

Tanzania's Deputy Energy Minister said last week that the government could pass a new law governing LNG investments by the end of this year.

Egeland said potential new supply sources included the US east coast, the Canadian west coast, South America, and African countries, except Tanzania. ■

Ingvar Egeland, Equinor's Vice President for LNG

LNG SPAs abound

There has been a plethora of long term sales and purchase agreements announced during the past couple of weeks.

For example, US developer, Venture Global and China Gas Holdings have signed a sales and purchase agreement (SPA) for the purchase of 0.5 mill tonnes per annum of US LNG for 20 years starting in 2030.

This SPA brings Venture Global's current long-term offtake with China Gas, to 2.5 mill tonnes per annum under 20-year SPAs supplied across the company's portfolio.

Elsewhere, French energy giant TotalEnergies and South Korea's GS Energy, have signed an SPA for the long-term LNG supply to South Korea.

The LNG will be sourced from TotalEnergies' global portfolio and will contribute to strengthening SouthKorea's energy security, while supporting GS Energy's gas-fired power plants.

This agreement also allows TotalEnergies to grow in South Korea, the world's third-largest LNG importer, the company said on X without giving further details.

Meanwhile, Greece's Metlen Energy & Metals has announced that it entered into an SPA for long-term supply.

The Athens-based aluminium producer and electricity generator said its subsidiary Petco Trading UK (PTUK), will deliver six LNG cargoes per year from PETRONAS' Atlantic portfolio, amounting to around 600 mill cu m per year over a five year period.

Deliveries are due to start in 2027.

US developer, Sempra Infrastructure, a subsidiary of Sempra, has agreed a 20-year SPA with Brazilian energy giant Petrobras, under which Sempra will supply around 0.8 mill tonnes per annum of LNG.

The LNG will be sourced from Sempra Infrastructure's contracted liquefaction capacity at the Port Arthur LNG Phase 2 project, currently under construction in Texas.

Australian interest

Australian energy developer, Santos has signed two separate non-binding LNG agreements.

The first involved Key commercial terms being agreed with POSCO Steel for a 10-year supply of LNG sourced from its portfolio on a 'delivered ex ship' (DES) basis commencing in 2030 or 2031.

The second was a non-binding heads of agreement (HoA) with Western LNG for the purchase of about 1 mill tonnes of LNG per annum from the planned Canadian Ksi Lisims LNG project for up to 20 years commencing from around 2031.

Swiss-based MET International, the trading and wholesale arm of the integrated energy company, MET Group, has signed a long-term LNG purchase agreement with Shell.

Under the new agreement, Shell will supply MET with LNG from its US portfolio over a multi-year period.

During the recent state visit of HH Sheikh Mohamed bin Zayed Al Nahyan, United Arab Emirates President to Germany, a letter of intent (LoI) was signed between RWE and ADNOC regarding future LNG supplies.

Both parties intend to agree on the terms of up to two LNG sale and purchase agreements (SPAs).

The LNG will be supplied from ADNOC Gas' and its finance arm, XRG's growing LNG portfolio, including Ruwais, Das Island, Rio Grande LNG, Mozambique and Argentina, with supplies commencing in the early 2030s.

Norwegian state-owned Equinor has signed a long-term LNG supply agreement with Thailand's PTT Trading (PTTT).

The company did not reveal the details.

Glencore has signed a long-term LNG SPA agreement with S&T International Natural Gas Trading Company Limited (S&T), a subsidiary of China Suntien Green Energy Corp.

Under the agreement, Glencore will supply LNG to S&T for 10 years, with volumes sourced from Glencore's global LNG portfolio.

Finally, Bharat Petroleum Corp (BPCL) has signed a Master SPA with Italy's Eni.

BPCL said that this MSPA allowed the company to diversify its international import channels and secure competitive gas supplies for the Indian market. ■

Qatar looks to US LNG to fill production gap

QatarEnergy is negotiating with several producers to secure multi-year US LNG contracts through 2031.

The gas will be used to replace capacity knocked out by Iranian attacks that will take years to repair, three trading and industry sources told Reuters.

Producers discussing possible deals include Venture Global, Cheniere and Woodside, two sources said.

The contract talks are part of the company's efforts to replace lost volumes from its Ras Laffan facility after two of its 14 LNG trains and a gas-to-liquids (GTL) facility were damaged by Iranian strikes in March, the sources said.

These discussions also mark a shift from QatarEnergy's purchases of dozens of US spot LNG cargoes to help meet commitments to some of its Asian customers, which suggests the Qatari export giant is now seeking longer-term solutions to cover the shortfall.

HE Minister Saad Sherida Al-Kaabi, QatarEnergy President and CEO said in March that repairs to Ras Laffan would shut off 12.8 mill tonnes per year of LNG capacity for three to five years, which he reiterated recently.

Having halted production in March, QatarEnergy has renewed *force majeure* notices monthly, most recently extending them to November, with further extensions possible, as the Strait of Hormuz remains closed, the sources said.

Trading arm

QatarEnergy's trading arm, QatarEnergy Trading, which manages 10 mill tonnes of the company's LNG portfolio, is seeking 2-3 mill tonnes per annum through 2031, one of the sources told Reuters.

HE Minister Saad Sherida Al-Kaabi, QatarEnergy CEO and President

"They will have to buy whatever they can get their hands on," a fourth source said.

US projects under construction have a total of 25 mill tonnes of LNG available for purchase, according to data compiled by research firm, Rapidan Energy.

Venture Global has the most LNG available with 10 mill tonnes per annum not contracted thus far, with Cheniere and Woodside Energy having 6 mill tonnes per annum available for sale each and there is another 3 mill tonnes per annum available from Sempra's Port Arthur LNG project, according to Rapidan's data.

"Qatar's current pursuit of long-term LNG volumes from other producers to help Qatar deliver into their customer contracts indicates that Qatar now sees risk to their ability to export LNG for several years," said Saul Kavonic, head of energy research and advisory at MST Marquee.

"It signals that Qatar considers the disruption of the Strait of Hormuz may prove longer lasting, and the damage to Qatari LNG infrastructure has been more extensive and may take longer to repair than initially hoped," he added.

Before the shutdown, about 80% of Qatar's LNG shipments were typically exported to Asian buyers.

Al-Kaabi has since confirmed that it will take three years to repair the two LNG trains at Ras Laffan, at the recent Qatar Economic Forum.

He added that repairs on the GTL train at Ras Laffan will be concluded in 1Q27, meaning it may be back on stream within a year.

To counter the supply shock, he outlined its ambition to become "the largest LNG trader globally" and outlined further US expansion plans — saying the second and third trains of Golden Pass LNG are due to be fully operational next year.

The Minister was confident Qatar could resume normal operations "within a few weeks" of the reopening of the Strait of Hormuz.

He also said that QatarEnergy expects the first 8 mill tonnes per annum liquefaction train at its North Field East (NFE) expansion project to start up in the first half of 2027, but the timing of subsequent trains will hinge on a sustained reopening of the Strait of Hormuz, speaking at the New York forum.

The NFE project comprises of four mega-trains, of 8 mill tonnes each, totalling 32 mill tonnes. Train 1 is mechanically complete and has entered the commissioning phase this month. ■

ABS awards Hanwha another AiP

US-based class society, American Bureau of Shipping (ABS), has awarded an approval in principle (AIP) for Hanwha Ocean's multi-purpose fuel tank and fuel gas supply system design to enable an LNGC to switch from LNG to ammonia fuel without replacing the fuel tank or fuel gas supply system (FGSS).

ABS reviewed the design against relevant class and international requirements. It has been designed to supply either LNG or ammonia to the gas turbine, enabling transition from LNG to ammonia fuel.

Gareth Burton, ABS Senior Vice President of Global Engineering, commented: "Fuel flexibility is a practical requirement for owners navigating an evolving regulatory environment, and the engineering challenge of achieving it without tank replacement is significant.

"This design addresses that challenge directly, and ABS is pleased to support Hanwha Ocean in verifying the concept's feasibility against applicable requirements," he said.

This AiP is the latest development in a series of projects with Hanwha Ocean, including an AiP for an ammonia gas turbine propulsion system in 2023 and gas dispersion study of a 174,000 cu m LNGC with an ammonia gas turbine in 2024.

Young Chang (James) Shon, Hanwha Ocean CTO, added: "Although uncertainties remain regarding implementation of environmental regulations, the maritime industry's path toward net zero remains clear.

"Hanwha Ocean's multi-purpose fuel design offers shipowners a practical and flexible pathway from LNG to ammonia while safeguarding long-term competitiveness. Hanwha Ocean will continue developing future-ready technologies that support sustainable shipping," he said.

This AiP comes months after ABS signed a memorandum of understanding (MOU) with Seatrium to advance innovation, regulatory alignment, and sustainable technologies across the maritime and offshore energy sectors. ■

Fourth Arc7 heads for Fayard

A fourth Russia-linked Arc7 LNGC is heading for Danish shipyard Fayard as a new US law targets Russian LNG shipping.

According to consultancy Urgewald, the Seapeak-linked 'Nikolay Yevgenov' could become the fourth Arc7 to be serviced at Fayard since June.

Fayard has continued servicing the fleet despite appeals from 105 parliamentarians and new US sanctions, Urgwald claimed.

US sanctions

This news comes days after US President Trump signed the Lindsey O Graham Sanctioning Russia and Iran Act, covering vessels transporting Russian LNG.

The latest Arc7 will follow the 'Rudolf Samoylovich' on 30th June, 'Georgiy Brusilov' on 23rd July and 'Boris Davydov' in August.

After leaving Fayard in September, 2023, 'Boris Davydov' has carried some 50 Yamal LNG cargoes totalling 3.65 mill tonnes with an indicative gross value of €1.91 mill.

The Arc7 maintenance cycle is about 30 months. As Yamal relies on a small specialised fleet, extending several vessels' availability helps preserve the resilience of the export system through Arctic winter conditions, when ordinary LNGCs cannot replace them at the Russian terminal.

This is effectively the Russian fleet's final European repair window before EU service restrictions take effect on 1st January, 2027, but work completed now could keep the vessels operating for years.

In July, 105 parliamentarians from 17 countries urged Fayard to refuse Arc7 maintenance work. Denmark's Prime Minister and Ukraine's sanctions chief also criticised the work.

The new US law requires an initial review by 18th October and covers foreign vessels that are identified as knowingly transporting Russian LNG, although designations are not automatic and national interest waivers are permitted.

It also targets the owner or operator of a foreign port that allows a US-sanctioned vessel supporting Russia to call or receive services.

Alexander Kirk, Urgewald Sanctions Campaigner, said: "Four major repairs in one summer could support a decade of combined operation across ships keeping Putin's flagship Arctic gas project alive.

"Fayard is not carrying out four isolated jobs. It is maintaining the specialised fleet that makes Russia's year-round LNG exports from the High North possible.

"The security contradiction is impossible to ignore. Denmark is strengthening its defences around Greenland and the High North and entrusting Fayard with a naval frigate, while the same yard services vessels central to Russia's Arctic energy ambitions.

"By continuing to service the Arc7 fleet, Fayard's Odense shipyard is taking a sanctions gamble that could put it — and potentially Odense Havn — on a collision course with Washington.

"It should turn 'Nikolay Yevgenov' away, and the United States should designate all 14 internationally owned Arc7 carriers in its first sanctions review," he said.

In response, Fayard has claimed that its work is legal under current EU rules and noted that the vessels were internationally owned. ■

Pakistan to receive Qatari LNG cargo

Pakistan is due to receive an LNG cargo from Qatar after negotiating a safe passage with Iran for the shipment through the Strait of Hormuz, sources told Bloomberg.

This would be the second Qatari LNG cargo that the energy crisis-stricken Pakistan will receive in September after some shipments exited the Gulf early this month.

The latest LNG shipment cleared the Strait of Hormuz recently and was due to arrive in Pakistan this week, according to ship-tracking data compiled by Bloomberg.

This cargo is not be the first time Pakistan has directly negotiated safe passage for LNG shipments with Iran, as a similar deal was struck in May.

Pakistan, which relied mostly on Qatari term supply before the war, has had to turn to expensive spot purchases which have pushed its power generation costs higher.

The country's energy sector has been struggling after QatarEnergy declared *force majeure* on its exports following Iranian strikes that caused damage to its Ras Laffan LNG export hub. Since then, Pakistan has been forced to turn to spot LNG markets and pay large premiums for the occasional shipment.

Some LNG cargoes from Qatar and the United Arab Emirates have recently transited the Strait of Hormuz or undertaken ship-to-ship (STS) transfers outside the Strait offshore Oman. ■

HD Hyundai Samho and ClassNK sign LNGC design MoU

HD Hyundai Samho and ClassNK have signed a memorandum of understanding (MoU) for joint development of an LNGC design incorporating the forthcoming amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code).

The IGC Code amendments are expected to be adopted at the 112th session of the IMO Maritime Safety Committee (MSC 112) in December, 2026. Following adoption, the revised requirements are scheduled to enter into force on 1st July, 2028.

Prior to the application of the amended code, HD Hyundai Samho and ClassNK will jointly undertake a technical review of an LNGC design reflecting the upgraded requirements.

The review will mainly address:

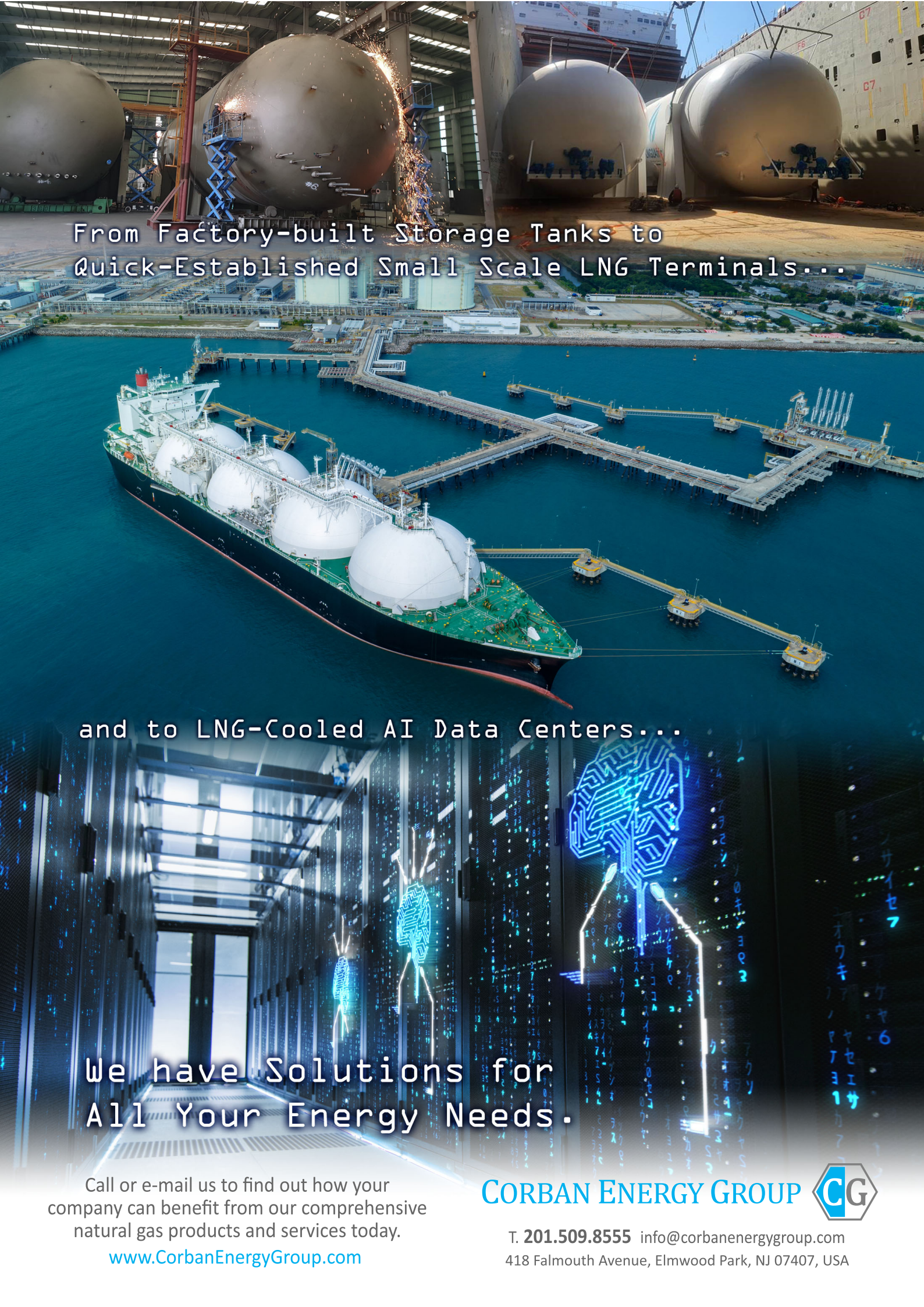
- Emergency shutdown arrangements for valves connected to cargo tanks.
- Material requirements for exposed cargo piping.
- Interlocking and accumulation-pressure requirements for cargo tank pressure relief valves.
- Risk-based cargo tank filling limits.

The roles of each party include:

- **HD Hyundai Samho** — Development of an LNGC design reflecting the amended IGC Code requirements.
- **ClassNK** — Review of the design based on the amended IGC Code requirements.

Through this collaboration, HD Hyundai Samho aimed to minimise future design rework resulting from the amended regulations implementation and provide shipowners with an early and technically validated design solution compliant with the new requirements.

ClassNK will contribute to the smooth implementation of the amended code and the assurance of safety through its technical review in accordance with the amended requirements. ■



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Energos up for sale?

Apollo Global Management is evaluating a potential sale, either all or part, of Energos Infrastructure, a company that operates an LNGC fleet specialising in LNG storage, regasification, and transportation.

The transaction could value the company at more than $3 bill, according to sources talking with Reuters.

During the past few weeks, Apollo has reportedly been in contact with potential buyers to discuss different alternatives for the future of Energos. Among the possible interested parties is XRG, the international energy investment arm of Abu Dhabi National Oil Co (ADNOC).

The Abu Dhabi-based company is thought to be considering a deal that could see it acquire up to a 50% stake in Energos. However, the talks were said to still be in a preliminary stage and there is no guarantee they will result in an agreement.

Energos Infrastructure currently owns and operates 13 vessels consisting of nine FSRUs, as well as two FSUs and two LNGCs.

They operate under long-term commercial agreements in various international markets, including projects in Brazil, Egypt, Indonesia, Mexico, and the Netherlands.

Apollo created Energos with New Fortress Energy(NFE) in 2022 through a joint venture focused on LNG-related marine assets.

Apollo-managed funds assumed an 80% stake, while NFE retained the remaining 20%. Two years later, Apollo acquired NFE's stake and took full control of Energos Infrastructure.

'Energos Force' seen arriving at Stade

The commercial relationship between the two companies, however, did not end with that transaction, as several Energos vessels remain linked to NFE through long-term charter agreements.

Furthermore, XRG's potential interest in Energos aligns with its international expansion strategy in the natural gas and LNG markets.

The company aims to develop an integrated business with a capacity of up to 25 mill tonnes per year by 2035 and throughout 2026, XRG continued to expand its presence in international projects.

Recent moves include the acquisition of an additional 7.6% stake in two trains of the Rio Grande LNG project, located in Texas.

The company also partnered with One to acquire minority stakes in three production blocks in Argentina linked to the development of an LNG project. A potential stake in Energos would allow it to add floating storage and regasification infrastructure to its growth strategy.

For now, however, Apollo will continue to evaluate the available alternatives, Reuters reported.

In another move, the FSRU 'Energos Force' has moored at the new LNG terminal in the Stade-Bützfleth industrial port.

Chartered by Deutsche Energy Terminal (DET, this marks the start of preparations to commission the Stade FLNG terminal. ■

Tilbury Phase 2 takes a step closer

FortisBC has been given permission to proceed with its Can$3.1 bill Tilbury Phase 2 expansion project in Delta, near Vancouver, British Columbia.

Canadian Federal and provincial environmental approvals have been received, clearing the way for construction to start in 2027.

Tilbury LNG is forecast to generate about Can$1.7 bill in construction GDP and create hundreds of jobs during the build phase, the developer said.

Once operational, Phase 2 will increase the site's liquefaction capacity roughly tenfold from currently 0.25 mill tonnes per annum to about 3.4 mill tonnes – of which some 2.5 mill tonnes would be available for export and the remainder for domestic or bunkering use.

British Columbia's Environmental Assessment Office (EAO) issued an environmental assessment certificate for the project on 21st September, followed immediately by a federal decision statement from Environment Minister, Julie Dabrusin under the 'one project, one review' framework.

The approvals cover construction and operation of a new 142,400 cu m LNG storage tank, additional liquefaction facilities with capacity of up to 7,700 tonnes per day, or about 2.5 mill tonnes per annum natural gas receiving facilities.

FortisBC had submitted a revised environmental application in February this year, due to pandemic related delays. However, the utility is still to obtain remaining permits and authorisations before construction can begin, targeted for early 2027. ■

NEWS NUDGE

NLNG Train 7 startup next year

Nigerian LNG producer, NLNG is aiming to start up its $10 bill Train 7 LNG project by the end of next year, Managing Director, Adeleye Falade told reporters on the sidelines of Gastech.

Once commissioned, the Bonny Island project will expand NLNG's capacity to 30 mill tonnes per year from 22 mill tonnes today. It has faced repeated delays, most recently from the COVID-19 pandemic and the Russian/Ukraine conflict.

NLNG is still operating under a *force majeure* that was imposed in 2022, Falade told the Gastech conference, after widespread flooding disrupted its supplies.

The company is expected to lift that measure when it reaches a 90% utilisation rate, he said, adding that the plant is currently operating at 82%-83% utilisation.

"We still have a delta of about 15% that we need to close," Falade said. "Operationally, we are able to do that, but our biggest constraint is gas supply, and we're working with all the relevant people, including the government, to be able to get more gas to flow into the plant."

However, the company is focused on meeting its existing contractual obligations to its buyers under *force majeure,* he added.

Falade added that more interest in additional volumes and spot LNG cargoes emerged after exports via the Strait of Hormuz were curtailed by the Iran war. "People are looking at more diversified, reliable sources of supply," he said.

"Our priority currently is to continue to make sure that we fulfil our obligations to our existing customers and maximise as much production opportunity as possible that we have," he added.

NLNG is majority-owned by the Nigerian National Petroleum Co. Foreign partners include Shell, TotalEnergies and Eni. ■

Canadian LNG plant developer in Ukrainian talks

Kino Aski LNG, a Canadian developer seeking to set up an LNG export terminal, has signed a memorandum of understanding (MoU) with Ukraine's Naftogaz to explore potential co-operation on the long-term supply of Canadian LNG to European markets.

The MoU establishes a framework for the two companies to assess potential supplies of Canadian LNG to Naftogaz Group from the proposed Kino Aski LNG terminal. Both parties will explore potential European market demand, supply volumes and options for delivering LNG to Europe.

This agreement also represents an important step in assessing the commercial potential of Kino Aski LNG and its possible contribution to Europe's energy supply diversification and security, the company said.

"This agreement demonstrates the potential interest in Canadian LNG among European partners seeking reliable and diversified sources of energy. For First Nations, it would also represent an opportunity to play a leading role in developing new economic and energy relationships between Canada and Europe," said Kino Aski's Constant Awashish.

"We are expanding our network of international partners to create more opportunities to purchase gas on competitive terms. Co-operation with Kino Aski LNG will allow us to assess the possibility of adding Canadian LNG to our supply portfolio," he said.

"For Naftogaz, it is important to have a choice of different supply sources and routes so that we can respond flexibly to Ukraine's needs, " added Sergii Fedorenko, Naftogaz Group's Acting CEO

Kino Aski LNG is being developed under Canada's First Nations leadership and aims to create long-term economic benefits for participating communities in Quebec and Ontario, while advancing an approach based on respect for Indigenous territories, environmental protection and collaboration with affected communities.

The Atikamekw Nation is acting as a catalyst to enable First Nations across Eastern Canada to assess the economic opportunities associated with an international-scale energy development.

Kino Aski LNG is currently at the technical study phase and its development has not yet been confirmed. No final pipeline route has been selected and no formal regulatory process has been initiated.

Technical studies, environmental assessments and consultations with affected First Nations will guide the next steps, Kino Aski LNG said, adding that it will continue to assess the development's feasibility in alignment with indigenous values and with respect for the land and the environment. ■

Caturus to expand Commonwealth LNG

US oil and gas developer, Caturus is to embark on a a five train, 7.75 mill tonnes per annum expansion project at its Commonwealth LNG export facility in Cameron Parish, Louisiana.

This would nearly double the site's planned capacity to around 17.25 mill tonnes per annum.

The expansion project comes four months after Caturus reached a final investment decision (FID) on its six train, 9.5 mill tonnes Commonwealth LNG facility, closing $9.75 bill in base project financing.

Base project construction is progressing safely and on schedule with operations targeted for 2030, with around 8.5 mill tonnes of its 9.5 mill tonnes per annum capacity subscribed under long-term sale and purchase agreements (SPAs) , the company claimed.

The expansion project is targeted to enter service in the early 2030s, following planned base project operations.

"Global energy demand continues to grow for more reliable, affordable energy, and the United States is in a position to supply it," said Caturus CEO, David Lawler. "That conversation is happening at the G20 and Gastech, and Commonwealth LNG helps provide that certainty.

"By capitalising on the momentum at Commonwealth LNG and strength of our integrated platform, we're creating additional capacity, greater flexibility for customers and a clear path for continued growth well into the next decade," he said.

"The expansion project is the natural extension of what we're already building, and our growing upstream portfolio provides the gas to support additional capacity," added Caturus President, Tim Wyatt. "The market wants more volume and longer-term supply and our integrated offering has proven to be a success for our initial base project.

"We intend to pursue the expansion project with urgency and discipline, while continuing our open and constructive engagement with the Cameron Parish community, government officials and all stakeholders, listening carefully and working collaboratively as the work moves forward," he said.

EPC experience

The company said that it expected to utilise the engineering, procurement and construction (EPC) experience from the Commonwealth LNG base project, drawing on a proven modular construction methodology, established equipment and fabrication supply chain and existing relationships with vendors and partners.

Caturus claimed to be the only independent US company with an integrated wellhead-to-water position with gas produced and gathered from its own South Texas acreage, moved on contracted takeaway, liquefied at a terminal it controls and sold directly to global buyers.

The company is backed by Kimmeridge and supported by investments from Mubadala Energy and Canada Pension Plan Investment Board (CPP Investments). ■

NEWS NUDGE

EXMAR to place FSRU at Abidjan

Belgian gas carrier owner and operator, EXMAR has signed an agreement with Côte d'Ivoire Energies (CI-Energies) and Société Nationale d'Opérations Pétrolières de la Côte d'Ivoire (Petroci) for a 10 years' lease of a 152,000 cu m and 250 mill standard cu ft per day FSRU.

The FSRU will be moored at Abidjan and the contract includes its operation and maintenance. It will generate an annual EBITDA of around $21.3 mill.

Petroci will source LNG from the international market, which will be imported through the FSRU from the third quarter of next year, and the unit will deliver the regasified LNG to CI-Energies to produce electricity.

The FSRU is required to meet the increase in gas and power demand both inside Côte d'Ivoire, with its rising population, prosperous economy and growing mining industry; plus additional demand from the neighbouring countries.

The project was flagged as a priority by President Ouattara at the start of his fourth term, at the beginning of this year. ■

DNV approves HHI's large Q-Max design

DNV has awarded HD Hyundai Heavy Industries (HD HHI) an approval in principle (AiP) certificate for a new 271,000 cu m LNGC design.

The twin skeg LNGC represents HD HHI's largest LNGC design to date, maximising the cargo carrying capability of a Q-Max class through optimising the overall vessel dimensions.

Featuring five membrane type cargo tanks, the design has been developed to offer enhanced cargo and operational flexibility when compared with a conventional LNGC.

Despite its larger cargo capacity, the vessel would still be able to transit both the Suez and Panama canals, with the intention of providing buyers and operators greater trading and deployment flexibility.

Equipped with an IMO NOx Tier III compliant dual fuel propulsion system, and an enhanced cargo handling system that incorporates a reliquefaction plant, the design also integrates various AI powered technologies to provide intelligent voyage support, operational monitoring, and energy optimisation.

In addition, the design utilises an optimised hull form for better propulsion performance with several energy saving devices (ESD), including HD Hyundai's Hi-ARS (Air Resistance Saver) for wind pressure reduction.

The Gastech award ceremony

These technologies are designed to contribute to lowering fuel consumption and emissions to air, as well as improving overall performance, in response to the increasingly stringent environmental regulations on the shipping industry, DNV said. ■

Lloyd's Register helps to advance LNGC projects on several fronts

UK-based class society Lloyd's Register has unveiled several projects recently, involving LNGCs.

For example, in a report, LR identified a 200,000 cu m LNGCs as a credible next step for LNG fleet renewals.

Larger vessels could increase cargo capacity and reduce transport costs without requiring major disruption to existing terminal infrastructure, the report revealed.

The findings, presented at Gastech and published in LR Advisory's terminal compatibility and commercial evaluation report for GTT, assessed representative 200,000 cu m LNGC designs against existing global LNG infrastructure and modeled their commercial performance across Atlantic and Pacific trading routes.

It was found that 88 LNG terminals worldwide were compatible with larger LNGC concepts, compared with 97 terminals for a standard 174,000 cu m vessel. Crucially, these terminals included many in the world's major LNG trading hubs, indicating that larger vessels could be deployed across core trades with only a limited reduction in terminal reach, LR said.

One of the report's key findings was that cargo tank configuration had little influence on terminal accessibility. No material difference was identified between three-tank and four-tank concepts. Instead, vessel beam was found to be the most important factor in determining compatibility, alongside draft and displacement.

Alongside the technical assessment, LR's commercial evaluation identified benefits for both owners and charterers. Despite the modest reduction in terminal accessibility, the larger vessel provides meaningful economic advantages through increased cargo carrying capacity and improved transport efficiency.

LR's modelling pointed to a potential owner benefit of around $85.5 mill over 30 years, alongside material transport savings on representative routes.

In addition, LR has joined with HD Korea Shipbuilding & Offshore Engineering (KSOE) and HD Hyundai Heavy Industries (HHI) to develop a new generation of LNGC designs fitted with hybrid electric propulsion.

The parties signed an approval in principle (AiP) at Gastech to advance the design of a 185,000 cu m LNGC featuring a hybrid electric propulsion system.

Under the AiP, the partners will work on the development and safety verification of the vessel's hybrid electric propulsion system, with a focus on strengthening system architecture, redundancy philosophy and battery integration.

The project also aims to develop guidance and technical requirements for this emerging technology, providing a framework to demonstrate support wider adoption across the LNGC market.

In another move, LR, Seapeak, Kongsberg Maritime (KM), and Tunable have launched a joint development project (JDP) to facilitate compliance and independently verify the accuracy of KM's continuous emissions monitoring system (CEMS), incorporating Tunable's gas analysis technology, on board a new LNGC.

LR also granted an AiP to Babcock LGE's ecoAPEX™ (Advanced Performance Extraction) cargo handling technology.

This is designed to improve the efficiency of LNGCs on board reliquefaction and gas fuel systems.

Finally, LR has granted Design Appraisal for HD Hyundai Heavy Industries' (HHI) forward accommodation LNGC design featuring the Wind Challenger wind-assisted propulsion system developed by Mitsui OSK Lines (MOL).

This confirms compliance with LR's Wind-Assisted Propulsion Systems (WAPS) notation requirements.

The project marks the latest milestone in a joint development project involving LR, HHI, MOL and the Republic of the Marshall Islands Maritime Administrator, following an AiP awarded by LR at Gastech 2025.

A key feature of the concept is the relocation of the accommodation block and bridge to the bow of the vessel, which creates a clear mid-to-aft deck area that can accommodate MOL's Wind Challenger hard-sail system, while maintaining operational and navigational requirements.

This configuration also allows greater flexibility in the number, size and placement of sails to maximise wind-assisted propulsion performance.

The partners assessed key technical areas associated with integrating WAPS on board an LNGC, including navigational visibility, hull stability, structural stress from hard sails, and integrated Emergency Shutdown (ESD) systems.

A hazard identification (HAZID) study and risk assessments were conducted in accordance with LR's Risk Based Certification process. ■

Trelleborg and Simwave introduce training modules

Trelleborg Marine & Infrastructure and partner Simwave have launched the first modules of Trelleborg's specialist transfer equipment-focused training programme at Gastech.

This programme is designed to address critical crew competency gaps as LNG bunkering expands and alternative fuels gain momentum, creating new operational demands across the maritime industry.

The collaboration combines Trelleborg's expertise in transfer systems with Simwave's training capabilities to deliver structured learning focused on the safe operation, maintenance, and best-practice use of transfer equipment across the transfer interface.

As LNG, methanol, ammonia, and hydrogen fuel operations expand, crews are increasingly required to manage the transfer of cryogenic and hazardous products between independently operated assets.

However, training and certification frameworks have not evolved at the same pace, underscoring the need for practical, fuel and equipment-specific competency development to support safe and efficient operations.

"By extending our support beyond installation and into structured, equipment-specific training, we help customers strengthen safety, maintain performance integrity, and navigate the growing operational complexity of multi-fuel transfer systems," said Rene Fredriks, Managing Director, Gas Transfer Operations, Trelleborg Marine & Infrastructure.

A series of short e-learning modules delivered through Simwave's platform are offered, each culminating in a certificate of completion.

The modules provide crews with practical knowledge of Trelleborg transfer systems, covering LNG composite hose characteristics and handling practices, visual inspection procedures, the role and operation of the universal safety link (USL) in bunkering operations and service procedures for Cryo DC tank-end units.

These initial modules mark the first phase of a broader training programme aimed at strengthening competency across LNG transfer operations. In the future, the curriculum will expand to cover both routine and emergency scenarios across Trelleborg's transfer equipment portfolio, including cryogenic LNG hoses, safety links, ship-to-shore links and emergency release systems.

"Effective crew training must reflect the equipment, interfaces and operating conditions encountered in the field," said Ryan Verhagen, Simwave's CCO. "Together with Trelleborg, we are transforming engineering expertise into practical, scalable learning experiences that help crews build and maintain competency across increasingly complex, multi-fuel operations."

Additional modules are currently under development to address operational scenarios and equipment-specific procedures for LNG bunkering vessels, LNGCs, alternative-fueled vessels, and both floating and fixed LNG terminals. ■

NEWS NUDGE

Ships - Newbuildings, deliveries

Samsung Heavy Industries (SHI) has won a Won1.65 trill ($1.22 bill) contract to build four LNGCs, thought to be for Dynacom, the company reported in a regulatory filing.

With the latest order, the South Korean shipbuilder has secured contracts worth $7.3 bill thus far this year for 42 commercial vessels, including 18 LNGCs.

Adding the two floating FLNG production, storage and offloading facilities valued at a combined $4.4 bill, SHI's cumulative orders for 2026 have reached $11.7 bill, or 84% of its overall annual target.

Compatriot Hanwha Ocean has launched Singapore's first FSRU, designed to operate throughout its 25-year charter without drydocking.

The 204,000 cu m FSRU is being built for Mitsui OSK Lines (MOL) and will be chartered to Singapore LNG Corp (SLNG), which plans to use the unit as Singapore's second LNG import terminal.

Hanwha said the requirement to maintain continuous regasification for that length of time forced a rethink of the conventional FSRU maintenance model.

Commercial vessels would normally undergo drydocking and class surveys roughly every five years for work that cannot be completed while in service. Hanwha said it had fitted redundant equipment and more durable coatings, carried out dozens of additional risk assessments and extended its 3D model review process from the engine room across the entire vessel.

Digital condition monitoring is another key part of the design. SLNG said the vessel carries several ABS SMART class notations, including SMART Machinery Health Monitoring (MHM), on its main generators.

The system provides real-time machinery condition data to support predictive and condition-based maintenance rather than relying solely on scheduled servicing.

Dedicated maintenance spaces and additional equipment clearances have also been incorporated so critical systems can be serviced onboard while the FSRU remains in operation.

The 299 m-long FSRU will have regasification capacity of 5 mill tonnes per year and will be moored at Jurong Port, once fitted out.

Elsewhere, Japanese shipping company Kawasaki Kisen Kaisha (K Line) has unveiled a new LNGC at SHI.

The 174,000 cu m 'Toho Emerald' can operate on either LNG or conventional marine fuels. She is jointly owned by K Line and Toho LNG Shipping, a wholly owned subsidiary of Japanese gas utility, Toho Gas.

The LNGC is scheduled for delivery in October, 2026. ■

Samsung unveils new LNG concepts

Samsung Heavy Industries (SHI) received an AiP from ABS and LR for a concept design that applies SENSE, its in-house developed natural gas liquefaction system, to FLNG topside facilities.

For this concept design, it will also obtain a basic design review (BDR) from ABS.

In addition, SHI signed a memorandum of understanding (MoU) with South Korea's Gas Entec, to commercialise SENSE licensing.

The South Korean shipbuilder also signed a professional services agreement (PSA) with US-based JERA Americas for an FSRU project off Hawaii.

SHI received an AiP from DNV for a composite support structure for storage tanks on very large gas and ammonia carriers. It also signed an MoU with Fulcrum LNG, an LNG development corporation, to target the FLNG market across five regions worldwide.

CEO Choi Sung-an said, "Gastech, the world's largest gas energy exhibition, is where you confirm the megatrends in the future energy industry,

"Samsung Heavy Industries will further expand co-operation with global corporations based on the LNG value chain, including FLNG, to lead the market. ■

BV wards EXMAR AiP for FLNG concept

Bureau Veritas Marine & Offshore (BV) has awarded an approval in principle (AiP) to EXMAR for its FLNG concept based on the conversion of an existing membrane-type LNGC, supporting the development of offshore gas resources through a flexible and cost-effective floating liquefaction solution.

EXMAR's design involves the conversion of an existing membrane-type LNGC into an FLNG intended for operation in mild environments.

The converted facility is designed to enable offshore gas processing, liquefaction and LNG storage, offering a flexible and cost-effective approach to gas monetisation.

By leveraging the conversion of an existing LNGC rather than utilising a newbuilding, the concept offers a practical approach to reducing development schedules and capital investment, while providing a flexible solution for offshore gas developments, BV said.

This concept is based on a membrane-type LNGC with an effective LNG storage capacity of around 170,000 cu m and a design life of 25 years. The unit is intended to unlock stranded gas resources, aiming at projects with low initial capital costs, a shorter timeline from final investment decision to production, and high efficiency requirements.

It has has been assessed against applicable BV requirements for offshore production gas units based on offshore, LNGCs position keeping systems. This review focused on the hull structure and stability, the existing LNG cargo containment system, and the FLNG mooring arrangement. ■

A rendering of EXMAR's LNGC conversion project

NEWS NUDGE

GasEntec's unveils new ownership structure

GasEntec Holdings, an LNG technology and assets company, has announced a new ownership structure designed to accelerate the company's next phase of growth and expand the commercialisation of its proprietary LNG technologies and solutions.

A consortium led by the Groupe Mimran has acquired a majority stake in GasEntec Holdings, the US holding company.

Under the new structure, GasEntec Holdings is now the parent company of GasEntec's South Korean operating business. Previous shareholders have all exited the company. GasEntec's customer relationships, contracts, engineering organisation and ongoing global operations remain unchanged.

GasEntec will continue to operate independently, with its technology development, engineering and operations centered in South Korea and an expanding commercial presence across global markets.

The new structure provides GasEntec with additional capital and resources to build on its LNG innovation and project execution. GasEntec explained that it was expanding its technology portfolio, accelerating the commercialisation of proprietary solutions and pursuing new infrastructure opportunities across the global LNG value chain.

Founded in South Korea in 2013, GasEntec has built an LNG technology and infrastructure platform spanning regasification, floating and onshore terminals, gas handling, cryogenic systems, and LNG logistics. ■

KR looks at wind assisted LNGC

The Korean Register (KR) has signed a memorandum of understanding (MoU) with HD Hyundai Heavy Industries (HHI), UK-based wind propulsion technology company, BAR Technologies, and the Liberian International Ship & Corporate Registry (LISCR) to jointly develop a 174,000 LNGC fitted with a WindWings® wind-assisted propulsion system.

This agreement is aimed at assessing the technical feasibility and safety of applying wind-assisted propulsion technology to LNG carriers, as the global shipping industry accelerates its transition toward de-carbonisation.

The project will focus on an LNGC developed by HHI featuring a forward accommodation block arrangement. By positioning the crew accommodation towards the bow, this provides additional space on the upper deck for the integration of BAR Technologies' WindWings® system.

WindWings® uses large, rigid wing sails installed on a vessel to harness wind as a supplement to the propulsion system. By reducing reliance on the vessel's main propulsion system, the technology can lower fuel consumption and greenhouse gas emissions while improving overall energy efficiency, KR claimed.

HHI will lead the vessel's basic design and design review, while BAR Technologies will provide technical data covering the arrangement and specifications of WindWings®, structural strength, operational concepts and expected fuel savings. KR, together with LISCR, will assess the safety and technical suitability of the design against applicable rules and international requirements.

Based on the outcome of the assessment, KR will also consider granting an AIP, supporting the application and future commercialisation of LNGC wind-assisted propulsion technology. ■

Baker Hughes supports US LNG infrastructure

Baker Hughes and Venture Global LNG are expanding their long-standing collaboration to advance critical US gas infrastructure.

The company will provide gas compression systems for the Cloud Connector Pipeline project in Louisiana, as well as a modular liquefaction solution including cold boxes to support the expansion of the Plaquemines LNG facility.

The large pipeline award, which includes 13 gas compression systems driven by Frame 5/2E gas turbines, represents one of the largest deployments for US LNG feed gas transportation. This will enable the reliable and efficient transport of feed gas through the Cloud Connector Pipeline to Venture Global's Plaquemines facility.

Under the major liquefaction award, Baker Hughes will provide four liquefaction blocks, comprising a total of eight liquefaction modules, to support additional LNG production capacity at Plaquemines. They will include Chart cold boxes.

"Baker Hughes has been a trusted partner across our LNG developments, both at our LNG facilities and across our pipeline infrastructure," said Mike Sabel, Venture Global CEO. "As we advance the expansion of Plaquemines LNG, this collaboration not only supports our expansion plans, but also helps ensure we deliver the reliable feed gas transportation necessary to realise our mission of supplying secure LNG to global markets."

"U.S. natural gas is helping to deliver the energy continuity required for industries, communities, and economies to thrive, grow and innovate. Baker Hughes is proud to work alongside our partners at Venture Global as they expand Plaquemines LNG, providing the critical energy infrastructure needed to meet growing global long-term global energy demand," added Lorenzo Simonelli, Chairman and CEO of Baker Hughes.

Baker Hughes' Plaquemines liquefaction solution follows a similar contract recently awarded for the CP2 project. ■

NEWS NUDGES

Bangladesh to buy nine LNG cargoes

Bangladesh's Cabinet Committee on Government Purchase has approved the purchase of nine LNG cargoes this year through international quotation and direct procurement processes.

The decision was taken at the committee's 44th meeting of 2026 held with Finance Minister, Amir Khasru Mahmud Chowdhury in the chair, where three proposals from the Energy and Mineral Resources Division were discussed.

Of the nine cargoes, five will be procured through the Request for Quotation (International) process.

The UK's TotalEnergies Gas & Power was recommended as the supplier for the 52nd cargo of this year at $28.95 per MMBtu, while Vitol Asia Singapore was recommended for the 56th cargo at $29.795 per MMBtu.

Five cargoes are scheduled for delivery in October.

The committee also recommended approval for the direct purchase of two LNG cargoes from US-based D'ARAB at $17 per MMBtu.

In another proposal, it recommended the direct purchase of two LNG cargoes from Mind Mingle at $19 per MMBtu.

GTT Energy strengthens its services

French engineering and design group, GTT has announced two new developments within GTT Energy, the Group business unit dedicated to containment and energy management systems.

This includes the launch of the LNG Performance Centre, a new service ecosystem designed to support shipowners and charterers in optimising LNGC fleet performance and cargo management, plus the introduction of an LNG as fuel solution for container ships featuring 2 barg technology.

Enhancing the management of LNG operations on board LNGCs is becoming increasingly important, with the potential to improve operational performance and unlock new opportunities for value creation.

The performance centre will provide an integrated approach built around three pillars: cargo management, voyage optimisation and containment system performance monitoring.

It will combine advice from experts, including experienced Masters, available 24/7, with a suite of digital solutions underpinned by GTT's proprietary data and models.

GTT Energy's containment technologies currently equip 86% of the LNGC fleet in operation worldwide. This substantial base represents nearly 20,000 cumulative years of operational experience at sea, together with extensive associated data and proprietary thermodynamic models. ■

LNG rate assessments

Spot market (MEGI/XDF)

Region	Latest	Change*
East of Suez	$32,000	+$7,000
West of Suez	$32,000	+$12,000
12 mos T/C	$55,000	-$3,000

Since last report (09/09/26) *Source: Fearnleys (23/09/26)*

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

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
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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

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Data last updated = 7 September 2026

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

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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

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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

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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

WORLD SMALL SCALE LNG FLEET*

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

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