

LNG Shipping News

AN LNG JOURNAL TITLE ON LNG CARRIERS

8 October 2026

The case for FLNGs

By 2030, around half of global LNG production capacity will be come from just two countries.

Under the Gulf's extended supply disruption, consultancy Wood Mackenzie estimated global availability could be about 70 mill tonnes per annum below pre-conflict levels to 2035 in a report.

Seven FLNG projects sanctioned since 2023, adding 18 mill tonnes per annum of new capacity across six countries, represented the market's most direct response to both pressures.

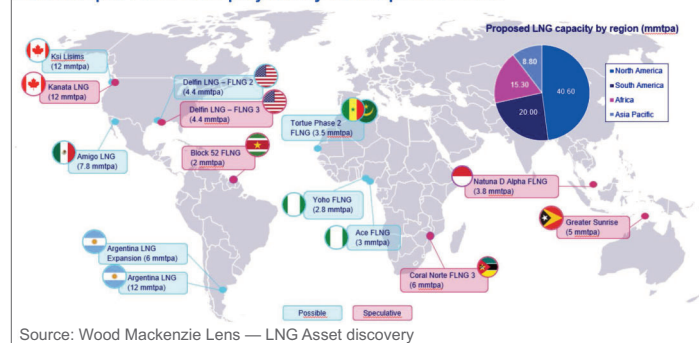
WoodMac identified four scenarios that will shape whether that momentum continues — FLNG's role in supply diversification, its position as a strategic rather than opportunistic tool, the redeployment economics that distinguish it from fixed onshore infrastructure, and a structural gap in commercial ownership that will constrain its next growth phase.

"Seven projects sanctioned in three years, backed by infrastructure investors, IOCs, and LNG traders, is not a technology bet," said Fraser Carson, WoodMac's Principal Research Analyst, Global LNG. "The cost gap with onshore has closed and floating LNG now competes on merit in the locations that matter.

"Cost and technology are no longer the constraints. The question is whether commercial structures catch up with the opportunity. One company currently provides FLNG as a service to the entire global market. That single provider sits opposite a pre-FID pipeline of over 80 mill tonnes per annum" he said.

The diversification case is geographic, not volumetric. All of the proposed new South American and West African LNG capacity is based on floating design concepts. For producers in Argentina's Vaca Muerta and across West African

Selected pre-FID FLNG projects by development status



gas provinces, utilising FLNGs is frequently the only credible export route.

The technology accounts for less than 10% of new global liquefaction supply but its value lies in reach, opening resources that conventional approaches cannot serve, not in the total volumes it delivers, the report said.

Where they compete directly with low-cost modular onshore projects, the economics can be tight. However, where it commercialises stranded or offshore resources with no alternative path to market, the case is clear. The question for developers is not whether the technology works, but where.

Competitive pricing

For example, in June, 2026, a final investment decision (FID) on Delfin LNG FLNG 1, the US' first FLNG export facility and, at 4.4 mill tonnes per annum, the largest single FLNG unit sanctioned globally, came in at about \$932 per tonne, which was competitive with recent onshore US LNG FIDs.

Conversions and standardised newbuildings can reach market at or below the sector benchmark of around \$950 to \$1,000 per tonne. Plant breakevens for recent projects are between \$2.3 and \$4.6 per MMBtu. FLNG fleet utilisation averaged 88% in 2024 and 2025, above

the 85% onshore average. Operating costs remain structurally higher than onshore, running at around 3% to 5% of total capex per year.

Redeployment distinguishes FLNGs most from fixed onshore infrastructure economically, as moving an existing unit costs a fraction of building a new one:

Illustrating this, Golar's 'Hilli's' redeployment costs to date are about \$350 mill, against \$1.5 bill to \$2 bill for a newbuilding FLNG. 'Hilli' had recovered the around \$1.3 bill conversion cost with an eight-year Cameroon charter by 2023, generating about \$2.1 bill in tolling EBITDA.

A redeployment budget of circa \$350 mill and roughly one year of downtime will herald a 20-year Argentine charter with Southern Energy, which is expected to produce about \$5.9 bill in revenue.

Of 15 operational and under-construction FLNGs, 12 are project-owned and three, owned by Golar, are under lease-and-operate deals. Golar also committed to a fourth unit, buying NYK's 2013-built 'Grace Dahlia' for conversion.

The lease-and-operate model transfers construction and financing risk to the unit's owner, lowering the capital barrier for frontier producers who lack the balance sheet for a fully integrated project, WoodMac said.

SHIPPING NEWS AGENDA

MARKETING

FLNG future

1

DEMAND



EU needs

2

SANCTIONS

UK bites

3

SUPPLY

Nigerian plan

3

SPAs

4

FINANCE

Alaskan funds

5

TECHNOLOGY



Building race

6

Nuclear power

6

Canada contract

7

Seatrium success

8

LNG ORDERBOOK

LNG carrier orderbook

12

LNG small scale fleet

19

Europe heads for challenging backdrop

European gas markets are heading into the winter heating season against a challenging backdrop, shaped by relatively low inventories, constrained Middle East LNG availability and the phase-out of Russian gas, Intermodal Shipbroker's Head of Research, Nikos Tagoulis said in a report.

EU gas storage currently stands at around 71%, compared with a five-year seasonal average of about 86%, leaving the market with a considerably thinner buffer heading into winter.

The Russian phase-out will accelerate from 1st January, 2027, when long-term Russian LNG imports are due to be banned, followed by the remaining pipeline imports at the latest by 1st November, 2027. At the same time, the US is taking a growing share of Europe's LNG supply, accounting for around 58% of imports into the region in 2025 and about 62% thus far this year, according to LSEG.

That exposure has been increased by a persistent strain in global LNG supply, as Middle East disruptions curtail Qatari exports and QatarEnergy extends *force majeure* on deliveries to several term buyers into the winter period. The company has turned to US LNG to cover the resulting shortfall, buying replacement cargoes and discussing further purchases to honour its contractual commitments.

Prolonged weakness in Qatari output is therefore tightening the market from both sides: fewer volumes are available, while QatarEnergy's buying is adding fresh demand for the very flexible cargoes on which Europe relies, Tagoulis said.

US LNG has consequently become important not only to Europe's own gas balance, but also as a source of flexibility when disruptions emerge. The gradual removal of Russian gas from the European energy mix is increas-

ing the call for alternative LNG suppliers.

In Asia, however, current competition for uncommitted volumes has been less intense than the tight market might suggest. With spot LNG expensive and coal offering a cheaper option for power generation, the more price-sensitive Asian importers have adopted a 'wait-and-see' approach, limiting purchases in the hope that prices will ease, although some markets, such as South Korea, still need to replenish inventories.

This hesitancy is giving European buyers more room to attract flexible cargoes, as they seek to rebuild storage and, as Europe becomes more reliant on US LNG, energy security is taking on greater relevance within the broader transatlantic framework.

While it is unlikely to determine policy alone, the growing importance of US supply adds another consideration to Europe's strategic calculus, particularly as potential friction with Washington could carry higher economic and energy security costs.

LNG is therefore becoming not only a commercial issue, but also a more significant component of Europe/US strategic ties. Simultaneously, Europe is looking to broaden its LNG supply base over the longer term, with Canada emerging as a potential new source.

The proposed Ksi Lisims LNG project in British Columbia, with an initial export capacity of around 6 mill tonnes per annum targeted for 2029, has already attracted interest from German



DET's Stade import terminal could help Europe's storage once commissioned

buyers, including SEFE and Uniper, and more recently UK's Centrica (see page 4), while France has also signalled interest in future Canadian LNG supplies.

With these deliveries expected to build from the early 2030s, the developments underline Europe's broader effort to diversify its LNG portfolio over time.

Arbitrage key

For LNG shipping, the key factor will be the arbitrage between Europe and Asia. A sufficiently wide Asian premium to offset the higher costs of the longer voyage would encourage more US cargoes to head east, supporting tonne/mile demand, while stronger European pricing would favour shorter-haul Atlantic trades.

The Russian LNG import phase-out could provide additional support to tonne/mile demand, as Europe replaces nearby Russian volumes with cargoes sourced

from more distant suppliers.

With Europe needing to rebuild storage and price sensitive Asian buyers holding back due to high prices, more US cargoes could be drawn to the Continent, particularly if alternative supplies remain constrained.

In these market conditions, Europe increasingly depends on its ability to compete for flexible LNG cargoes amid constrained supply. Low inventories, reduced Qatari availability and the phase-out of Russian volumes are reinforcing the role of US LNG in the European balance, while Asian importers could return to the market more actively during the winter heating season, should prices drop.

With LNG crucial to Europe's energy security, growing reliance on US supply increases concentration risk, while also adding a new strategic dimension to transatlantic diplomacy, Tagoulis concluded. ■

LNG Shipping News

2 Prospect Road
St Albans AL1 2AX
United Kingdom
www.lngjournal.com
Tel: +44 (0)20 7253 2700

Publisher
Stuart Fryer

Editor

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

Ad sales enquiries

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

No part of this publication may be reproduced or stored in any form by any mechanical, electronic, photocopying, recording or any other means without the prior written consent of the publisher. Whilst the information and articles in LNG Shipping News are published in good faith and every effort is made to check accuracy, readers should verify facts and statements direct with official sources before acting on them as the publisher can accept no responsibility in this respect. Any opinions expressed in this publication should not be construed as those of the publisher."

Nigerian FLNG project on the horizon

Nigeria's NIPCO Group is planning to invest more than \$3 bill in an FLNG project.

This move comes as the company seeks to increase Nigerian gas monetisation and supply.

NIPCO Gas Managing Director, Nagendra Verma, disclosed the plan during a briefing with journalists in Abuja, according to the African Energy Council.

He said that the company is currently assessing the technical and commercial requirements for a proposed FLNG, which would mark the Group's entry into the LNG sector.

He said that the company is currently conducting feasibility studies and preliminary assessments to determine the project's technical, financial, and commercial requirements.

Verma added that the final investment cost and location of the project will be determined after the completion of the feasibility studies, detailed engineering, and commercial structuring.

NIPCO estimated that the project could require more than \$3 bill, although the final investment

figure will depend on the outcome of the ongoing studies and project design.

The company is considering mooring locations around Escravos in Delta State and Akwa Ibom for the proposed facility. The final location will be chosen after the completion of the feasibility studies.

Verma said that the location will need to have access to upstream gas supplies, LNG processing facilities, and marine transport infrastructure. The project will support the movement of LNG to both domestic and international markets.

NIPCO has been assessing the project for the past six to nine months and is now examining different development concepts, technology options, and financing structures, as well as different commercial arrangements, to determine how it can develop and operate the project on a sustainable basis.

NIPCO plans to supply both in-

ternational markets and Nigeria's growing domestic LNG market and is targeting around 3 mill tonnes of LNG production annually. However, the final capacity will depend on the outcome of its feasibility studies, technical assessments, and project economics.

The company will also need to secure the necessary regulatory approvals before moving ahead with the project, while a final investment decision (FID) will determine whether the development proceeds, Verma added.

NIPCO Chairman, Bestman Anekwe added that additional LNG capacity could support gas monetisation, industrial development, energy supply, foreign exchange generation, and employment.

He added that NIPCO planned to leverage its existing relationships with NNPC and NNGM to secure feed gas for the project, while working with international technology providers, the Council reported. ■

UK sanctions more Russian LNGCs

Included in the latest UK package of 31 sanctions, unveiled by the government last week, were five more LNGCs - three Arc7s and two conventional vessels.

The UK Government claimed that Russia was attempting to build a dangerous new 'shadow fleet' to circumvent sanctions and sustain gas export revenues.

This latest package targets several vessels acquired to support that effort, including some that entered service as recently as July of this year. By targeting these ships, the UK is increasing pressure on a sector the Russian state sees as critical to its future revenues, the government said.

As part of the UK's work with international partners to support their transition away from Russian energy, existing licensing arrangements have been extended to cover LNG, on a targeted and time-limited basis, to support South Korea's and Japan's energy security.

In total, another eight vessels were added to the sanctions list, including three 'shadow fleet' vessels, two vessels providing bunkering services and three Russian-owned Arc7s.

The five LNGCs named were the conventional 'Chaivo', 'Portovyy', and the Arc7s, 'Aleksey Kosygin', 'Konstantin Posiet' and 'Pyotr Stolypin'.

The three Arc7s are relatively new and part of a series being built at Zvezda for Russia's Arctic projects, notably NOVATEK's Arctic LNG 2.

Separately, the the UK Government has confirmed that the ban on maritime and insurance services for Russian ships will come into force on 1st January, 2027. ■

Höegh Evi wins Kuching terminal contract

Oslo-based Höegh Evi has signed an agreement with Petroleum Sarawak Berhad (PETROS), Sarawak's state-owned oil and gas company, to jointly develop the Kuching LNG terminal.

The project is expected to contribute to Sarawak's energy security, support growing energy demand and to enable the development of new industries in Kuching.

It will also be a key catalyst for KLCH's development by supplying natural gas for Kuching's power generation.

Under the terms of the agreement, PETROS and Höegh Evi will jointly develop, own and operate the Kuching LNG terminal, which will comprise an FSRU, mooring infrastructure, subsea and onshore pipelines, plus

onshore receiving facilities.

"Höegh Evi is proud to work with PETROS as development partner in the Kuching LNG terminal, a testament to our proven track record delivering floating LNG infrastructure projects.

"We are committed to supporting Sarawak's evolving infrastructure needs and enabling long-term growth in the region," said Erik Nyheim, Höegh Evi CEO.

First gas is scheduled to be delivered by the end of 2029. ■



Höegh Evi's head Erik Nyheim

LNG SPAs and HoAs recently agreed

The pace of LNG sales agreements has not receded in recent weeks, illustrated by several deals being announced.

For example, the US' largest LNG exporter, Cheniere Marketing, a subsidiary of Cheniere Energy, has signed a long-term sale and purchase agreement (SPA) with Brazilian energy giant, Petrobras.

Under the SPA, Petrobras will purchase around 0.8 mill tonnes per annum of LNG from Cheniere Marketing on a free-on-board (FOB) basis for 22 years.

The second largest US exporter, Venture Global, has agreed a new, long-term SPA with ConocoPhillips, whereby the energy major will buy 1 mill tonnes per annum of LNG for 20 years, starting in 2030.

Venture Global has also filed with the US Federal Energy Regulatory Commission (FERC), seeking authorisation to place its Phase 1 Plaquemines LNG export terminal into service, the final regulatory hurdle before its commercial start-up.

If approved, Venture Global could meet its targeted fourth quarter 2026 commercial operations date.

UAE energy company, ADNOC Trading has signed a second multi-

year SPA with Gulf Group, a Thai energy and infrastructure conglomerate, to supply LNG into Asia.

Under the agreement, the recently formed company will deliver around 2 mill tonnes of LNG to Gulf Group, starting in 2027.

Nasser Al Muhairi, Acting CEO of ADNOC Downstream Industry, Marketing & Trading, said, "This agreement builds on our first LNG supply agreement with Gulf Group and reinforces ADNOC's commitment to ensuring reliable energy supplies to Thailand and our Asian customers. It marks another milestone in ADNOC's global LNG marketing and trading platform, enhancing the scale, flexibility and optionality of our LNG solutions to meet growing global demand."

Sarath Ratanavadi, Gulf Development Public Company Limited's CEO, added, "This agreement builds on the relationship we have established with ADNOC since 2025 and reflects our strategy: a diversified, resilient LNG portfolio anchored by our trading business.

"By securing midstream infrastructure, shipping capacity and relationships with leading suppliers, we are strengthening every link of our value chain. It gives Gulf Group the flexibility and scale to meet growing energy demand while supporting the region's energy transition," he said.

ADNOC launched its global LNG marketing and trading platform in Abu Dhabi Global Market in July, this year, bringing its LNG marketing and trading capabilities together in a single integrated commercial platform.

Canadian HoA

Elsewhere, UK energy company, Centrica and Canadian export developer, Ksi Lisims LNGP have signed a heads of agreement (HoA), which could lead to an SPA involving 1 mill tonnes per annum of LNG.

Centrica will buy the LNG on a free-on-board (FOB) basis for 20 years. The deal is still subject to the finalisation of the SPA.

The UK company said that this long-term agreement strengthens the resilience of its LNG portfolio,

adding reliable supply for its customers during a time of continued volatility in global energy markets.

With this agreement, Ksi Lisims LNG has now signed long-term supply agreements or HoAs covering 9 mill tonnes of its planned 12 mill tonnes per annum capacity.

Ksi Lisims is a proposed floating export facility development located on British Columbia's north-west coast, being developed in partnership between the Nisga'a Nation, Rockies LNG, and Western LNG. It has been designed to be one of the world's lowest-emission LNG projects, using renewable hydroelectricity from British Columbia's grid to power the liquefaction process and cut carbon intensity by up to 90%, versus conventional plants.

With key environmental approvals and 'Project of National Interest' status from the Canadian Government already secured, construction could begin as early as next year, subject to a FID, with first LNG volumes in early 2030s. ■

Gas Malaysia eyes first LNG terminal FID

Asian Energy company, Gas Malaysia is aiming to make a final investment decision (FID) for its first regasification terminal by the second half of next year.

The facility is due to come online by the end of 2030, its CEO has revealed.

The terminal is being jointly developed with Japan's Tokyo Gas and Dutch group VTTI at an estimated cost of between RM2 bill and RM3 bill (\$490 mill to \$735 mill).

Due to be constructed in the Yan district of the northern state of Kedah, once commissioned, it would be the first LNG import facility in Peninsular Malaysia not built by state-owned energy giant PETRONAS.

PETRONAS operates two regasification terminals in the south of the peninsula, with a third being developed in the western state of

Perak. Sarawak's state-owned PETROS has recently also announced plans to build an LNG import terminal in Sarawak with Norway's Høegh Evi (see page 3).

Gas Malaysia CEO, Azli Mohamed told Reuters in an interview that the terminal is aimed at filling a gap in gas distribution in Malaysia's northern region.

Currently the world's fifth-largest exporter of LNG, Malaysia is expected to see an increase in domestic gas power demand, fuelled by a boom in data centre growth and broader economic expansion and amid a planned phasing out of coal-fired generation by 2044.

Azli dismissed concerns about

potential overcapacity in the region, citing Malaysia's plans to deploy 9 GW of new gas-fired power generation capacity by 2032.

"If you do the maths, there are definitely strong requirements and needs for importing LNG through various different terminals, and I think we fit into that equation," Azli said.

Gas Malaysia's new terminal is expected to be capable of producing up to 6 mill tonnes per annum of LNG.

Azli also revealed expectations of a more liberalised gas market, after an agreement governing supply and pricing arrangements between PETRONAS and the power

generation sector expires next year.

This would be a key step toward Malaysia eventually becoming a net LNG importer, which could happen within 10 to 15 years or even sooner, Azli claimed.

As the country's first market-determined LNG import facility, the terminal will allow Gas Malaysia, which currently sources its gas from PETRONAS, the option to purchase from other suppliers, he added.

Last year, Malaysia imported 2.42 mill tonnes of LNG and exported 27.03 mill tonnes, according to the government's statistics department. ■

Glenfarne lauds Trump's South Korean investment move

Glenfarne Group, the lead developer and majority owner of Alaska LNG, has welcomed President Trump's announcement of a \$50 bill plus South Korean investment in the project.

This news comes despite denials of any agreement in place from South Korea.

CEO Brendan Duval, who joined President Trump in the Oval Office for the announcement, said: "This US/(South) Korea investment initiative creates a promising new path to bring together the capital needed to accelerate Alaska LNG toward final investment decision (FID) and construction."

The company added that the investment represented a major financing milestone for Alaska LNG, providing the foundation to advance the project towards a FID and construction.

Glenfarne will work with the US and South Korean governments to finalise the investment structure and complete the remaining steps required to reach FID, the company added.

"We came to Alaska to build this project, and every decision we make starts with what will move us closer to delivering affordable, reliable gas and long-

term economic benefits for Alaskans," Duval explained. "Today's announcement brings together the capital needed to accelerate Alaska LNG to a final investment decision (FID) and construction. We are ready to deliver on the opportunity Alaska LNG represents for Alaska and the United States."

Since becoming lead developer in March, 2025, Glenfarne has secured agreements spanning LNG sales, North Slope gas supply, domestic Alaska gas supply, labour, engineering, pipeline construction, equipment and materials, investment and partnerships.

Commercial sales agreements now amount to 13 mill tonnes per annum of the 16 mill tonnes that Glenfarne is targeting to support a FID.

"For Alaskans, this is about getting to the point where we can put people to work and start building," said Adam Prestidge, Glenfarne Alaska LNG's President. "Glenfarne has spent the past 18 months building the commercial, engi-

neering, workforce and construction foundation for this project.

"This investment gives us the scale of capital needed, and we will keep working to make sure Alaska captures the jobs, economic opportunity and long-term value this project can create," he said.

South Korean reticence

However, South Korean President, Lee Jae Myung reacted to President Trump's claim of a \$200 bill investment package agreement, saying that South Korean participation in the Alaska LNG project remains contingent on commercial and legal considerations.

Trump claimed in a Truth Social post that both nations had committed to pursuing the Alaska LNG project, which he valued at \$50 bill. Lee responded in an X post saying that involvement in the project depended on its financial viability and legal compliance, and that planned investments in US nuclear power plants would

also require commercial assessments on a plant-by-plant basis, according to CNBC.

The joint statement issued last week by both governments referred to the Alaska project as subject to "commercial reasonableness," but offered no clue as to how much either side might invest.

Included in the wider \$200 bill package is a \$80 bill 6,472 MW natural gas power facility in Encinal, Texas. Of the remaining funds, \$120 bill has been set aside for eight large-scale nuclear reactors to be built in the US — \$100 bill for construction and \$20 bill held in contingency reserves.

Last year, South Korean Industry Minister, Kim Jung-kwan called the Alaska LNG project "high-risk", warning that the country could not justify involvement without adequate cash flow, according to CNBC.

The \$200 bill investment package falls under a larger \$350 bill umbrella deal South Korea agreed to as part of trade negotiations with Washington, with \$150 bill earmarked for shipbuilding and the remaining \$200 bill directed toward strategic investments.

Talking with Reuters, Glenfarne also claimed that liquefying Alaska's North Slope gas and shipping it to Asia would be at least 65% cheaper than transporting LNG from the US Gulf Coast.

The Alaska LNG project entails some \$1.4 bill per mill tonnes per annum in delivery costs, the developer said.

This excludes gas pipeline and treatment infrastructure costs needed to bring stranded gas from the North Slope to Nikiski, on the Kenai Peninsula, for liquefaction.

Some have claimed that the project's overall cost could amount to anything between \$44.5 bill to \$54.5 bill, which would translate to \$2.2-2.7 bill per mill tonnes per annum in cost of delivered LNG.



Confusion reigns over South Korea's involvement in Alaska LNG

China eats into South Korean LNGC construction lead

China's shipbuilding industry is utilising its huge order volume to build more production capacity, while at the same time, expanding into higher value vessels, such as LNGCs (see World Order Book, page 12).

The country's shipbuilders have increased their competitiveness with South Korea on price and production, and are now rapidly closing the technology and quality gap, according to an article in

Business Korea.

China has widened its large LNGC construction base beyond the established hub of Hudong-Zhonghua Shipbuilding to include Yangzijiang Shipbuilding, Jiangnan

Shipyard, Dalian Shipbuilding and China Merchants Industry, plus Hengli Heavy Industry, which has also entered the large LNGC construction sector, bringing the number of Chinese shipyards capable of building these vessels to six.

Hengli is building two large LNGCs using its own investment portfolio before selling them to shipowners.

China's presence in the LNGC market is also growing. South Korea held a 65.5% share of global LNGC orders in the first half of this year, with China at 34.5%. South Korea still leads, but the gap is narrowing, as China's share rises quickly.

Some analysts have said it is premature to conclude that Chinese shipbuilders have caught up with their South Korea counter-

parts, due to LNGCs high technical content.

South Korean shipbuilders are also accelerating efforts to secure competitiveness in high-value vessels. HD Korea Shipbuilding & Offshore Engineering, Hanwha Ocean and Samsung Heavy Industries are expanding their technology development beyond advanced LNGCs to cover the whole LNG value chain, including production, storage and transportation.

At the recently Gastech 2026, all three Korean shipbuilders unveiled a series of new technologies, including advanced LNGCs, FLNG production facilities and LNG bunkering vessels, the report said. ■



A typical Hudong-Zhonghua 174,000 cu m LNGC

Nuclear powered LNGC study finds favourable opex

Despite a nuclear-powered LNGC's investment being around 2.5 times more than a conventional LNGC, a new study has found that the design would substantially reduce fuel costs over the vessel's operating life.

A joint study involving ABS, Japan's tech company, Blossom Energy and an undisclosed shipbuilding company looked at a 174,000 cu m LNGC equipped with a 20-25 MWe high-temperature gas-cooled reactor (HTGR) under development by Blossom Energy.

The study assessed vessel arrangement, propulsion systems and operating conditions against a conventional LNG-fuelled newbuilding. Economics were evaluated across a range of potential regulatory penalty scenarios.

"Nuclear energy has the potential to fundamentally change the economics of commercial shipping, from vessel design to long-term operating costs. ABS is proud to support studies like this one that move the industry beyond theory and toward a clearer picture of what nuclear propulsion

could mean in practice," said Patrick Ryan, ABS Senior Vice President and CTO.

"This study provides a quantitative basis for discussing nuclear propulsion in commercial shipping. Blossom Energy contributed its HTGR reference design to the study, and we will continue to work with ABS and industry partners to build the technical and regulatory foundation needed for practical application," added Shimpei Hamamoto, Blossom Energy CEO.

The team also assessed a business model treating the reactor as a long-term energy asset that could be reinstalled on another vessel after the initial LNGC reached the end of its service life, factoring that possibility into the vessel's residual value.

An in-depth extract from the

study, which was presented at Gastech, will be published in the November/December issue of *LNG Journal*.

In another move, ABS has issued approval in principle (AiP) and completed a basic design review (BDR) for a natural gas liquefaction system developed by Samsung Heavy Industries (SHI) for the topside of an FLNG.

The topside facilities encompass the full scope of process systems required for FLNG operations, including SENSE, which was developed by SHI to cool natural gas to extremely low temperatures for storage and transportation, a core function of FLNG units.

SENSE had previously obtained an AiP from ABS, and this latest AiP and BDR confirmed SHI's own design development (FEED) was feasible for the intended application. ■

NEWS NUDGE

GTT receives more equipment design orders

GTT Energy, the GTT Group's business unit dedicated to containment and energy management systems, has received an order from Samsung Heavy Industries for the tank design of four new LNGCs.

The 200,000 cu m vessels will be built for a European shipowner, thought to be Dynagas.

Each tank will be equipped with the Mark III Flex+ membrane containment system.

The vessels are scheduled for delivery in 2029.

In addition, GTT Energy received an order from Hudong-Zhonghua Shipbuilding for the tank design of a new LNGC, on behalf an Asian shipowner.

The French engineering company will design the cryogenic tanks of the 18,700 cu m vessel, which will be fitted with the Mark III membrane containment system.

Her delivery is scheduled for the fourth quarter of 2028. ■

Fluor lands LNG Canada Phase 2 contract

US-based engineering company, Fluor Corp's joint venture with JGC Corp has been selected to deliver the engineering, procurement, fabrication, construction and commissioning for Phase 2 of LNG Canada's export project, to be located in Kitimat, British Columbia.

The joint venture received a notice to proceed (NTP) following LNG Canada's recent final investment decision (FID).

Fluor claimed that the Phase 2 award built on the joint venture's successful delivery of Phase 1 and its established track record on the project.

"LNG Canada Phase 1 was a landmark achievement for Fluor, and we are excited to carry that momentum into the next chapter," said Jim Breuer, Fluor CEO. "The decision to proceed with Phase 2 reflects confidence in Canada's ability to responsibly develop its natural gas resources and connect them with global markets.

"Our teams will apply the experience and lessons learned from Phase 1 to deliver a successful project," he said.

Phase 2 will involve the construction and commissioning of another LNG storage tank and two new trains, doubling the facility's production capacity to around 28 mill tonnes per annum.

The expansion will enhance processing, storage and shipping capabilities to meet growing global demand for reliable LNG, the company added.

"Reaching FID is an important milestone for LNG Canada and Fluor," said Pierre Bechelany, Fluor's Business Group President of Energy Solutions. "Our long-standing relationship and successful delivery of Phase 1 provides a strong

foundation for the work ahead.

"As construction progresses, our focus will remain on safety, quality and collaboration with our partners, First Nations and local communities," he said.

The joint venture delivered Phase 1, including engineering, procurement, fabrication management, construction and commissioning of two processing trains and associated infrastructure.

Phase 1 began producing LNG in June, 2025, while the final handover of the facility was completed in October, 2025.

Abundant natural gas

Located on Canada's west coast, LNG Canada benefits from access to abundant natural gas resources and an ice free deepwater harbour and is a joint venture comprising Shell (40%), PETRONAS (25%), PetroChina (15%), Mitsubishi Corp (15%) and KOGAS (5%).

Work on Phase 2 will be undertaken by JGC Fluor BC LNG II JV, a joint venture comprised of Fluor Canada (50%) and JGC Construc-



Fluor has won a major contract for LNG Canada's Phase 2 project

tors (No2) BC (50%).

ELG managed MidOcean Energy, is also participating in Phase 2 through its partnership with PETRONAS, following the FID by the joint venture partners.

The company's participation follows the completion of its December, 2025 acquisition of a 20% interest in the North Montney upstream joint venture, which holds PETRONAS' upstream investment in Canada, and a 20% interest in the North Montney LNG Limited Partnership, plus PETRONAS' 25% participating interest in the LNG Canada Project.

Latham & Watkins advised MidOcean Energy on the project.

MidOcean has also secured

more than \$4 bill of closed and pending commitments over the last 12 months from new and institutional investors, as well as significant funds from existing investors.

The capital committed significantly exceeded MidOceans's original target of \$2 bill.

Proceeds are expected to enhance MidOcean's balance sheet flexibility and position the company to pursue a pipeline of LNG growth opportunities encompassing both cash flowing and development assets.

MidOcean's involvement in LNG now spans Canada, Australia, the US, and Latin America, the company said. ■

NEWS NUDGE

Gate commissions fourth LNG storage tank

Gate's fourth LNG storage tank was commissioned at the Maasvlakte, Rotterdam on 1st October on schedule, after a construction period of three years.

The new tank has a storage

capacity of 180,000 cum of LNG and it adds 4 bill cu m of regasification capacity per year, bringing Gate's total capacity to 20 bill cu m per year.

By comparison, the total Dutch gas market has a volume of around 30 bill cu m per year.

Meanwhile, following a final investment decision (FID) in January, 2026, the construction of jetty No 4 by the Port of Rotterdam is well underway.

This jetty is expected to start small-scale ship loading and bunkering operations by the end of

2028.

Gate terminal, which is a joint venture between Gasunie and Vopak, has also launched an unbinding expression of interest, allowing market players to show their interest in future loading capacity for a planned jetty No 5. ■

Seatrium extends FSRU conversion programme

Singapore's engineering company and shipyard, Seatrium, has extended the series of LNGC to FSRU conversion projects with Karpowership to nine vessels, thus far.

The shipyard recently celebrated the naming and sailaway of 'LNGT Türkiye', the seventh FSRU delivered to Karpowership during an eight-year conversion programme that started in 2018.

Seatrium converted the LNGCs into FSRUs at its Admiralty Yard in Singapore. The first seven are 'LNGT Africa', 'LNGT Asia', 'LNGT Europe', 'LNGT Antarctica', 'LNGT Americas', 'LNGT Oceania' and 'LNGT Türkiye'.

Supporting Karpowership's integrated LNG-to-power operations, the seven FSRUs will operate alongside its powership fleet, supplying clean feed gas to floating power plants, strengthening energy security and flexible grid access worldwide, the Turkish company said.

This LNGC-to FSRU conversion programme involved complex cryogenic, marine and gas-handling systems integration works, Seatrium explained. 'LNGT Türkiye' also holds special significance, as it is the final project for Karpowership to be completed at Seatrium Admiralty Yard ahead of its scheduled return to the Singapore Authorities by 2028.

Ersen Ayanoglu, Karpowership's Assistant General Manager, LNG Investments Global Shipbuilding, said, "The successful completion of our seventh FSRU conversion reflects the strength of our long-standing partnership with Seatrium.

"Time and again, Seatrium has demonstrated its ability to overcome complex technical and operational challenges, transforming ambitious plans into successful project outcomes.

"These seven FSRUs play a vital role in our integrated LNG-to-power value chain, feeding clean and reliable gas to the globe. As we name 'LNGT Türkiye' and close this remarkable chapter, we look forward to continuing this journey together at Tuas Boulevard Yard, expanding our collaboration to meet the world's growing energy needs," he said.

Alvin Gan, Seatrium's Executive Vice President, Repairs and Upgrades, added, "The completion of the programme reflects the strength of our longstanding partnership with Karpowership and reinforces Seatrium's leadership in FSRU conversions and offshore

energy infrastructure solutions.

"Having delivered over 90% of the world's FSU and FSRU conversions, Seatrium combines deep engineering expertise, integrated yard capabilities and execution excellence to navigate complexity and deliver certainty for our customers.

"We value Karpowership's continued trust and look forward to expanding our collaboration beyond FSRU projects, including next-generation Powerships and offshore energy solutions, as we support our customers' ambitions to meet the rapidly growing global energy demand," he said.

More conversions

Karpowership has since extended this conversion series by awarding another two contracts to Seatrium.

Last year, both companies signed a letter of intent (LoI) covering the conversion of three LNGCs into FSRUs, at least two of which have since materialised into firm contracts. The LoI also included the potential integration of up to six new-generation powerships.

The eighth to be converted into a firm contract was the 'LNGT Karadeniz' project, developed by Karpowership's Kinetics initiative.

She was built in 2008 as the LNGC 'Alto Crux'.

Conversion work is currently underway and once redelivered, she will deliver up to 600 mill standard cu ft per day of regasification capacity across multi-pressure send-out systems.

Following this announcement, Kinetics said that it will convert the LNGC 'Arctic Voyager' into an FSRU to be named 'LNGT Akdeniz' – the ninth project thus far.

Once converted, 'LNGT Akdeniz' will be a multi-spec FSRU with storage capacity of around 143,000 cu m and a regasification flow rate of 650 mill cu ft per day. She is fitted with Moss-type cargo tanks and has an expected 20 year economic lifecycle.

Her redelivery as an FSRU is expected in the third quarter of 2028.

To date, Seatrium has delivered 22 FSRU, FLNG and FSU conversion projects worldwide, the company revealed. ■



'LNGT Africa' - the first vessel in the large conversion series for Karpowership

NEWS NUDGE

FERC issues Sabine Pass expansion's final EIS

The US Federal Energy Regulatory Commission (FERC) has prepared a final environmental impact statement (EIS) for Cheniere's Sabine Pass Stage 5 expansion project.

FERC's verdict was that the expansion project would have very little impact on the local environment.

Sabine Pass Liquefaction and Sabine Pass Liquefaction Stage V proposed to expand the existing Sabine Pass (SPLNG) terminal in Cameron Parish, Louisiana by: (1) constructing three new

liquefaction trains (Trains 7, 8, and 9), each with a maximum LNG production capacity of around 300 bill cu ft per year, and (2) constructing a boil-off gas (BOG) re-liquefaction unit that would produce an additional 50 bill cu ft per year.

The project would increase the natural gas export capacity by 950 bill cu ft for a total export capacity of 2,611.9 bill cu ft per year.

Operation of the SPLNG expansion project would increase the number of LNGCs in the Gulf of America and Sabine Pass Ship Channel from 580 to 740 per year, FERC said. ■

LR awards AiP for GasEntec's FSRU design

Lloyd's Register (LR) has awarded an approval in principle (AiP) to South Korean engineering company, GasEntec for an FSRU design capable of delivering up to 1 bill cu ft of gas per day.

Presented during Gastech 2026, this AiP follows LR's independent assessment of the design's technical and safety fundamentals.

A key feature of the design is its multi-mode regasification system, which can operate in open, closed or combined-loop modes giving operators greater flexibility to adapt to different environmental conditions, regulatory requirements and project needs, while supporting reliable gas delivery across a range of operating environments.

The concept is designed around a modular architecture that can be configured to suit different capacities, pressures and operational requirements. Once delivered, the design would be among the world's largest FSRUs by send-out capacity and one of the most operationally flexible.

GasEntec said it will use its first LR AiP to advance the FSRU design towards execution and support projects for FSRU owners and developers.

Jose Navarro, Global Gas Technology Director, Lloyd's Register, said: "As developers look to bring LNG import capacity online quickly, operators need solutions that can perform reliably across different climates, weather conditions and regulatory environments.

"This design combines very high send-out capacity with operational flexibility, helping to address some of the key challenges facing future FSRU projects," he said.

Sean Van der Post, LR's Global Offshore Business Director, added: "As countries seek secure and flexible routes to LNG supply, concepts such as this reflect how FSRU development is evolving beyond

capacity alone, with greater emphasis on flexibility, adaptability and long-term operational resilience.

"By independently assessing new designs at an early stage, we help give developers, investors and operators confidence as they progress projects from concept towards deployment," he said.

"This FSRU delivers a common modular platform that can be configured for different capacities, pressures and operating conditions, enabling efficient project specific engineering and faster deployment," explained TG Kim, co-COO at GasEntec.

"As energy demand accelerates around the world, from grid growth to AI data center driven power needs, the constraint isn't supply; it's how quickly and reliably you can get gas to where

it's needed," he said.

Regas contract

In addition, GasEntec is to supply the regasification modules for EXMAR's LNGC-to-FSRU conversion project.

The company will fit an integrated 250 mill cu ft per day regasification system centered on its proprietary RegasTainer™ technology. Five 50 mill cu ft per day RegasTainer™ trains will be supplied.

"This project demonstrates exactly where GasEntec's modular technology and execution capabilities deliver value – providing compact, reliable regasification modules that can be rapidly integrated into an existing LNG carrier," said Brian Yoon, GasEntec CEO. "We are proud to support EXMAR on this strategic project."

GasEntec's participation builds on its experience delivering LNGC-to-FSRU conversions and modular regasification infrastructure worldwide, the company claimed.

The project is underway and scheduled for completion in the late third quarter of 2027. ■

“By independently assessing new designs at an early stage, we help give developers, investors and operators confidence as they progress projects from concept towards deployment”

- Sean Van der Post, Global Offshore Business Director, Lloyd's Register

Baker Hughes to help Venezuela develop gas potential

US engineering company, Baker Hughes has signed two agreements to help revitalise Venezuela's energy infrastructure across the natural gas value chain and to aid the expansion of the country's energy production.

The company has signed an alliance agreement with PDVSA, Lindsayca and Fulcrum LNG, to rebuild and expand the country's natural gas infrastructure.

Baker Hughes also recently signed a memorandum of understanding (MoU) with New Stratus Energy to support the development of future oil and gas prospects.

Together, these agreements establish a framework that can connect upstream resource development, midstream infrastructure, gas monetisation, and LNG commercialisation, the company claimed, creating a pathway to unlock Venezuela's significant

natural gas potential.

"A central objective of these partnerships is the development of an integrated gas value chain capable of transforming Venezuela's substantial natural gas resources into reliable domestic supply and future export opportunities, including the potential to export the first LNG molecules produced in Venezuela," explained Lorenzo Simonelli, Baker Hughes' Chairman and CEO.

"Venezuela holds tremendous potential to become a significant contributor to the evolving global energy landscape, and these agreements are designed to bring world-class resource opportunities,

project development, energy infrastructure & technologies, and financing expertise together to realise this," he said.

"This strategic alliance with PDVSA is a historic opportunity to maximise the use and value of Venezuela's natural gas resources, and it reflects the capabilities and expertise of Fulcrum, Lindsayca and Baker Hughes in developing fully integrated gas value chains, from upstream production to end markets," added Jesus Bronchalo, Fulcrum LNG CEO.

"In the near term, we will work closely with PDVSA to identify and execute the infrastructure devel-

opments and upgrades needed to meet its internal gas requirements, while pursuing opportunities to supply natural gas to the domestic market to support reliable power generation for Venezuela and its people.

"Over the medium and long term, we will evaluate the development and financing of new open-access midstream and LNG infrastructure that gives PDVSA and other upstream operators solutions to monetise their gas, positioning Venezuela to become a key player in the global gas and LNG industry and helping meet growing world energy demand," he concluded. ■

Operator sought for East London's LNG terminal

South Africa's state-owned Transnet National Ports Authority (TNPA) has issued a request for proposals (RFP) for the appointment of a terminal operator to design, finance, develop, construct, operate, maintain and transfer a small-to-medium scale LNG terminal at East London under a 25-year concession agreement.

This development is underpinned by demonstrated market interest and growing regional demand for natural gas, TNPA said.

Through its recent expression of interest process, TNPA claimed it had received strong market response from potential operators, demonstrating market confidence in the LNG infrastructure at East London.

The terminal is expected to provide a reliable energy solution for niche LNG consumers and industrial

users in the Eastern Cape area, while reinforcing the port's role in enabling industrial growth and sustainable economic development.

In addition, the project is expected to drive much-needed job creation in the Eastern Cape, generating both direct and indirect employment opportunities.

East London Port Manager, Dr Sphiwe Mthembu, said: "This initiative represents a significant milestone in unlocking new investment opportunities within the

port, further advancing its long-term growth and development objectives.

"The LNG terminal is expected to attract private sector investment, support the development of strategic energy infrastructure, and strengthen the port's role as a catalyst for economic growth in the region.

"By creating an enabling environment for new industries and emerging trade opportunities, we are positioning the port to respond

to evolving market needs, while contributing to regional competitiveness and sustainable development," he said.

The terminal will be developed on a greenfield site of around 8,900 sq m located within the port's West Bank precinct.

The successful bidder will be responsible for the development of the terminal infrastructure required to handle small-to-medium scale LNG imports, including associated operational and safety systems. ■

NEWS NUDGE

Ships - Newbuildings, Deliveries, Recyclings

Large shipowning group, Zodiac Maritime, has entered the LNG space by ordering two 174,000 cu m LNGCs at Hanwha Ocean.

The price was reported to be the equivalent of about \$250 mill each and the vessels are due for delivery in 2029.

Dynagas was reportedly behind an order for two, option two, 200,000 cu m LNGCs from Samsuug priced at about \$263 mill each.

They are due to be delivered from May, 2029.

In addition, Samsung has won a Won672.2 bill (\$494.3 mill) order to build two more LNGCs.

They will be delivered to an unidentified Asian shipowner,

believed to be K Line for its Diamond Global Energy (DGE) operation, by May, 2029, SHI revealed in a regulatory filing.

Petronas LNG has taken delivery of the newly built LNGC 'Puteri Kelantan', which was built by Hudong-Zhonghua Shipbuilding.

She is owned by a joint venture led by the Japanese major K Line and involving PLL, China Merchants Energy Shipping and China Merchants Financial Leasing.

The vessel was financed by Bank of Communications Financial Leasing and is a sistership to two other vessels delivered for PLL operations in May and June, this year.

At the same time, another

sister vessel, 'Puteri Negeri Sembilan', was named at the Chinese shipyard and is scheduled to be delivered in November, 2026.

Elsewhere, NYK has held a naming ceremony for the new LNGC 'Diamond Gas Nexus'.

She was built at HD Hyundai Samho and is operated to DGE, a wholly owned subsidiary of Singapore-based Mitsubishi Corp, under a long-term timecharter.

Managed by the NYK Group, she is expected to be primarily engaged in LNG shipments from the US Cameron LNG project, in which both Mitsubishi Corp and NYK participate.

MISC Group named its latest LNGC, 'Th'ailib', at Samsung Heavy Industries on 6th October.

2026.

She is the first of three 174,000 cu m newbuildings ordered by MISC under a 15-year timecharter to QatarEnergy.

Following its QatarEnergy Phase One participation through a consortium arrangement involving 12 LNGCs, MISC secured another three vessels under Phase Two.

In the recycling sector, the LNGC 'Mutiaru' was beached at Chattogram on 29th September.

She was built in 2005 as the 'Puteri Mutiaru Satu'.

BW LNG has reportedly sold the 145,000 cu m, 2007-built 'LNG Kano' to Indian recyclers at Alang for \$530 per LDT.

She was said to have cracked tanks. ■

LNG rate assessments

Spot market (MEGI/XDF)

Region	Latest	Change*
East of Suez	\$38,000	+\$6,000
West of Suez	\$23,000	-\$9,000
12 mos T/C	\$55,000	-

*Since last report (23/09/26)

Source: Fearnleys (07/10/26)

Monthly Large LNGC Values*

Newbuildings (174,000 cu m)	\$253.32 mill
Five years old (174,000 cu m)	\$203.68 mill
Total Fleet (754 ships)	\$116.80 bill
Orderbook (300 ships)	\$77.19 bill

Source: VesselsValue (25/09/26)

*The above is updated each month courtesy of VesselsValue

Wärtsilä to support TMS Cardiff Gas' latest LNGCs

Technology group Wärtsilä has signed a five-year service agreement with Greek LNGC owner and operator TMS Cardiff Gas to support the operation of two newbuilding LNGCs.

This agreement is designed to maximise vessel availability and operational reliability through optimised maintenance planning, expert support and predictive maintenance services, Wärtsilä said.

As LNG trade continues to grow, vessel operators face increasing pressure to maintain high levels of reliability, efficiency and schedule adherence.

Effective lifecycle support plays an important role in helping ship operators minimise unplanned downtime, optimise maintenance activities and secure the long-term performance of critical on board assets.

The latest agreement builds on a successful relationship between Wärtsilä and TMS Cardiff Gas, following the renewal in 2025 of an existing agreement covering seven vessels in the company's fleet.

"There is increasing global demand for LNG, and carrier operators place a high value on reliability. This is why this agreement with Wärtsilä is important to us.

"The existing agreement covering other vessels in our fleet has delivered a successful combination of technology, high-quality spare parts support and expert services,

helping us maintain reliable and efficient operations. Extending this collaboration to these two newbuild vessels supports our goal of maximising availability and operational performance across the fleet," said Alexandros Politis-Kalenteris, Deputy COO, TMS Cardiff Gas.

The agreement covers the recently delivered 174,000 cu m LNGCs 'Al Thurayya' and 'Al Majhoulah'.

Through Wärtsilä's dynamic maintenance planning service, the vessels will benefit from flexible maintenance scheduling, extended maintenance intervals and reduced spare parts consumption, the company claimed.

The agreement also includes 24/7 remote operational support, contract management services and Expert Insight, Wärtsilä's predictive maintenance solution that uses real-time operational data to identify potential issues before problems arise.

Each vessel is equipped with two WinGD 5X72DF 2-stroke main engines, four Wärtsilä 34DF auxiliary engines, and Wärtsilä gas valve units.

"As vessel operations become increasingly complex, operators

are looking for greater predictability, efficiency and support throughout the asset lifecycle," added Henrik Wilhelms, Director, Agreement Sales, Wärtsilä Marine. "By combining advanced digital capabilities, predictive maintenance and expert lifecycle services, we help our customers maximise asset performance, reduce operational risk and maintain competitiveness in a rapidly evolving operating environment."

The two vessels have recently entered service as part of TMS Cardiff Gas' broader fleet expansion programme.

The company is part of TMS, which manages more than 140 vessels across the LNG, LPG, oil tanker, drybulk and container shipping segments.

In addition to the service agreement and equipment on board, TMS Cardiff Gas also utilises Wärtsilä fleet optimisation solution (FOS) across its wider fleet.

FOS integrates voyage planning, performance analytics, compliance management and real-time operational insight within a single digital platform, helping to support the safe and efficient operation of the company's vessels. ■

GAIL seeks US involvement to shore up LNG supplies

Indian state-owned oil and gas group, GAIL (India) plans to secure long-term energy supplies by bidding for up to a 26% equity stake in US LNG projects.

The proposal includes a 15-year import contract for 1 mill tonnes per year of LNG, which will address Middle East shipments risks that currently affect over half of India's gas imports.

GAIL was said to be in negotiations with three to four US LNG export projects to purchase a minority equity stake. This move is backed by a global tender targeting asset ownership to mitigate critical energy-route vulnerabilities and secure India's rising natural gas requirements, local media reported.

The company's current diversified global LNG portfolio stands at around 16.56 mill tonnes per annum.

India faces high supply risks, as 52.5% of its natural gas imports was sourced from Qatar and the UAE via the Strait of Hormuz.

Supplies from the newly targeted US assets are projected to commence by 2029-2030.

India is currently the world's fourth-largest LNG importer. As the government aims to increase the share of natural gas in the national primary energy mix to 15% by 2030, state companies are rushing to secure diversified, long-term pricing and transport structures away from highly concentrated regional shipping corridors, the local sources said.

In a separate move, GAIL's Director (Marketing), Sanjay Kumar has been appointed as the forthcoming Managing Director & CEO of Petronet LNG, effective 13th May, 2027. ■



TMS Cardiff Gas' Al Thurayya'

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

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

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

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

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

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	Knutzen	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	Knutzen	Hanwha Ocean
Jiangnan H2952	XDF	175000	30/01/2026	01/01/2029	Shandong Marine	Jiangnan
Hd Hyundai Samho 8328	XDF	174000	26/06/2025	01/01/2029	Capital Gas	Hyundai Samho
Hd Hyundai Ulsan 3637	XDF	200000	05/01/2026	01/01/2029	NYK	Hyundai Heavy
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	Knutzen	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	Knutzen	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	Knutzen	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

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	Knutzen	Hanwha Ocean
Hanwha Ocean 2627	MEGI	174000	11/05/2026	01/09/2029	Knutzen	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 Innovation	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2016	JS Ineos Inspiration	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2016	LNG Prime	2,250	LNG	Northwest Europe	Yes	Veka Deen LNG
2017	Coralius	5,800	LNG	Northwest Europe/Baltics	Yes, for Skangas	Anthony Veder
2017	Coral EnergiCE	18,000	LNG	Northwest Europe/Baltics	Yes	Anthony Veder
2017	Coral Encanto	30,000	LNG	China	Yes	Anthony Veder
2017	JS Ineos Invention	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2017	JS Ineos Intuition	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2017	Oizmendi	600	LNG	Spain	Yes	Itsas Gas
2017	LNG-Gorskaya TBN	7,300	LNG	Russia	Yes	LNG-Gorskaya
2017	LNG-Gorskaya TBN	7,300	LNG	Russia	Yes	LNG-Gorskaya
2017	LNG-Gorskaya TBN	7,300	LNG	Russia	Yes	LNG-Gorskaya
2017	Green Zeebrugge	5,000	LNG	Northwest Europe	Yes	NYK
2017	New Frontier 1	6,500	LNG	Northwest Europe	Yes	Shell
2018	Kairos	7,500	LNG	Baltic	Yes	Bernhard Schulte
2018	LNG London	3,000	LNG	Northwest Europe	Yes	Shell
2018	Shell Bunker Barge TBN 2	6,500	LNG	Northwest Europe	Yes	Shell
2018	Shell Bunker Barge TBN 3	6,500	LNG	Northwest Europe	Yes	Shell
2018	Bunker Breeze	1,200	LNG	Barcelona	Yes	Suardiaz Energy Shipping
2018	HUA XIANG 8	13,720	LNG	China	Yes	Zhejiang Huaxiang
2019	Blue Whale	7,500	LNG	Korea	Yes	Korea Line
2019	Gas Agility	18,600	LNG	NWE	Yes	MOL
2019	Flexfueller 001	1,480	LNG	Amsterdam	Yes	Titan LNG
2020	Avenir Advantage	7,500	LNG	Mediterranean	Yes	Avenir LNG
2020	Avenir Accolade	7,500	LNG	Mediterranean	Yes	Avenir LNG
2020	Avenir Aspiration	7,500	LNG		Yes	Avenir LNG
2020	Kaguya	3,500	LNG	Japan	Yes	CLS
2020	CNTIC VPOWER Global	28,000	LNG	Myanmar	Yes	Dalian Inteh Group
2020	Ecobunker Tokyo Bay	2,500	LMG	Japan	Yes	Ecobunkers
2020	Optimus	6,000	LNG	NWE	Yes	Elenger
2020	FueLNG Bellina	7,500	LNG	Singapore	Yes	FueLNG
2020	SM Jeju LNG2	7,500	LNG	Korea	Yes	Korea Line
2020	Q-LNG 4000	4,000	LNG	US Coast	Yes	Q-LNG Transport / Harvey Gulf
2020	Flexfueller 002	1,480	LNG	Antwerp	Yes	Titan LNG

Built	Name	CBM	Cargo Type	Trading Area	Trading in LNG?	Ship Owner / Operator
2021	Avenir Ascension	7,500	LNG		Yes	Avenir LNG
2021	Hai Gang Wei Lai	20,000	LNG	China	Yes	SSES
2021	Bergen LNG	850	LNG	Norway	Yes	Bergen Tankers
2021	Dmitry Mendeleev	5,800	LNG	Russia	Yes	Gazprom Neft
2021	JMU TBN	2,500	LNG	Japan	Yes	JMU
2021	Ravenna Knutsen	30,000	LNG	Mediterranean	Yes	Knutsen OAS
2021	Brassavola	12,000	LNG	Singapore	Yes	MOL
2021	Gas Vitality	18,600	LNG	Mediterranean	Yes	MOL
2021	TG TBN	500	LNG	Korea	Yes	Trans Gas
2021	Titan Hyperion	8,000	LNG	Benelux	Yes	Titan LNG
2022	Xin Ao Pu Tuo Hao	8,500	LNG	China	Yes	ENN
2022	Coral Nordic	30,000	LNG	Worldwide	Yes	Anthony Veder
2022	Avenir Achievement	20,000	LNG	Worldwide	Yes	Avenir LNG
2022	Haugesund Knutsen	5,000	LNG	Spain	Yes	Knutsen OAS
2022	Clean Cañaveral	5,400	LNG	USG	Yes	PNE
2022	K.Lotus	18,000	LNG	Korea	Yes	K Line
2023	Cryopeak TBA	4,000	LNG	West Canada	Yes	Cryopeak
2023	Levante LNG	12,500	LNG	Spain	Yes	Knutsen OAS
2023	SM Jeju LNG3	7,500	LNG	Korea	Yes	Korea Line
2023	New Frontier 2	18,000	LNG	USG	Yes	Shell
2023	Krios	4,200	LNG	Benelux	Yes	Titan LNG
2023	Alice Cosulich	8,000	LNG	Mediterranean	Yes	Fratelli Cosulich
2023	Kanfer TBN	6,000	LNG	Worldwide	Yes	Kanfer Shipping
2023	Kanfer TBN	6,000	LNG	Worldwide	Yes	Kanfer Shipping
2023	Clean Everglades	5,500	LNG	USG	Yes	PNE
2023	FueLNG Venosa	18,000	LNG	Singapore	Yes	FueLNG
2023	LNG Erasmus	8,000	LNG	NWE	Yes	Shell
2023	Energy Stockholm	8,000	LNG	NWE	Yes	Shell
2024	Coral Evolution	30,000	LNG	Australia	Yes	Anthony Veder ?
2024	Progress	12,000	LNG	US Coast	Yes	Crowley Maritime
2024	CNOOC TBN	12,000	LNG	China	Yes	CNOOC
2024	TBN	12,500	LNG	Worldwide	Yes	???
2024	Keys TBN	3,500	LNG	Japan	Yes	Keys Bunkering West Japan Co
2024	Seaspan Garbaldi	7,600	LNG	Panama	Yes	Seaspan ULC
2024	Paolina Cosulich	8,000	LNG	Mediterranean	Yes	Fratelli Cosulich
2024	Huaihe Nengyuan Qihang	14,000	LNG	China	Yes	Anhui Changjiang LNG
2024	Keys Azalea	3,500	LNG	Japan	Yes	Keys Bunkering West Japan
2024	Seaspan Lions	7,600	LNG	Canada	Yes	Seaspan ULC
2024	Hai Yang Shi You 302	12,000	LNG	China	Yes	CETS (CNOOC)
2025	Axpo TBN	7,500	LNG	Italy	Yes	Axpo
2025	Seaspan Baker	7,600	LNG	Canada	Yes	Seaspan ULC
2026	Avenir TBN	20,000	LNG	Worldwide	Yes	Avenir LNG
2026	Alisios LNG	12,500	LNG	Spain	Yes	ScaleGas
2026	Vitol TBN 1	12,500	LNG	Worldwide	Yes	Vitol
2026	Total TBN	18,600	LNG	US	Yes	Total Energies
2026	Vitol TBN 3	20,000	LNG	Worldwide	Yes	Vitol
2027	Avenir TBN	20,000	LNG	Worldwide	Yes	Avenir LNG
2027	Vitol TBN 2	20,000	LNG	Worldwide	Yes	Vitol
2027	Peninsula TBN	18,000	LNG	Europe	Yes	Peninsula
2027	Fuzhou Wuyang TBN	12,000	LNG	China	Yes	Fuzhou Wuyang Refined Oil Trading
2027	Equatorial Marine TBN	20,000	LNG	China	Yes	Equatorial Marine
2027	Somtrans TBN	20,000	LNG	Europe	Yes	Somtrans
2027	SIPG Energy TBN	20,000	LNG	China	Yes	SIPG Energy
2027	Ibaizabal TBN 1	18,000	LNG	Europe	Yes	Ibaizabal
2027	Ibaizabal TBN 2	18,000	LNG	Europe	Yes	Ibaizabal
2027	Somtrans TBN 2	20,000	LNG	Europe	Yes	???
2027	Somtrans TBN 3	20,000	LNG	Europe	Yes	???
2028	Fuzhou Wuyang TBN	12,000	LNG	China	Yes	Fuzhou Wuyang Refined Oil Trading
2028	Evalend Shipping TBN 1	18,000	LNG	Europe	Yes	Evalend Shipping
2028	Evalend Shipping TBN 2	18,000	LNG	Europe	Yes	Evalend Shipping
2028	Evalend Shipping TBN 3	18,000	LNG	Europe	Yes	Evalend Shipping
2028	Evalend Shipping TBN 4	18,000	LNG	Europe	Yes	Evalend Shipping
2028	Monte Shams	18,600	LNG	Oman	Yes	Total Energies
2028	Ibaizabal TBN 4	18,600	LNG	Europe	Yes	Total Energies
2028	Purus TBN	18,900	LNG	Singapore	Yes	Purus Marine
2028	Purus TBN	18,900	LNG	Singapore	Yes	Purus Marine
2028	Mistral LNG	18,900	LNG	Spain	Yes	ScaleGas
2028	GSX Energy TBN 1	20,000	LNG		Yes	GSX Energy
2028	GSX Energy TBN 1	20,000	LNG		Yes	GSX Energy
2028	Purus TBN 3	18,900	LNG		Yes	Purus Marine