LNG Unlimited

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Latest sanctions take aim at Russia's LNGC STS fleet

Last week, the European Union (EU), together with the UK, announced its 17th sanctions package, which included Russia's LNG sector, among other shipping interests.

Russia has had to curb its Arc7 LNGC activity

This package included the blocking of least three LNGCs, 'North Ocean', 'North Light', and 'North Moon', thought to be managed by Mitsui OSK Lines (MOL).

They are primarily used to receive cargoes from NOVATEK's Yamal LNG LNGCs at the ship-to-ship (STS) transfer area off Kildin Island, near Murmansk.

However, broader measures were missing, sources said, as the 50-page sanctions document detailing the new actions failed to mention LNG imports.

Some EU member states, as well as Ukrainian officials, have called for definitive action for some time to stop the flow of Russian LNG, primarily from the Yamal plant, to Europe.

However, regulations to stop the purchase of Russian LNG could come into force by the end of 2027, according to a recent European Commission (EC) proposal, as part of its REPowerEU roadmap.

Despite this, the sanctions package was described as the most comprehensive yet, adding 189 'shadow fleet' vessels to bring the total number of ships sanctioned by the EU to 342 - a rapid rise since the end of 2024, when the list included only 79 vessels.

"In this 17th package, we include Surgutneftegas – a Russian oil giant – as well as almost 200 vessels in Russia's 'shadow fleet'," explained Kaja Kallas, the EU's High Representative for Foreign Affairs and Security Policy.

"This round of sanctions on Russia is the most wide-sweeping since the start of the war, together with new hybrid, human rights, and chemical weapons-related sanctions," she added.

Notably, the EU measures, in co-ordination with the UK, came without a corresponding package from the US, whose last major sanctions were announced almost six months ago in January, 2025, in the final days of the Biden administration.

The latest EU/UK measures also targeted insurance providers and trading companies, including VSK, one of Russia's largest private insurers, and Eiger Shipping, a UAE-based operator associated with Lukoil, the country's third-largest company.

In total. the EU/UK blocked another 58 companies and 17 individuals, taking the totals to 600 and 1,944, respectively.

The latest sanctions were aimed at further reining in Russia's revenue from hydrocarbon sales. Russia uses its 'shadow fleet' to circumvent the $60 price cap agreed by the G7 countries.

New buyers

However, new Chinese, Indian and Turkish buyers have emerged and Russia continued to deliver more than 9 mill barrels of oil per day to international markets.

Western measures have had some success, cutting oil revenues by around 15% in March, 2025.

The EU still remains Russia's largest LNG customer. For example, in 2024, the bloc purchased 17.8 mill tonnes of LNG from Russia – a record – valued at €7.32 bill.

Primarily as a result of sanctions, Russia's largest shipping company, Sovcomflot (SCF), which includes several LNGCs, reported a net loss of $393 mill for the first quarter of this year.

In its results statement, SCF blamed the slump on new Western sanctions that led to operational problems, lower revenues and some sanctioned vessels lying idle.

Both the US and the EU imposed sanctions on SCF and its fleet last year to try and reduce Russia's revenue from oil sales that could be used to finance its war in Ukraine.

In January, the US added new SCF vessels to its list of sanctioned assets and withdrew the US licence, granted last year, that had allowed some vessels in its fleet to operate, despite the sanctions.

SCF, which reported a 49% year-on-year drop in 1Q25 revenue to $278.5 mill, claimed that the January sanctions were particularly impactful, creating additional commercial and operational difficulties.

"The intensification of Western sanctions has made it more difficult to operate the fleet and led to lower revenues and downtime for some sanctioned vessels," SCF said in its results statement.

"In the reporting period, unprecedented sanctions restrictions were imposed on the company and its vessels, which created additional commercial and operational difficulties in operating the fleet," the company said.

The group's EBITDA also fell by almost 69% year-on-year to $105 mill. ■

UNLIMITED AGENDA

Asian spot LNG prices continue to firm

Asian spot LNG prices rose last week for the third week running to a two-week high.

This was due to renewed demand, weak production in Malaysia and Egypt seeking to buy huge volumes for the rest of the year.

The average LNG price for July delivery into northeast Asia was $12.40 per MMBtu, up from $11.75 per MMBtu in the previous week, industry sources estimated.

"The market has been on a rising trend since its recent lows at the start of the month, though overall it remains a long way down from its mid-February highs," said Alex Froley, ICIS' senior LNG analyst.

He attributed the rise to Asian importers' buying interest, including Bangladesh and Taiwan, and to reports of Egypt looking to secure large volumes through the rest of this year.

Asian interests continued to monitor LNG supply outages in Australia and Malaysia, said Laura Page, head of LNG insight at data analytics firm Kpler.

Page said that Australia's North West Shelf plant stopped exporting LNG between 15th and 22nd May, while exports out of Malaysia's Bintulu complex were on a steep downward trajectory.

"While part of the reduction is due to planned maintenance, the severity of the decline suggests there may also be an unplanned issue affecting capacity," she added.

Martin Senior, head of LNG pricing at Argus, said that weekly Bintulu loadings had fallen to a 13-year low and a growing number of ships were waiting offshore for production to pick up again.

He added that hot weather forecasts for parts of northeast Asia and southern Europe could boost early summer cooling demand.

> "The market has been on a rising trend since its recent lows at the start of the month, though overall it remains a long way down from its mid-February highs"
>
> *- Alex Froley, senior LNG analyst, ICIS*

TTF rising

In Europe, gas prices at the Dutch TTF hub also rose last week on the back of Norwegian maintenance and worries about Ukraine peace talks, which have not made much progress.

"Looking ahead, TTF prices could increase slightly as heavy pipeline maintenance continues in Norway, despite weather forecasts anticipating strong renewable generation and a gradual rise in temperatures across the continent," Kpler's Page said.

Europe's underground gas storage was building up reasonably comfortably with increasing supply, ICIS' Froley commented, adding that possible EU storage target reductions should prevent major price rises, although the downside could be limited by potential new demand from Asian buyers entering the market, as prices fell.

S&P Global Commodity Insights assessed its daily North West Europe LNG Marker (NWM) price benchmark for cargoes delivered in July on an ex-ship (DES) basis at $11.646 per MMBtu on 22nd May, a $0.55 per MMBtu discount to the July futures price at the TTF hub.

The US arbitrage to northeast Asia via the Cape of Good Hope fell last week but still pointed towards Europe, while the arbitrage via Panama continued to favour Asia, said Spark Commodities analyst, Qasim Afghan.

In the LNG freight market, Atlantic rates fell to $32,000 per day last Friday, while Pacific rates dropped to $20,750 per day, Afghan added. ■

Pakistan diverts more LNG cargoes

The Pakistan Government has diverted six more LNG cargoes to the international spot market, bringing the total up to 11.

The six were due to be received in July, August, September, October, November and December, from Italian energy company Eni in a contract in which, Pakistan LNG Ltd (PLL) was due to import one LNG cargo per month under a 15-year agreement, a senior official at the Pakistan Ministry of Energy told local media.

"The government has managed to divert six more LNG cargoes to the international market. The total diverted cargoes through December 2025 from Eni is expected to reach 11 in number," the spokesman for the Sui Northern Gas Pipeline Co (SNGPL) confirmed.

However, following the diversion of one LNG cargo each month, there has been no respite thus far in the line pack gas pressure since February, 2025, despite some dips.

The line pack was said to be still on the higher side at over 5 bill cu ft putting the national gas transmission network in jeopardy.

Pressure, as of 24th May, 2025, according to the latest gas data, was at 5.167 bill cu ft - 5 bill cu ft was said to be the danger mark.

PLL had earlier switched five LNG cargoes to the international market, which were due to arrive in February, March, April, May and June this year.

"This is being done because of the demand that SNGPL placed in its letter written on 21st January, 2025, to the federal government seeking to divert 11 term LNG cargoes to the international market.

"The Power Division has refused to increase the use of RLNG for power generation even during June, July and August, the peak summer season," the official said. ■

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Qatar calls for continued energy investment

HE Saad Sherida Al-Kaabi, Qatar's Minister of State for Energy Affairs and President and CEO of QatarEnergy, has called for continued investments in energy projects.

He stressed that a fair oil price would ensure sustained production and also ensure additional reserves.

The Minister was talking at the recent Qatar Economic Forum 2025, during a panel discussion on 'Global Energy Supplies & Security'. The panel also included Ryan Lance, Chairman and CEO of ConocoPhillips.

"We need somewhere in the range of $70 to $80, in my view, to be able to sustain the current production and increase. If you don't have additional investment to sustain that needed energy, it is going to be damaging and will cause shortages in supply.

"We are going to have 1.5 to 2 bill people on this earth in the next 20 to 30 years. And we have 1 bill people around the world today that don't have basic electricity. So, the need for electricity and power is huge. We are not worried at all about having a supply glut," he said.

Qatar's Energy Minister Al-Kaabi seen at WGC2025

Speaking about gas exploration investments, he said: "We are one of the world's largest companies in terms of having rights to exploration blocks around the world. We have been successful in some regions, but this is a continuous drive to explore more, and we're really participating in new exploration blocks around the world. I'm optimistic about the future, but it takes time."

Highlighting the outcome of US President Donald Trump's visit to Qatar, he pointed to a number of Qatari/US energy partnerships, including the Golden Pass LNG export project and the Golden Triangle Petrochemicals plant, which includes the world's largest ethane cracker.

LNG trading boost

Minister Al-Kaabi also spoke of the huge growth of QatarEnergy Trading. He said: "Trading was something we started just a few years back. We are now trading around 10 mill tonnes of LNG in physical trading.

"We will be producing 160 mill tonnes of LNG, if you include the US (project), and we have 70 LNG ships in our fleet today and we will be adding 128 ships in a few years. So, all that will help our trading to thrive," he said.

Discussing relations with Asia, and particularly China and India, he said: "We have a great relationship with China. We are the largest supplier to China, and they are our biggest buyer. They are discussing with us additional volumes, and so is India, as well many other countries."

Qatar is expanding its LNG production from 77 mill tonnes today to 160 mill tonnes, including its US project.

The expansion plans involves LNG exports from the North Field East project, which should come online by the middle of next year, he said. ■

More long term SPAs reported

There have been several sales and purchase agreements (SPAs) signed recently, some of which were revealed during the Word Gas Conference (WGC2025) in Beijing last week.

These included, in no set order, TotalEnergies signing an SPA with Ksi Lisims LNG for the purchase of 2 mill tonnes of LNG for 20 years, subject to a final investment decision (FID) on the Canadian project.

TotalEnergies also acquired a 5% stake in Western LNG, Ksi Lisims LNG's developer, shareholder, and future operator.

This acquisition also granted TotalEnergies the option to increase its stake in Western LNG and/or take a direct stake in the plant of up to about 10% when FID is taken.

Ksi Lisims LNG, with a capacity of 12 mill tonnes per year, is located in British Columbia, giving it prime access to Asia.

The plant will be fully electrified and powered by hydroelectricity, thus becoming one of the world's lowest CO2-emitting LNG projects, the company claimed.

Law firm, Baker Botts advised Western LNG and its affiliate Ksi Lisims LNG Limited Partnership in connection with this SPA.

China active

Chinese buyers were also active, including Guangdong Pearl River Investment Management Group (GPRIMG), which signed a long-term SPA with ConocoPhillips.

This deal marked GPRIMG's first long-term LNG purchase and is believed to be the first US LNG SPA signed by a Chinese company since tit-for-tat tariffs were introduced by both countries earlier this year.

Under the terms of the SPA, ConocoPhillips will supply the LNG for 15 years, the company said, without disclosing further details.

However, market sources told S&P Global that the contract was linked to Henry Hub, with supplies expected to start in 2028, meaning that the LNG will likely come from the US.

Since the first wave of tariffs in February 2025, China has stopped importing US LNG cargoes, according to S&P Global Commodities at Sea data.

All of the US-based cargoes originally destined for Chinese terminals were either swapped or diverted into the spot market.

GPRIMG has been involved in the joint development of the Huizhou LNG receiving terminal, which is designed for a processing capacity of 4 mill tonnes per annum, the company said on its official social news feed.

At WGC2025, bp signed a long term SPA with Zhejiang Energy to supply 1 mill tonnes per year of LNG on a delivered ex-ship (DES) basis for 10 years.

The LNG will be come from bp's portfolio, the energy giant's Chinese arm said.

Market sources, talking with S&P Global said that this contract is linked to oil prices with a less than 12% slope.

In addition to bp, Zhejiang has also signed SPAs with ExxonMobil, NOVATEK and Mexico Pacific.

Remaining in China, Swiss-based Mercuria Energy Trading signed a long-term SPA with Guangzhou Gas Group at the event.

The duration was said to be five years and the volume 400 kilotons per year.

Finally, Oman LNG has announced the signing of a term SPA with commodity trader, Vitol.

Under this agreement, Oman LNG will supply LNG to Vitol on an DES flexible basis, with deliveries of 800,000 tonnes per annum, starting in January, 2026. ■

Major LNG cargo deals mooted

Russia was believed to be in talks with Bahrain over a possible three-year agreement under which, Moscow would supply 1.5 mill tonnes of LNG, according to three sources talking with Reuters.

The proposed deal would be the first of its kind between the countries and would continue Russia's expansion in global energy markets and growing LNG supply competition with the US.

Russia, the world's fourth-largest LNG producer behind the US, Qatar and Australia, plans to produce 100 mill tonnes per annum of LNG in the medium term.

Bahrain is trying to increase LNG imports to meet a gas shortage amid peak summer energy demand for air-conditioning. Last month, the Kingdom received its first LNG cargo for six years.

Russian Deputy Prime Minister, Alexander Novak met Bahrain's Minister of Oil and Environment, Mohamed bin Mubarak bin Daina, last week to discuss the purchase of 20 LNG cargoes per year for three years, the sources claimed.

"Talks are at an advanced stage and the deal is expected to be concluded soon," one of the sources said.

Volumes are expected to come from NOVATEK's Yamal LNG plant.

Bahrain could see a ramp up of LNG activity soon

Egypt buying spree

Elsewhere, Egypt was said to be in talks with international energy firms and trading houses to buy 40-60 LNG cargoes this year to secure emergency fuel imports amid a worsening energy crunch ahead of peak summer demand, sources told Reuters.

Egypt's domestic gas output fell in February by 39% to its lowest level in nine years at 3.3 bill cu m, according to the latest data available from the Joint Organisations Data Initiative (JODI).

Since early 2024, the Arab country has returned to being a net importer of natural gas, buying dozens of cargoes and abandoning plans to become a supplier to Europe amid the steep decline in domestic gas output.

"The government is now in talks to import at least 40 LNG cargoes and around 1 mill tonnes of fuel oil," an industry source said.

"Gas was the primary focus, given the more flexible payment options available, compared to fuel oil, though the latter remains under consideration if LNG prices are unfavourable," the source added.

Another source said that Egypt would require up to 60 LNG cargoes to cover its immediate needs throughout the rest of this year, adding that over the long term, the requirement could rise to 150 cargoes.

Discussions were thought to be ongoing with Qatar, Algeria, Saudi energy giant, Aramco and major global trading houses, the sources said. ■

Port Kembla LNG terminal delayed

Australian utility, Squadron Energy, has confirmed that its Port Kembla (NSW) gas terminal will not begin operations until at least 2027.

This delay comes despite warnings from the national energy market operator of looming gas shortfalls across southern Australia from 2028, local media said.

However, the Australian Government has claimed that it had secured gas supplies until 2029.

The Port Kembla Energy Terminal - which has been completed and connected to the Eastern Gas Pipeline - will stay in 'care and maintenance' 'until mid-2027, after a reassessment of customer needs and updated projections from the Australian Energy Market Operator (AEMO).

Port Kembla's LNG receiving terminal remains idle

Squadron Energy Executive General Manager of Operations, Stuart Davis, said the revised timeline reflected market conditions.

He revealed that Squadron Energy had received a request from Egyptian state-owned company EGAS for an extension, as it was going through a sales process for the terminal.

Last year, the developer chartered the FSRU 'Hoegh Galleon', which will be able to receive both domestic and imported gas.

In March, AEMO's 2025 Gas Statement of Opportunities identified peak-day shortfall risks in southern states from 2028, a shift from previous forecasts predicting earlier shortfalls.

However, the report still warned of deepening supply gaps from 2029 onwards, and called for structural investment in new supply, pipelines, or storage to avoid market imbalances.

Jemena, which owns and operates the Eastern Gas Pipeline linking Victoria and New South Wales, said the delay would not impact its work to reconfigure the pipeline for bi-directional flows, allowing gas to move south to Melbourne.

"We are in deep commercial discussions with a lot of very large customers to take the offtake and we're confident from 2027 on we will be able to sell the capacity of the facility.

"We are the only solution that has gone through financial investment decision (FID), we've finished construction and commissioning," Davis said.

Analysis from the Australia Institute showed about 80% of Australia's gas is exported as LNG. ■


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Hanwha looks to build LNGCs in the US

South Korea's Hanwha Group plans to invest Won100 bill ($71.8 mill) in Philly Shipyard, its US-based shipbuilding subsidiary.

This investment is part of a long-term strategy to transform the facility into a high-tech shipyard capable of building 10 vessels per annum, including LNGCs, and generating $4 bill in revenue by 2035.

Hanwha aims to solidify its presence in the US market, following its acquisition of the Philadelphia shipyard last year.

Around 50 Hanwha Ocean personnel are currently at the yard to enhance its production efficiency.

The investment will be used to upgrade the building dock and implement automation systems throughout the shipyard.

Achieving the $4 bill revenue target - more than tenfold last year's figure and nearly half of Hanwha Ocean's total revenue - was said to hinge on Philly Shipyard's ability to produce high-value ships, such as LNGCs, local sources said.

Unlike South Korea's major shipbuilding hubs in Geoje and Ulsan - home to tightly integrated industrial clusters - the US shipbuilding supply chain has diminished.

Key sectors, including steel processing, specialty welding, electronics, and precision machinery, have all but disappeared, following the decline of the domestic shipbuilding industry.

Most of the primary components - from engines to propellers and electronic systems - are now imported.

Labour shortages also further complicates Hanwha's ambitions, it was claimed. For LNGCs in particular, the proportion of special welding needed is high, compared to other ship types.

A large number of skilled welders must be secured, but recruiting these within the US has proved to be difficult.

In addition, there are growing concerns that high labour costs, compared to South Korea, could lead to an increase in future ship prices.

"As the US government has decided to expand its national strategic fleet to 250 vessels, government support such as subsidies will be necessary for Hanwha Group to secure profitability," said a shipbuilding industry spokesperson to newswires. ■

SHI wins ABS AiP for deepwater FLNG

Houston-based classification society and consultancy, ABS has awarded an Approval in Principle (AIP) to Samsung Heavy Industries (SHI) for its multi-purpose LNG floater design for deepwater applications.

Named MLF-O, it has been designed for production in deepwater areas with wave heights of up to 9 m.

SHI claimed that the design offers faster delivery and cost-effective efficiency, compared to onshore plants.

The design also minimises internal sloshing shocks by configuring the cargo tanks in two rows. By standardising the LNG cargo tank and hull, SHI said that the unit's capacity can be increased from 180,000 to 220,000 cu m.

SHI's Hae-Ki Jang (left) and ABS' Patrick Ryan (right) at the signing ceremony.

This is SHI's second standard FLNG model, following the MLF-N developed in 2023 for coastal areas with average wave heights of 2 m or less.

Both models are intended for use in overseas gas field development projects.

Patrick Ryan, ABS Senior Vice President and CTO, said: "As the global leader in supporting floating energy production facilities, ABS is dedicated to advancing the safety and reliability of these assets.

"We recognise that working together with forward-thinking and safety-driven partners like SHI is important when addressing new technologies and designs for the rapidly evolving offshore gas terminal market," he said.

Hae-Ki Jang, SHI's Vice President and Head of Technology Development, added, "MLF-O is an innovative solution that minimises operating costs and innovatively reduces delivery times to meet the needs of our customers." ■

NEWS BRIEFS

McNeese University to house US LNG centre of excellence

US Transportation Secretary, Sean Duffy, and Louisiana Senator, John Kennedy (R-LA), have announced that McNeese State University in Lake Charles, Louisiana, had been chosen as the site for the PHMSA National Centre of Excellence for LNG Safety.

McNeese is the US' first undergraduate institution to offer a certificate programme in LNG business and already has its own LNG Centre of Excellence.

"Producing and exporting LNG is one of the most powerful ways we can unleash American energy, and the Lake Charles region is a critical hub of LNG activity in the US," said Secretary Duffy.

"The sheer volume of product supplied by the state of Louisiana is unparalleled and growing, and there is no better place to locate our Centre of Excellence," he said.

"In 2020, Congress passed the PIPES Act, which improved pipeline safety and infrastructure. As part of the bill, I added language that created the first-ever National Centre of Excellence for LNG Safety, but I didn't stop there. I made sure in that bill that the newly created Centre was required to be in Louisiana," added Sen Kennedy.

PHMSA's LNG centre will facilitate research and development, training, and regulatory co-ordination, and will encourage the development of LNG safety solutions to real-world challenges through global and domestic collaboration among LNG stakeholders.

Together with other federal agencies – including the US Coast Guard (USCG), the US Department of Energy (DoE), and the Federal Energy Regulatory Commission (FERC) – PHMSA has worked to help ensure the centre is focused on its mission of making the US the leader in LNG operations. ■

Inmarsat to upgrade MOL's fleet satcoms

Viasat subsidiary, Inmarsat Maritime, is to upgrade Mitsui OSK Lines' (MOL) satellite supply to its fleet, including almost 100 LNGCs.

The vessels will be upgraded from the Fleet Xpress (FX) service to Inmarsat's NexusWave.

This transition to NexusWave will allow MOL to benefit from Inmarsat's fully managed bonded connectivity service and accelerate the digitalisation strategy of the giant Japanese shipping company, the satcoms giant said.

Local Inmarsat partner JSAT MOBILE Communications will be responsible for implementing and supporting the upgrades on board the vessels.

In response to evolving operational and crew connectivity needs, MOL required multi-layered satcoms services to support the transformation of its vessels into floating offices and homes.

By combining multiple network underlays in one bonded connection, Inmarsat NexusWave delivers the speeds, reliability, unlimited data, and global coverage to support this objective, with cyber-security, 24/7 technical support, and fully transparent costs, to ensure complete peace of mind, the satellite service supplier claimed.

Junichi Yoshiyama, MOL's Chief Digital & Information Officer, said: "Our digitalised and connected ships are becoming floating operations centres and homes for our crew, and Inmarsat's NexusWave will help keep them connected to high-speed internet and support our on board digitalisation strategy."

Ben Palmer, President, Inmarsat Maritime, added: "We are proud to continue our partnership with MOL and to deliver NexusWave as an accelerator of maritime digitalisation and, by extension, an enabler of the floating office and floating home.

"Forward-thinking operators like MOL are drawn to the solution for its performance, robust capabilities, and the confidence that comes from working with a reliable maritime connectivity partner," he said.

Katsuaki Koike, JSAT MOBILE Communications CEO, commented: "MOL, JSAT, and Inmarsat have been long-term partners, and this collaboration further underscores our commitment to providing cutting-edge connectivity solutions.

"We are dedicated to supporting MOL's digital transformation journey and look forward to ensuring seamless and reliable installations across MOL vessels," he said.

In recent operational tests, NexusWave achieved download speeds of up to 330-340 Mbps, upload speeds of up to 70-80 Mbps, with average network availability exceeding 99.9%.

As part of Inmarsat's commitment to continuous improvement, the forthcoming integration of the ultra-high capacity, high-speed ViaSat-3 Ka-band network will increase NexusWave's aggregated connectivity speeds even further, the company said. ■

LNG modules start to arrive at Woodfibre

Canada's Woodfibre LNG project reached a major construction milestone on 24th May with the arrival of the first seven specialist LNG modules.

The pipe rack modules, transported by a heavy lift cargo vessel, were the first large-scale modular components to arrive at the site for installation.

They are fully completed structural steel frameworks that house and support piping to carry LNG from the facility's liquefaction unit to the FSRU, from which, LNG will be loaded into LNGCs for delivery to overseas markets.

"This is a huge milestone for the Woodfibre LNG project as it's the start of our facility going vertical - where people will really start to see the facility take shape," said Luke Schauerte, Woodfibre LNG CEO. "But it's also bigger than that. These first modules are a significant step forward in diversifying Canada's energy export market, providing global customers with responsibly produced energy and ensuring Canadians receive maximum benefit for their resources."

The first modules arrive on site

The modules will now be offloaded at the Woodfibre LNG facility through the project's recently completed marine offloading facility, a purpose-built berth designed to handle the delivery of large modules throughout the construction phase.

Following offloading, the modules will be moved into place and mounted on their permanent foundations.

A total of 19 modules are due to arrive throughout the rest of 2025 and into 2026, ranging in size from a 126 tonne pipe rack to an almost 11,000 tonne liquefaction unit.

"We are doing everything we can at Woodfibre LNG to bring our product to market as soon as possible. With modules arriving, we've hit a tremendously exciting and important phase where our site will change rapidly over the coming months.

"We're focused on working safely and efficiently to move this project forward and complete the province's first net zero LNG export facility," Schauerte added. ■

NEWS BRIEFS

Ascenz Marorka and Emerson announce global partnership

GTT's smart shipping subsidiary, Ascenz Marorka, is to partner with Emerson Marine Solutions, a company involved in precision flow instrumentation and propulsion optimisation.

This partnership is aimed at enhancing fuel efficiency, transparency, operational performance, and sustainability within the maritime sector.

By combining Ascenz Marorka's digital technology for fuel monitoring and performance management and Emerson's patented Micro Motion advanced Coriolis flow and density meter, the integrated solution will ensure robust and real-time data flow from on board systems to the cloud-based digital platform.

The companies claimed that this partnership will accelerate the adoption of smart shipping solutions, enabling shipowners, operators and charterers to benefit from a highly reliable solution, while achieving significant fuel savings, complying with the environmental requirements, and reducing emissions. ■

DET commissions second Wilhelmshaven terminal

With the commissioning of the third floating LNG import terminal and the second in Wilhelmshaven on 26th May, German state-owned Deutsche Energy Terminal GmbH (DET) implemented another key project of the LNG Acceleration Act.

DET's Managing Director, Dr Peter Röttgen, said: "In this challenging project, we have consistently worked together towards our goal: to significantly strengthen energy supply security in Germany. We must reduce the risks of one-sided dependence on energy imports for our economy and consumers.

"An indispensable means of achieving this is by diversifying the supply routes for natural gas. Our households and especially energy-intensive industries rely on natural gas until renewables can fully replace fossil fuels.

"Alongside pipeline natural gas, LNG is making a significant contribution to our stability in Germany and Europe on the road to climate neutrality. On behalf of the entire DET, I would therefore like to express my sincere thanks to all the companies involved, the approval authorities and the officials and elected representatives who have made this project possible," he said.

Wilhelmshaven's second LNG terminal was connected to the grid in around two and a half years, including planning and approval.

Despite major engineering challenges, the project partners ENGIE Deutschland and Tree Energy Solutions (TES) on behalf of DET completed the project in roughly half the time typically required for comparable large-scale LNG projects.

DET and the project partners were supported during construction by the Gasfin Group, which will take over the terminal's management.

Unique features

Wilhelmshaven's 02 LNG terminal is claimed to be unique in Germany and Europe in several respects: the island jetty is built around 1.5 km from the mainland in one of the strongest currents in Europe. In addition, data, electricity and ultimately the natural gas pipelines are laid in the seabed for ecological reasons and connected to a head station on land.

In addition, an innovative ECOnnect system is used. The chartered FSRU 'Excelsior' also has another unique feature: for the first time in Europe, DET is testing an ultrasound method to combat fouling pressure in the seawater pipeline system of an FSRU. The method is designed to prevent barnacles and mussels from clogging the pipes of the required water circuit.

This year, 'Excelsior' will feed up to 1.9 bill cu m of natural gas into the German gas grid. In the two following years, the FSRU's regasification and grid feed-in capacity will reach up to 4.6 bill cu m each. ■

NEWS BRIEFS

McDermott completes Scarborough FPU floatover

McDermott has completed the fabrication, construction, and offshore floatover of Woodside Energy's Australian Scarborough floating production unit (FPU) topside and hull structures.

The contract, awarded in 2021, followed the US engineering company's delivery of front-end engineering design (FEED) for the FPU and included engineering, procurement, construction, installation and commissioning (EPCIC) services.

McDermott is delivering design, fabrication, integration, transportation and installation of a 30,000 tonne topside and 37,000 tonne hull structure, making it the largest FPU the company has ever designed and built, and one of the largest semi-submersible production platforms built in offshore history.

Topsides fabrication was completed at McDermott's joint venture yard, Qingdao McDermott Wuchuan (QMW), in Qingdao, China, while the hull was constructed by COSCO in its Qidong shipyard, also in China.

Following the floatover off Dalian, the FPU arrived at CIMC's Raffles yard in Yantai, China, for final integration works.

From there, it is expected to be transported to Western Australia, where it will be moored at the Scarborough gas field, about 375 km offshore from the Burrup Peninsula.

CP2 receives FERC all clear

Last Friday, the US Federal Energy Regulatory Commission (FERC) gave Venture Global permission to proceed with the construction of its CP2 LNG plant in Louisiana.

Once built, CP2 will be the US' largest LNG export facility. It could also make Venture Global the largest US LNG company, overtaking Cheniere, the company claimed.

FERC's final environmental study said that the 28 mill tonnes per annum plant was in the public interest.

Venture Global had earlier obtained approval to build the plant, but after a US court ruling, FERC conducted another environmental review of air quality impact.

The study concluded that the project should be allowed to continue.

Given the latest approval, the company will immediately start onsite construction, Venture Global's CEO, Mike Sabel said.

The additional review followed an August, 2024 decision from the US Court of Appeals for the District of Columbia Circuit that quashed FERC's approval of rival LNG exporter NextDecade's plant at Brownsville, Texas.

As a result, FERC decided to review the CP2 project's impact on air quality. ■