LNG Shipping News

AN LNG JOURNAL TITLE ON LNG CARRIERS 12 February 2026

EU Russian LNG ban will lead to supply diversification

Europe's decision to formally sever its remaining gas ties with Russia marks the end of a chapter that has defined the continent's energy system for decades.

Once the phased ban on Russian pipeline gas and LNG is fully implemented by late 2027, the supply gap left will be covered predominantly by seaborne flows, with LNG no longer acting as a marginal balancing tool but as a core supply pillar, according to Intermodal Shipbroker's head of research, Yiannis Parganas.

In the near term, the gap left by Russian volumes is being filled primarily by the US, which has rapidly evolved from a flexible swing supply into Europe's dominant source of gas, accounting for over 55-60% of total EU LNG imports, or around 81 bill cu m in 2025 (an increase of 285% compared to 2021 volumes).

Ongoing and prospective deals with US suppliers point to a scenario in which US volumes could approach 40% of Europe's total gas demand and around 75-80% of LNG inflows by the end of the decade, according to IEEFA.

By comparison, Russian gas flows into Europe declined to 37 bill cu m in 2025 from 151 bill in 2021, before the full-scale invasion of Ukraine, with the US supplying roughly 21 bill cu m over the same period.

This dependence on the US becomes most visible during problem periods. For example, cold weather this winter pushed US LNG deliveries to monthly levels of around 7 bill cu m, reinforcing how deeply embedded US supply has become in Europe's energy security framework.

However, this growing reliance introduces a new dilemma. As Europe is successfully reducing exposure to Russian energy, so it is introducing risk elsewhere.

Qatar could benefit from an EU Russian ban

LNG from the US offers scale, flexibility, and political alignment, but it also introduces a different set of vulnerabilities, tied to export policy, domestic politics, and the growing use of trade as a geopolitical lever.

Europe's focus is changing from simple replacement to diversification, with buyers prioritising optionality, as long-term Russian contracts expire from 2027 onwards.

Qatar alternative

Qatar is emerging as key to Europe's diversification strategy. Qatari LNG already represents around 15-20 bill cu m of annual EU imports, and the country's large scale capacity expansions at North Field East and North Field South are expected to add more than 55 bill cu m per year of new LNG supply globally by the end of this decade.

Unlike US LNG, Qatari volumes are typically sold under long-term contracts of 15-25 years, offering supply certainty at the expense of flexibility.

For European buyers, this trade-off is increasingly acceptable as a hedge against over-reliance on any single supplier.

Together with LNG diversification, Azerbaijan is positioning to increase pipeline gas deliveries via the Southern Gas Corridor and has reiterated commitments to raise exports towards 20 bill cu m.

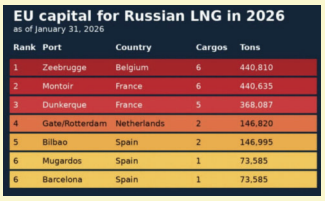
Nigeria is also increasingly seen as a long-term supplier, via both LNG and possible pipeline exports.

For the shipping markets, the implications are clear, Parganas said. Replacing Russian pipeline gas with LNG from the US lengthens average voyage distances and lifts tonne/mile demand.

Rising US LNG exports to the EU, underpinned by ongoing liquefaction and export capacity expansions, are anchoring transatlantic flows into Europe, supporting LNG freight demand alongside growing volumes and pointing toward a firmer LNGC market this year.

Ultimately, Europe is not moving towards energy independence, but towards a more complex and maritime-driven supply system, he warned. ■

SHIPPING NEWS AGENDA



EU capital for Russian LNG in 2026
as of January 31, 2026

Rank	Port	Country	Cargos	Tons
1	Zeebrugge	Belgium	6	440,810
2	Montoir	France	6	440,635
3	Dunkerque	France	5	368,087
4	Gate/Rotterdam	Netherlands	2	146,820
5	Bilbao	Spain	2	146,995
6	Mugardos	Spain	1	73,585
6	Barcelona	Spain	1	73,585

Arc7 repair maintenance to be hit by latest sanctions

The European Commission (EC) has introduced a new package of sanctions against Russia – the 20th since the start of the Ukraine war.

This package will cover sanctions on Russian energy, financial services and trade.

In the LNG sector, the new sanctions will add sweeping bans on the provision of maintenance and other services for LNGCs and icebreakers to further hit gas export projects, which could hit the Arc7 fleet.

This move comes after several EU member states, including Sweden and Finland, urged Brussels to tighten bans on Russian Arctic shipping.

A full maritime services ban on Russian crude oil was also suggested to reduce its energy revenues and make it more difficult to find buyers.

The EU will also sanction another 43 'shadow' fleet vessels, reaching a total of 640. Also discussed was a move to make acquiring tankers for the 'shadow' fleet more difficult.

A second block of measures to further constrain Russia's banking system and its ability to create alternative payment channels to fund economic activity, was also included. "This is Russia's weak point, and we are pressing hard on it," EC President, Ursula von der Leyen, explained.

Several banks in third countries allegedly involved in facilitating illegal trade in sanctioned goods will also be targeted.

Finally, the EC proposed stronger legal safeguards for EU companies to protect them from violations of their IP rights or from unfair expropriation in Russia, due to what are deemed as abusive court rulings in connection with sanctions.

"Russia's fiscal revenues from oil and gas dropped by 24% in 2025, compared to the previous year, the lowest level since 2020, widening its fiscal deficit," von der Leyen said.

"Oil and gas revenues in January will be the lowest since the war began. Interest rates stand at 16%, inflation remains high. This confirms what we already knew; our sanctions work, and we will continue to use them until Russia engages in serious negotiations with Ukraine for a just and lasting peace," she said.

Research undertaken by High North News (HNN) found that despite nearly four years of sanctions, mainly European shipyards and service providers have kept the Yamal's Arc7 fleet operational.

Damen's Brest facilities and Danish repairer Fayard played major roles in servicing the Arc7 fleet.

Damen stopped work on Russian-linked vessels early last year, citing the war in Ukraine, which left privately owned Fayard, as the only European yard still providing repair services for the Arc7s.

The Odense-based shipyard, formerly owned by Maersk, stepped up maintenance on the vessels following Damen's exit, servicing seven Arc7s between 2022 and 2024, according to ship tracking data. Five Arc7s were drydocked during the Summer and Autumn of last year, HNN reported.

'Nikolay Urvantsev', 'Fedor Litke', 'Boris Vilkitsky', 'Eduard Toll' and 'Vladimir Rusanov', each spent around two weeks at the Odense complex from June to September, 2025.

Arc7s are typically serviced between June and October, when summer ice conditions allow non-Ice Class LNGCs to load at Yamal.

Up to six Arc7s could be due for servicing this summer, having last visited drydocks in France or Denmark in 2023.

These include 'Rudolf Samoylovich', 'Georgiy Brusilov', 'Boris Davydov', 'Vladimir Vize', 'Nikolay Zubov' and 'Nikolay Yevgenov'.

Two are operated by Seapeak, three by Dynagas, and one by a consortium involving Japan's MOL and China's COSCO, HNN alleged. ■

LNGC newbuilding contracts to increase – Woodmac

The LNG shipping industry will require over 650 new LNGCs by 2040, with the significant new LNG supply set to come onstream, according to Wood Mackenzie's latest LNG shipping outlook.

Last year, newbuilding investments were limited. While many new deliveries are expected this year, the market outlook will shift from 2027 onwards, as new large-scale LNG supply comes onstream, following a record number of final investment decisions (FIDs) in 2025, which will help drive demand for shipping capacity.

Much of this new capacity is US-based, where LNG trades on a free on board (FOB) basis, which will increase the percentage of LNG cargoes that react to fluctuations in global gas prices.

As a result, there will be less direct LNG trade patterns, creating a more inefficient market that requires additional shipping capacity.

Fraser Carson, Woodmac's principal analyst, Global LNG Assets, said: "If players have already contracted LNG offtake to start before the end of the decade, the decision around placing a newbuild order needs to be made now."

Another factor that will accelerate fleet turnover is the new maritime emissions regulations.

For example, the European Commission has brought CO2 into its emissions trading system (ETS) in stages between 2021 and 2024, making older, less efficient vessels increasingly uneconomic to operate.

Woodmac's analysis found that the average scrapping age had fallen from around 40 years to 26 years and predicted that 73 vessels will be scrapped over the next five years, compared with 55 during the previous 11.

Carson said that vessels were exiting the LNG fleet more quickly and earlier than before, and the capacity lost will need to be replaced. ■

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

Publisher
Stuart Fryer

Editor
Ian Cochran
Tel: +44 (0)7748 144265
Iancochran74@gmail.com

Ad sales enquiries
Narges Jodeyri
Tel: +44 (0)20 7017 3406
narges@lngjournal.com

Subscriptions
Lauren Evans
Tel: +44 (0) 20 7253 2700
lauren@lngjournal.com

Production
Vivian Chee
Tel: +44 (0) 20 8995 5540
vivian@lngjournal.com

Finely balanced LNG market to remain

The global LNG market is expected remain finely balanced this year.

This is due to thin supply buffers, low European inventories and recovering Asian demand, which leave little room for unexpected weather shocks, according to an Eni executive.

"Europe has very low storages, and we need to refill it in the summer," Cristian Signoretto, Director for global gas LNG portfolio at Italian energy major Eni told Reuters.

"And we expect also Asia, China, to rebound a bit from the low consumption of last year, because prices will be a bit softer than last year," he added, speaking on the sidelines of the recent LNG2026 conference.

Eni's Cristian Signoretto

"If we have a cold spell in the last part of this winter...or if you have a heat wave in Asia or Europe during the summer, we might be in a tricky situation to be able to pull gas for European storages," Signoretto said. "So we still see 2026 as very finely balanced."

From 2027 into 2028 however, additional LNG supply will help to further soften prices, although project delays remain a risk, he added.

New demand from Southeast Asia and the Middle East will result if LNG prices fall below $10 per MMBtu.

Eni had earlier said it aimed to have 20 mill tonnes per annum of contracted LNG supply in its portfolio by 2029/2030.

However, Signoretto said that the company still needed to contract about 7 mill tonnes of LNG to reach this target.

> **"Europe has very low storages, and we need to refill it in the summer"**
>
> *- Cristian Signoretto, Director for global gas LNG portfolio, Eni*

"Our strategy is to try to bring into our portfolio LNG coming from our production sites in Congo, Mozambique, Indonesia, Cyprus," he said, adding that this production will account for 65-70% of the portfolio.

"And the rest we are comfortable with having third-party LNG in our portfolio," he explained.

US reliance concerns

In Europe, President Donald Trump's transactional diplomacy and his pursuit of energy dominance have sharpened concerns about the region's heavy reliance on US LNG, which replaced most of the volumes previously supplied by Russia.

Policy makers must intervene if they want to bring about change, Signoretto said, as market fundamentals direct US cargoes to Europe, due to its shorter sailing distance.

"This is just the market reality of having an important source of LNG on the other side of the Atlantic," he said. "It's the most efficient way to transport the LNG. So that's why American LNG is getting in big quantities into Europe."

The EU's imports of LNG from the US amounted to almost 60 mill tonnes in 2025, nearly four times higher than 2021 levels, Kpler data showed. ■

Asian Spot prices drop

Asian spot LNG prices fell last week from a nine-week high and a three-week hike, as mild weather and healthy storage weighed on demand.

The average LNG price for March delivery into northeast Asia was estimated at $10.70 per MMBtu, down from $11.60 per MMBtu the previous week, industry sources said.

"Prices are expected to trade slightly bearish, as the near-term demand outlook remains soft, weighed down by warmer February temperatures in India, weaker than expected January inventory draws in China, and LNG stocks in Japan and South Korea sitting above five-year averages," said Arturo Regalado, Kpler's senior LNG analyst.

Martin Senior, head of pricing at Argus, said that Asian prices were still too high to prompt demand from India and China in particular, adding that a bit of restocking demand had emerged in Japan following a cold spell, although this is likely to be limited to a few cargoes.

In Europe, wholesale Dutch TTF hub gas prices edged lower last Friday morning as expectations of milder temperatures curbed demand and Middle East tensions eased.

There had been concerns about disruptions to shipping at the Strait of Hormuz in the event of a conflict with Iran, where roughly a fifth of the world's LNG transits to reach international markets, Senior added.

Europe comfortable

Europe's supply picture was relatively comfortable. On the demand side, warmer conditions were seen to limit near-term demand gains, Regalado said.

"Weather remains the key risk, however, with forecasts still flagging the potential for a cold spell mid-February that could provide some upside support," he added.

"The superficiality of the recent winter price rally on TTF is becoming clear in shifting hedge fund positions," said independent gas analyst, Seb Kennedy.

"Hedge funds did not add much length during the price spike, and last week they even sold down some TTF long positions as prices returned to earth. This is a clear signal that the spike was an opportunistic weather-driven short squeeze, not a shift back to a bullish pricing regime," he added.

S&P Global Energy assessed its daily Northwest Europe LNG Marker (NWM) price benchmark for cargoes delivered in March on an ex-ship (DES) basis at $10.687 per MMBtu on 5th February, a $0.97 per MMBtu discount to the TTF hub price.

US gas production rebounded, supporting near-term supply, although east coast supply is yet to recover with freezing temperatures forecast to extend well into February, Argus' Senior said.

The US front-month arbitrage to northeast Asia via the Cape of Good Hope narrowed last week but still pointed US prompt cargoes to Europe, said Sparks Commodities analyst, Qasim Afghan.

Global LNG freight rates remained relatively steady, with Atlantic rates assessed at $11,500 per day, and Pacific rates at $29,250 per day, Afghan added. ■

Amount of US LNG to Europe divides opinion

Commodity trader Trafigura's head has said that he wasn't worried about Europe's growing dependence on US LNG, as the buyers' had the flexibility to source supplies from elsewhere, if needed.

Trafigura head Richard Holtum

"I'm not particularly concerned about that issue of over reliance on the US," Richard Holtum told the LNG2026 conference.

Holtum stressed that contracts with US LNG producers are typically on a free on board (FOB) basis, so "you can take it anywhere."

"It is not, I would say, that Europe is dependent on US LNG," Holtum said. "It's that Europe is dependent on LNG, and today the most efficient supplier is the US."

If needed, the continent could secure cargoes from other producers, supported by the array of import facilities developed in the wake of Russia's invasion of Ukraine, he said.

"Now that the premium has been paid in terms of the infrastructure [in Europe], you can take LNG from anywhere in the world," he claimed.

Other European participants, however, expressed caution about the growing EU-US linkage.

"That is a mistake Europe should not repeat to depend too much on one region," SEFE CEO, Egbert Laege said at the Doha conference. "The US is not the only country -- the only region which is available for long-term contracts."

Qatar could be a viable source of LNG for markets beyond Northwest Europe, MET Group CEO, Huibert Vigeveno said, S&P Global reported.

"If you look at South Europe, you look at Central and Eastern Europe, I think there's more possibilities to work together -- for instance, with Qatar, which would be, I think, many opportunities there," he said.

European officials are increasingly wary over the continent's reliance on US LNG, particularly after recent tensions over US President Donald Trump's attempt to acquire Greenland.

The US is the EU's largest LNG supplier, providing about 57% of its imports in 2025, according to data from S&P Global Energy CERA. It was also the first year on record in which the EU sourced over 50% of its LNG from one country. ■

Europe still feeding off Yamal

European buyers are aggressively importing Russia's Yamal LNG, as the continent prepares for a full EU ban on Russian LNG from January, 2027, new figures compiled by German-based advocacy group Urgewald taken from Kpler's data revealed.

According to the NGO's report, EU buyers purchased 92.6% of Yamal LNG's production last month, totaling 1.69 mill tonnes, an 8% increase over January, 2025.

A total of 23 out of 25 shipments were delivered to European ports during the month, underscoring the continent's continued reliance on Russian Arctic gas, despite sanctions and political pressure, Urgewald said.

Belgium's Zeebrugge terminal led the number of imports with six cargoes, with France's Montoir and Dunkerque terminals receiving six and five shipments, respectively. Other cargoes went to the Gate terminal in Rotterdam and to three Spanish ports.

On average, a Russian LNG tanker called at an EU terminal every 32 hours, highlighting the relentless pace of deliveries.

EU capital for Russian LNG in 2026

as of January 31, 2026

Rank	Port	Country	Cargos	Tons
1	Zeebrugge	Belgium	6	440,810
2	Montoir	France	6	440,635
3	Dunkerque	France	5	368,087
4	Gate/Rotterdam	Netherlands	2	146,820
5	Bilbao	Spain	2	146,995
6	Mugardos	Spain	1	73,585
6	Barcelona	Spain	1	73,585

Source: Kpler data analysed by urgewald

The report also highlighted the critical role of European shipping companies in sustaining Yamal LNG exports. For example, Seapeak and Dynagas accounted for 20 of the 25 January shipments, with their Arc7 Ice Class LNGCs enabling year-round operations in the harsh Arctic environment.

Without these European-operated vessels, Russian LNG exports from Yamal LNG would effectively be shut down for six months of the year, the NGO claimed.

Despite this leverage, the EU has taken only limited action, with the full LNG import ban more than 11 months away.

"Sanctioning and restricting these vessels would directly cut off Putin's Arctic LNG revenues and close one of the most important remaining energy loopholes funding the Kremlin's war," said Sebastian Rötters, Urgewald's sanctions campaigner.

The figures also illustrate the limits of the EU transhipment ban, which took effect in March, 2025.

Intended to halt Russian LNG re-exports to Asia by stopping cargoes from being reloaded in EU ports, the policy has instead kept more shipments within the EU.

Cargoes that might have previously been re-exported are now consumed domestically, effectively increasing Yamal LNG deliveries to the continent, the report said.

In 2025, the EU spent €7.2 bill ($7.7 bill) on Russian LNG, with €600-700 mill flowing to Moscow every month. In total, the continent received more than 200 LNG shipments from Russia last year.

By contrast, the sanctioned Arctic LNG 2 is operating far below capacity. With only two Ice Class LNGCs, cargoes must be rerouted via floating storage or ship-to-ship operations to reach China, raising costs and slowing deliveries.

"Europe has a clear opportunity to act together to cut these revenues," Rötters said. "But until then, Yamal LNG remains a steady stream of cash for Russia, despite four years of sanctions." ■

South Korean and Chinese yards vying for Qatar's next LNGC ordering spree

Qatar has announced it will significantly expand its LNGC fleet in line with increased production, despite its expansion plans being put back a few months.

Industry sources have speculated that up to 70 more LNGCs could be ordered soon.

Depending on the outcome of the bidding, the competition between South Korean and Chinese shipbuilders is expected to enter a new phase, South Korean media outlet, Chosun said.

This fleet expansion plan reflects Qatar's intention to enhance its maritime transport capabilities in line with its rapid growth in LNG production and exports following the North Field expansion project's completion, which will see Qatar increase its annual LNG production capacity from 77 mill tonnes to 142 mill tonnes by 2030.

Between 2020 to 2024, Qatar ordered 128 LNGCs in two phases, with South Korea securing 98 and China 30 of the newbuilding contracts.

The multi-million dollar orders transformed both countries' shipbuilding industries, which were suffering from a long-term slump.

However, a second boom is seen as different, as the first focused on overcoming the slump through securing orders, while the second could develop into a competition over 'who will set the next standard in the LNGC market.'

Factors, such as vessel types, construction efficiency, and long-term co-operations, are emerging as critical for success, not just the number of orders, Chosun reported.

A key variable is the changing status of the Chinese shipbuilding industry. During the previous boom, China secured LNGC orders as a form of *quid pro quo* by investing in local LNG projects and leveraging long-term LNG purchase agreements.

Notably, Chinese yards secured all of the Q-Max class orders, the largest LNGCs yet built, which boosted its technological credibility.

Hudong-Zhonghua Shipbuilding, a subsidiary of CSSC, which led the Q-Max project, expanded its annual LNGC construction capacity from three to 11 ships last year by opening a new shipyard north of Shanghai and was also reported to have reduced construction periods from 60 months to 24-30 months, comparable to South Korean shipyards, which in turn, has narrowed the gap to South Korea's strength - 'on-time delivery.'

South Korean edge

South Korea still maintains an edge in core LNGC technology, operational stability, and shipowner trust. However, industry sources said that strategic adjustments are inevitable, as Chinese competition intensifies.

For instance, HD Hyundai is reportedly considering the possibility of building Q-Max class LNGCs, while Samsung Heavy Industries signed a memorandum of understanding (MoU) with Qatar's state-owned shipyard (QSTS) to co-operate in LNG and offshore plant sectors.

The next wave of Qatari orders are expected to be completed around 2028. Competition between South Korean and Chinese shipbuilders to prepare for this LNGC boom is intensifying. For example, CSSC recently opened its first overseas representative office in Doha, Qatar, while Hudong-Zhonghua unveiled new technologies, including a 'future-oriented low-carbon LNG carrier,' at LNG2026.

In addition, HD Hyundai has partnered with global institutions such as the French and Norwegian class societies to co-develop new LNGCs of various sizes (see page 9). ■

Congo Phase 2 up and running

A ceremony held in Pointe Noire to mark the first LNG cargo from the 'Nguya' FLNG last week signalled the start-up of gas exports from Congo LNG Phase 2.

This represents a further step towards developer Eni's target of expanding its LNG portfolio to 20 mill tonnes per annum by 2030, and was also a key milestone in building a leading position in the global LNG market, the Italian energy major said.

With Phase 2 operational, Congo LNG will reach a total liquefaction capacity of 3 mill tonnes per annum of LNG, equivalent to 4.5 bill cu m of gas per year, leveraging gas resources from the Nené and Litchendjili fields in the offshore Marine XII license.

At the ceremony, which was attended by the Republic of Congo's President, Denis Sassou N'Guesso, Eni's CEO, Claudio Descalzi, commented: "Today we reach a very important milestone thanks to the relationship of trust built with the country's institutions and local communities.

"We have been the only company to invest in gas to develop the domestic market and to reduce routine flaring. This decision, taken more than 20 years ago, led us to discover enough volumes to enable export as well.

"Phase 2 of the Congo LNG project was delivered in record time, compared with industry averages, increasing gas availability on international markets and contributing to Italian and European energy security, while at the same time generating concrete benefits for the local economy," he said.

Phase 1 was launched with the 'Tango' FLNG, which started up in December, 2023, just over a year after the project definition. In turn, Phase 2's start-up came only 35 months after construction of the 'Nguya' FLNG began, setting a new international industry benchmark in terms of execution speed and efficiency, Eni claimed.

Eni has been present in the country since 1968. With equity production of around 70,000 barrels of oil equivalent per day in 2025, an amount, which is expected to rise to 110,000 in 2026 and is currently the Congo's leading producer of associated and non-associated gas. ■

The FLNG 'Nguya' loading the first cargo

RWE strengthens ties with ADNOC

German energy company, RWE has signed two memoranda of understanding (MoUs): one with ADNOC, and the other with Abu Dhabi Future Energy Company PJSC – Masdar.

They were signed in the presence of His Highness Sheikh Mohamed bin Zayed Al Nahyan, UAE President, and German Chancellor, Friedrich Merz during the latter's state visit.

The ADNOC and RWE agreement outlined a framework to explore collaboration on LNG deliveries to Germany and other European markets, involving up to 1 mill tonnes per annum for up to 10 years.

This corresponds to up to 12 cargoes and up to 1.4 bill cu m of natural gas per year.

RWE and ADNOC have also agreed to explore collaboration on short-term LNG trading activities between their respective global LNG portfolios.

The MoU between RWE and Masdar entails exploring co-operation on battery energy storage systems (BESS) projects in Germany. This will help to meet the growing demand for reliable power from new German data centres.

RWE CEO, Dr Markus Krebber, said: "I am very pleased about our strategic collaboration with ADNOC, which underscores our shared commitment to securing Europe's energy needs. Our plans build on a successful and long-lasting partnership.

"By establishing new LNG supply agreements, we are strengthening the security of supply for Germany and across Europe, while further diversifying RWE's global LNG portfolio for the benefit of our customers.

"The MoU with Masdar reflects the importance RWE and Masdar place on flexible energy storage as a foundation for grid stability, security of supply, and the integration of renewable energy – core pillars of Germany's climate neutrality and energy policy objectives.

"Our collaboration is underpinned by a strong track record, most recently demonstrated by our joint success in the latest UK offshore wind auction for the Dogger Bank South projects.

"Together, we are making significant progress towards a secure and sustainable energy future for Europe," he said.

RWE's longstanding partnership with Masdar began in 2008 with their co-investment in the London Array offshore wind farm. ■

German Chancellor Friedrich Merz visits ADNOC's Doha office

More LNG SPAs signed

Caturus' Commonwealth LNG has signed an LNG sale and purchase agreement (SPA) with Swiss-based Mercuria Energy Trading for 1 mill tonnes per annum of LNG over 20 years, said to involve up to 250 cargoes.

The LNG will come from Commonwealth LNG's export facility in Cameron, Louisiana and a gas supply agreement (GSA) with Mercuria Americas for the supply of a corresponding quantity of natural gas to Commonwealth.

"These agreements mark a significant strategic partnership and market expansion," said Caturus CEO, David Lawler. "Mercuria's global reach can help Commonwealth distribute our LNG to a broader international community, while Mercuria gains a competitive edge with additional supply sources."

"This agreement reflects Mercuria's commitment to securing long-term, reliable LNG supply from high-quality US projects," added Brian Falik, Mercuria Americas' President.

"Commonwealth LNG's integrated approach, strong resource backing and focus on responsible, low-emission production align well with our strategy to serve global customers with dependable and competitively priced energy.

"We are pleased to partner with Commonwealth and Caturus as they advance a project that will play an important role in meeting growing international demand for LNG," he added.

With the signing of the Mercuria SPA, Commonwealth has secured long-term, binding offtake agreements for 7 mill of the facility's 9.5 mill tonnes per annum permitted capacity. These include commitments from leading energy industry participants, such as Glencore, JERA, PETRONAS, and EQT.

Final negotiations are underway for the facility's remaining capacity.

Last August, Kimmeridge announced a rebranding that saw Commonwealth LNG and Kimmeridge's upstream operations (formerly Kimmeridge Texas Gas) combined under a new platform called Caturus.

Caturus is building the US' leading integrated natural gas and LNG company, with a unique wellhead-to-water strategy that will deliver responsibly sourced, low-emission fuel to global markets, the company claimed.

The SPA will become fully effective upon the satisfaction of customary conditions, including a final investment decision (FID) on the project.

PTT deal

PETRONAS has also signed a contract to supply LNG to Thailand's PTT for five years, starting in 2028, an executive told Reuters at the LNG2026 conference.

The Malysian energy giant will supply PTT with four or five LNG cargoes per year, Shamsairi Ibrahim, PETRONAS' Vice President of LNG marketing and trading, said.

This marks the second contract between PETRONAS and PTT, as an earlier contract is running from 2017 to 2032, involving 1.2 mill tonnes of LNG per year. ■

Greek importer in talks to secure US LNG

Greek LNG importer, Atlantic Sea LNG Trade, a joint venture between gas supplier DEPA and construction group Aktor, is aiming to secure up to 15 bill cu m of US LNG annually for 20 years to supply southern Europe, its CEO told Reuters.

Greece is seeking to boost its role as a transit route for gas into Europe, as the continent prepares to halt Russian gas imports by late 2027.

"If Europe doesn't want to be again hostage to gas, they need to secure long-term agreements with the United States... to secure balance in the future and availability of gas at reasonable prices," CEO, Alexandros Exarchou told Reuters in an interview.

Atlantic Sea, which imports LNG into Greece and sells it on to central Europe and the Ukraine as gas, aims to sign an agreement during a meeting in Washington on 24th February, he said.

"Now (is) the best possible time to negotiate prices for the future," Exarchou added, arguing that prices might be "significantly higher" in future, due to tighter markets after 2030 when available supply may not meet demand.

The company is negotiating long-term deals with US suppliers and is holding parallel discussions with potential buyers across the Vertical Gas Corridor - a route to transport gas via pipeline from Greece through central Europe and Ukraine.

Potential buyers include Albania, North Macedonia, Bulgaria, Romania, Hungary, Moldova, Austria and potentially Ukraine, he said.

"We see serious demand in consumer consumption in the North (of the corridor). For instance, in Romania, Hungary and Moldova the consumer consumption of gas is very high, whereas industrial is more as you go towards the South," Exarchou explained.

Last week, Atlantic Sea signed its first US LNG contract with Ukraine, with a cargo scheduled for delivery in March via Greece's Revithoussa terminal and onward to Ukraine's energy company Naftogaz through Bulgaria, Romania and Moldova. ■

New Zealand's LNG import plant nears

The New Zealand Government is to sign a contract to build an LNG import plant.

This is seen as a critical step to strengthen the country's energy security and support economic growth, Energy Minister, Simon Watts said.

The decision follows extensive analysis and the first stage of procurement.

"New Zealand is experiencing a renewable electricity boom, but a rapidly declining gas supply has left our electricity sector exposed during dry years, when our hydro lakes run low," Watts explained.

"The result is greater reliance on coal and diesel, and ultimately higher electricity prices, putting more financial pressure on families and making businesses less competitive," he said.

Independent analysis undertaken by Sense Partners found that higher energy prices have had a significant impact on the New Zealand economy, leading to a $5.2 bill loss in GDP last year.

"For Kiwis that means fewer jobs, lower wages and a slower recovery as New Zealand emerges from a challenging period of high inflation and high interest rates," Watts added.

"In the last two years, the Government has taken a series of positive steps designed to improve the affordability and availability of energy, as part of our plan to fix the basics and build the future.

"That includes fostering greater competition through tougher regulation of major energy companies and enabling greater development of New Zealand's natural resources to unleash the supply of renewable and non-renewable energy.

"Establishing an LNG import facility is an important next step," he said.

The LNG import facility will provide a reliable backup fuel source, reducing the impact of dry year risk on electricity pricing and stabilising electricity costs.

It will also add another layer of resilience by giving New Zealand access to additional supply options if domestic gas supply tightens unexpectedly, the Government said in a statement.

"Just having a reliable back up is expected to save Kiwis around $265 mill per annum by reducing price spikes and lowering the risk premium built into power bills that exist because of supply challenges, equivalent to around $50 per annum per household," Watts explained.

"If domestic gas supply continues to decline and drive-up gas prices, the availability of LNG is estimated to be worth $1.2 bill per annum to the New Zealand economy by 2035.

"Access to LNG is also expected to protect around 2,000 jobs from the economic impact of rising energy prices and gas shortages," he added.

The Government has shortlisted leading proposals to build the plant and is progressing to commercial contracting, with the aim of signing a contract by mid-2026. The facility could be operational as soon as 2027 or early 2028.

"Located in the Taranaki, the project will create jobs during construction and provide long-term skilled roles once operational, reinforcing the region's role at the heart of New Zealand's energy system," Watts added.

Access to LNG will support many gas-dependent industries to consider their long-term energy needs and invest accordingly, by reducing the risk of supply disruptions and extreme price volatility.

The Government said it will design an import model that brings LNG in large shipments and only when needed, minimising exposure to international gas prices and keeping the door open for new technologies.

Further details on the procurement process and project milestones will be shared in the coming months, the Government said. ■

NEWS NUDGE

'Aleksey Kosygin' completes maiden voyage

Russian state owned shipping giant, Sovcomflot's (SCF), recently delivered Arc7 LNGC, 'Aleksey Kosygin' has completed her first commercial voyage.

She delivered an LNG cargo from NOVATEK's Arctic LNG 2 production plant to an FSU moored near Murmansk.

The 172,600 cu m 'Aleksey Kosygin' is Russia's first domestically built Arc7 having been built at the Zvezda shipbuilding complex at an estimated cost of $400 mill.

She sailed from Arctic LNG 2, located on the Gydan Pensinsula on 28th January, 2026. According to ship tracking data, she covered 2,400 nautical miles in 12 days, navigating through thick ice, and arrived at the FSU in Ura Bay on 3rd February. ■

MOL conducts anti-piracy exercise on board LNGC

Mitsui OSK Lines (MOL) has conducted a joint public/private anti-piracy exercise utilising the LNGC 'Energy Advance' while she was sailing off Japan's Chiba Prefecture.

This exercise was undertaken in collaboration with Japanese public authorities, including the Japan Coast Guard and the Japanese Ministry of Land, Infrastructure, Transport and Tourism.

It simulated a scenario in which the MOL-operated LNGC was pursued and approached by a suspected pirate vessel. This enabled the company to practice emergency communications procedures and other responses to threats at sea.

Upon receiving the initial report from the vessel, the shipmanagement company and MOL's Safety Operation Support Centre (SOSC) activated an emergency communications network linked with relevant domestic and international authorities.

Through close co-ordination with Japan Coast Guard's patrol vessel 'Akitsushima', MOL said the exercise confirmed the effectiveness of its integrated public/private crisis management system.

MOL also said that it had continuously conducted joint exercises with public authorities, striving to strengthen co-operative frameworks and enhance immediate response capabilities even in peacetime.

The exercise participants were-

- Japan Coast Guard International Criminal Affairs Division, Japan Coast Guard Patrol Vessel 'Akitsushima'.
- Ministry of Land, Infrastructure, Transport and Tourism, Maritime Bureau, International Shipping Division.
- Regional Co-operation Agreement on Combating Piracy and Armed Robbery Against Ships in Asia Information Sharing Centre (ReCAAP-ISC).
- MOL Global Ship Management (MOL Group shipmanagement company).
- LNGC 'Energy Advance' (operated by MOL; owners- Tokyo LNG Tanker and Toho LNG Shipping)
- MOL Headquarters of Safety Operations, Safety Operation Supporting Centre (SOSC).

MOL's SOSC was established in February, 2007 to prevent and respond appropriately to various events that could hinder safe operations, such as global terrorism threats and abnormal weather conditions.

The centre supports safe vessel operations through a 24/7 monitoring system and disseminates navigation safety information to designated vessels and their crews. ■

> **"MOL also said that it had continuously conducted joint exercises with public authorities, striving to strengthen co-operative frameworks and enhance immediate response capabilities even in peacetime."**

The LNGC seen from the Japanese Coast Guard vessel

SHI to co-operate with Qatari shipyard

South Korean engineering group, Samsung Heavy Industries (SHI) signed a memorandum of understanding (MoU) with state-owned shipyard, Qatar Shipyard Technology Solutions (QSTS), at LNG2026 last week.

Located in eastern Qatar, QSTS is a subsidiary of Nakilat, the state-owned gas shipping entity and has repaired around 2,000 vessels, including LNGCs.

Under the MoU, SHI has agreed to prioritise co-operation with QSTS in the area of ship retrofits and the after market services.

The two companies will co-operate on retrofits, such as de-carbonisation, energy reduction equipment, and on board carbon capture systems, as well as in digital solutions, and to review co-operation on building smaller specialist ships.

SHI said it expected to actively respond to business in the Middle East by leveraging QSTS's facilities and network, in line with the trend of rising demand for eco-friendly ship conversions and the expansion of Qatari and Middle East offshore development projects.

Namgung Geum-seong, SHI's Executive Vice President and shipyard head, said, "Business co-operation with QSTS will be an important milestone for Samsung Heavy Industries' global expansion. We will further strengthen our business competitiveness through proactive global operations." ■

BV unveils several LNGC projects - opens dedicated centre

Paris-based Bureau Veritas Marine & Offshore (BV) announced a slew of initiatives at last week's LNG2026.

For example, BV and South Korea's Hanwha Ocean launched a joint development project (JDP) for a 174,000 cu m membrane-type LNGC concept.

Through hull optimisation and enhanced structural design, this new concept will improve performance and maximise cargo capacity beyond the capabilities of Hanwha Ocean's existing 174,000 cu m LNGC design, contributing to optimised capital expenditure and reduced operational expenditure, BV claimed.

Under the JDP, the hull design will be reviewed in accordance with BV's requirements and regulations, aiming to validate structural reliability and support the development of a highly robust and future-ready LNGC design.

During the week, BV also issued an approval in principle (AiP) for new elongation criteria developed by GTT, which is applicable to LNGCs fitted with the NO96 cargo containment system.

The AiP indicated that GTT's proposed update to the design criteria governing allowable elongation and deformation of the hull supporting the NO96 membrane and insulation system under operational, thermal, and hull-induced loads, is in accordance with applicable class rules and international regulations.

NO96 is widely deployed on LNGCs and plays a critical role in protecting the vessel's structure and hull from cryogenic cargo.

This modification is expected to contribute to a more optimised lightship weight for LNGC designs to be fitted with the NO96 containment system technology.

Based on a representative LNGC design, BV's assessment considered the containment system's structural behaviour, compatibility across NO96 variants, and alignment with relevant load cases and hull geometries.

The review confirmed that the criteria can be applied confidently, helping ensure full compliance with safety and regulatory standards, while enabling more efficient and optimised LNGC designs, BV said.

Gas carrier centre

Another announcement concerned the opening of a Gas Center of Excellence in Doha, Qatar.

The centre brings together BV's expertise in gas carrier operations, classification, and regulatory compliance to deliver integrated, future-ready support across the gas value chain, the company said.

Staffed by a dedicated team of gas specialists with extensive experience in gas carrier operations, both for newbuilding phases and for vessels in service, the centre combines strong regional know-how with BV's global technical network.

Finally, the company announced that it had collaborated with Wärtsilä to advance a joint development project leveraging BV's ship energy efficiency calculation analysis tool, SEECAT.

This initiative will evaluate conventional LNGC architecture against the new and flexible hybrid-electric concepts developed by Wärtsilä and its partners.

The hybrid-electric LNGC design offers advantages in vessel propulsion optimisation, allowing for increased cargo capacity, while maintaining vessel size and tonnage comparable to traditional LNGCs, while reducing total installed power, BV explained.

For owners, shipyards and operators, this concept supports easier future modular scaling and integration with emerging energy-saving devices and technologies.

Across the Middle East, BV has 13 offices with around 120 specialists, providing continued marine classification, surveys, audits, and inspections across the full vessel lifecycles.

Today, 50% of the world's leading energy companies work with the Paris-based company. BV's fleet of in service gas carriers totals 344 vessels, which includes 153 LNGCs, or 19% of the total fleet, operating under its class, plus 21% of LNGCs currently on order, as of the end of 2025.

In recent years, BV has supported major LNG projects for leading energy players, including QatarEnergy, TotalEnergies, PETRONAS, and Cheniere, providing classification and technical services for modern LNGCs delivered between 2022 and 2025.

BV was involved in QatarEnergy's LNGC recent newbuilding programmes with 174,000 cu m and 271,000 cu m capacity LNGCs, the largest shipbuilding project in modern history, as well as agreeing a condition assessment programme (CAP) with Nakilat covering more than 22 LNGCs currently in service. ■

BV has opened a gas centre in Doha

NEWS NUDGE

EXMAR to service Cedar's FLNG

Belgian LNG and LPG player, EXMAR has been selected by Canada's Cedar LNG Partners to provide marine and operational services for the developer's newbuilding FLNG.

Cedar LNG, majority-owned by Canada's Haisla Nation, in partnership with Pembina Pipeline Corp, will be the world's first indigenous majority-owned LNG facility.

The plant, located in Kitimat, British Columbia, within Haisla Nation's territory, will be powered by renewable electricity, making it one of the world's lowest carbon intensity LNG facilities.

Cedar's FLNG is currently under construction at Samsung Heavy Industries (SHI).

EXMAR's operations & maintenance contract will include the development of dedicated operational procedures for FLNG 'megúgu'.

The Antwerp-based company's teams will be involved in the different phases of the project, starting immediately during the FLNG's construction and pre-operations, in close partnership with Cedar's team. ■

NEWS NUDGES

Trinidad's Atlantic LNG to close Train 4 for maintenance

Trinidad and Tobago based LNG producer, Atlantic LNG plans to shut its 6 mill tonne per annum Train 4 for up to 50 days in May and June for extensive maintenance and repairs, according to sources talking with newswires.

The maintenance and repairs, called a turnaround, will commence on 4th May and will run for between 45 and 50 days, sources told Reuters.

During the shutdown, Atlantic will continue to export LNG from Trains 2 and 3, which together have a combined capacity of 6 mill tonnes per annum.

Atlantic LNG said the turnaround is designed to ensure it can operate the plant safely and reliably and would not comment on whether it would allow Trains 2 and 3 to operate at full capacity with the additional gas not needed for Train 4 during the maintenance period.

Based on last year's production, the turnaround is likely to reduce Atlantic's output by more than 600,000 mill tonnes, according to Reuters calculations.

Last year, Atlantic exported 143 cargoes. Based on the ownership structure, it potentially means the loss of 20 cargoes during the 50 day period with Shell and bp each losing nine cargoes and the NGC two, Reuters calculated.

Atlantic LNG exported four cargoes to the US during January's Arctic freeze, as some US plants became gas importers.

GTT benefiting from LNGC ordering boom

Since early January, French engineering group, GTT has won another eight orders for the design of containment systems to be fitted on board newbuilding LNGCs.

The orders include two for Hanwha Ocean involving GTT's NO96 Super+ membrane containment system to be fitted on 174,000 cu m LNGCs, which are due for delivery in the first and second quarters of 2028, respectively.

Another four design orders were received from HD Korea Shipbuilding & Offshore Engineering (HD KSOE).

The 200,000 cu m LNGCs will be built by HD Hyundai Heavy Industries. The vessels' cryogenic tanks will be equipped with GTT's Mark III Flex+ membrane containment system.

Delivery of these vessels is scheduled between the third quarter of 2028 and the first quarter of 2029.

Finally, GTT received orders for another two 175,000 cu m LNGCs from Jiangnan under construction for Eastern Pacific Shipping (EPS).

Their tanks will be fitted with the Mark III Flex membrane containment system and their delivery of is expected at the end of 2028.

Ships - Newbuildings, Ship sales, Charters

Among the latest LNGC newbuilding contracts reported by brokers were four 175,000 cu m at Jiangnan, China for Mingshen Leasing, due for delivery in 2028/2029; three, plus three optional 174,000 cu m vessels at Hudong-Zhonghua for Malaysia's MISC on the back of long term charters to PETRONAS for around $230 mill each; one, plus two optional 174,000 cu m units at Hyundai Samho for Angola's Sonangol for about $250.5 mill each and four, plus two optional 174,000 cu m LNGCs at Hudong-Zhonghua for TMS Cardiff LNG for 2028 delivery.

In addition, Samsung Heavy Industries (SHI) confirmed a $507.6 mill contract for two LNGCs for a Bermuda-based owner. Brokers linked this deal with JP Morgan-backed Global Meridian Holdings.

They are due for delivery in early 2029.

Greece's Tsakos Energy Navigation (TEN) was rumoured to be about to order two, plus another two optional 174,000 cu m LNGCs from Hyundai.

They are expected to be delivered in the fourth quarter of 2028.

If confirmed, this order will be TEN's first foray into LNGC newbuildings since 2019.

The three firm MISC newbuildings mentioned will be chartered to PETRONAS for 20 years starting from 2029, while the Mingshen Finance newbuildings will be operated by Shandong Marine and long term chartered to Shell (Singapore) Trading.

It has been reported that Mingshen Financial Leasing will own the vessels, Shandong Marine take care of the commercial operations, while Shell will be responsible for their technical management.

Brokers also reported that the NYK controlled 149,700 cu m, 2007-built LNGC 'Grace Barleria' had been sold to Indonesian interests for what was described as a firm price of $35 mill.

In the charter market, NYK Line, in partnership with Ocean Yield AS, has signed multiple long-term charters for 200,000 cu m newbuilding LNGCs with Cheniere Marketing International.

The vessels will be built by HD Hyundai Heavy Industries and will be delivered from 2028.

They will be fitted with X-DF2.1 iCER, VCR system, dual-fuel, low-speed diesel engines that uses fuel oil and boil-off gas (BOG), plus a re-liquefaction system that can use surplus BOG effectively. ■

LNG rate assessments

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

Region	Latest	Change*
East of Suez	$29,000	- $4,000
West of Suez	$15,000	- $5,000
12 mos T/C	$39,000	- $1,000

*Since last report (28/01/26)

Source: Fearnleys (11/02/26)

Monthly Large LNGC Values*

Newbuildings (174,000 cu m)	$252.34 mill
Five years old (174,000 cu m)	$207.82 mill
Total Fleet (704 ships)	$108.85 bill
Orderbook (288 ships)	$74.41 bill

Source: VesselsValue (27/01/26) *The above is updated each month courtesy of VesselsValue

WORLD LNG CARRIER ORDERBOOK

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Lev Landau	TFDE-Azipod	172500	01/08/2020	01/04/2025	Hanwha Ocean	Hanwha Ocean
Pyotr Kapitsa	TFDE-Azipod	172500	01/08/2020	01/04/2025	Hanwha Ocean	Hanwha Ocean
Alexey Kosygin	TFDE-Azipod	172600	01/09/2019	01/04/2025	Novatek	Zvezda SSK
Zhores Alferov	TFDE-Azipod	172500	01/08/2020	01/04/2025	Hanwha Ocean	Hanwha Ocean
Pyotr Stolypin	TFDE-Azipod	172600	01/09/2019	01/04/2025	Novatek	Zvezda SSK
Sergei Witte	TFDE-Azipod	172600	01/09/2019	01/04/2025	Novatek	Zvezda SSK
Samsung 2393	XDF	174000	07/01/2021	01/05/2025	NYK	Samsung
Greenergy Star	XDF	174000	07/01/2022	01/06/2025	MOL	Hudong-Zhonghua
Nikolay Basov	TFDE-Azipod	172500	01/08/2020	01/06/2025	MOL, COSCO	Hanwha Ocean
Ilya Mechnikov	TFDE-Azipod	172500	01/08/2020	01/06/2025	MOL, COSCO	Hanwha Ocean
Samsung 2394	XDF	174000	07/01/2021	01/07/2025	NYK	Samsung
Sea Creation	XDF	175000	01/09/2022	01/08/2025	China Merchant	Dalian Shipbuilding
Woodside Jirrubakura	MEGI	174000	01/01/2022	01/08/2025	GasLog	Hanwha Ocean
Esteem Fuji	XDF	174000	30/09/2022	01/08/2025	Meiji Shipping	Hanwha Ocean
Orion Gauguin	ME-GA	174000	13/07/2021	01/09/2025	JP Morgan	Hyundai Heavy
HI Puffin	ME-GA	174000	01/02/2022	01/09/2025	H-Line	Samsung
Maran Gas Syros	MEGI	174000	06/01/2022	01/09/2025	Maran Gas Maritime	Hanwha Ocean
Samsung 2395	XDF	174000	07/01/2021	01/09/2025	NYK	Samsung
Archy Vanguard	ME-GA	174000	15/04/2022	01/09/2025	MOL	Hanwha Ocean
Esteem Cormorant	XDF	174000	30/09/2022	01/09/2025	Meiji Shipping	Hanwha Ocean
Greenergy Moon	XDF	174000	07/01/2022	01/10/2025	MOL	Hudong-Zhonghua
Venture Iberia	ME-GA	200000	01/03/2022	01/10/2025	Venture Global LNG	Hanwha Ocean
Celsius Guadeloupe	ME-GA	180000	01/03/2022	01/10/2025	Celsius Shipping	Samsung
Ocean Inspiration	XDF	174000	01/07/2022	01/10/2025	COSCO	Hudong-Zhonghua
Elisa Halycon	XDF	174000	01/08/2022	01/10/2025	NYK	Hyundai Samho
Amaryllis Knutsen	ME-GA	174000	20/04/2022	01/10/2025	Knutsen	Hyundai Samho
Parthanon LNG	XDF	174000	17/10/2022	01/11/2025	TMS Cardiff Gas	Hyundai Samho
Jiangsu Yangzi Xinfu Yzj2022-1475	ME-GA	175000	01/10/2022	01/11/2025	Yangzijiang	Yangzijiang
Samsung 2651	ME-GA	180000	01/10/2022	01/11/2025	Celsius Shipping	Samsung
Al Sailiya	ME-GA	174000	15/06/2022	01/11/2025	JP Morgan	Samsung
Al Zore	XDF	174000	06/07/2022	01/11/2025	Knutsen	Hyundai Heavy
Samsung 2396	XDF	174000	07/01/2021	01/11/2025	NYK	Samsung
Danuta Siedzikowna-inka	MEGI	174000	06/01/2022	01/11/2025	Maran Gas Maritime	Hanwha Ocean
Rotmistrz Witold Pilecki	MEGI	174000	07/02/2022	01/11/2025	Maran Gas Maritime	Hanwha Ocean
Shafallah	ME-GA	174000	01/06/2022	01/11/2025	Pan Ocean, SK Shipping, H-Line	Hanwha Ocean
Bu Nakhla	ME-GA	174000	01/06/2022	01/11/2025	H-Line, Pan Ocean, SK Shipping	Hanwha Ocean
Qingcheng	XDF	174000	01/06/2023	01/11/2025	ULT	Hudong-Zhonghua
Nikolay Semenov	TFDE-Azipod	172500	01/08/2020	01/11/2025	MOL, COSCO	Hanwha Ocean
Clean Sirocco	ME-GA	200000	02/03/2022	01/12/2025	Dynagas	Hyundai Heavy
Sharq	XDF	174000	09/08/2022	01/12/2025	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy
Daewoo 2543	ME-GA	200000	01/03/2022	01/12/2025	Venture Global LNG	Hanwha Ocean
Samsung 2642	ME-GA	174000	15/06/2022	01/12/2025	JP Morgan	Samsung
Maran Gas Antiparos	MEGI	174000	07/02/2022	01/12/2025	Maran Gas Maritime	Hanwha Ocean

DFDE = dual fuel diesel engines, STRH = steam turbine reheat / ultra steam turbine, MEGI = marine electric gas injection, DRL = slow speed diesel, FSRU = vessel with regas capacity, FLNG = floating LNG production unit
Data last updated = 17 October 2025

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Puteri Perak	XDF	174000	01/05/2022	01/12/2025	H-Line	Samsung
Woodside Barrumbara	MEGI	174000	01/01/2022	01/12/2025	GasLog	Hanwha Ocean
Sea Navigator	XDF	175000	19/04/2022	01/12/2025	China Merchant	Dalian Shipbuilding
Changqing	XDF	174000	01/06/2023	01/12/2025	ULT	Hudong-Zhonghua
Sea Argosy	XDF	175000	01/09/2022	01/01/2026	China Merchant	Dalian Shipbuilding
Shra'ouh	XDF	174000	09/08/2022	01/01/2026	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy
Puteri Perlis	XDF	174000	01/05/2022	01/01/2026	H-Line	Samsung
Seri Dian	XDF	174000	30/09/2022	01/01/2026	MISC	Hanwha Ocean
Al Sadaf	XDF	175000	01/05/2022	01/01/2026	ADNOC	Jiangnan
Dana	ME-GA	174000	15/06/2022	01/02/2026	JP Morgan	Samsung
Minerva Eleonora	ME-GA	174000	01/11/2022	01/02/2026	Minerva Marine	Samsung
Al Fat'h	XDF	174000	06/07/2022	01/02/2026	Knutsen	Hyundai Heavy
Hasbah	ME-GA	174000	01/06/2022	01/02/2026	Pan Ocean, SK Shipping, H-Line	Hanwha Ocean
Bw Nivalis	MEGI	174000	01/04/2022	01/02/2026	BWGas	Hanwha Ocean
Spirit LNG	ME-GA	174000	01/04/2022	01/03/2026	TMS Cardiff Gas	Samsung
Ocean Oasis	XDF	174000	01/07/2022	01/03/2026	COSCO	Hudong-Zhonghua
Minerva Roxanne	ME-GA	174000	01/11/2022	01/03/2026	Minerva Marine	Samsung
Hd Hyundai Samho 8200	XDF	174000	06/07/2022	01/03/2026	TMS Cardiff Gas	Hyundai Samho
Bw Borealis	MEGI	174000	01/04/2022	01/03/2026	BWGas	Hanwha Ocean
China Merchants Jiangsu Cmhi-282-01	ME-GA	180000	01/05/2023	01/03/2026	Celsius Shipping	China Merchants HI Jiangsu
Lng Ping Hu	XDF	78900	01/07/2023	01/04/2026	Zhejiang Huaxiang	Jiangsu Yixiang
Al Na'amah	ME-GA	174000	15/06/2022	01/04/2026	JP Morgan	Samsung
Clean Texas	XDF	200000	16/01/2023	01/04/2026	Dynagas	Hyundai Heavy
Barzan	XDF	174000	06/07/2022	01/04/2026	Knutsen	Hyundai Heavy
Daewoo 2572	ME-GA	174000	30/09/2022	01/04/2026	TMS Cardiff Gas	Hanwha Ocean
Jiangsu Yangzi Xinfu Yzj2022-1476	ME-GA	175000	01/10/2022	01/05/2026	Yangzijiang	Yangzijiang
Hd Hyundai Samho 8204	XDF	174000	01/01/2023	01/05/2026	Oman Shipping Co.	Hyundai Samho
Qatar 7	XDF	174000	06/07/2022	01/05/2026	Knutsen	Hyundai Heavy
Daewoo 2571	XDF	174000	30/09/2022	01/05/2026	MISC	Hanwha Ocean
Daewoo 2552	MEGI	174000	08/06/2022	01/05/2026	Maran Gas Maritime	Hanwha Ocean
Mihzem	XDF	174000	01/09/2022	01/05/2026	K-Line, MISC, NYK, China LNG Shipping	Hudong-Zhonghua
Samsung 2664	ME-GA	174000	31/03/2023	01/05/2026	K-Line	Samsung
Samsung 2645	ME-GA	174000	15/06/2022	01/06/2026	JP Morgan	Samsung
Hd Hyundai Samho 8205	XDF	174000	01/01/2023	01/06/2026	Oman Shipping Co.	Hyundai Samho
Greenergy Wind	XDF	174000	07/01/2022	01/06/2026	MOL	Hudong-Zhonghua
Esteem Denali	XDF	174000	30/09/2022	01/06/2026	Meiji Shipping	Hanwha Ocean
Daewoo 2553	MEGI	174000	08/06/2022	01/06/2026	Maran Gas Maritime	Hanwha Ocean
Arada	XDF	175000	01/05/2022	01/06/2026	ADNOC	Jiangnan
Halwan	XDF	174000	09/08/2022	01/07/2026	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy
Clean Rio Grande	XDF	200000	16/01/2023	01/07/2026	Dynagas	Hyundai Heavy
Samsung 2646	ME-GA	174000	15/06/2022	01/07/2026	JP Morgan	Samsung

DFDE = dual fuel diesel engines, STRH = steam turbine reheat / ultra steam turbine, MEGI = marine electric gas injection, DRL = slow speed diesel, FSRU = vessel with regas capacity, FLNG = floating LNG production unit
Data last updated = 17 October 2025

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Daewoo 2573	ME-GA	174000	30/09/2022	01/07/2026	TMS Cardiff Gas	Hanwha Ocean
Hudong-zhonghua H1801a	XDF	174000	01/09/2022	01/07/2026	K-Line, MISC, NYK, China LNG Shipping	Hudong-Zhonghua
China Merchants Jiangsu Cmhi-282-02	ME-GA	180000	01/05/2023	01/07/2026	Celsius Shipping	China Merchants HI Jiangsu
Frontier LNG	XDF	174000	06/07/2022	01/08/2026	TMS Cardiff Gas	Hyundai Samho
Samsung 2647	ME-GA	174000	15/06/2022	01/08/2026	JP Morgan	Samsung
Qatar 8	XDF	174000	06/07/2022	01/08/2026	Knutsen	Hyundai Heavy
Sea Energy	XDF	175000	01/03/2023	01/08/2026	China Merchant	Dalian Shipbuilding
Prime Purity	XDF	175000	01/03/2023	01/08/2026	Shandong Marine	Jiangnan
Greenergy River	XDF	174000	01/06/2023	01/08/2026	NYK	Hudong-Zhonghua
Archimidis	ME-GA	174000	14/06/2022	15/08/2026	Capital Gas	Hyundai Samho
Samsung 2316	ME-GA	173400	09/01/2020	01/09/2026	SinoKor	Samsung
Al Thumaid	XDF	174000	09/08/2022	01/09/2026	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy
Greenergy Cloud	XDF	174000	07/01/2022	01/09/2026	MOL	Hudong-Zhonghua
Daewoo 2558	ME-GA	174000	01/09/2022	01/09/2026	MOL	Hanwha Ocean
Alcaios I	XDF	174000	18/01/2023	01/09/2026	Capital Gas	Hyundai Samho
Daewoo 2551	ME-GA	174000	15/04/2022	01/09/2026	MOL	Hanwha Ocean
Esteem Penguin	XDF	174000	30/09/2022	01/09/2026	Meiji Shipping	Hanwha Ocean
Al Taweelah	XDF	175000	01/05/2022	01/09/2026	ADNOC	Jiangnan
Samsung 2662	ME-GA	174000	30/08/2023	01/09/2026	MOL	Samsung
Samsung 2687	ME-GA	174000	06/10/2023	01/09/2026	MOL	Samsung
Daewoo 2574	MEGI	174000	01/03/2023	01/09/2026	Venture Global LNG	Hanwha Ocean
Puteri Johor	XDF	174000	01/09/2022	01/10/2026	K-Line	Hudong-Zhonghua
Qatar 9	XDF	174000	06/07/2022	01/10/2026	Knutsen	Hyundai Heavy
Sea Harmony	XDF	175000	01/03/2023	01/10/2026	China Merchant	Dalian Shipbuilding
Greenergy Sea	XDF	174000	01/06/2023	01/10/2026	NYK	Hudong-Zhonghua
Clean Brownsville	XDF	200000	16/01/2023	01/11/2026	Dynagas	Hyundai Heavy
Qatar 10	XDF	174000	06/07/2022	01/11/2026	Knutsen	Hyundai Heavy
Samsung 2693	XDF	174000	05/02/2024	01/11/2026	Shandong Marine	Samsung
Al Nasraniya	XDF	174000	01/06/2024	01/11/2026	Nakilat	Hanwha Ocean
Antaios I	XDF	174000	18/01/2023	01/11/2026	Capital Gas	Hyundai Samho
Samsung 2665	ME-GA	174000	31/03/2023	01/11/2026	K-Line	Samsung
China Merchants Jiangsu Cmhi-282-03	ME-GA	180000	01/05/2023	01/11/2026	Celsius Shipping	China Merchants HI Jiangsu
Puteri Kedah	XDF	174000	01/09/2022	01/12/2026	K-Line	Hudong-Zhonghua
Qaffal	XDF	174000	09/08/2022	01/12/2026	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy
Al Mazrooah	XDF	174000	09/08/2022	01/12/2026	K-Line, MISC, NYK, China LNG Shipping	Hyundai Heavy
Sea Charity	XDF	175000	01/03/2023	01/12/2026	China Merchant	Dalian Shipbuilding
Hd Hyundai Samho 8262	XDF	174000	09/01/2024	01/12/2026	Nakilat	Hyundai Samho
Daewoo 2576	ME-GA	174000	01/12/2022	01/12/2026	MOL	Hanwha Ocean
Samsung 2694	XDF	174000	05/02/2024	01/12/2026	China Merchant	Samsung
Al Yousifiya	XDF	174000	01/06/2024	01/12/2026	Nakilat	Hanwha Ocean

DFDE = dual fuel diesel engines, STRH = steam turbine reheat / ultra steam turbine, MEGI = marine electric gas injection, DRL = slow speed diesel, FSRU = vessel with regas capacity, FLNG = floating LNG production unit
Data last updated = 17 October 2025

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Hd Hyundai Samho 8208	XDF	174000	28/02/2023	01/12/2026	NYK	Hyundai Samho
Prime Beauty	XDF	175000	01/03/2023	01/12/2026	Shandong Marine	Jiangnan
Daewoo 2575	MEGI	174000	01/03/2023	01/12/2026	Venture Global LNG	Hanwha Ocean
Woodside Milinykura	MEGI	174000	01/10/2022	01/12/2026	Maran Gas Maritime	Hanwha Ocean
Greenergy Whale	XDF	174000	01/06/2023	01/12/2026	NYK	Hudong-Zhonghua
Agamemnon	ME-GA	174000	14/06/2022	01/01/2027	Capital Gas	Hyundai Samho
Friendship Venture	XDF	175000	21/08/2023	01/01/2027	Wah Kwong, China Gas, CSSC	Dalian Shipbuilding
Samsung 2695	XDF	174000	05/02/2024	01/01/2027	Shandong Marine	Samsung
Al Ghuwair	XDF	174000	27/09/2023	01/01/2027	Nakilat	Hyundai Heavy
Samsung 2709	XDF	174000	01/12/2024	01/01/2027	MISC	Samsung
Samsung 2663	ME-GA	174000	30/08/2023	01/01/2027	MOL	Samsung
Hanwha Ocean 2584	ME-GA	174000	01/08/2023	31/01/2027	MOL	Hanwha Ocean
Athlos	XDF	174000	28/03/2023	01/02/2027	Capital Gas	Hyundai Samho
Dalian No 1 G175k-8	XDF	175000	01/03/2023	01/02/2027	China Merchant	Dalian Shipbuilding
Wadi Sultana	XDF	174000	27/09/2023	01/02/2027	Nakilat	Hyundai Heavy
Hudong-zhonghua H1794a	XDF	174000	01/09/2022	01/02/2027	MOL, COSCO	Hudong-Zhonghua
Hanwha Ocean 2594	XDF	174000	01/06/2024	01/02/2027	K-Line, Hyundai Glovis	Hanwha Ocean
Al Ghafat	XDF	174000	01/06/2024	01/02/2027	K-Line, Hyundai Glovis	Hanwha Ocean
Samsung 2317	ME-GA	173400	09/01/2020	01/03/2027	SinoKor	Samsung
Hanwha Ocean 2580	ME-GA	174000	13/02/2023	01/03/2027	MOL	Hanwha Ocean
Samsung 2656	ME-GA	174000	15/11/2022	01/03/2027	Seapeak	Samsung
Archon	XDF	174000	28/03/2023	01/03/2027	Capital Gas	Hyundai Samho
Hudong-zhonghua H1889a	XDF	174000	28/04/2022	01/03/2027	NYK	Hudong-Zhonghua
Dalian No 1 G175k-9	XDF	174000	14/03/2024	01/03/2027	COSCO	Dalian Shipbuilding
Hd Hyundai Ulsan 3454	XDF	174000	02/08/2023	01/03/2027	Evalend Shipping	Hyundai Heavy
Samsung 2696	XDF	174000	05/02/2024	01/03/2027	China Merchant	Samsung
Puteri Kelantan	XDF	174000	01/09/2022	01/03/2027	K-Line	Hudong-Zhonghua
Hd Hyundai Ulsan 3441	ME-GA	174000	28/04/2023	01/03/2027	NYK	Hyundai Heavy
China Merchants Jiangsu Cmhi-282-04	ME-GA	180000	01/05/2023	01/03/2027	Celsius Shipping	China Merchants HI Jiangsu
Samsung 2710	XDF	174000	01/12/2024	01/04/2027	MISC	Samsung
Hanwha Ocean 2581	MEGI	174000	01/04/2023	01/04/2027	Maran Gas Maritime	Hanwha Ocean
Samsung 2657	ME-GA	174000	15/11/2022	01/05/2027	Seapeak	Samsung
Clean Astraeus	XDF	200000	28/04/2023	01/05/2027	Dynagas	Hyundai Heavy
Hd Hyundai Samho 8238	XDF	174000	28/02/2023	01/05/2027	NYK	Hyundai Samho
Al Jazi	XDF	174000	27/09/2023	01/05/2027	Nakilat	Hyundai Heavy
Hudong-zhonghua H1890a	XDF	174000	28/04/2022	01/05/2027	NYK	Hudong-Zhonghua
Hd Hyundai Samho 8263	XDF	174000	09/01/2024	01/05/2027	Nakilat	Hyundai Samho
Hd Hyundai Samho 8254	XDF	174000	26/02/2024	01/05/2027	Capital Gas	Hyundai Samho
Samsung 2697	XDF	174000	05/02/2024	01/05/2027	Shandong Marine	Samsung
Hanwha Ocean 2595	XDF	174000	01/06/2024	01/05/2027	K-Line, Hyundai Glovis	Hanwha Ocean
Hd Hyundai Samho 8255	XDF	174000	26/02/2024	01/06/2027	Capital Gas	Hyundai Samho
Puteri Negeri Sembilan	XDF	174000	01/09/2022	01/06/2027	K-Line	Hudong-Zhonghua
Hanwha Ocean 2606	MEGI	175000	01/03/2025	01/06/2027	Hanwha Ocean	Hanwha Ocean

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 = 17 October 2025

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Hd Hyundai Samho 8256	XDF	174000	26/02/2024	01/06/2027	Capital Gas	Hyundai Samho
Dalian No 1 G175k-10	XDF	174000	14/03/2024	01/06/2027	COSCO	Dalian Shipbuilding
Samsung 2729	XDF	180000	17/01/2025	01/06/2027	Celsius Shipping	Samsung
Samsung 2717	XDF	174000	01/10/2024	01/06/2027	K-Line	Samsung
Hd Hyundai Ulsan 3442	ME-GA	174000	28/04/2023	01/06/2027	NYK	Hyundai Heavy
Maran Gas Poliegos	MEGI	174000	01/04/2023	01/06/2027	Maran Gas Maritime	Hanwha Ocean
Hd Hyundai Samho 8209	XDF	174000	28/02/2023	01/07/2027	NYK	Hyundai Samho
Samsung 2698	XDF	174000	05/02/2024	01/07/2027	Shandong Marine	Samsung
Hudong-zhonghua H1795a	XDF	174000	01/09/2022	01/07/2027	MOL, COSCO	Hudong-Zhonghua
Alliance Venture	XDF	175000	21/08/2023	01/07/2027	Wah Kwong, China Gas, CSSC	Dalian Shipbuilding
E Qab	XDF	174000	01/06/2024	01/07/2027	Nakilat	Hanwha Ocean
Dalian No 1 G175k-16	XDF	175000	13/09/2024	01/07/2027	COSCO	Dalian Shipbuilding
Hanwha Ocean 2587	XDF	174000	01/06/2024	01/07/2027	Nakilat	Hanwha Ocean
Hanwha Ocean 2583	ME-GA	174000	07/04/2023	01/08/2027	MOL	Hanwha Ocean
Samsung 2658	ME-GA	174000	15/11/2022	01/08/2027	Seapeak	Samsung
Hanwha Ocean 2607	MEGI	175000	01/03/2025	01/08/2027	Hanwha Ocean	Hanwha Ocean
Al Mirzam	XDF	174000	27/09/2023	01/08/2027	Nakilat	Hyundai Heavy
Hanwha Ocean 2602	MEGI	174000	05/11/2024	01/08/2027	Maran Gas Maritime	Hanwha Ocean
Hd Hyundai Ulsan 3443	ME-GA	174000	28/04/2023	01/08/2027	NYK	Hyundai Heavy
Al Wasmi	XDF	174000	01/06/2024	01/08/2027	K-Line, Hyundai Glovis	Hanwha Ocean
Hd Hyundai Ulsan 3444	ME-GA	174000	02/05/2023	31/08/2027	NYK	Hyundai Heavy
Samsung 2318	ME-GA	173400	09/01/2020	01/09/2027	SinoKor	Samsung
China Merchants Jiangsu Cmhi-282-05	ME-GA	180000	01/02/2024	01/09/2027	Celsius Shipping	China Merchants HI Jiangsu
Samsung 2659	ME-GA	174000	15/11/2022	01/09/2027	Seapeak	Samsung
Maqdeem	XDF	174000	27/09/2023	01/09/2027	Nakilat	Hyundai Heavy
Ghash Sham	XDF	174000	01/06/2024	01/09/2027	Nakilat	Hanwha Ocean
Samsung 2699	XDF	174000	05/02/2024	01/09/2027	China Merchant	Samsung
Hd Hyundai Samho 8239	XDF	174000	28/02/2023	01/10/2027	NYK	Hyundai Samho
Al Rufaa	XDF	174000	27/09/2023	01/10/2027	Nakilat	Hyundai Heavy
Hd Hyundai Samho 8257	XDF	174000	26/02/2024	01/10/2027	Capital Gas	Hyundai Samho
Dalian No 1 G175k-17	XDF	175000	13/09/2024	01/10/2027	COSCO	Dalian Shipbuilding
Hanwha Ocean 2590	XDF	174000	01/06/2024	01/10/2027	Nakilat	Hanwha Ocean
Hudong-zhonghua H1891a	XDF	174000	01/06/2023	01/10/2027	NYK	Hudong-Zhonghua
Hudong-zhonghua H1898a	XDF	174000	01/06/2023	01/10/2027	COSCO, MOL, ENN	Hudong-Zhonghua
Samsung 2752		176400	01/08/2025	01/11/2027	Celsius Shipping ApS	Samsung Heavy Inds - Geoje
Clean Azeus	XDF	200000	28/04/2023	01/11/2027	Dynagas	Hyundai Heavy
Hd Hyundai Ulsan 3455	XDF	174000	02/08/2023	01/11/2027	Evalend Shipping	Hyundai Heavy
Al Khbaib	XDF	174000	01/06/2024	01/11/2027	Nakilat	Hanwha Ocean
Al Nekhsh	XDF	174000	27/09/2023	01/11/2027	Nakilat	Hyundai Heavy
Samsung 2700	XDF	174000	05/02/2024	01/11/2027	Shandong Marine	Samsung
Hd Hyundai Samho 8276	XDF	180000	01/04/2025	01/12/2027	Purus	Hyundai Samho
Samsung 2660	ME-GA	174000	15/11/2022	01/12/2027	Seapeak	Samsung
Hudong-zhonghua H1796a	XDF	174000	01/09/2022	01/12/2027	MOL, COSCO	Hudong-Zhonghua

DFDE = dual fuel diesel engines, STRH = steam turbine reheat / ultra steam turbine, MEGI = marine electric gas injection, DRL = slow speed diesel, FSRU = vessel with regas capacity, FLNG = floating LNG production unit
Data last updated = 17 October 2025

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Hd Hyundai Samho 8210	XDF	174000	28/02/2023	01/12/2027	NYK	Hyundai Samho
Leh'saien	XDF	174000	27/09/2023	01/12/2027	Nakilat	Hyundai Heavy
Hd Hyundai Ulsan 3456	XDF	174000	20/11/2023	01/12/2027	Evalend Shipping	Hyundai Heavy
Samsung 2668	XDF	174000	13/06/2023	01/12/2027	Chevron	Samsung
Samsung 2701	XDF	174000	05/02/2024	01/12/2027	Shandong Marine	Samsung
Hanwha Ocean 2603	MEGI	174000	05/11/2024	01/12/2027	Maran Gas Maritime	Hanwha Ocean
Hudong-zhonghua H1899a	XDF	174000	01/06/2023	01/12/2027	COSCO, MOL, ENN	Hudong-Zhonghua
Samsung 2754		170520	01/08/2025	01/01/2028	Cardiff Marine Inc	Samsung Heavy Inds - Geoje
Samsung 2753		176400	01/08/2025	01/01/2028	Celsius Shipping ApS	Samsung Heavy Inds - Geoje
China Merchants Jiangsu Cmhi-282-06	ME-GA	180000	01/05/2024	01/01/2028	Celsius Shipping	China Merchants HI Jiangsu
Samsung 2702	XDF	174000	05/02/2024	01/01/2028	MISC	Samsung
Dalian No 1 G175k-14	XDF	175000	01/07/2024	01/01/2028	CSSC, China Gas, Wah Kwong	Dalian Shipbuilding
Khowzan	XDF	174000	01/06/2024	01/01/2028	Nakilat	Hanwha Ocean
Lesha	XDF	174000	27/09/2023	01/02/2028	Nakilat	Hyundai Heavy
Samsung 2669	XDF	174000	13/06/2023	01/02/2028	Chevron	Samsung
Hd Hyundai Ulsan 3457	XDF	174000	20/11/2023	01/02/2028	Evalend Shipping	Hyundai Heavy
Hudong-zhonghua H1900a	XDF	174000	01/06/2023	01/03/2028	COSCO, MOL, ENN	Hudong-Zhonghua
Hd Hyundai Ulsan 3501	XDF	174000	02/05/2024	31/03/2028	Evalend Shipping	Hyundai Heavy
Samsung 2755 Geoje		170520	01/08/2025	01/04/2028	Cardiff Marine Inc	Samsung Heavy Inds -
Samsung 2703	XDF	174000	05/02/2024	01/04/2028	China Merchant	Samsung
Dalian No 1 G175k-11	XDF	174000	01/03/2024	01/04/2028	COSCO	Dalian Shipbuilding
Le'shara	XDF	174000	27/09/2023	01/05/2028	Nakilat	Hyundai Heavy
China Merchants Jiangsu Cmhi-282-07	ME-GA	180000	01/05/2024	01/05/2028	Celsius Shipping	China Merchants HI Jiangsu
Dalian No 1 G175k-15	XDF	175000	01/07/2024	01/05/2028	CSSC, Wah Kwong, China Gas	Dalian Shipbuilding
Hd Hyundai Ulsan 3502	XDF	174000	02/05/2024	01/05/2028	Evalend Shipping	Hyundai Heavy
Samsung 2711	XDF	174000	01/07/2024	01/05/2028	ADNOC	Samsung
Hudong-zhonghua H1901a	XDF	174000	01/05/2023	31/05/2028	CSSC	Hudong-Zhonghua
Al Mashrab	XDF	174000	27/09/2023	01/06/2028	Nakilat	Hyundai Heavy
Samsung 2704	XDF	174000	05/02/2024	01/06/2028	MISC	Samsung
Hudong-zhonghua H1912a	XDF	271000	01/09/2024	01/06/2028	China LNG Shipping	Hudong-Zhonghua
Hanwha Ocean 2598	XDF	174000	01/10/2024	01/06/2028	ADNOC	Hanwha Ocean
Samsung 2712	XDF	174000	01/07/2024	01/06/2028	ADNOC	Samsung
Samsung 2705	XDF	174000	05/02/2024	01/07/2028	China Merchant	Samsung
Librega	XDF	174000	27/09/2023	01/07/2028	Nakilat	Hyundai Heavy
Hudong-zhonghua H1956a	XDF	271000	01/09/2024	01/07/2028	MOL, COSCO	Hudong-Zhonghua
Hudong-zhonghua H1955a	XDF	271000	01/09/2024	01/07/2028	MOL, COSCO	Hudong-Zhonghua
Hanwha Ocean 2599	XDF	174000	01/10/2024	01/07/2028	ADNOC	Hanwha Ocean
Samsung 2713	XDF	174000	01/07/2024	01/07/2028	ADNOC	Samsung
Samsung 2706	XDF	174000	05/02/2024	01/08/2028	MISC	Samsung
Hudong-zhonghua H1913a	XDF	270000	01/10/2024	01/08/2028	Shandong Marine	Hudong-Zhonghua
Samsung 2714	XDF	174000	01/07/2024	01/08/2028	ADNOC	Samsung

DFDE = dual fuel diesel engines, STRH = steam turbine reheat / ultra steam turbine, MEGI = marine electric gas injection, DRL = slow speed diesel, FSRU = vessel with regas capacity, FLNG = floating LNG production unit
Data last updated = 17 October 2025

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Samsung 2756		170520	01/08/2025	01/09/2028	Cardiff Marine Inc	Samsung Heavy Inds - Geoje
Hanwha Philly		171500	01/07/2025	01/09/2028	TBC	Hanwha Philly Shipyard Inc
Hd Hyundai Samho		170520	26/06/2025	01/09/2028	Capital Maritime & Trading	HD Hyundai Samho Co Ltd
Hd Hyundai Samho		170520	26/06/2025	01/09/2028	Capital Maritime & Trading	HD Hyundai Samho Co Ltd
Hd Hyundai Samho		170520	26/06/2025	01/09/2028	Capital Maritime & Trading	HD Hyundai Samho Co Ltd
Hd Hyundai Samho		170520	26/06/2025	01/09/2028	Capital Maritime & Trading	HD Hyundai Samho Co Ltd
Eshairej	XDF	174000	27/09/2023	01/09/2028	Nakilat	Hyundai Heavy
China Merchants Jiangsu Cmhi-282-08	ME-GA	180000	01/05/2024	01/09/2028	Celsius Shipping	China Merchants HI Jiangsu
Hanwha Ocean 2600	XDF	174000	01/10/2024	01/09/2028	ADNOC	Hanwha Ocean
Hudong-zhonghua H1902a	XDF	174000	01/05/2023	01/09/2028	CSSC	Hudong-Zhonghua
Hudong-zhonghua H1914a	XDF	271000	01/09/2024	01/10/2028	China Merchant	Hudong-Zhonghua
Hanwha Ocean 2601	XDF	174000	01/10/2024	01/10/2028	ADNOC	Hanwha Ocean
Samsung 2757		170520	01/08/2025	01/11/2028	Cardiff Marine Inc	Samsung Heavy Inds - Geoje
Samsung 2707	XDF	174000	05/02/2024	01/11/2028	China Merchant	Samsung
Mneefa	XDF	174000	27/09/2023	01/11/2028	Nakilat	Hyundai Heavy
Hudong-zhonghua H1915a	XDF	271000	01/09/2024	01/12/2028	China LNG Shipping	Hudong-Zhonghua
Hudong-zhonghua H1903a	XDF	174000	01/05/2023	01/12/2028	CSSC	Hudong-Zhonghua
Ezhara	XDF	174000	27/09/2023	01/03/2029	Nakilat	Hyundai Heavy
Hudong-zhonghua H1916a	XDF	271000	01/09/2024	01/03/2029	Shandong Marine	Hudong-Zhonghua
Hudong-zhonghua H1917a	XDF	271000	01/09/2024	01/05/2029	Nakilat	Hudong-Zhonghua
Izghawa	XDF	174000	27/09/2023	01/06/2029	Nakilat	Hyundai Heavy
Hudong-zhonghua H1957a	XDF	271000	01/09/2024	01/07/2029	MOL, COSCO	Hudong-Zhonghua
Hudong-zhonghua H1918a	XDF	271000	01/09/2024	01/08/2029	China Merchant	Hudong-Zhonghua
Al Wa'ab	XDF	174000	27/09/2023	01/09/2029	Nakilat	Hyundai Heavy
Hudong-zhonghua H1919a	XDF	270000	01/10/2024	01/10/2029	Shandong Marine	Hudong-Zhonghua
Hudong-zhonghua H1958a	XDF	271000	01/09/2024	01/12/2029	MOL, COSCO	Hudong-Zhonghua
Hudong-zhonghua H1920a	XDF	271000	01/09/2024	01/02/2030	Nakilat	Hudong-Zhonghua
Hudong-zhonghua H1921a	XDF	271000	01/09/2024	01/05/2030	Nakilat	Hudong-Zhonghua
Hudong-zhonghua H1922a	XDF	271000	01/09/2024	01/07/2030	China Merchant	Hudong-Zhonghua
Hudong-zhonghua H1923a	XDF	271000	01/09/2024	01/09/2030	Nakilat	Hudong-Zhonghua
Hudong-zhonghua H1924a	XDF	271000	01/09/2024	01/10/2030	Nakilat	Hudong-Zhonghua
Hudong-zhonghua H1925a	XDF	271000	01/09/2024	01/12/2030	China Merchant	Hudong-Zhonghua
Hudong-zhonghua H1926a	XDF	271000	01/09/2024	01/03/2031	Nakilat	Hudong-Zhonghua
Hudong-zhonghua H1959a	XDF	271000	01/09/2024	01/05/2031	MOL, COSCO	Hudong-Zhonghua
Hudong-zhonghua H1927a	XDF	271000	01/09/2024	01/06/2031	Nakilat	Hudong-Zhonghua
Hudong-zhonghua H1928a	XDF	271000	01/09/2024	01/09/2031	Nakilat	Hudong-Zhonghua
Hudong-zhonghua H1929a	XDF	271000	01/09/2024	01/11/2031	Nakilat	Hudong-Zhonghua
Hudong-zhonghua H1960a	XDF	271000	01/09/2024	01/12/2031	MOL, COSCO	Hudong-Zhonghua

DFDE = dual fuel diesel engines, STRH = steam turbine reheat / ultra steam turbine, MEGI = marine electric gas injection, DRL = slow speed diesel, FSRU = vessel with regas capacity, FLNG = floating LNG production unit
Data last updated = 17 October 2025

WORLD SMALL SCALE LNG FLEET*

Built	Name	CBM	Cargo Type	Trading Area	Trading in LNG?	Ship Owner / Operator
1974	Seagas	187	LNG	Sweden	Yes	AGA
1988	Kayoh Maru	1,517	LNG	Japan	Yes	Daiichi
1993	Aman Bintulu	18,928	LNG	Malaysia - Japan	Yes	Perbadanan/NYK
1996	Surya Aki	19,475	LNG	Indonesia - Japan	Yes	MCGC
1997	Aman Sendai	18,928	LNG	Malaysia - Japan	Yes	Perbadanan/NYK
1998	Pelita Energy	18,800	LNG	Malaysia - Japan	Yes	Perbadanan/NYK
2000	Triputra	23,096	LNG	Indonesia - Japan	Yes	MCGC
2003	Pioneer Knutsen	1,100	LNG	Norway	Yes	Knutsen
2003	Shinju Maru No.1	2,540	LNG	Japan	Yes	Shinwa
2005	North Pioneer	2,500	LNG	Japan	Yes	Japan Liquid Gas
2007	Sun Arrows	19,531	LNG	Malaysia - Russia - Japan	Yes	Mitsui
2008	Kakurei Maru	2,536	LNG	Japan	Yes	Hogaki Zosen
2008	Shinju Maru No.2	2,540	LNG	Japan	Yes	Shinwa
2009	Coral Methane	7,551	LNG/LPG/Ethylene	Northwest Europe/Baltics	Yes, sometimes	Anthony Veder
2010	Coral Favia	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2010	Coral Fraseri	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2011	Coral Furcata	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2011	Coral Fungia	10,000	LNG/LPG/Ethylene	Worldwide	No	Anthony Veder
2011	Akebono Maru	3,556	LNG	Japan	Yes	Chuo Kaiun
2011	Titan Vision	12,000	LNG/LPG/Ethylene	Europe	No	Titan LNG
2011	Titan Unikum	12,000	LNG/LPG/Ethylene	Europe	No	Titan LNG
2012	Coral Energy	15,600	LNG	Northwest Europe/Baltics	Yes	Anthony Veder
2013	Coral Anthelia	6,500	LNG/Ethylene			Anthony Veder
2013	JX Energy TBN	2,500	LNG	Japan	Yes	JX Energy
2013	Kakuyu Maru	2,500	LNG	Japan	Yes	Tsurumi Sunmarine
2015	JS Ineos Ingenuity	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2015	JS Ineos Insight	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2015	JS Ineos Intrepid	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2015	LNG Barge TBN	3,000	LNG	US Coast	Yes	LNG America
2015	PetroChina TBN	30,000	LNG	China		PetroChina
2016	Hai Yang Shi You 301	30,000	LNG	Bali FSU	Yes	CETS (CNOOC)
2016	Clean Jacksonville	2,200	LNG	US Coast	Yes	CME
2016	JS Ineos Indepence	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2016	JS Ineos Innvovation	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2016	JS Ineos Inspiration	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2016	LNG Prime	2,250	LNG	Northwest Europe	Yes	Veka Deen LNG
2017	Coralius	5,800	LNG	Northwest Europe/Baltics	Yes, for Skangas	Anthony Veder
2017	Coral EnergICE	18,000	LNG	Northwest Europe/Baltics	Yes	Anthony Veder
2017	Coral Encanto	30,000	LNG	China	Yes	Anthony Veder
2017	JS Ineos Invention	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2017	JS Ineos Intuition	27,500	LNG/Ethylene	Markus Hook - Rafnes	Ethane, for Ineos	Evergas
2017	Oizmendi	600	LNG	Spain	Yes	Itsas Gas
2017	LNG-Gorskaya TBN	7,300	LNG	Russia	Yes	LNG-Gorskaya
2017	LNG-Gorskaya TBN	7,300	LNG	Russia	Yes	LNG-Gorskaya
2017	LNG-Gorskaya TBN	7,300	LNG	Russia	Yes	LNG-Gorskaya
2017	Green Zeebrugge	5,000	LNG	Northwest Europe	Yes	NYK
2017	New Frontier 1	6,500	LNG	Northwest Europe	Yes	Shell
2018	Kairos	7,500	LNG	Baltic	Yes	Bernhard Schulte
2018	LNG London	3,000	LNG	Northwest Europe	Yes	Shell
2018	Shell Bunker Barge TBN 2	6,500	LNG	Northwest Europe	Yes	Shell
2018	Shell Bunker Barge TBN 3	6,500	LNG	Northwest Europe	Yes	Shell
2018	Bunker Breeze	1,200	LNG	Barcelona	Yes	Suardiaz Energy Shipping
2018	HUA XIANG 8	13,720	LNG	China	Yes	Zhejiang Huaxiang
2019	Blue Whale	7,500	LNG	Korea	Yes	Korea Line
2019	Gas Agility	18,600	LNG	NWE	Yes	MOL
2019	Flexfueller 001	1,480	LNG	Amsterdam	Yes	Titan LNG
2020	Avenir Advantage	7,500	LNG	Mediterranean	Yes	Avenir LNG
2020	Avenir Accolade	7,500	LNG	Mediterranean	Yes	Avenir LNG
2020	Avenir Aspiration	7,500	LNG		Yes	Avenir LNG
2020	Kaguya	3,500	LNG	Japan	Yes	CLS
2020	CNTIC VPOWER Global	28,000	LNG	Myanmar	Yes	Dalian Inteh Group
2020	Ecobunker Tokyo Bay	2,500	LMG	Japan	Yes	Ecobunkers
2020	Optimus	6,000	LNG	NWE	Yes	Elenger
2020	FueLNG Bellina	7,500	LNG	Singapore	Yes	FuelLNG
2020	SM Jeju LNG2	7,500	LNG	Korea	Yes	Korea Line
2020	Q-LNG 4000	4,000	LNG	US Coast	Yes	Q-LNG Transport / Harvey Gulf

Data last updated = 27 January 2026 | For more information please visit http://small-lng.com

Built	Name	CBM	Cargo Type	Trading Area	Trading in LNG?	Ship Owner / Operator
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 Baker	7,600	LNG	Canada	Yes	Seaspan ULC
2026	Avenir TBN	20,000	LNG	Worldwide	Yes	Avenir LNG
2026	Alisios LNG	12,500	LNG	Spain	Yes	ScaleGas
2026	Vitol TBN 1	12,500	LNG	Worldwide	Yes	Vitol
2026	Total TBN	18,600	LNG	US	Yes	Total Energies
2026	Vitol TBN 3	20,000	LNG	Worldwide	Yes	Vitol
2027	Avenir TBN	20,000	LNG	Worldwide	Yes	Avenir LNG
2027	Vitol TBN 2	20,000	LNG	Worldwide	Yes	Vitol
2027	Peninsula TBN	18,000	LNG	Europe	Yes	Peninsula
2027	Fuzhou Wuyang TBN	12,000	LNG	China	Yes	Fuzhou Wuyang Refined Oil Trading
2027	Equatorial Marine TBN	20,000	LNG	China	Yes	Equatorial Marine
2027	Somtrans TBN	20,000	LNG	Europe	Yes	Somtrans
2027	SIPG Energy TBN	20,000	LNG	China	Yes	SIPG Energy
2027	Ibaizabal TBN 1	18,000	LNG	Europe	Yes	Ibaizabal
2027	Ibaizabal TBN 2	18,000	LNG	Europe	Yes	Ibaizabal
2027	Somtrans TBN 2	20,000	LNG	Europe	Yes	???
2027	Somtrans TBN 3	20,000	LNG	Europe	Yes	???
2028	Fuzhou Wuyang TBN	12,000	LNG	China	Yes	Fuzhou Wuyang Refined Oil Trading
2028	Evalend Shipping TBN 1	18,000	LNG	Europe	Yes	Evalend Shipping
2028	Evalend Shipping TBN 2	18,000	LNG	Europe	Yes	Evalend Shipping
2028	Evalend Shipping TBN 3	18,000	LNG	Europe	Yes	Evalend Shipping
2028	Evalend Shipping TBN 4	18,000	LNG	Europe	Yes	Evalend Shipping
2028	Monte Shams	18,600	LNG	Oman	Yes	Total Energies
2028	Ibaizabal TBN 4	18,600	LNG	Europe	Yes	Total Energies
2028	Purus TBN	18,900	LNG	Singapore	Yes	Purus Marine
2028	Purus TBN	18,900	LNG	Singapore	Yes	Purus Marine
2028	Mistral LNG	18,900	LNG	Spain	Yes	ScaleGas