# LNG Shipping News

AN LNG JOURNAL TITLE ON LNG CARRIERS

30 January 2025


# 2025 global gas balance set to remain fragile – IEA

**While the halting of Russian piped gas transits via Ukraine does not pose an imminent supply risk for the European Union, it could add to near-term LNG market pressure, according to Paris – based International Energy Agency's (IEA) latest quarterly gas market report.**

The report said that the markets moved towards a gradual re-balancing last year after the supply shock that followed Russia's invasion of Ukraine in February, 2022.

However, the global gas balance remained fragile, highlighting the need for greater international co-operation to enhance gas supply security.

Driven by fast growing Asian markets, global gas demand rose by 2.8%, or 115 bill cu m in 2024 – well above the 2% average growth rate between 2010 and 2020, while at the same time, below-average growth in LNG output kept supply tight. Extreme weather events also added to market fluctuations, the IEA said.

Similar dynamics are expected this year before the arrival of a wave of new LNG export capacity, led by the US and Qatar, due to come online during the second half of this decade.

## Geopolitical concerns

Geopolitical tensions have continued to fuel gas market's price volatility. Although the halt of Russian piped gas transit via Ukraine on 1st January, 2025 did not pose an imminent EU supply security risk, it could increase European LNG import requirements and further tighten global market fundamentals this year.

The IEA's Keisuke Sadamori

Due to tighter market fundamentals, global gas demand growth is forecast to slow to below 2% this year. As in 2024, growth is set to be largely underpinned by Asian markets, which is expected to account for over half of the global gas demand rise.

"Gas market fundamentals have improved over the past year, but for now, we are still seeing significant tightness due to rising demand and muted growth in LNG capacity. Heightened geopolitical uncertainty adds to the risks," said Keisuke Sadamori, IEA's Director of Energy Markets and Security. "While international co-operation on gas supply security has expanded since the recent energy crisis began, greater efforts are needed from responsible producers and consumers, who should strengthen their collective efforts to reinforce the architecture for safe and secure global gas supplies."

Building on its gas supply security work, the IEA established a permanent Working Party on Natural Gas and Sustainable Gases Security (GWP) under the Standing Group on Emergency Questions, which aimed to encourage data and information exchange among its members and promote dialogue between producers and consumers.

In April, 2025, the IEA will convene an 'International Summit on the Future of Energy Security', hosted by the UK Government, which will address traditional and emerging risks related to energy security, including for natural gas. ■

> "We are still seeing significant tightness due to rising demand and muted growth"
>
> *Keisuke Sadamori, Energy Markets and Security Director, IEA*

## SHIPPING NEWS AGENDA

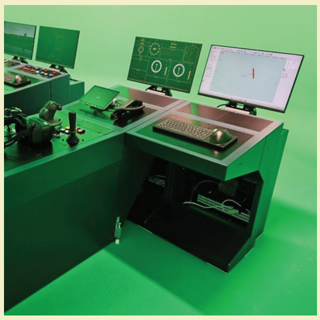
### MARKETING


### BUSINESS


### FINANCE


### LEGAL


### TECHNOLOGY

## Freight rates plummet

**LNG freight rates fell to historic lows in the week ended 23rd January, in both the Atlantic and Pacific basins, as ship numbers built up, due to the limited availability of cargo.**

Last week, tri-fuel diesel electric (TFDE) LNGC rates fell much faster than their 2-stroke equivalents, as charterers had no need to opt for TFDEs, with 2-strokes being so cheap.

"I doubt anyone would pay $8,000 per day for a TFDE if you can get a 2-stroke for $9,000-$10,000 per day," a shipbroker said, talking with S&P Global.

Platts, part of S&P Global Commodity Insights, assessed the Atlantic TFDE day rate at $6,500 last Thursday, down $9,500 on the week, an all-time low, with a ballast bonus of 80%.

Asia/Pacific TFDE day rates were assessed at $8,000, with a ballast bonus of 100%, dropping $4,500 per day over the week.

However, 2-stroke LNGC rates also fell last week, due to the severe oversupply of tonnage and the very little uncontracted cargoes available.

Platts assessed Atlantic 2-stroke LNGC day rates at $10,000 last week, with a ballast bonus of 80%. This was a drop of $15,000 per day on the week, while Asia/Pacific 2-stroke day rates were at $15,000 with a ballast bonus of 100%, down $7,000 per day over the week.

"Rates will be like this for a week or two I think... with 2-strokes below $20,000s per day TFDEs are basically out of the market," a shipbroker added.

"Too many newbuilds entered the market... And there's no arbitrage, no contango, and no real demand from China/Japan," another shipbroker said, when asked about the main reasons for the oversupply of available carriers and the lack of cargoes.

Little demand in the East further exacerbated the oversupply problem and contributed to the falling rates and struggling market in general.

This could lead to an increase in LNGC layups and recyclings, sources said.

(For the latest figures, see page 8)

# Europe could need several cargoes to replenish stocks

**Europe may have to buy at least 100 more LNG cargoes this summer to replenish its gas stocks.**

These cargoes would be needed after a drop in storage levels this winter, due to cold weather and the cessation of Russian supplies.

EU gas storage sites have emptied faster this winter than in recent periods and are currently 59% full, according to the latest data from Gas Infrastructure Europe, analysed by Reuters.

The storage volume was much lower than at this time last year, when it was some 75% full, or the 79% level recorded at the same time in 2023, after the 2022 energy crisis triggered by Russia's invasion of Ukraine.

By the end of March, storage levels could drop to as low as 30-35% of capacity, said Rabobank energy strategist, Florence Schmit.

EU gas storage was 58% full at end-March last year.

If storage drops to 35% – around 38 bill cu m – European buyers will need to find an extra 12 bill cu m of gas on the global market this summer, compared with 2024, Energy Aspects analyst, Erisa Pasko added.

This equates to around 120 LNGC cargoes worth $6 bill at today's prices, according to Reuters calculations.

"Europe will need to maintain high prices to continue attracting spot and divertible LNG supply away from Asia," Pasko said.

These storage concerns are helping to prop up already high European gas prices, which were trading at 14-month highs.

Europe's higher demand for refilling storage is also reflected in the high gas prices quoted for the summer months, which are more expensive than contracts covering next winter.

### Unusual occurrence

This scenario was said to be unusual and last occurred in late 2021 and 2022, when Russia's Gazprom stopped filling its European storages, according to LSEG data.

Energy Aspects forecast summer EU gas prices of €49.50 per MWh, accounting for the loss of some Russian LNG, due to US sanctions. Front-month TTF gas prices were trading at around €49 per MWh last week, up from €27.70 per MWh a year ago – but still far below their peak of above €300 per MWh during the 2022 energy crisis.

Rotterdam's GATE terminal might see more LNGCs this year

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# Indian sub-continent LNG moves

**After failing to sell regas LNG, Pakistan's state-owned Sui Northern Gas Co (SNGPL) has asked the government to divert 11 LNG cargoes to be imported in the next 11 months of 2025 from Italian giant, Eni, to the international market.**

This was down to SNGPL's Power Division refusing to increase the use of LNG for power generation even during June, July and August - the peak summer months.

Pakistan's petroleum division is also trying to defer five Qatari LNG cargoes to 2026.

Qatar had already switched five LNG cargoes to 2026, which were due to be delivered this year under a flexible clause in a 15-year contract.

Elsewhere, Bangladesh signed a non-binding agreement with US-based gas developer, Argent LNG, to purchase up to 5 mill tonnes of LNG per annum.

Argent is developing a 25 mill tonnes per annum LNG facility at Port Fourchon, Louisiana.

This was the first major US LNG supply deal announced since President Donald Trump took office last week, according to Argent LNG.

If the Argent LNG project is completed, its cargoes could be sold to Bangaldesh's state-owned energy company, Petrobangla, according to the agreement.

As for India, Argentina's energy company, YPF has signed a Memorandum of Understanding (MoU) with the country's Oil and Natural Gas Corp (OIL), Gas Authority of India (GAIL), and Oil and Natural Gas Corp Videsh (OVL) for the export of up to 10 mill tonnes per year of LNG.

The Argentina LNG project includes the production of gas in dedicated Vaca Muerta blocks, its transportation through dedicated pipelines to a processing terminal (offshore/onshore) in Río Negro on Argentina's Atlantic coast. ■

# Cyprus to transport gas to Egypt

**Egypt and a consortium, involving TotalEnergies and Eni, are to sign an agreement next month to transport natural gas from an undersea deposit in Cypriot waters to Egypt, where it will be liquefied and processed for export.**

Cypriot Energy Minister, George Papanastasiou, described the agreement as "most significant" last week, as it allows the consortium to work out the technical details on how to get the gas from the Cronos gas deposit to Egyptian processing plants for liquefaction and eventual export.

Papanastasiou said the Eni/TotalEnergies consortium, which holds exploratory licenses for seven of 13 areas or blocks inside Cyprus' offshore economic zone, will make a final decision on how to extract and ship the gas before the summer.

**Cyprus' Energy Minister, George Papanastasiou**

A recent assessment indicated that the Cronos field holds more than the Aphrodite deposit, the first major discovery inside Cypriot waters which is estimated to contain 4.2 trill cu ft of gas.

The so-called 'host-government agreement' will be signed at Egypt's energy summit, due to be held between 17th-19th February, said Egyptian Oil Minister, Kadim Badawi, who had earlier met with Cypriot President, Nikos Christodoulides.

Plans for the Cypriot onshore regasification terminal have been delayed, but in the interim, the country wants to use the FSRU that was part of a terminal contract to process the gas.

Pananastasiou said Egypt has expressed interest in using the FSRU 'Prometheus' for its own purposes until Cyprus completed its land-based infrastructure that would allow it to import gas for cheaper electricity generation.

The Cypriot Energy Minister also said that Cyprus and Egypt will sign a separate agreement at the Egyptian energy summit to convey natural gas from the Aphrodite deposit to Egypt.

But no decision had been taken yet with the Chevron-led consortium that operates Aphrodite, whether the gas will be used for domestic energy needs or be made available for export after processing in Egypt. ■

# NEWS NUDGE

## Ships- Orders, charters, sales, leasing, recycling

Samsung Heavy Industries (SHI) has won its first order this year, when on 20th January, the shipyard announced it had signed a contract to build a LNGC worth Won379.6 bill.

The vessel is scheduled to be delivered by the end of June, 2027.

Broking sources said that the 180,000 cu m vessel was ordered by Celsius on the back of a JERA charter for the equivalent of $261.5 mill and she is to be fitted with a WinGD X-DF propulsion system.

Elsewhere, Mitsui OSK Lines (MOL) has signed a long-term charter contract for a newbuilding LNGC with a JERA ship operating management company- the eighth LNGC contract that MOL had agreed with JERA.

She is also being built by SHI and is scheduled for delivery in 2026.

A veteran steam turbine-driven LNGC is set to make history by becoming the first of its type to join the US flagged fleet, US sources said.

Kpler data showed that the 130,405 cu m 'Intan' (ex'Puteri Intan', built 1994 at Chantiers de l'Atlantique)) was due to arrive at Sabine Pass on 27th January.

Sources thought that the membrane fitted LNGC will be used to ship US-produced cargoes to Puerto Rico under the name of 'American Energy'.

Karadeniz Holdings has purchased the 2008-built 146,024 cu m LNGC 'Alto Acrux' for $32.3 mill, broking sources said.

Japan's SBI Leasing Services was reported to have partnered with France's BNP Paribas to arrange a leasing agreement with the TMS Group for the newly built LNGC 'Athos LNG'.

The 174,000 cu m vessel was completed in September last year at SHI and is under a long-term charter to Osaka Gas International Transport.

In the recycling market, brokers reported that the 1996-built 'Hyundai Greenpia' had been sold 'as is' Singapore for a price said to be $580 or $640 per ldt with delivery Indian sub-continent.

In addition, the 2000-built LNGC 'Lar', ex SK Stellar', was delivered to Chattogram, Bangladesh on 15th January and her sistership, the 1999-built 'Mit', ex 'SK Summit', arrived at Chattogram on 23rd January, both for recycling. ■

# U-Ming to enter the LNGC space

**Taiwanese shipping company, U-Ming Marine Transport and Japanese major, Kawasaki Kisen Kaisha (K Line) are to establish a new joint venture to focus on LNGC operations.**

Under a framework agreement, the companies will jointly invest in a 174,000 cu m LNGC, powered by a dual-fuel main engine to be built by South Korea's, Samsung Heavy Industries (SHI).

The LNGC will be fitted with an advanced streamlined hull design and a bottom air lubrication system (ALS) that reduces water resistance.

She is due to be delivered to the joint venture next year, and will be deployed on global trade routes.

U-Ming and K Line will also explore other long-term and stable co-operation opportunities to further improve their operational efficiency and financial performance, they said. ■

# JERA signs LNG supply agreement with ADNOC

**Japanese energy trader, JERA Global Markets and the UAE's ADNOC Gas and its subsidiaries have signed a $450 mill (AED1.653 bill) LNG supply agreement.**

Under the terms of the deal, LNG will be supplied by ADNOC Gas to JERA Global Markets' global supply portfolio for three years.

This agreement builds on the supply agreement signed between JERA Global Markets and ADNOC Gas in 2023.

LNG will be supplied from ADNOC Gas' Das Island liquefaction facility, which has a production capacity of around 6 mill tonnes per annum.

"As a utility-backed trader, JERA Global Markets' purpose is to provide energy security to the communities that we serve.

"This supply agreement with our long-standing partner ADNOC reflects the active measures we take to ensure that our global portfolio remains diverse, flexible and competitive," said Kazunori Kasai, Chief Optimisation Officer, JERA Co and Chairman, JERA Global Markets.

Fatema Al Nuaimi, ADNOC Gas CEO, added: "This agreement builds on decades of collaboration between ADNOC and JERA, solidifying our shared commitment to ensuring energy security and supporting the global transition to a lower-carbon future.

"By continuing to serve Japan's growing energy needs, ADNOC Gas demonstrates its position as a reliable partner in the global LNG market," she said. ■


ADNOC Gas' Das Island terminal

# Tamboran and Santos to progress Darwin's expansion plans

**Australian exploration and production company, Tamboran Resources has signed a non-binding memorandum of understanding (MoU) with Santos LNG to progress Darwin LNG's (DLNG) expansion plan studies.**

This agreement relates to technical studies on a potential DLNG Train 2 expansion project and collaborative work on the jointly owned EP 161 acreage (Santos 75%, Tamboran 25%) in the Beetaloo Basin.

The goal is to evaluate options for supplying natural gas to an expansion train at the existing DLNG facility at Middle Arm.

DLNG has been approved for a nominal 10 mill tonnes of LNG per annum, and this expansion project would result in an extra 6 mill tonnes per annum being added.

Santos is the operator of the existing DLNG project with a 43.4% working interest, while Tamboran and Santos are joint venture partners in the EP 161 acreage, which holds about 300,000 acres of Mid Velkerri B Shale at depths below 8,850 ft.

Tamboran said that it remained committed to progressing the development of the proposed NTLNG project at Middle Arm, which is currently undergoing pre-FEED studies undertaken by Bechtel Corp.

Tamboran and Santos are also committed to supplying natural gas from the Beetaloo Basin into both the Australian domestic gas and international LNG markets.

Tamboran Resources Corp's Managing Director and CEO, Joel Riddle, said: "The MOU between Tamboran and Santos aims to explore commercialisation options for the development of DLNG Train 2 utilising natural gas supplied from the extensive prospective gas resources within the Beetaloo Basin.

"With approximately 2 mill net prospective acres across the Beetaloo Basin, Tamboran holds significant gas resources capable of supplying Northern Territory and Australia's East Coast gas market for decades.

"With multiple commercialisation pathways via LNG markets at Darwin and Gladstone and the East Coast domestic gas market, Tamboran is well positioned to assess opportunities to accelerate value for our shareholders.

"Tamboran and Santos have been partners in the EP 161 acreage, which hosts the Beetaloo East area, for more than a decade," he concluded. ■

## NEWS NUDGE

### Moreland joins Cheniere's Board

Cheniere Energy's has appointed W Benjamin Moreland to serve as a member of the Board, effective 21st January, 2025.

Moreland is considered an independent director and has been appointed to the Audit and Compensation Committees.

He is a private investor and retired CEO of Crown Castle, a leading provider of wireless infrastructure in the US, where he served in a variety of leadership roles since joining in 1999, including Executive Vice Chairman, President, and CFO.

Previously, Moreland spent 15 years with Chase Manhattan Bank and predecessor banks, primarily in corporate finance and real estate investment banking.

# Portugal to ramp up Nigerian and US LNG imports

**Portugal plans to increase LNG purchases from the US and Nigeria, as it aims to cut the already dwindling supplies from Russia, the country's Environment Minister, Maria da Graca Carvalho, said last week.**

Portugal imported 49,141 GWh of natural gas in 2024, of which around 96% was LNG, according to data from the country's electricity and gas grids operator, REN.

Of the LNG deliveries, Nigeria accounted for 51%, about 40% came from the US and around 4.4% from Russia.

In 2021, Russia supplied 15% of Portugal's LNG needs.

"Portugal is now practically independent of Russian gas ... but we want to reduce this figure further by importing more gas from Nigeria and the US," Graca Carvalho told a panel at the World Economic Forum in Davos, according to economic website ECO.

ECO also reported that the Portuguese Minister had urged greater co-operation within the European Union to ensure energy independence and security, saying that Iberia was still an "energy island", as it had "been difficult to build interconnections with France." ■

# Venture Global trading on NYSE

**Venture Global's Class A common stock shares started trading on the New York Stock Exchange (NYSE) last Friday under the symbol 'VG'.**

The company's IPO involving 70 mill shares of its Class A common stock, par value $0.01, was priced at $25 per share.

The LNG developer also granted the underwriters a 30-day option to purchase up to an additional 10.5 mill shares.

The offering's closing was expected on Monday, subject to the satisfaction of customary closing conditions.

Goldman Sachs, JP Morgan and BofA Securities acted as joint lead book-running managers, while ING, RBC Capital Markets, Scotiabank, Mizuho, Santander, SMBC Nikko, MUFG, BBVA, Loop Capital Markets, Natixis, Deutsche Bank Securities, Wells Fargo Securities and Truist Securities acted as joint book-running managers for the offering.

National Bank of Canada Financial Markets, Raymond James, Regions Securities, Guggenheim Securities and Tuohy Brothers acted as co-managers.

A registration statement relating to the offering was filed with the US Securities and Exchange Commission (SEC), which was declared effective on 23rd January, 2025. ■

# Golar sells shares in Avenir LNG

**Golar LNG has signed a share purchase agreement for the sale of all its shares in Avenir LNG to Stolt-Nielsen Gas for around $40 mill.**

The transaction is expected to be completed during the first quarter of this year, subject to the fulfillment of the conditions under the share purchase agreement.

Golar will remain a 25% shareholder and debt provider to Higas Srl, the HIGAS LNG storage terminal in Sardinia, that was spun off from Avenir LNG in October, 2024.

As of the end of that month, HIGAS' book value was $40.5 mill (on a 100% basis), of which $24.7 mill was shareholder loans and $15.8 mill shareholders equity.

Golar CEO, Karl-Fredrik Staubo, commented: "The sale of Golar's shareholding in Avenir LNG is in line with our strategy to focus on expanding our market leading FLNG position.

"Golar is proud to have founded Avenir LNG into one of the largest small-scale LNG shipping companies globally alongside our partners Stolt Nielsen and Höegh.

"Following the sale of Hygo Energy Transition in 2021, our Avenir LNG investment was no longer deemed a core asset of Golar's portfolio. We wish the Avenir LNG team and Stolt-Nielsen all the best for the future development of Avenir," he said. ■

# Nakilat records a 5.1% rise in 2024 profit

**Qatar Gas Transport Co (Nakilat) has announced a net profit of QAR1.64 bill for 2024.**

This was an increase of 5.1%, compared to QAR1.56 bill for the 12 months of 2023.

As a result, Nakilat's Board has recommend the distribution of cash dividends of 7 Qatari Dirhams per share for the second half of last year.

This was in addition to the half yearly interim cash dividend of 7 Qatari Dirhams per share, which was distributed for the first six months ended 30th June, 2024, giving a total of 14 Qatari Dirhams per share for the whole year.

The company added that last year was a transformative one, defined by a strategic vision and operational resilience. Through innovative practices and a focus on excellence, the company has successfully managed the challenges of the global shipping environment, driving sustained growth.

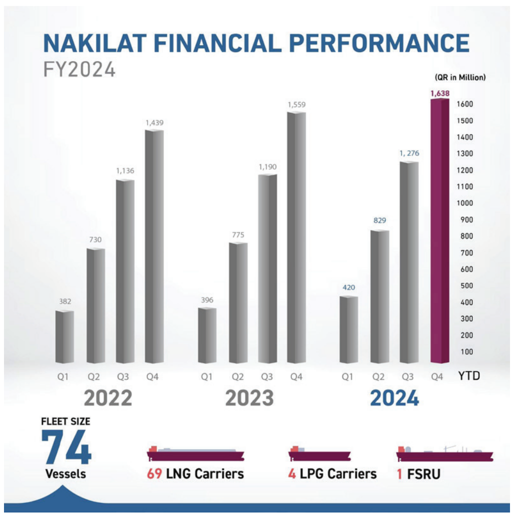
Looking ahead, Nakilat said that it was committed to leveraging its strengths and partnerships to build on the year's successes and contribute meaningfully to the global energy transportation landscape.

Nakilat's commitment to meeting the growing demand for clean energy transport continued to take shape last year, as the company increased its shipbuilding programme with Hyundai Samho Heavy Industries, which includes six advanced gas carriers under construction.

This programme comprises two 174,000 cu m LNGCs, and four modern LPG/Ammonia carriers, each with a capacity of 88,000 cu m.

The fleet expansion strategy is also strengthened by new long-term contracts with QatarEnergy for operating and chartering the nine 271,000 cu m QC-Max LNGCs , and 25 conventional 174,000 cu m LNGCs.

Upon their completion, Nakilat's fleet will expand to 114 ships. ■



# Changing LNG market brings contractual obligations

**The UK P&I Club has warned about contractual implications of a changing global LNG market affected by geopolitical tensions, evolving trade routes and shifting demand patterns.**

The geopolitical landscape has a profound impact on LNG contracts, the P&I Club added.

For example, regional conflicts, such as seen in the Middle East, have heightened LNGCs' security risks. Due to attacks on the Red Sea by Houthi rebels, LNGC traffic transiting the area has dropped considerably.

Furthermore, these risks necessitated the inclusion of specific contractual provisions to mitigate potential disruptions.

Key contractual provisions to consider included trading limits, sanction clauses, designated entities clauses, war risks, piracy clauses and *force majeure*.

War risk clauses are also common in charterparties and need to be closely considered if the vessel is operating in affected areas.

In addition, there are several operational considerations that should be addressed in LNG contracts, the Club said.

One critical aspect is the calorific value of LNG compared to fuel oils. To tackle this issue, it is essential to negotiate a post-delivery review period when entering into a timecharter for a newbuilding with performance warranties lifted straight from the shipbuilding contract.

This review period will allow for adjustments to the warranties to reflect the ship's actual performance.

Another operational consideration is the risk of fuel oil deteriorating on board. Cheaper LNG means using LNG storage as bunkers, while fuel oil is still on board. Traditional charterparties do not deal with these circumstances, the Club explained.

This concern can lead to contractual disputes if not adequately addressed. Parties might consider including contractual provisions allocating responsibilities between owners and charterers if fuel oil is kept on board for a long time.

Issues such as allocation of risk when adding special additives to the fuel oil on board, de-bunkering and associated costs should also be addressed, among others.

Regarding global sanctions, it is crucial for contracting parties to undertake due diligence on any parties that might be involved to ensure they are not sanctioned, thereby avoiding the triggering of the sanctions clause, the Club further advised. ■

# LNT A-BOX passes muster

**The 45,000 cu m LNGC 'LNG Jia Xing' has recently completed her first class survey after five years of operation utilising the LNT A-BOX containment system.**

'LNG Xia Jing' – formerly called 'Saga Dawn' – was the first vessel to have the LNT A-BOX technology installed in 2020, when the LNGC was delivered from China Merchants Heavy Industries (Jiangsu).

LNT A-BOX is a cargo containment system designed for the storage and transportation of LNG and other liquefied gases in bulk.

It is claimed to be a robust and flexible system, based on IMO tank type 'A', featuring benefits such as mitigation of sloshing, no tank filling restrictions and easy access to both primary and secondary barriers.

LNG technology company LNT Marine, who developed the LNT A-BOX technology, attended the five-year class drydocking and renewal survey together with the shipowner, shipmanagement company and the vessel's classification company, China Classification Society (CCS).

"This is a key milestone for the LNT A-BOX containment system. The drydocking will be completed within the original docking plan with zero issues with its containment system – proving LNT A-BOX as a robust, mature and problem free technology," said Stein Foss, LNT Marine President & CEO.

**'LNG Jia Xing' recently passed her five year special survey**

The drydocking was conducted at the Yiulian Dockyards (Shekou).

This confirmed that the primary barrier (cargo tank) remained in excellent condition with no fatigue or leaking issues, and zero gas alarms over the five-year operational timespan.

The secondary barrier and insulation system was fully inspected and quality assured, including global tightness testing, with no complications recorded.

"We took ownership of the vessel in 2021 and have only positive experience with our ownership and operations related the LNT A-BOX cargo containment system," said YueXian Wang, Group Vice President at Integrated Maritime Management (IMM).

## Zero problems

Operator IMM has carried out ship-to-ship (STS) transfer operations and the vessel has transported LNG at various tank filling levels and experienced zero problems over the past five years.

"The LNT A-BOX system reminds us more about the operational friendly Moss type tanks.

"We welcome this technology to the market and regard it as the strongest and most robust containment system now available in the market, with higher operating pressure and possibility in receiving hot cargo," added Hairulnizam Dali, IMM's General Manager for LNG.

CCS took over as the 'LNG Jia Xing's' class society in November, 2024.

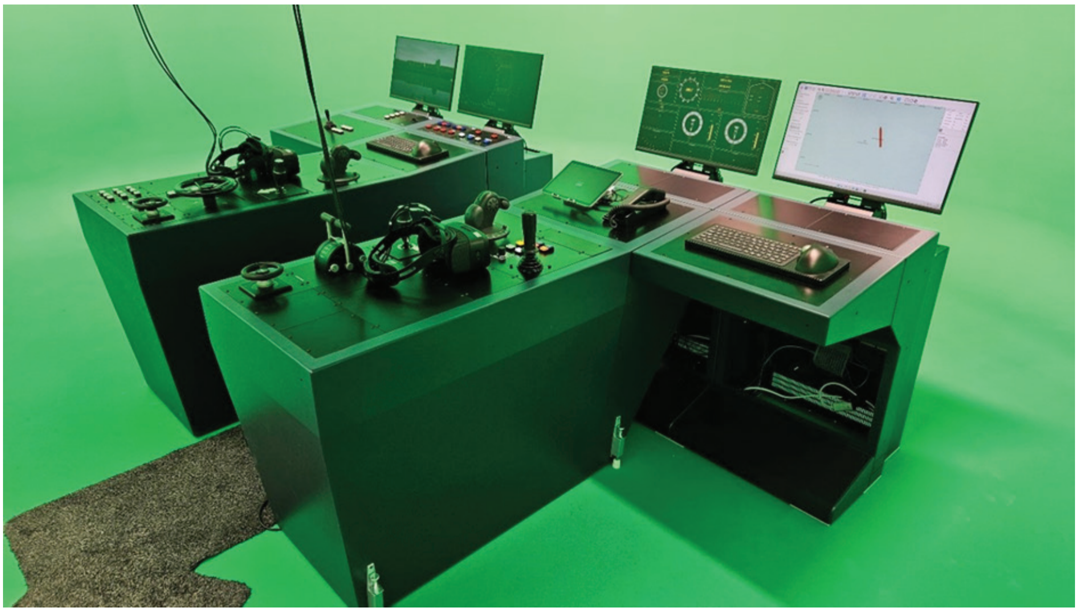
In addition, LNT A-BOX has focused on the large ship segment with a 175,000 cu m LNGC design development over the last years, with AIP certificates obtained from ABS, CCS, LR and BV.

"SDARI have been in lead of designing LNT A-BOX 175,000 cu m LNGCs. This has included a thorough technical assessment in close collaboration with ABS and LNT Marine.

"Our conclusion is that the design is mature and ready for market – which is further substantiated with the successful five-year class drydocking and renewal survey of the 'LNG Jia Xing',"said Lu Sheng, SDARI's chief gas carrier specialist. ■

# Europe's first extended reality bridge simulator set for launch

**LNGC owner and operator, Capital Group and FORCE Technology have developed Europe's first extended reality (XR) full mission bridge simulator.**



Capital is installing a FORCE Technology simulator at its Chios centre

This initiative represents a major advancement in maritime training, combining cutting-edge technology with decades of expertise, the companies claimed.

The simulator will be housed at Capital Group's training facility at Chios, Greece, which is due to open this year.

Designed to enhance seafarers' skills, this modern centre of excellence reinforces Capital Group's dedication to innovation, sustainability, and maritime leadership, the company said.

"This project underscores our steadfast dedication to driving innovation and excellence in maritime training, with a strong focus on safe and sustainable operations," said Panagiotis Drosos, Capital Ship Management Corp COO. "By embracing cutting-edge XR technology, we are empowering our seafarers to meet the dynamic challenges of the maritime industry, while reinforcing Greece's position as a leader on the global maritime stage."

Leveraging over 50 years of FORCE Technology's expertise in simulation systems, the training equipment incorporates advanced XR headsets with features like eye tracking to deliver focused, efficient, and highly realistic training.

"Our new SimFlex simulator sets a new benchmark for operational training," said Stelios Koukouvios, FORCE Technology's Global Business Development Manager.

"By embedding real vessel equipment into a virtual bridge environment, we provide an unmatched experience of precision and immersion. This technology also enables global teams to train together in shared scenarios, unlocking exciting possibilities for collaboration," he said.

The new system's design features a fully green-screened environment, integrating real bridge equipment supplied by FURUNO Hellas - including the latest models of ECDIS (FMD-3005) and chart radar systems (FAR-3xx5) - with a high-fidelity virtual landscape.

This seamless integration creates a realistic and immersive training experience, FORCE claimed.

In addition, the XR simulator minimises environmental impact by reducing energy consumption and the need for travel. It offers flexible remote training options, thus reshaping maritime training and aligning technological innovation with sustainability and global connectivity.

Capital Gas Ship Management was the world's first shipping company to order two medium-sized 22,000 cu m liquid CO2 carriers with the intention to service the carbon capture and storage (CCS) industry.

In addition, it operates a fleet of 18 modern LNGCs, eight LPG carriers, four liquid CO2 carriers and two dual fuel VLACs (Very Large Ammonia Carriers) with a total carrying capacity of around 3.69 mill cu m. ■

## Monthly Large LNGC Values*

| | |
|---|---|
| Newbuildings | = $254.78 mill |
| 5 year old | = $220.70 mill |
| Total fleet (645 vessels) | = $103.88 bill |
| Orderbook (340 vessels) | = $90.13 bill |

*Source: VesselsValue (27/01/25)*
**The above is updated each month courtesy of VesselsValue*

## LNG rate assessments

**Spot market (155,000-165,000 cu m)**

| Region | This week | Change* |
|---|---|---|
| East of Suez | $5,000 | - $7,000 |
| West of Suez | $0. | - $11,000 |
| 12 mos T/C | $20,000 | - $4,000 |

**Since last report (16/01/25)* *Source: Fearnleys (29/01/25)*


**On-site/Factory-Built Storage Tanks, Intermodal ISO Tank-Containers, Tanker Trailers, Ship/Barge Cargo Tanks for LNG or any Cryogenic/Liquefied Gases**

**Corban Energy Group** (CEG), based in New Jersey, USA, creats hightly engineered products for the natural gas supply chain in the Americas, Europe, and Africa. With its global network of engineers and manufacturing facilities, CEG has provided unmatched quality and value in LNG equipment.

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# WORLD LNG CARRIER ORDERBOOK

| Name | Owners | Yard | Capacity | Propulsion | Ordered Date | Delivery Date |
|---|---|---|---|---|---|---|
| Quest Kirishima | NYK | Samsung | 174,000 | XDF | 01/12/2021 | 01/11/2024 |
| Maran Gas Kastelorizo | Maran Gas Maritime | Hanwha Ocean | 174,000 | MEGI | 01/11/2021 | 01/11/2024 |
| Orion Sinead | JP Morgan | Hyundai Heavy | 174,000 | XDF | 01/12/2020 | 01/11/2024 |
| Al Qa'iyyah | H-Line, Pan Ocean, SK Shipping | Samsung | 174,000 | ME-GA | 01/01/2022 | 01/12/2024 |
| Greenergy Pearl | MOL | Hudong-Zhonghua | 174,000 | XDF | 01/01/2022 | 01/12/2024 |
| Orion Sirius | JP Morgan | Samsung | 174,000 | ME-GA | 01/10/2021 | 01/12/2024 |
| Daewoo 2527 | MOL | Hanwha Ocean | 174,000 | ME-GA | 01/10/2021 | 01/12/2024 |
| Umm Graybah | JP Morgan | Samsung | 174,000 | ME-GA | 01/10/2021 | 01/12/2024 |
| Gail Sagar | Cool Co | Hyundai Samho | 174,000 | ME-GA | 01/06/2022 | 01/12/2024 |
| Nikolay Basov | MOL, COSCO | Hanwha Ocean | 172,500 | TFDE - Azipod | 01/08/2020 | 01/12/2024 |
| Lev Landau | Hanwha Ocean | Hanwha Ocean | 172,500 | TFDE - Azipod | 01/08/2020 | 01/12/2024 |
| Zhores Alferov | Hanwha Ocean | Hanwha Ocean | 172,500 | TFDE - Azipod | 01/08/2020 | 01/12/2024 |
| Ilya Mechnikov | MOL, COSCO | Hanwha Ocean | 172,500 | TFDE - Azipod | 01/08/2020 | 01/12/2024 |
| Pyotr Kapitsa | Hanwha Ocean | Hanwha Ocean | 172,500 | TFDE - Azipod | 01/08/2020 | 01/12/2024 |
| Bu Fintas | H-Line, Pan Ocean, SK Shipping | Samsung | 174,000 | ME-GA | 01/01/2022 | 01/12/2024 |
| Lng Ping Hu | Zhejiang Huaxiang | Jiangsu Yixiang | 78,900 | XDF | 01/07/2023 | 01/12/2024 |
| Umm Swayyah | H-Line, Pan Ocean, SK Shipping | Hanwha Ocean | 174,000 | ME-GA | 01/06/2022 | 01/12/2024 |
| Nuaijah | H-Line, Pan Ocean, SK Shipping | Hanwha Ocean | 174,000 | ME-GA | 01/06/2022 | 01/12/2024 |
| New Oasis | Pan Ocean | Hyundai Heavy | 174,000 | ME-GA | 01/07/2021 | 01/12/2024 |
| Orion Saint | JP Morgan | Samsung | 174,000 | ME-GA | 01/12/2021 | 01/01/2025 |
| Al Shelila | ADNOC | Jiangnan | 175,000 | XDF | 01/03/2022 | 01/01/2025 |
| Josef Pilsudski | Knutsen | Hyundai Samho | 174,000 | ME-GA | 01/03/2022 | 01/01/2025 |
| Lebrethah | H-Line, Pan Ocean, SK Shipping | Hanwha Ocean | 174,000 | ME-GA | 01/06/2022 | 01/01/2025 |
| Samsung 2598 | Celsius Shipping | Samsung | 180,000 | ME-GA | 01/12/2021 | 01/01/2025 |
| Al-kheesah | Pan Ocean, SK Shipping, H-Line | Samsung | 174,000 | ME-GA | 01/09/2022 | 01/01/2025 |
| Puteri Mayang | Hyundai LNG Shipping | Hyundai Heavy | 174,000 | XDF | 01/07/2021 | 01/01/2025 |
| North Valley | MOL | Hanwha Ocean | 174,000 | ME-GA | 01/09/2021 | 01/02/2025 |
| Al Sakhamah | SK Shipping, Pan Ocean, H-Line | Hanwha Ocean | 174,000 | ME-GA | 01/06/2022 | 01/02/2025 |
| Samsung 2612 | Pan Ocean, SK Shipping, H-Line | Samsung | 174,000 | ME-GA | 01/09/2022 | 01/02/2025 |
| Puteri Sabah | SK Shipping | Hyundai Heavy | 174,000 | ME-GA | 01/05/2022 | 01/02/2025 |
| Al-kharrarah | H-Line, Pan Ocean, SK Shipping | Hanwha Ocean | 174,000 | ME-GA | 01/06/2022 | 01/02/2025 |
| Hlaitan | MOL, COSCO | Hudong-Zhonghua | 175,000 | XDF | 01/10/2021 | 01/03/2025 |
| Aleksey Kosygin | Smart LNG | Zvezda SSK | 172,600 | TFDE - Azipod | 01/09/2019 | 01/03/2025 |
| Sergei Witte | Smart LNG | Zvezda SSK | 172,600 | TFDE - Azipod | 01/09/2019 | 01/03/2025 |
| Pyotr Stolypin | Smart LNG | Zvezda SSK | 172,600 | TFDE - Azipod | 01/09/2019 | 01/03/2025 |
| Elisa Ardea | NYK | Hyundai Samho | 174,000 | XDF | 01/08/2022 | 01/03/2025 |
| Venture Acadia | Venture Global LNG | Hanwha Ocean | 174,000 | MEGI | 01/11/2021 | 01/03/2025 |
| Ignacy Jan Paderewski | Knutsen | Hyundai Samho | 174,000 | ME-GA | 01/03/2022 | 01/03/2025 |
| Puteri Sarawak | SK Shipping | Hyundai Heavy | 174,000 | ME-GA | 01/05/2022 | 01/03/2025 |
| Clean Mistral | Dynagas | Hyundai Heavy | 200,000 | ME-GA | 01/03/2022 | 01/03/2025 |
| Hl Alyssa Warner | H-Line | Samsung | 174,000 | ME-GA | 01/02/2022 | 01/03/2025 |
| North Ocean | MOL | Hanwha Ocean | 174,000 | ME-GA | 14/09/2021 | 10/03/2025 |
| Umm Al Houl | JP Morgan | Samsung | 174,000 | ME-GA | 01/06/2022 | 01/04/2025 |
| Al-slaimi | H-Line, Pan Ocean, SK Shipping | Hanwha Ocean | 174,000 | ME-GA | 01/06/2022 | 01/04/2025 |
| HL Fortuna | H-Line | Hyundai Samho | 174,000 | XDF | 01/01/2022 | 01/04/2025 |
| Clean Levant | Dynagas | Hyundai Heavy | 200,000 | ME-GA | 01/03/2022 | 01/04/2025 |
| Al Rahba | ADNOC | Jiangnan | 175,000 | XDF | 01/03/2022 | 01/05/2025 |
| Mraikh | Knutsen | Hyundai Heavy | 174,000 | XDF | 01/06/2022 | 01/05/2025 |
| Limail | MOL, COSCO | Hudong-Zhonghua | 175,000 | XDF | 01/10/2021 | 01/05/2025 |
| Venture Creole | Venture Global LNG | Hanwha Ocean | 174,000 | MEGI | 01/11/2021 | 01/05/2025 |

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 = 18 November 2024

Fearnley LNG

| Name | Owners | Yard | Capacity | Propulsion | Ordered Date | Delivery Date |
|---|---|---|---|---|---|---|
| Samsung 2599 | Celsius Shipping | Samsung | 180,000 | ME-GA | 01/12/2021 | 01/05/2025 |
| Hl Edward Austin | H-Line | Samsung | 174,000 | ME-GA | 01/02/2022 | 01/05/2025 |
| Daewoo 2561 | Pan Ocean, SK Shipping, H-Line | Hanwha Ocean | 174,000 | ME-GA | 01/06/2022 | 01/05/2025 |
| Wadi Al Syl | Knutsen | Hyundai Heavy | 174,000 | XDF | 01/07/2022 | 01/06/2025 |
| Mesaieed | Knutsen | Hyundai Heavy | 174,000 | XDF | 01/06/2022 | 01/06/2025 |
| Hl Sea Eagle | H-Line | Samsung | 174,000 | ME-GA | 01/02/2022 | 01/06/2025 |
| Daewoo 2562 | SK Shipping, Pan Ocean, H-Line | Hanwha Ocean | 174,000 | ME-GA | 01/06/2022 | 01/06/2025 |
| Zoe Knutsen | Knutsen | Hyundai Samho | 174,000 | ME-GA | 01/07/2021 | 01/07/2025 |
| Hyundai Samho 8188 | SK Shipping | Hyundai Samho | 174,000 | ME-GA | 01/05/2022 | 01/07/2025 |
| Daewoo 2541 | Venture Global LNG | Hanwha Ocean | 200,000 | ME-GA | 01/03/2022 | 01/07/2025 |
| Orion Hugo | JP Morgan | Hyundai Heavy | 174,000 | ME-GA | 01/07/2021 | 01/07/2025 |
| Samsung 2637 | JP Morgan | Samsung | 174,000 | ME-GA | 01/06/2022 | 01/07/2025 |
| Samsung 2631 | H-Line | Samsung | 174,000 | ME-GA | 01/05/2022 | 01/07/2025 |
| Woodside Jirrubakura | GasLog | Hanwha Ocean | 174,000 | MEGI | 01/01/2022 | 01/08/2025 |
| Dalian No 1 G175k-3 | China Merchant | Dalian Shipbuilding | 175,000 | XDF | 01/09/2022 | 01/08/2025 |
| Al Zuwayr | K-Line, MISC, NYK, China LNG Shipping | Hyundai Heavy | 174,000 | XDF | 01/08/2022 | 01/08/2025 |
| Nikolay Semenov | MOL, COSCO | Hanwha Ocean | 172,500 | TFDE - Azipod | 01/08/2020 | 01/08/2025 |
| Samsung 2638 | JP Morgan | Samsung | 174,000 | ME-GA | 01/06/2022 | 01/08/2025 |
| Hyundai Samho 8189 | SK Shipping | Hyundai Samho | 174,000 | ME-GA | 01/05/2022 | 01/08/2025 |
| Daewoo 2566 | Meiji Shipping | Hanwha Ocean | 174,000 | XDF | 01/09/2022 | 01/08/2025 |
| Al Zore | Knutsen | Hyundai Heavy | 174,000 | XDF | 01/07/2022 | 01/09/2025 |
| Archy Vanguard | MOL | Hanwha Ocean | 174,000 | ME-GA | 01/04/2022 | 01/09/2025 |
| Sea Spirit | China Merchant | Dalian Shipbuilding | 175,000 | XDF | 01/04/2022 | 01/09/2025 |
| Daewoo 2537 | Maran Gas Maritime | Hanwha Ocean | 174,000 | MEGI | 01/01/2022 | 01/09/2025 |
| Orion Gauguin | JP Morgan | Hyundai Heavy | 174,000 | ME-GA | 01/07/2021 | 01/09/2025 |
| Hudong-zhonghua H1797a | K-Line, MISC, NYK, China LNG Shipping | Hudong-Zhonghua | 174,000 | XDF | 01/09/2022 | 01/09/2025 |
| Samsung 2640 | JP Morgan | Samsung | 174,000 | ME-GA | 01/09/2022 | 01/09/2025 |
| Hl Puffin | H-Line | Samsung | 174,000 | ME-GA | 01/02/2022 | 01/09/2025 |
| Samsung 2639 | JP Morgan | Samsung | 174,000 | ME-GA | 01/09/2022 | 01/09/2025 |
| Daewoo 2567 | Meiji Shipping | Hanwha Ocean | 174,000 | XDF | 01/09/2022 | 01/09/2025 |
| Jiangnan H2702 | ADNOC | Jiangnan | 175,000 | XDF | 01/05/2022 | 01/09/2025 |
| Elisa Halycon | NYK | Hyundai Samho | 174,000 | XDF | 01/08/2022 | 01/10/2025 |
| Daewoo 2542 | Venture Global LNG | Hanwha Ocean | 200,000 | ME-GA | 01/03/2022 | 01/10/2025 |
| Hyundai Samho 8181 | Knutsen | Hyundai Samho | 174,000 | ME-GA | 01/04/2022 | 01/10/2025 |
| Samsung 2619 | Celsius Shipping | Samsung | 180,000 | ME-GA | 01/03/2022 | 01/10/2025 |
| Hudong-zhonghua H1882a | MOL | Hudong-Zhonghua | 174,000 | XDF | 01/01/2022 | 01/10/2025 |
| HUDONG-ZHONGHUA H1892A | COSCO | Hudong-Zhonghua | 174,000 | XDF | 01/07/2022 | 01/10/2025 |
| Hudong-zhonghua H1908a | ULT | Hudong-Zhonghua | 174,000 | XDF | 01/06/2023 | 01/11/2025 |
| JIANGSU YANGZI XINFU YZJ2022-1475 | Yangzijiang | Yangzijiang | 175,000 | ME-GA | 01/10/2022 | 01/11/2025 |
| Daewoo 2539 | Maran Gas Maritime | Hanwha Ocean | 174,000 | MEGI | 01/02/2022 | 01/11/2025 |
| Daewoo 2538 | Maran Gas Maritime | Hanwha Ocean | 174,000 | MEGI | 01/01/2022 | 01/11/2025 |
| Bw Nivalis | BWGas | Hanwha Ocean | 174,000 | MEGI | 01/04/2022 | 01/11/2025 |
| Hudong-zhonghua H1798a | K-Line, MISC, NYK, China LNG Shipping | Hudong-Zhonghua | 174,000 | XDF | 01/09/2022 | 01/11/2025 |
| Samsung 2651 | Celsius Shipping | Samsung | 180,000 | ME-GA | 01/10/2022 | 01/11/2025 |
| Samsung 2641 | JP Morgan | Samsung | 174,000 | ME-GA | 01/06/2022 | 01/11/2025 |
| Daewoo 2564 | Pan Ocean, SK Shipping, H-Line | Hanwha Ocean | 174,000 | ME-GA | 01/06/2022 | 01/11/2025 |
| Daewoo 2563 | H-Line, Pan Ocean, SK Shipping | Hanwha Ocean | 174,000 | ME-GA | 01/06/2022 | 01/11/2025 |
| Sea Navigator | China Merchant | Dalian Shipbuilding | 175,000 | XDF | 01/04/2022 | 01/12/2025 |

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 = 18 November 2024

Fearnley LNG

| Name | Owners | Yard | Capacity | Propulsion | Ordered Date | Delivery Date |
|---|---|---|---|---|---|---|
| Woodside Barrumbara | GasLog | Hanwha Ocean | 174,000 | MEGI | 01/01/2022 | 01/12/2025 |
| Clean Sirocco | Dynagas | Hyundai Heavy | 200,000 | ME-GA | 01/03/2022 | 01/12/2025 |
| Hudong-zhonghua H1909a | ULT | Hudong-Zhonghua | 174,000 | XDF | 01/06/2023 | 01/12/2025 |
| Puteri Perak | H-Line | Samsung | 174,000 | ME-GA | 01/05/2022 | 01/12/2025 |
| Samsung 2642 | JP Morgan | Samsung | 174,000 | ME-GA | 01/06/2022 | 01/12/2025 |
| Ras Laffan | K-Line, MISC, NYK, China LNG Shipping | Hyundai Heavy | 74,000 | XDF | 01/08/2022 | 01/12/2025 |
| Daewoo 2540 | Maran Gas Maritime | Hanwha Ocean | 174,000 | MEGI | 01/02/2022 | 01/12/2025 |
| Bw Borealis | BWGas | Hanwha Ocean | 174,000 | MEGI | 01/04/2022 | 01/12/2025 |
| Daewoo 2543 | Venture Global LNG | Hanwha Ocean | 200,000 | ME-GA | 01/03/2022 | 01/12/2025 |
| Puteri Perlis | H-Line | Samsung | 174,000 | ME-GA | 01/05/2022 | 01/01/2026 |
| Sharawoh | K-Line, MISC, NYK, China LNG Shipping | Hyundai Heavy | 174,000 | XDF | 01/08/2022 | 01/01/2026 |
| DAEWOO 2570 | MISC | Hanwha Ocean | 174,000 | XDF | 01/09/2022 | 01/01/2026 |
| Archimidis | Capital Gas | Hyundai Samho | 174,000 | ME-GA | 01/06/2022 | 01/01/2026 |
| Agamemnon | Capital Gas | Hyundai Samho | 174,000 | ME-GA | 01/06/2022 | 01/01/2026 |
| Al Udeid | Knutsen | Hyundai Heavy | 174,000 | XDF | 01/07/2022 | 01/01/2026 |
| Hyundai Samho 8182 | TMS Cardiff Gas | Hyundai Samho | 174,000 | XDF | 01/10/2022 | 01/01/2026 |
| Dalian No 1 G175k-4 | China Merchant | Dalian Shipbuilding | 175,000 | XDF | 01/09/2022 | 01/01/2026 |
| Jiangnan H2703 | ADNOC | Jiangnan | 175,000 | XDF | 01/05/2022 | 01/01/2026 |
| Hudong-zhonghua H1799a | K-Line, MISC, NYK, China LNG Shipping | Hudong-Zhonghua | 174,000 | XDF | 01/09/2022 | 01/02/2026 |
| Barzan | Knutsen | Hyundai Heavy | 174,000 | XDF | 01/07/2022 | 01/02/2026 |
| Samsung 2652 | Minerva Marine | Samsung | 174,000 | ME-GA | 01/11/2022 | 01/02/2026 |
| Samsung 2643 | JP Morgan | Samsung | 174,000 | ME-GA | 01/06/2022 | 01/02/2026 |
| Daewoo 2565 | Pan Ocean, SK Shipping, H-Line | Hanwha Ocean | 174,000 | ME-GA | 01/06/2022 | 01/02/2026 |
| Hudong-zhonghua H1883a | MOL | Hudong-Zhonghua | 174,000 | XDF | 01/01/2022 | 01/03/2026 |
| Samsung 2653 | Minerva Marine | Samsung | 174,000 | ME-GA | 01/11/2022 | 01/03/2026 |
| Hyundai Samho 8200 | TMS Cardiff Gas | Hyundai Samho | 174,000 | XDF | 01/07/2022 | 01/03/2026 |
| China Merchants Jiangsu Cmhi-282-01 | Celsius Shipping | China Merchants HI Jiangsu | 180,000 | ME-GA | 01/05/2023 | 01/03/2026 |
| Samsung 2636 | TMS Cardiff Gas | Samsung | 174,000 | ME-GA | 01/04/2022 | 01/03/2026 |
| HUDONG-ZHONGHUA H1893A | COSCO | Hudong-Zhonghua | 174,000 | XDF | 01/07/2022 | 01/03/2026 |
| Clean Texas | Dynagas | Hyundai Heavy | 200,000 | XDF | 01/01/2023 | 01/04/2026 |
| Hyundai Ulsan 3386 | Knutsen | Hyundai Heavy | 174,000 | XDF | 01/07/2022 | 01/04/2026 |
| Samsung 2644 | JP Morgan | Samsung | 174,000 | ME-GA | 01/06/2022 | 01/04/2026 |
| Daewoo 2572 | TMS Cardiff Gas | Hanwha Ocean | 174,000 | ME-GA | 01/09/2022 | 01/04/2026 |
| Hudong-zhonghua H1800a | K-Line, MISC, NYK, China LNG Shipping | Hudong-Zhonghua | 174,000 | XDF | 01/09/2022 | 01/05/2026 |
| JIANGSU YANGZI XINFU YZJ2022-1476 | Yangzijiang | Yangzijiang | 175,000 | ME-GA | 01/10/2022 | 01/05/2026 |
| DAEWOO 2571 | MISC | Hanwha Ocean | 174,000 | XDF | 01/09/2022 | 01/05/2026 |
| Daewoo 2552 | Maran Gas Maritime | Hanwha Ocean | 174,000 | MEGI | 01/06/2022 | 01/05/2026 |
| Hyundai Ulsan 3387 | Knutsen | Hyundai Heavy | 174,000 | XDF | 01/07/2022 | 01/05/2026 |
| Hyundai Samho 8204 | Oman Shipping Co. | Hyundai Samho | 174,000 | XDF | 01/01/2023 | 01/05/2026 |
| Samsung 2664 | K-Line | Samsung | 174,000 | ME-GA | 31/03/2023 | 01/05/2026 |
| Hudong-zhonghua H1884a | MOL | Hudong-Zhonghua | 174,000 | XDF | 01/01/2022 | 01/06/2026 |
| Daewoo 2553 | Maran Gas Maritime | Hanwha Ocean | 174,000 | MEGI | 01/06/2022 | 01/06/2026 |
| Hyundai Ulsan 3393 | Knutsen | Hyundai Heavy | 174,000 | XDF | 01/07/2022 | 01/06/2026 |
| Hyundai Samho 8205 | Oman Shipping Co. | Hyundai Samho | 174,000 | XDF | 01/01/2023 | 01/06/2026 |
| Samsung 2645 | JP Morgan | Samsung | 174,000 | ME-GA | 01/06/2022 | 01/06/2026 |
| Daewoo 2568 | Meiji Shipping | Hanwha Ocean | 174,000 | XDF | 01/09/2022 | 01/06/2026 |

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 18 November 2024

Fearnley LNG

| Name | Owners | Yard | Capacity | Propulsion | Ordered Date | Delivery Date |
|---|---|---|---|---|---|---|
| Jiangnan H2704 | ADNOC | Jiangnan | 175,000 | XDF | 01/05/2022 | 01/06/2026 |
| Hudong-zhonghua H1801a | K-Line, MISC, NYK, China LNG Shipping | Hudong-Zhonghua | 174,000 | XDF | 01/09/2022 | 01/07/2026 |
| Hyundai Ulsan 3394 | Knutsen | Hyundai Heavy | 174,000 | XDF | 01/07/2022 | 01/07/2026 |
| Hyundai Ulsan 3398 | K-Line, MISC, NYK, China LNG Shipping | Hyundai Heavy | 174,000 | XDF | 01/08/2022 | 01/07/2026 |
| Clean Rio Grande | Dynagas | Hyundai Heavy | 200,000 | XDF | 01/01/2023 | 01/07/2026 |
| Daewoo 2573 | TMS Cardiff Gas | Hanwha Ocean | 174,000 | ME-GA | 01/09/2022 | 01/07/2026 |
| China Merchants Jiangsu Cmhi-282-02 | Celsius Shipping | China Merchants HI Jiangsu | 180,000 | ME-GA | 01/05/2023 | 01/07/2026 |
| Samsung 2646 | JP Morgan | Samsung | 174,000 | ME-GA | 01/06/2022 | 01/07/2026 |
| Jiangnan H2716 | Shandong Marine | Jiangnan | 175,000 | XDF | 01/03/2023 | 01/08/2026 |
| Hyundai Samho 8201 | TMS Cardiff Gas | Hyundai Samho | 174,000 | XDF | 01/07/2022 | 01/08/2026 |
| Hudong-zhonghua H1886a | NYK | Hudong-Zhonghua | 174,000 | XDF | 01/06/2023 | 01/08/2026 |
| DALIAN NO 1 G175K-5 | China Merchant | Dalian Shipbuilding | 175,000 | XDF | 01/03/2023 | 01/08/2026 |
| Samsung 2647 | JP Morgan | Samsung | 174,000 | ME-GA | 01/06/2022 | 01/08/2026 |
| Samsung 2662 | MOL | Samsung | 174,000 | ME-GA | 30/08/2023 | 01/09/2026 |
| Hudong-zhonghua H1885a | MOL | Hudong-Zhonghua | 174,000 | XDF | 01/01/2022 | 01/09/2026 |
| Samsung 2687 | MOL | Samsung | 174,000 | ME-GA | 06/10/2023 | 01/09/2026 |
| Samsung 2316 | SinoKor | Samsung | 173,400 | ME-GA | 09/01/2020 | 01/09/2026 |
| Daewoo 2574 | Venture Global LNG | Hanwha Ocean | 174,000 | MEGI | 01/03/2023 | 01/09/2026 |
| Alcaios I | Capital Gas | Hyundai Samho | 174,000 | ME-GA | 01/01/2023 | 01/09/2026 |
| Hyundai Ulsan 3399 | K-Line, MISC, NYK, China LNG Shipping | Hyundai Heavy | 174,000 | XDF | 01/08/2022 | 01/09/2026 |
| DAEWOO 2558 | MOL | Hanwha Ocean | 174,000 | ME-GA | 01/09/2022 | 01/09/2026 |
| Daewoo 2551 | MOL | Hanwha Ocean | 174,000 | ME-GA | 01/04/2022 | 01/09/2026 |
| Daewoo 2569 | Meiji Shipping | Hanwha Ocean | 174,000 | XDF | 01/09/2022 | 01/09/2026 |
| Jiangnan H2705 | ADNOC | Jiangnan | 175,000 | XDF | 01/05/2022 | 01/09/2026 |
| Hudong-zhonghua H1887a | NYK | Hudong-Zhonghua | 174,000 | XDF | 01/06/2023 | 01/10/2026 |
| DALIAN NO 1 G175K-6 | China Merchant | Dalian Shipbuilding | 175,000 | XDF | 01/03/2023 | 01/10/2026 |
| Hudong-zhonghua H1894a | K-Line | Hudong-Zhonghua | 174,000 | XDF | 01/09/2022 | 01/10/2026 |
| Samsung 2693 | Shandong Marine | Samsung | 174,000 | XDF | 06/02/2024 | 01/11/2026 |
| Clean Brownsville | Dynagas | Hyundai Heavy | 200,000 | XDF | 01/01/2023 | 01/11/2026 |
| Antaios I | Capital Gas | Hyundai Samho | 174,000 | ME-GA | 01/01/2023 | 01/11/2026 |
| Hanwha Ocean 2585 | Nakilat | Hanwha Ocean | 174,000 | XDF | 01/06/2024 | 01/11/2026 |
| Samsung 2665 | K-Line | Samsung | 174,000 | ME-GA | 31/03/2023 | 01/11/2026 |
| China Merchants Jiangsu Cmhi-282-03 | Celsius Shipping | China Merchants HI Jiangsu | 180,000 | ME-GA | 01/05/2023 | 01/11/2026 |
| Samsung 2694 | China Merchant | Samsung | 174,000 | XDF | 06/02/2024 | 01/12/2026 |
| Daewoo 2576 | MOL | Hanwha Ocean | 174,000 | ME-GA | 01/12/2022 | 01/12/2026 |
| Jiangnan H2717 | Shandong Marine | Jiangnan | 175,000 | XDF | 01/03/2023 | 01/12/2026 |
| Hyundai Samho 8262 | Nakilat | Hyundai Samho | 174,000 | XDF | 09/01/2024 | 01/12/2026 |
| Daewoo 2575 | Venture Global LNG | Hanwha Ocean | 174,000 | MEGI | 01/03/2023 | 01/12/2026 |
| Hanwha Ocean 2586 | Nakilat | Hanwha Ocean | 174,000 | XDF | 01/06/2024 | 01/12/2026 |
| Hyundai Ulsan 3400 | K-Line, MISC, NYK, China LNG Shipping | Hyundai Heavy | 174,000 | XDF | 01/08/2022 | 01/12/2026 |
| Hyundai Ulsan 3401 | K-Line, MISC, NYK, China LNG Shipping | Hyundai Heavy | 174,000 | XDF | 01/08/2022 | 01/12/2026 |
| Daewoo 2579 | Maran Gas Maritime | Hanwha Ocean | 174,000 | MEGI | 01/10/2022 | 01/12/2026 |
| Hyundai Samho 8208 | NYK | Hyundai Samho | 174,000 | XDF | 01/02/2023 | 01/12/2026 |
| Hudong-zhonghua H1888a | NYK | Hudong-Zhonghua | 174,000 | XDF | 01/06/2023 | 01/12/2026 |
| DALIAN NO 1 G175K-7 | China Merchant | Dalian Shipbuilding | 175,000 | XDF | 01/03/2023 | 01/12/2026 |

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 = 18 November 2024

Fearnley LNG

| Name | Owners | Yard | Capacity | Propulsion | Ordered Date | Delivery Date |
|---|---|---|---|---|---|---|
| Hudong-zhonghua H1895a | K-Line | Hudong-Zhonghua | 174,000 | XDF | 01/09/2022 | 01/12/2026 |
| Samsung 2695 | Shandong Marine | Samsung | 174,000 | XDF | 06/02/2024 | 01/01/2027 |
| Samsung 2663 | MOL | Samsung | 174,000 | ME-GA | 30/08/2023 | 01/01/2027 |
| Dalian No 1 G175k-12 | Wah Kwong, China Gas, CSSC | Dalian Shipbuilding | 175,000 | XDF | 21/08/2023 | 01/01/2027 |
| Hd Hyundai Ulsan 3476 | Nakilat | Hyundai Heavy | 174,000 | XDF | 01/09/2023 | 01/01/2027 |
| Hanwha Ocean 2584 | MOL | Hanwha Ocean | 174,000 | ME-GA | 01/08/2023 | 31/01/2027 |
| Athlos | Capital Gas | Hyundai Samho | 174,000 | XDF | 01/03/2023 | 01/02/2027 |
| HUDONG-ZHONGHUA H1794A | MOL, COSCO | Hudong-Zhonghua | 74,000 | XDF | 01/09/2022 | 01/02/2027 |
| Hanwha Ocean 2594 | K-Line, Hyundai Glovis | Hanwha Ocean | 174,000 | XDF | 01/06/2024 | 01/02/2027 |
| Hanwha Ocean 2593 | K-Line, Hyundai Glovis | Hanwha Ocean | 174,000 | XDF | 01/06/2024 | 01/02/2027 |
| Hd Hyundai Ulsan 3477 | Nakilat | Hyundai Heavy | 174,000 | XDF | 01/09/2023 | 01/02/2027 |
| DALIAN NO 1 G175K-8 | China Merchant | Dalian Shipbuilding | 175,000 | XDF | 01/03/2023 | 01/02/2027 |
| Samsung 2696 | China Merchant | Samsung | 174,000 | XDF | 06/02/2024 | 01/03/2027 |
| Archon | Capital Gas | Hyundai Samho | 174,000 | XDF | 01/03/2023 | 01/03/2027 |
| Hudong-zhonghua H1889a | NYK | Hudong-Zhonghua | 174,000 | XDF | 01/04/2022 | 01/03/2027 |
| Hudong-zhonghua H1896a | K-Line | Hudong-Zhonghua | 174,000 | XDF | 01/09/2022 | 01/03/2027 |
| Dalian No 1 G175K-9 | COSCO | Dalian Shipbuilding | 174,000 | XDF | 12/03/2024 | 01/03/2027 |
| Hd Hyundai Ulsan 3454 | Evalend Shipping | Hyundai Heavy | 174,000 | XDF | 02/08/2023 | 01/03/2027 |
| Samsung 2317 | SinoKor | Samsung | 173,400 | ME-GA | 09/01/2020 | 01/03/2027 |
| Hd Hyundai Ulsan 3441 | NYK | Hyundai Heavy | 174,000 | ME-GA | 28/04/2023 | 01/03/2027 |
| Hanwha Ocean 2580 | MOL | Hanwha Ocean | 174,000 | ME-GA | 01/02/2023 | 01/03/2027 |
| Samsung 2656 | Seapeak | Samsung | 174,000 | ME-GA | 01/11/2022 | 01/03/2027 |
| China Merchants Jiangsu Cmhi-282-04 | Celsius Shipping | China Merchants HI Jiangsu | 80,000 | ME-GA | 01/05/2023 | 01/03/2027 |
| Hanwha Ocean 2581 | Maran Gas Maritime | Hanwha Ocean | 174,000 | MEGI | 01/04/2023 | 01/04/2027 |
| Samsung 2697 | Shandong Marine | Samsung | 174,000 | XDF | 06/02/2024 | 01/05/2027 |
| Hudong-zhonghua H1890a | NYK | Hudong-Zhonghua | 174,000 | XDF | 01/04/2022 | 01/05/2027 |
| Hyundai Samho 8263 | Nakilat | Hyundai Samho | 174,000 | XDF | 09/01/2024 | 01/05/2027 |
| Hyundai Samho 8254 | Capital Gas | Hyundai Samho | 174,000 | | 26/02/2024 | 01/05/2027 |
| HYUNDAI SAMHO 8238 | NYK | Hyundai Samho | 174,000 | XDF | 01/02/2023 | 01/05/2027 |
| Hanwha Ocean 2595 | K-Line, Hyundai Glovis | Hanwha Ocean | 174,000 | XDF | 01/06/2024 | 01/05/2027 |
| Hd Hyundai Ulsan 3479 | Nakilat | Hyundai Heavy | 174,000 | XDF | 01/09/2023 | 01/05/2027 |
| Clean Astraeus | Dynagas | Hyundai Heavy | 200,000 | XDF | 01/04/2023 | 01/05/2027 |
| Samsung 2657 | Seapeak | Samsung | 174,000 | ME-GA | 01/11/2022 | 01/05/2027 |
| K Line Samsung | K-Line | Samsung | 174,000 | XDF | 31/10/2024 | 01/06/2027 |
| Hudong-zhonghua H1897a | K-Line | Hudong-Zhonghua | 174,000 | XDF | 01/09/2022 | 01/06/2027 |
| Dalian No 1 G175K-10 | COSCO | Dalian Shipbuilding | 174,000 | XDF | 12/03/2024 | 01/06/2027 |
| Hyundai Samho 8255 | Capital Gas | Hyundai Samho | 174,000 | | 26/02/2024 | 01/06/2027 |
| Hyundai Samho 8256 | Capital Gas | Hyundai Samho | 174,000 | | 26/02/2024 | 01/06/2027 |
| Hd Hyundai Ulsan 3442 | NYK | Hyundai Heavy | 174,000 | ME-GA | 28/04/2023 | 01/06/2027 |
| Hanwha Ocean 2582 | Maran Gas Maritime | Hanwha Ocean | 174,000 | MEGI | 01/04/2023 | 01/06/2027 |
| Samsung 2698 | Shandong Marine | Samsung | 174,000 | XDF | 06/02/2024 | 01/07/2027 |
| HUDONG-ZHONGHUA H1795A | MOL, COSCO | Hudong-Zhonghua | 174,000 | XDF | 01/09/2022 | 01/07/2027 |
| MISC 1 | MISC | Samsung | 174,000 | | 01/10/2024 | 01/07/2027 |
| Hanwha Ocean 2588 | Nakilat | Hanwha Ocean | 174,000 | XDF | 01/06/2024 | 01/07/2027 |
| Hanwha Ocean 2587 | Nakilat | Hanwha Ocean | 174,000 | XDF | 01/06/2024 | 01/07/2027 |
| Dalian No 1 G175k-13 | Wah Kwong, China Gas, CSSC | Dalian Shipbuilding | 175,000 | XDF | 21/08/2023 | 01/07/2027 |
| Hyundai Samho 8209 | NYK | Hyundai Samho | 174,000 | XDF | 01/02/2023 | 01/07/2027 |
| Hanwha Ocean 2602 | Maran Gas Maritime | Hanwha Ocean | 174,000 | MEGI | 11/11/2024 | 01/08/2027 |
| Dalian Cosco 1 | COSCO | Dalian Shipbuilding | 175,000 | XDF | 13/09/2024 | 01/08/2027 |
| Hd Hyundai Ulsan 3443 | NYK | Hyundai Heavy | 174,000 | ME-GA | 28/04/2023 | 01/08/2027 |

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 = 18 November 2024

Fearnley LNG

| Name | Owners | Yard | Capacity | Propulsion | Ordered Date | Delivery Date |
|---|---|---|---|---|---|---|
| Hanwha Ocean 2583 | MOL | Hanwha Ocean | 174,000 | ME-GA | 01/04/2023 | 01/08/2027 |
| Hanwha Ocean 2596 | K-Line, Hyundai Glovis | Hanwha Ocean | 174,000 | XDF | 01/06/2024 | 01/08/2027 |
| Hd Hyundai Ulsan 3481 | Nakilat | Hyundai Heavy | 174,000 | XDF | 01/09/2023 | 01/08/2027 |
| Samsung 2658 | Seapeak | Samsung | 174,000 | ME-GA | 01/11/2022 | 01/08/2027 |
| Hd Hyundai Ulsan 3444 | NYK | Hyundai Heavy | 174,000 | ME-GA | 01/05/2023 | 31/08/2027 |
| Samsung 2699 | China Merchant | Samsung | 174,000 | XDF | 06/02/2024 | 01/09/2027 |
| Samsung 2318 | SinoKor | Samsung | 173,400 | ME-GA | 09/01/2020 | 01/09/2027 |
| Hanwha Ocean 2589 | Nakilat | Hanwha Ocean | 174,000 | XDF | 01/06/2024 | 01/09/2027 |
| China Merchants Jiangsu Cmhi-282-05 | Celsius Shipping | China Merchants HI Jiangsu | 180,000 | ME-GA | 01/02/2024 | 01/09/2027 |
| Hd Hyundai Ulsan 3482 | Nakilat | Hyundai Heavy | 174,000 | XDF | 01/09/2023 | 01/09/2027 |
| Samsung 2659 | Seapeak | Samsung | 174,000 | ME-GA | 01/11/2022 | 01/09/2027 |
| Hanwha Ocean 2603 | Maran Gas Maritime | Hanwha Ocean | 174,000 | MEGI | 11/11/2024 | 01/10/2027 |
| MISC 2 | MISC | Samsung | 174,000 | | 01/10/2024 | 01/10/2027 |
| Hyundai Samho 8257 | Capital Gas | Hyundai Samho | 174,000 | | 26/02/2024 | 01/10/2027 |
| HYUNDAI SAMHO 8239 | NYK | Hyundai Samho | 174,000 | XDF | 01/02/2023 | 01/10/2027 |
| Hanwha Ocean 2590 | Nakilat | Hanwha Ocean | 174,000 | XDF | 01/06/2024 | 01/10/2027 |
| Hd Hyundai Ulsan 3483 | Nakilat | Hyundai Heavy | 174,000 | XDF | 01/09/2023 | 01/10/2027 |
| Hudong-zhonghua H1891a | NYK | Hudong-Zhonghua | 174,000 | XDF | 01/06/2023 | 01/10/2027 |
| Hudong-zhonghua H1898a | COSCO, MOL, ENN | Hudong-Zhonghua | 174,000 | XDF | 01/06/2023 | 01/10/2027 |
| Samsung 2700 | Shandong Marine | Samsung | 174,000 | XDF | 06/02/2024 | 01/11/2027 |
| Hd Hyundai Ulsan 3455 | Evalend Shipping | Hyundai Heavy | 174,000 | XDF | 02/08/2023 | 01/11/2027 |
| Hanwha Ocean 2951 | Nakilat | Hanwha Ocean | 174,000 | XDF | 01/06/2024 | 01/11/2027 |
| Hd Hyundai Ulsan 3484 | Nakilat | Hyundai Heavy | 174,000 | XDF | 01/09/2023 | 01/11/2027 |
| Clean Azeus | Dynagas | Hyundai Heavy | 200,000 | XDF | 01/04/2023 | 01/11/2027 |
| Dalian Cosco 2 | COSCO | Dalian Shipbuilding | 175,000 | XDF | 13/09/2024 | 01/12/2027 |
| Samsung 2701 | Shandong Marine | Samsung | 174,000 | XDF | 06/02/2024 | 01/12/2027 |
| HUDONG-ZHONGHUA H1796A | MOL, COSCO | Hudong-Zhonghua | 174,000 | XDF | 01/09/2022 | 01/12/2027 |
| HD Hyundai Ulsan 3456 | Evalend Shipping | Hyundai Heavy | 174,000 | XDF | 14/11/2023 | 01/12/2027 |
| Samsung 2668 | Chevron | Samsung | 174,000 | XDF | 01/06/2023 | 01/12/2027 |
| Hd Hyundai Ulsan 3485 | Nakilat | Hyundai Heavy | 174,000 | XDF | 01/09/2023 | 01/12/2027 |
| Samsung 2660 | Seapeak | Samsung | 174,000 | ME-GA | 01/11/2022 | 01/12/2027 |
| Hyundai Samho 8210 | NYK | Hyundai Samho | 174,000 | XDF | 01/02/2023 | 01/12/2027 |
| Hudong-zhonghua H1899a | COSCO, MOL, ENN | Hudong-Zhonghua | 174,000 | XDF | 01/06/2023 | 01/12/2027 |
| Samsung 2702 | MISC | Samsung | 174,000 | XDF | 06/02/2024 | 01/01/2028 |
| Dalian No 1 G175k-14 | CSSC, China Gas, Wah Kwong | Dalian Shipbuilding | 175,000 | XDF | 01/07/2024 | 01/01/2028 |
| CHINA MERCHANTS JIANGSU CMHI-282-06 | Celsius Shipping | China Merchants HI Jiangsu | 180,000 | ME-GA | 01/05/2024 | 01/01/2028 |
| Hanwha Ocean 2592 | Nakilat | Hanwha Ocean | 174,000 | XDF | 01/06/2024 | 01/01/2028 |
| Hudong Zhonghua H1913a | Shandong Marine | Hudong-Zhonghua | 270,000 | XDF | 01/10/2024 | 01/02/2028 |
| Hd Hyundai Ulsan 3478 | Nakilat | Hyundai Heavy | 174,000 | XDF | 01/09/2023 | 01/02/2028 |
| Hd Hyundai Ulsan 3457 | Evalend Shipping | Hyundai Heavy | 174,000 | XDF | 14/11/2023 | 01/02/2028 |
| Samsung 2669 | Chevron | Samsung | 174,000 | XDF | 01/06/2023 | 01/02/2028 |
| Hudong-zhonghua H1900a | COSCO, MOL, ENN | Hudong-Zhonghua | 174,000 | XDF | 01/06/2023 | 01/03/2028 |
| Hd Hyundai Ulsan 3501 | Evalend Shipping | Hyundai Heavy | 174,000 | XDF | 03/05/2024 | 31/03/2028 |
| Samsung 2703 | China Merchant | Samsung | 174,000 | XDF | 06/02/2024 | 01/04/2028 |
| Dalian No 1 G175K-11 | COSCO | Dalian Shipbuilding | 174,000 | XDF | 12/03/2024 | 01/04/2028 |
| Hudong Zhonghua H1919a | Shandong Marine | Hudong-Zhonghua | 270,000 | XDF | 01/10/2024 | 01/05/2028 |
| Dalian No 1 G175k-15 | CSSC, Wah Kwong, China Gas | Dalian Shipbuilding | 175,000 | XDF | 01/07/2024 | 01/05/2028 |
| China Merchants Jiangsu Cmhi-282-07 | Celsius Shipping | China Merchants HI Jiangsu | 180,000 | ME-GA | 01/05/2024 | 01/05/2028 |

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 = 18 November 2024

Fearnley LNG

| Name | Owners | Yard | Capacity | Propulsion | Ordered Date | Delivery Date |
|---|---|---|---|---|---|---|
| Samsung 2711 | ADNOC | Samsung | 174,000 | XDF | 01/07/2024 | 01/05/2028 |
| Hd Hyundai Ulsan 3502 | Evalend Shipping | Hyundai Heavy | 174,000 | XDF | 03/05/2024 | 01/05/2028 |
| Hd Hyundai Ulsan 3486 | Nakilat | Hyundai Heavy | 174,000 | XDF | 01/09/2023 | 01/05/2028 |
| Hudong-zhonghua H1901a | CSSC | Hudong-Zhonghua | 174,000 | XDF | 01/05/2023 | 31/05/2028 |
| Samsung 2704 | MISC | Samsung | 174,000 | XDF | 06/02/2024 | 01/06/2028 |
| Hd Hyundai Ulsan 3480 | Nakilat | Hyundai Heavy | 174,000 | XDF | 01/09/2023 | 01/06/2028 |
| Hanwha Ocean 2598 | ADNOC | Hanwha Ocean | 174,000 | XDF | 01/10/2024 | 01/06/2028 |
| Hudong-zhonghua H1912a | Nakilat | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/06/2028 |
| Samsung 2712 | ADNOC | Samsung | 174,000 | XDF | 01/07/2024 | 01/06/2028 |
| Samsung 2705 | China Merchant | Samsung | 174,000 | XDF | 06/02/2024 | 01/07/2028 |
| Hanwha Ocean 2599 | ADNOC | Hanwha Ocean | 174,000 | XDF | 01/10/2024 | 01/07/2028 |
| Samsung 2713 | ADNOC | Samsung | 174,000 | XDF | 01/07/2024 | 01/07/2028 |
| Hd Hyundai Ulsan 3487 | Nakilat | Hyundai Heavy | 174,000 | XDF | 01/09/2023 | 01/07/2028 |
| Samsung 2706 | MISC | Samsung | 174,000 | XDF | 06/02/2024 | 01/08/2028 |
| Samsung 2714 | ADNOC | Samsung | 174,000 | XDF | 01/07/2024 | 01/08/2028 |
| Hanwha Ocean 2600 | ADNOC | Hanwha Ocean | 174,000 | XDF | 01/10/2024 | 01/09/2028 |
| Hudong-zhonghua H1902a | CSSC | Hudong-Zhonghua | 174,000 | XDF | 01/05/2023 | 01/09/2028 |
| China Merchants Jiangsu Cmhi-282-08 | Celsius Shipping | China Merchants HI Jiangsu | 180,000 | ME-GA | 01/05/2024 | 01/09/2028 |
| Hd Hyundai Ulsan 3488 | Nakilat | Hyundai Heavy | 174,000 | XDF | 01/09/2023 | 01/09/2028 |
| Hanwha Ocean 2601 | ADNOC | Hanwha Ocean | 174,000 | XDF | 01/10/2024 | 01/10/2028 |
| Hudong Zhonghua H1921a | Nakilat | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/11/2028 |
| Samsung 2707 | China Merchant | Samsung | 174,000 | XDF | 06/02/2024 | 01/11/2028 |
| Hd Hyundai Ulsan 3489 | Nakilat | Hyundai Heavy | 174,000 | XDF | 01/09/2023 | 01/11/2028 |
| Hudong-zhonghua H1915a | Nakilat | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/12/2028 |
| Hudong-zhonghua H1903a | CSSC | Hudong-Zhonghua | 174,000 | XDF | 01/05/2023 | 01/12/2028 |
| Hudong Zhonghua H1923a | MOL, COSCO | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/01/2029 |
| Hudong-zhonghua H1916a | Nakilat | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/03/2029 |
| Hd Hyundai Ulsan 3490 | Nakilat | Hyundai Heavy | 174,000 | XDF | 01/09/2023 | 01/03/2029 |
| Hudong-zhonghua H1917a | MOL, COSCO | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/05/2029 |
| Hd Hyundai Ulsan 3491 | Nakilat | Hyundai Heavy | 174,000 | XDF | 01/09/2023 | 01/06/2029 |
| Qatar Energy Hudong 3 | MOL, COSCO | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/08/2029 |
| Hudong-zhonghua H1918a | Nakilat | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/08/2029 |
| Hd Hyundai Ulsan 3492 | Nakilat | Hyundai Heavy | 174,000 | XDF | 01/09/2023 | 01/09/2029 |
| Hudong Qatar 12 | China Merchant | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/10/2029 |
| Hudong Qatar 13 | China Merchant | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/11/2029 |
| Hudong Zhonghua H1926a | Nakilat | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/01/2030 |
| Hudong Qatar 14 | Shandong Marine | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/01/2030 |
| Qatar Energy Hudong 4 | MOL, COSCO | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/02/2030 |
| Hudong Zhonghua H1927a | Nakilat | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/03/2030 |
| Hudong Qatar 15 | Shandong Marine | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/04/2030 |
| Hudong Qatar 16 | Shandong Marine | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/05/2030 |
| Hudong Zhonghua H1928a | China Merchant | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/06/2030 |
| Hudong Qatar 17 | China LNG Shipping | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/07/2030 |
| Qatar Energy Hudong 5 | MOL, COSCO | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/08/2030 |
| Hudong Zhonghua H1929a | China Merchant | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/09/2030 |
| Hudong Qatar 18 | China LNG Shipping | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/10/2030 |
| Hudong-zhonghua H1924a | Nakilat | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/10/2030 |
| Qatar Energy Hudong 6 | MOL, COSCO | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/11/2030 |
| Hudong-zhonghua H1925a | Nakilat | Hudong-Zhonghua | 271,000 | XDF | 01/09/2024 | 01/12/203 |

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 = 18 November 2024

Fearnley LNG

# WORLD SMALL SCALE LNG FLEET*

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

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| Built | Name | CBM | Cargo Type | Trading Area | Trading in LNG? | Ship Owner / Operator |
|---|---|---|---|---|---|---|
| 2020 | Avenir Advantage | 7,500 | LNG | Mediterranean | Yes | Avenir LNG |
| 2020 | Avenir Accolade | 7,500 | LNG | Mediterranean | Yes | Avenir LNG |
| 2020 | Avenir Aspiration | 7,500 | LNG | | Yes | Avenir LNG |
| 2020 | Kaguya | 3,500 | LNG | Japan | Yes | CLS |
| 2020 | CNTIC VPOWER Global | 28,000 | LNG | Myanmar | Yes | Dalian Inteh Group |
| 2020 | Ecobunker Tokyo Bay | 2,500 | LMG | Japan | Yes | Ecobunkers |
| 2020 | Optimus | 6,000 | LNG | NWE | Yes | Elenger |
| 2020 | FueLNG Bellina | 7,500 | LNG | Singapore | Yes | FuelLNG |
| 2020 | SM Jeju LNG2 | 7,500 | LNG | Korea | Yes | Korea Line |
| 2020 | Q-LNG 4000 | 4,000 | LNG | US Coast | Yes | Q-LNG Transport / Harvey Gulf |
| 2020 | Flexfueller 002 | 1,480 | LNG | Antwerp | Yes | Titan LNG |
| 2021 | Avenir Ascension | 7,500 | LNG | | Yes | Avenir LNG |
| 2021 | Hai Gang Wei Lai | 20,000 | LNG | China | Yes | SSES |
| 2021 | Bergen LNG | 850 | LNG | Norway | Yes | Bergen Tankers |
| 2021 | Dmitry Mendeleev | 5,800 | LNG | Russia | Yes | Gazprom Neft |
| 2021 | JMU TBN | 2,500 | LNG | Japan | Yes | JMU |
| 2021 | Ravenna Knutsen | 30,000 | LNG | Mediterranean | Yes | Knutsen OAS |
| 2021 | Brassavola | 12,000 | LNG | Singapore | Yes | MOL |
| 2021 | Gas Vitality | 18,600 | LNG | Mediterranean | Yes | MOL |
| 2021 | TG TBN | 500 | LNG | Korea | Yes | Trans Gas |
| 2021 | Titan Hyperion | 8,000 | LNG | Benelux | Yes | Titan LNG |
| 2022 | Xin Ao Pu Tuo Hao | 8,500 | LNG | China | Yes | ENN |
| 2022 | Coral Nordic | 30,000 | LNG | Worldwide | Yes | Anthony Veder |
| 2022 | Avenir Achievement | 20,000 | LNG | Worldwide | Yes | Avenir LNG |
| 2022 | Haugesund Knutsen | 5,000 | LNG | Spain | Yes | Knutsen OAS |
| 2022 | Clean Cañaveral | 5,400 | LNG | USG | Yes | PNE |
| 2022 | K.Lotus | 18,000 | LNG | Korea | Yes | K Line |
| 2023 | Cryopeak TBA | 4,000 | LNG | West Canada | Yes | Cryopeak |
| 2023 | Levante LNG | 12,500 | LNG | Spain | Yes | Knutsen OAS |
| 2023 | SM Jeju LNG3 | 7,500 | LNG | Korea | Yes | Korea Line |
| 2023 | New Frontier 2 | 18,000 | LNG | USG | Yes | Shell |
| 2023 | Krios | 4,200 | LNG | Benelux | Yes | Titan LNG |
| 2023 | Alice Cosulich | 8,000 | LNG | Mediterranean | Yes | Fratelli Cosulich |
| 2023 | Kanfer TBN | 6,000 | LNG | Worldwide | Yes | Kanfer Shipping |
| 2023 | Kanfer TBN | 6,000 | LNG | Worldwide | Yes | Kanfer Shipping |
| 2023 | Clean Everglades | 5,500 | LNG | USG | Yes | PNE |
| 2023 | FueLNG Venosa | 18,000 | LNG | Singapore | Yes | FuelLNG |
| 2023 | LNG Erasmus | 8,000 | LNG | NWE | Yes | Shell |
| 2023 | Energy Stockholm | 8,000 | LNG | NWE | Yes | Shell |
| 2024 | Coral Evolution | 30,000 | LNG | Australia | Yes | Anthony Veder ? |
| 2024 | Progress | 12,000 | LNG | US Coast | Yes | Crowley Maritime |
| 2024 | CNOOC TBN | 12,000 | LNG | China | Yes | CNOOC |
| 2024 | TBN | 12,500 | LNG | Worldwide | Yes | ??? |
| 2024 | Keys TBN | 3,500 | LNG | Japan | Yes | Keys Bunkering West Japan Co |
| 2024 | Seaspan Garbaldi | 7,600 | LNG | Panama | Yes | Seaspan ULC |
| 2024 | Paolina Cosulich | 8,000 | LNG | Mediterranean | Yes | Fratelli Cosulich |
| 2024 | Huaihe Nengyuan Qihang | 14,000 | LNG | China | Yes | Anhui Changjiang LNG |
| 2024 | Keys Azalea | 3,500 | LNG | Japan | Yes | Keys Bunkering West Japan |
| 2024 | Seaspan Lions | 7,600 | LNG | Canada | Yes | Seaspan ULC |
| 2024 | Hai Yang Shi You 302 | 12,000 | LNG | China | Yes | CETS (CNOOC) |
| 2025 | Axpo TBN | 7,500 | LNG | Italy | Yes | Axpo |
| 2025 | Seaspan TBN 3 | 7,600 | LNG | Canada | Yes | Seaspan ULC |
| 2026 | Avenir TBN (option) | 20,000 | LNG | Worldwide | Yes | Avenir LNG |
| 2026 | ScaleGas TBN | 12,500 | LNG | Spain | Yes | ScaleGas |
| 2026 | Vitol TBN 1 | 12,500 | LNG | Worldwide | Yes | Vitol |
| 2026 | Total TBN | 18,600 | LNG | Worldwide | Yes | Total Energies |
| 2027 | Avenir TBN (option) | 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 |

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