LNG Shipping News

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16 July 2026

Strait of Hormuz control confusion increases

In another escalation of hostilities, mainly caused by Iranian strikes on commercial shipping, including an LNGC, both Iran and the US were claiming control over vessel transits, at the time of writing.

Nakilat's Q-Flex 'Al Rakayyat'

The US said on Monday that it will resume its maritime blockade of Iran, restore restrictions on commercial shipping to and from Iranian ports less than a month after lifting them under the ceasefire agreement.

US Central Command (CENTCOM) announced that blockade operations will restart at 1600 EST on 14th July.

"CENTCOM forces will enforce the blockade against vessels transiting to or from Iranian ports and coastal areas," it said in a statement. "The US military continues to support traffic flow through regional waters for all vessels not violating the blockade."

Last week, the US started to carry out several strikes against Iranian military targets following renewed attacks on commercial vessels in the Strait of Hormuz, while at the same time, reinstating sanctions on Iranian oil exports and declaring that the June memorandum of understanding (MoU) was effectively over.

President Donald Trump has scrapped a plan to charge a 20% levy on cargo moving through the Strait, saying the US will instead seek trade and investment commitments from the Gulf states in return for maintaining security in the waterway.

Iran resumed attacks on merchant shipping earlier this month.

Some of latest incidents reported this week involved a Cypriot-flagged containership, which resulted in one crew member being declared missing and the vessel disabled, while she was transiting east of Oman, while two ADNOC L&S controlled VLCCs were also attacked in which one Indian seafarer was reported killed and eight injured, four seriously.

The latest vessel attacks occurred on the Omani side of the Strait.

Iran's top joint military command had said that the US had no role in determining the Strait's future and would not be allowed to intervene. Foreign minister Abbas Araqchi said Tehran would "forever" be the guardian of the strait.

Warnings ignored

Iran's Revolutionary Guard Corp (IRGC) claimed that multiple vessels had disregarded warnings and that one was struck by a "warning shot." Tehran said the strait would remain closed "until further notice" and threatened to target "additional enemy bases in the region" if it faced more strikes.

Kpler's ship tracking data showed that six vessels crossed the Strait on Sunday, the lowest number for five weeks. No LNGCs entered the Strait during the weekend.

However, some vessels were known to have shut off their reporting devices and so the exact number of transits was difficult to determine.

In confusing soundbites on Sunday, Trump said that the Strait was open for commercial traffic. Iran had earlier declared that it closed the Strait after a vessel that sailed on an unapproved course was hit.

Last week, at least four oil and LNGCs had changed course away from the Strait, vessel-tracking data compiled by Reuters showed.

Three LNGCs in ballast sailing westward into the Gulf through the Strait turned away late on Tuesday last week, according to data compiled by Reuters from analytics firms Kpler and LSEG.

All three were en route to load cargoes at Qatar's Ras Laffan facility in the Gulf.

Meanwhile, Qatar's foreign ministry spokesperson, Majed Al Ansari, said that the targeting of the Nakilat operated Q-Flex LNGC 'Al Rekayyat' near the Strait last week was an unacceptable attack on the security of international navigation and global energy supplies.

The damaged Marshall Islands flagged LNGC was towed to Fujairah for inspection.

All of the crew were safe, according to owner Nakilat.

London marine insurers said they were seeing fewer inquiries for voyages involving transits of the Strait and some said the cost of cover had risen, in a sign of growing caution from shipowners, as the US and Iran restarted their attacks. ■

SHIPPING NEWS AGENDA

Global gas demand to decline

World's gas consumption is predicted to fall for the third time in seven years, despite LNG suppliers from other regions helping to offset Middle East losses.

The impacts of the Middle East war continue to reshape the global natural gas market, with tighter supply and elevated prices weighing on demand in key markets, according to the International Energy Agency's (IEA) latest quarterly market report.

Global gas demand is expected to decline by 0.5% this year, the report said, due primarily to lower gas use in the power and industrial sectors.

While LNGC transits through the Strait of Hormuz have risen since the US and Iran reached an interim agreement in mid-June to end hostilities and reopen the Strait, last week traffic was affected by alleged Iranian strikes on a QatarEnergy LNGC and other vessels, leading to it being closed again.

Initial data suggested that global demand for natural gas fell in the first half of 2026 year-on-year, which appeared to have been largely driven by a decline in Middle East demand amid tighter supply and damage to gas sector industries.

Asian gas demand also softened amid higher prices and policy measures to reduce gas dependence and to encourage fuel switching, particularly to coal in the power sector.

According to the report, the LNG supply drop from Qatar and the United Arab Emirates was steep, with output declining by almost 80% in the March/June period, compared with the same four months in 2025.

However, for the full year, supply is forecast to be largely unchanged from 2025, as producers in other regions boost output – including from new LNG projects in North America, Africa and Australia.

At the same time, if a full reopening of the Strait is delayed beyond the beginning of the fourth quarter of this year, it could trigger the first annual decline in global LNG supply since 2012.

LNG implications

The conflict implications for LNG supply are set to extend beyond 2026, according to the IEA. Before the outbreak of the war at the end of February, the global gas market balance had been easing since the second half of 2025, as new LNG supply facilities came online.

However, near-term supply disruptions and damage to gas infrastructure – including to Qatar's Ras Laffan, the world's largest liquefaction plant – are expected to delay Qatar's planned LNG capacity expansion.

Supply growth impacts will probably be largely concentrated in 2026 and 2027, which means markets could remain tighter than had been previously expected over the next two years.

The conflict has also profoundly affected global supply chains for fertilisers, for which natural gas serves as a key feedstock. This has significant implications for food supply security, especially in the world's most vulnerable regions, the IEA said.

Elsewhere, while most LNG flows should resume within a few months after reopening the Strait of Hormuz, infrastructure damage and delays to new plants will affect LNG supply and prices beyond 2026, the International Gas Union (IGU) also said in its annual report.

The dramatic events of early 2026 and their damaging effects notwithstanding, the fundamental benefits of LNG as a flexible and less emission-intensive energy carrier than its fossil peers remain intact.

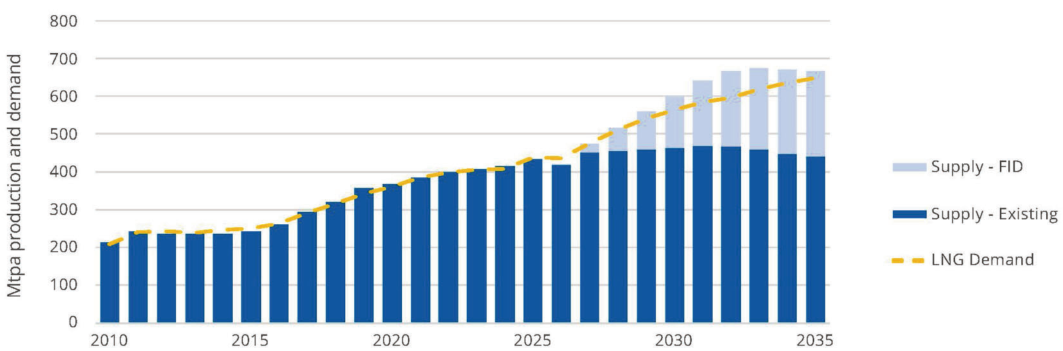
While the advent of the next wave of LNG supply will be somewhat delayed, not cancelled, its flexibility will remain attractive for delivering energy security and emission reductions, the IGU claimed.

As demand for energy continues to grow post-crisis, more FIDs will have to be taken to avoid a long-term supply deficit, possibly benefiting markets apart from the incumbents in a push for diversification and resilience.

"Looking ahead, the fundamental drivers underpinning the longer-term outlook for LNG demand through 2035 remain intact.

"Population growth, urbanisation, digitalisation, rising electricity demand and the continued pursuit of cleaner energy systems will require reliable and flexible energy solutions, which LNG is uniquely positioned to support. The challenges of 2026 are significant, but they do not alter the industry's long-term trajectory," Andrea Stegher, IGU President said. ■

Global LNG supply development and demand outlook, 2010-2035



This graphic has been updated as of June 2026 data to reflect recent FIDs
Source: Rystad Energy

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Yamal's LNG EU bound in 1H26

The EU paid an estimated €5.96 bill ($6.82 bill) for Yamal Arctic LNG in the first half of this year.

Recent Kpler data analysis by German commentator, Urgewald showed that between January and June 2026, out of 140 cargoes shipped, 136 were delivered to EU destinations, representing over 97% of all Yamal Arctic LNG deliveries.

China received just four cargoes during the period.

This marked a sharp increase in Europe's role in keeping Yamal LNG operational, Urgewald said.

For example, in the first six months of 2025, the EU received 117 cargoes totalling 8.57 mill tonnes. In the first six months of this year, the figure rose to 136 cargoes of 9.97 million tonnes, an increase of 16% by volume.

Over the same period, Asian bound deliveries collapsed from 25 cargoes of 1.80 mill tonnes last year to just four cargoes of 282,248 tonnes in the first half of 2026, a fall of 84%.

Europe is absorbing almost the entire output of one of Russia's most strategically important LNG projects, the German NGO said.

December to June represents the most operationally constrained period for Arctic exports. Yamal relies on a fleet of specialist Arc7 Ice Class LNGCs to sustain shipments through a period of heavy sea ice.

These vessels depend on rapid turnaround at European ports.

Non-Arc7 vessels can typically call at Yamal only between June/July and November/December to provide seasonal support. Without the EU imports, Yamal's LNGCs would face far longer voyages, and output would fall, Urgewald said.

Yamal's dependence on Europe is visible not only at import terminals, but also in its shipyards. Denmark's Fayard remains the last EU shipyard still servicing the Arc7s that keep Yamal LNG cargoes moving through Arctic waters.

Arc7 servicing

Urgewald analysis has shown that up to six Arc7s could require servicing this summer, before the EU maritime services ban on Russian LNG vessels takes effect on 1st January, 2027.

Every Arc7 serviced in Denmark risks extending the life of the fleet that carries Russian LNG to Europe and helps sustain revenues to the Kremlin, the NGO claimed.

The first of the six Arc7s, 'Rudolf Samoylovich', arrived at Fayard on 30th June, prompting heavy criticism from Vladyslav Vlasiuk, Ukraine's presidential advisor on sanctions policy.

Sebastian Rötters, Urgewald's Sanctions Campaigner, said: "In the fifth year of the war against Ukraine, the EU is still helping keep Russia's Arctic LNG sector afloat.

"Yamal LNG depends on a small, specialised fleet, European ports and European services to keep exports flowing. Europe continues to provide all three.

"The figures are stark. Almost every Yamal cargo in the first six months of 2026 went to Europe. China has largely disappeared as a destination during this period, while the EU has become even more central to the project.

"This is not happening in a vacuum. In the first half of 2026, Russia intensified its assault in Europe's worst war since World War II, targeting Ukraine's energy infrastructure and civilian sites on an unprecedented scale.

"Meanwhile, Europe continued to import more than 55,000 tonnes of LNG from Yamal every single day on average," he stressed. ■

The Russian controlled Arc7 'Rudolf Samoylovich'

Joint venture to operate Indonesian FSRU

Indonesia's PT AKR Corporindo (AKRA), the operator of the JIIPE Gresik Special Economic Zone, has established PT Andalanesa Energi Primer, a joint venture company with BW Group to develop an FSRU project.

AKRA and BW Group entity BW FSRU VII will each inject 49% of the capital into the joint venture, amounting to $46.99 mill.

The remaining 2% of the JV will be acquired by AKRA's parent company, PT Arthakencana Rayatama.

Simultaneously, plans were revealed to purchase or construct an FSRU at HD Hyundai Heavy Industries.

BW Group has signed a contract to build one LNG FSRU with a capacity of around 170,000 cu m, designed to "support the development of LNG infrastructure at the JIIPE LNG terminal project."

AKRA's FSRU project is expected to support national LNG supply security, particularly in the JIIPE Gresik Special Economic Zone and East Java region, while also providing a new source of revenue for the company.

"Through the establishment of JV, the company is expected to strengthen its business position in the energy infrastructure sector and expand its business portfolio in the LNG supply chain," the company said in a statement.

According to independent research by Truscel, the global FSRU market is expected to move from a tight market to a well-supplied one during the 2026/2027 period, as additional capacity comes online.

More than 15 developing countries in Africa and Southeast Asia have plans to operate their first FSRUs to support gas-to-power programmes.

As a result, FSRU charter rates are predicted to range from between $100,000 and $130,000 per day this year and next.

There are currently four Indonesian operated FSRUs, operated by PT Perusahaan Gas Negara Tbk (PGAS) and affiliates of PT Pertamina (Persero) offshore Java, Sumatra and Bali.

AKRA is targeting a commercial operation date (COD) for its FSRU in the third quarter of 2029, with projected additional profit of up to IDR 25.5 bill in 2029 and IDR 43.38 bill in 2030, and a payback period of 11.5 years, local media reported. ■

Japan adjusts its energy needs

Japan's recent power-generation data pointed to a notable adjustment in the country's energy mix, with utilities reducing LNG-based generation and increasing coal burn.

According to Nikos Tagoulis, Senior Analyst at Intermodal Shipbrokers, in June, gas-fired output fell by 16% year-on-year, while coal-fired generation by the largest Japanese utilities rose by almost 5%. This shift was also reflected in trade flows.

According to LSEG data, Japan's LNG imports fell by about. 9.5% y-o-y last month, while thermal coal imports rose sharply by around 27%, with Australia and Indonesia remaining key suppliers.

The decline in Japanese LNG imports, alongside the increase in thermal coal purchases, appeared to reflect short-term fuel economics rather than a structural change in energy policy, Tagoulis said in a report.

Utilities responded to relatively high spot LNG prices by increasing coal use where available, using it as a practical balancing fuel when gas became less competitive. At the same time, Asian LNG demand was supported by seasonality, as the region hit the summer cooling season.

Asian spot LNG prices remained high last month, averaging above $17 per MMBtu, compared with around $13.1 per MMBtu in Europe.

This premium encouraged more flexible US LNG cargoes to move towards Asia, with the region taking over half of US LNG exports for the first time in two years, while shipments to Europe declined by roughly a quarter y-o-y in June.

Beyond seasonal demand, however, the strength in regional prices has not fully deterred buying from more energy-constrained markets.

Pakistan's second spot purchase for prompt delivery highlights that some Asian buyers were driven by near term energy needs, even at elevated LNG prices.

With normal Qatari flows disrupted, Pakistan has faced mounting pressure on its energy system, leaving it prepared to pay a premium for replacement cargoes.

These fuel-switching and cargo-reshuffling dynamics carry different implications for LNGCs and bulk carriers, Tagoulis explained.

For LNGCs, the effect is mixed. High Asian LNG prices can attract more flexible cargoes into the region, supporting tonne/mile demand, as US shipments move to longer-haul Asian voyages rather than shorter routes to Europe.

At the same time, price levels can discourage price-sensitive importers, such as Japan, from gas use, weighing on LNG import volumes.

Central role

This matters because Japan holds a central role in Asian LNG demand, ranking as the region's second-largest LNG importer after China in 2025 and accounting for around 24% of Asian LNG imports, Tagoulis added.

Thus the key element is pricing: if elevated LNG prices persist, buyers may limit spot purchases, draw more heavily on inventories, or lean further towards other energy sources.

Japan's latest import pattern should be viewed within the broader energy shipping balance. Elevated LNG prices can be positive for tonne/miles when flexible cargoes are redirected over longer distances, but they also risk curbing the end-user demand needed to sustain those flows.

The key question is whether current price spreads can continue to support shipping demand without further weakening LNG consumption.

Finally, a critical factor for this dynamic will be the potential normalisation of Middle Eastern LNG supply.

If Qatari output returns to more typical levels and flows into Asia improve, particularly against a steadier Strait of Hormuz backdrop, spot LNG prices could ease and gas-fired generation may regain some competitiveness.

Until this is reflected in both pricing and cargo movements, Japan's energy sector is likely to keep fuel flexibility at the core of its strategy, Tagoulis concluded. ■

Glenfarne ties up BGN supply deal

Glenfarne Global Commodities (GGC), the LNG marketing and trading arm of the Glenfarne Group, has signed a heads of agreement (HoA) with BGN, a privately owned energy and commodities trading group, for the long-term supply of 1 mill tonnes per annum of LNG.

Under the terms of the HoA, GGC and BGN intend to negotiate a definitive 20-year LNG sale and purchase agreement (SPA) for LNG supplied from Texas LNG, Glenfarne's LNG export project in Brownsville, Texas.

Final terms are still subject to negotiation and execution of the definitive SPA.

"This agreement with BGN reflects the continued growth of Glenfarne Global Commodities as a global LNG portfolio business," said Brendan Duval, CEO and Founder of Glenfarne Group. "By pairing LNG production assets with an integrated trading and marketing platform, Glenfarne is creating the flexibility to deliver secure and reliable LNG to customers where demand is growing.

"We are pleased to partner with BGN and look forward to developing a long-term commercial relationship as we expand our global LNG platform," he said.

"Expanding our LNG business is an important part of BGN's global growth strategy and we're pleased to have signed this Heads of Agreement with Glenfarne Global Commodities." said Wael Amer, BGN Group COO. "Glenfarne's integrated LNG platform and growing production portfolio make it a compelling long-term partner who will help us achieve our goals, and meet our customers' need for reliable, flexible LNG supply."

GGC was formed to expand Glenfarne's global LNG capabilities through marketing, trading, and portfolio optimisation.

With Texas LNG advancing towards a final investment decision (FID) and Alaska LNG expanding Glenfarne's North American platform, GGC is positioned to serve customers across Atlantic and Pacific Basin markets with long-term, reliable LNG solutions, the company claimed.

In addition, Texas LNG Brownsville, Glenfarne's subsidiary developing the Brownsville Texas LNG export terminal, has awarded the project's engineering, procurement, and construction (EPC) contractor, Kiewit Energy Group, a limited notice to proceed (LNTP).

Glenfarne has also received a $500 mill investment led funds and accounts managed by global investment firm, HPS Investment Partners, a part of BlackRock.

The investment, which is subject to usual and customary conditions, will support the continued development and early construction works of Texas LNG. ■

Sempra's Mexican terminal loads first export cargo

TotalEnergies has shipped its first cargo from Energia Costa Azul (ECA) LNG Phase 1, an export terminal currently under commissioning on Mexico's Pacific Coast, in Baja California.

The LNGC, 'Pacific Success', sailed from the terminal for Asia last week, according to ship tracking data.

TotalEnergies, which holds a 16.6% stake in the project alongside operator Sempra Infrastructure, has signed a deal to offtake 1.7 mill tonnes per year of LNG for 20 years from the start of commercial operations and will be the sole offtaker during the ramp-up phase.

ECA LNG Phase 1 consists of a single-train liquefaction facility with a nameplate LNG capacity of 3.25 mill tonnes per annum. It is being supplied with US feed gas sourced from the Permian Basin in Texas and New Mexico.

The plant has leveraged synergies with the existing regasification facility to optimise construction costs. A second larger project is also under development at the same site.

Sempra's Mexican export terminal has exported its first cargo

Thanks to its strategic location on Mexico's west coast, ECA LNG enables US natural gas to be exported to Asia and other Pacific Basin markets via the shortest maritime route, reducing transportation times and costs, TotalEnergies said. For example, the terminal's location rules out Panama Canal transits.

The project is expected to reach substantial completion during the summer of this year, with long-term LNG sales agreements taking effect shortly thereafter, as the facility enters commercial operations.

"The start-up of ECA LNG, whose strategic location provides privileged access to Asian markets, strengthens the quality of our integrated LNG portfolio in North America. TotalEnergies is pleased to contribute to the project's ramp-up by exporting its first LNG cargoes," said Patrick Pouyanné, TotalEnergies' Chairman and CEO.

"At a time of increased uncertainty in the global LNG trade, we are excited to begin shipping a new and reliable source of natural gas from North America's Pacific Coast to customers around the globe," said Justin Bird, Sempra Infrastructure CEO. "This achievement underscores the exceptional talent of the entire ECA LNG Phase 1 team and our company's steadfast commitment to safe and strong project execution."

Kpler Insight has predicted that the project will export about 1.14 mill tonnes of LNG this year, as commissioning transitions into full commercial operations.

Mexico's only other operational LNG export project, Altamira Fast LNG in Tamaulipas on the Gulf coast, exports cargoes via the Atlantic Basin. ■

PTT looks to ramp up LNG supplies

Thailand's state-owned oil and gas company, PTT is in early-stage talks with US LNG export project developers to invest in facilities and secure long-term supply, according to sources talking with Bloomberg.

Thailand is seeking to secure long-term supply to avoid costly spot LNG purchases during the current disruption in the Middle East and any other crises, which might occur.

PTT is talking to several developers, including Australia's Woodside Energy, which is building the US Louisiana LNG export plant, according to Bloomberg's sources.

Woodside is looking to secure firm long-term commitments for its newly-approved Louisiana LNG plant.

Buyer interest in Louisiana LNG's capacity has recently increased following the shock supply loss from the Middle East, Liz Westcott, Woodside Energy CEO, told Bloomberg Television recently.

PTT aims to expand its LNG supply portfolio and the US is just one of the countries it is considering, the company told Bloomberg in a statement.

The sudden halt of LNG flows from the Middle East has prompted Asian buyers, including the top LNG importer in Southeast Asia, Thailand, to seek long-term solutions to secure supply from sources away from the Strait of Hormuz.

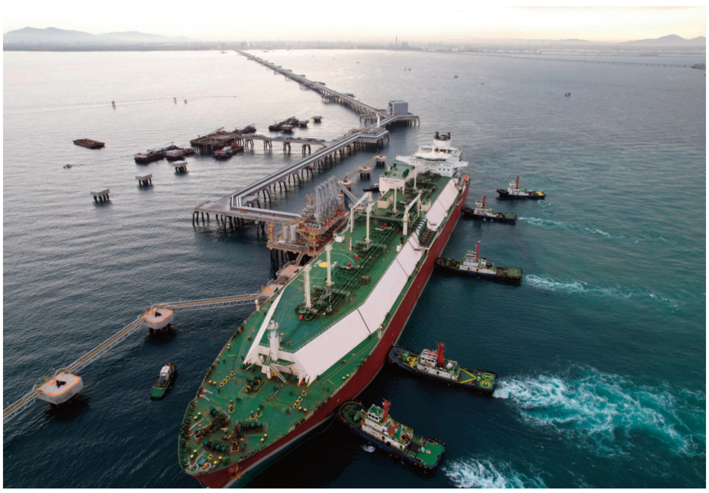
Thailand has already committed to buy US energy products, including LNG.

In October, 2025, the US and Thailand agreed on a reciprocal trade framework, under which the Asian nation pledged to buy US energy products, including LNG, crude oil, and ethane, with an estimated value of $5.4 bill per year.

Thailand is also looking at the Alaska LNG project, which the Trump Administration is strongly promoting and supporting to move it forward, including during meetings with top Asian officials last year.

No final investment decision (FID) has been taken on the $44 bill Alaska LNG project thus far.

However, last year, PTT signed a co-operation agreement for participation in the project, including for the procurement of 2 mill tonnes per annum of LNG for 20 years. ■



PTT's Nong Fab LNG terminal. Source: Saipem

ADNOC signs SPA- launches LNG trading arm

Abu Dhabi-based energy major, ADNOC has signed a 15-year sales and purchase agreement (SPA) with INPEX Corp, Japan's largest exploration and production (E&P) company.

This agreement calls for the supply of 1 mill tonnes per annum of LNG from the Ruwais LNG project.

The SPA was announced during a visit to Japan by HE Dr Sultan Al Jaber, UAE Minister of Industry and Advanced Technology, Managing Director and Group CEO of ADNOC, and Executive Chairman of XRG.

During his visit, ADNOC and XRG also signed a collaboration agreement (SCA) with Mitsui & Co to explore co-operation in LNG, crude oil, sulphur, shipping and chemicals, as well as international energy investment opportunities through the Abu Dhabi investment company.

Speaking about the SPA, Nasser Al Muhairi, Acting CEO of ADNOC Downstream Industry, Marketing & Trading, and Chairman of Ruwais LNG, said: "This SPA with INPEX marks the first long-term LNG agreement announced following the launch of ADNOC and XRG's integrated global LNG marketing and trading platform, demonstrating how we are bringing more LNG molecules, greater market access and enhanced commercial flexibility to our customers.

"It builds on ADNOC's decades-long energy partnership with Japan, advances the commercialisation of Ruwais LNG and reinforces strong market confidence in the project.

"As ADNOC and XRG target 47 mill tonnes per annum of combined marketable LNG by 2035, Ruwais LNG will be a key source of reliable, flexible and lower-carbon supply for customers in Asia and around the world," he said.

The LNG will be primarily sourced from the Ruwais LNG project, which is under development in Al Ruwais Industrial City, Abu Dhabi, and is scheduled to start commercial operations in 2028.

To date, 90% of the Ruwais LNG project's 9.6 mill tonnes per annum production capacity is committed to international buyers across Asia and Europe through long-term arrangements.

Ruwais will be the first LNG export facility in the Middle East and Africa region to operate on clean power, making it one of the lowest-carbon intensity LNG plants in the world.

The facility will leverage artificial intelligence (AI) and the latest technologies to enhance safety and efficiency, minimise emissions and drive operational excellence, ADNOC said.

ADNOC Gas expects to acquire ADNOC's 60% stake in the Ruwais LNG project for an estimated $5 bill, in 2028. Upon completion, the project, comprising two 4.8 mill tonnes per annum liquefaction trains with a combined capacity of 9.6 mill tonnes, will more than double ADNOC Gas' existing LNG production capacity to around 15 mill tonnes per annum.

Trading arm launched

In another move, ADNOC has launched a global LNG marketing and trading platform based in Abu Dhabi.

Called Abu Dhabi Global Market (ADGM), It combines the marketing activities of ADNOC Gas and XRG with the trading capabilities of ADNOC Trading into an integrated commercial platform.

XRG has also completed the acquisition of an additional equity interest in Trains 4 and 5 of NextDecade's Brownsville Rio Grande LNG (RGLNG) project.

This transaction expands XRG's exposure to one of the world's largest LNG export facilities by giving it equity interests across all five trains currently under construction.

XRG increased its overall participation in RGLNG by acquiring another 7.6% equity interest in Trains 4 and 5 of the project from an acquisition vehicle involving BlackRock's Global Infrastructure Partners (GIP).

This transaction also builds on XRG's initial investment in RGLNG, through which the company acquired an indirect 11.7% stake in Phase 1 of the project, including Trains 1, 2, and 3, also through GIP.

Together, RGLNG's Trains 4 and 5 are expected to have total LNG production capacity of about 12 mill tonnes per annum.

Each train has already secured long-term LNG offtake agreements. ■

QatarEnergy's Bangladesh LNG deliveries to halve

QatarEnergy has halved its scheduled LNG deliveries to Bangladesh for this year, Petrobangla's acting Chairman and industry sources said.

This is due to the fallout from the Middle East hostilities, which continues to curb shipments through the Strait of Hormuz.

"All these problems stem from the war," Petrobangla's Abdul Mannan told Reuters."We are exploring alternative sources to bridge the expected shortfall, including higher spot-market purchases and government-to-government deals with other suppliers.

"We will pursue whichever option offers the most favourable commercial terms while ensuring the country's energy security," he said.

Qatar is Bangladesh's largest supplier, accounting for about 4.15 mill tonnes of the nearly 7 mill tonnes imported by the country last year.

State-run Petrobangla has two long-term contracts with QatarEnergy — one for 2.5 mill tonnes per annum and the other for 1.8 mill tonnes.

Qatar has said it will try to maintain supplies as much as possible despite the cut in scheduled deliveries, Mannan added.

Prior to the war, Bangladesh received 19 cargoes from Qatar this year via the long-term supply deals, according to Kpler data.

But since the war broke out at the end of February, Bangladesh has not received one Ras Laffan cargo, prompting it to seek replacement supplies in the spot market to meet demand.

Kpler data also showed that Bangladesh had imported 35 spot cargoes since March. ■

NEWS NUDGE

Mercuria and Eni in trading alliance

Commodity trader Mercuria has joined together with Italian energy company, Eni to establish a jointly owned global energy trading venture.

This will combine the strengths of both companies to optimise the marketing, logistics, and trading of energy commodities worldwide.

The joint venture, owned equally by Mercuria and Eni, will operate independently through a holding structure with its headquarters in Geneva and international trading hubs providing a global platform for energy markets.

Completion of the transaction remains subject to customary regulatory approvals and other closing conditions. ■

JERA forms company to manage LNG portfolio

Japan's largest power generator, JERA has formed JERA Global Energy Solutions (JERA GES).

As a wholly owned company, JERA GES will develop and manage JERA's long-term LNG, upstream, lower-carbon fuels, and shipping portfolio.

Global energy markets have become increasingly volatile and complex,thus JERA said it had launched the initiative to create a vertically integrated LNG company, which can quickly respond to the market needs while maintaining security of supply for Japan as its highest priority.

JERA GES will focus on developing a stable and diversified long-term LNG portfolio that balances supply sources with market opportunities, while advancing lower-carbon fuels, such as ammonia and hydrogen, the company said.

The new company will be headquartered in Singapore, with integrated operations in Japan and other areas of the world where it has investments, while maintaining close co-ordination with JERA's power generation and domestic energy market functions.

JERA GES will also work with JERA Global Markets (JERAGM), JERA's global trading and optimisation business. For example, JERA GES will manage long-term LNG portfolio strategy and development, while JERAGM will continue to provide trading and optimisation capabilities that support portfolio flexibility and market responsiveness.

Together, the two companies will manage JERA's LNG portfolio across different time zones, combining long-term portfolio resilience with short-term market agility to unlock further growth and maximise value for JERA, the company claimed.

Irtiza Sayyed has been appointed JERA GES CEO and will lead the company's overall business development and execution. Ryosuke Tsugaru, JERA's Chief Low Carbon Fuel Officer, will provide direction from JERA's headquarters to ensure close alignment with JERA's broader LNG and lower its carbon fuels strategy.

JERA GES will gradually assume responsibility for JERA's existing long-term LNG and lower-carbon fuel business activities in line with a transfer schedule. ■

Adriatic offers future regas capacity

Northern-Adriatic based offshore terminal Adriatic LNG has now offered regasification capacity until 2051.

Adriatic launched the accreditation phase for Open Season 2026 aimed at natural gas market operators interested in acquiring medium to long-term regas capacity available between January, 2029 and December, 2051.

Operators can apply by 14th September for accreditation to participate in the binding phase, which will run from 17 - 30th September.

Adriatic LNG's offer is structured in products, proposed either as individually offered unloading slots or as annual volumes with a minimum subscription threshold.

This year a total of 37 unloading slots of 175,000 cu m each will be made available for the period 2029-2034.

For the subsequent years of 2035 to 2051, the available regas capacity is offered as volumes for fixed-duration periods (17 or 10 consecutive years starting from 2035), with a minimum requirement for interested parties to request at least 2.6 bill cu m per year over the offered period in the various sessions.

Adriatic LNG has an authorised maximum regas capacity of 10.4 bill cu m per year, and a regas operational reliability rate of 99.4% (updated: May, 2026).

Since the start of operations, the offshore terminal has received 1,246 LNGCs from 10 different countries, delivering more than 113.5 bill cu m of gas into the network.

In 2025, Adriatic LNG met about 14% of Italy's national gas demand, ranking as the country's third-largest entry point for gas imports, after pipeline supplies from Algeria and Azerbaijan.

In previous open seasons, the operator allocated all of the regas capacity available until December, 2028, 2.5 bill cu m per year from January, 2029 to December, 2034, 1.4 bill cu m per year from January, 2035 to December, 2042, as well as 0.5 bill cu m per year from January, 2043 until December, 2045. ■

Adriatic LNG is offering slots out to 2051

NEWS NUDGE

Hanwha buys TMC's LNGC compressors

South Korean shipbuilder. Hanwha Ocean has contracted Oslo-based TMC Compressors (TMC) to deliver a marine compressed air system to two 174,000 cu m LNGCs under construction for an undisclosed Greek shipowner.

TMC's marine compressed air system will include both service and control air compressors.

They will be based on TMC's own design, which is made solely for marine and offshore use. ■

MidOcean attracts UAE investor

United Arab Emirates (UAE) based Private Department of Sheikh Mohammed bin Khalid Al Nahyan has entered the LNG market by investing $1.13 bill in EIG-backed MidOcean Energy.

Simultaneously with the investment, the Private Department and EIG have set up a partnership focused on raising capital, investment origination, and the development of institutional investment opportunities across the UAE and selected regional markets.

Through this partnership, the parties intend to collaborate on future investment opportunities across the energy and related infrastructure sectors.

This investment further strengthens MidOcean's institutional shareholder base and reflects continued confidence in the company's strategy to build a diversified, resilient, and long-life global LNG platform, the company claimed.

MidOcean has LNG interests across key global markets, including Canada, Australia, and Latin America, and seeks to continue to expand its global footprint through a disciplined and value-driven investment approach, it added.

R Blair Thomas, MidOcean Chairman and EIG CEO, said: "We are pleased to establish a strategic partnership with the Private Department.

"This relationship combines EIG's global energy investment expertise with the Private Department's regional reach, institutional relationships, and long-term investment perspective. We believe this creates a powerful platform for capital formation and investment across the region," he said.

De la Rey Venter, MidOcean CEO, added: "The Private Department's investment supports our continued growth and execution across a diversified global LNG portfolio.

"We appreciate their strong endorsement of MidOcean's strategy, and we look forward to working together to capture more opportunities in an increasingly important global LNG market," he said.

Matar Hamdan Al Ameri, the Private Department of Sheikh Mohammed bin Khalid Al Nahyan's Executive Managing Director, commented: "This investment represents an important milestone in our strategy to establish long-term exposure to high-quality global infrastructure and energy assets and create opportunities for regional investors to participate alongside leading institutional partners.

"MidOcean provides access to a critical component of the global energy system through a diversified LNG platform, while our strategic partnership with EIG creates a foundation for future collaboration and investment opportunities across the region," he concluded.

Headquartered in Abu Dhabi, the Private Department, together with its affiliate KSH Investments, is a diversified investment and asset management platform focused on identifying and developing long-term investment opportunities across a diverse range of sectors worldwide. ■

KKR sells Ocean Yield to AP Moller Group

A subsidiary of AP Møller Holding is to acquire Ocean Yield, a ship leasing platform with interests in LNGCs, from funds managed by KKR.

Headquartered in Oslo, Ocean Yield holds interests in over 70 vessels, across several shipping sectors, including gas carriers, containerships, LNGCs, crude, product and chemical tankers, plus drybulk carriers.

Under KKR's ownership, Ocean Yield has invested more than $3 bill to expand its existing portfolio, diversify and broaden its customer base, and has nearly doubled its long-term contracted backlog to more than $5 bill.

Martin Larsen, AP Moller Holding CEO, said: "We are impressed by Ocean Yield's performance and its management team.

"We believe that combining Ocean Yield's compelling platform with our century-long experience in the maritime industry will create a strong partnership.

"In addition, we see Ocean Yield's business model, with its stable cash flow, as an excellent complement to our existing maritime portfolio," he said.

Andreas Røde, Ocean Yield CEO, added: "Since 2021, we have strengthened Ocean Yield as a globally diversified maritime leasing platform with long-duration, high-quality contracted cash flows and a modern fleet positioned for the energy transition.

"Under private ownership, we have been able to think and act long term, as we have partnered with leading shipping companies and end users providing critical infrastructure assets to the maritime industry.

"We are therefore excited to start our next chapter of growth with AP Moller Holding," he said.

Vincent Policard, KKR Partner and Co-Head of European Infrastructure, commented: "We are proud of the transformation Ocean Yield has delivered during our strategic partnership.

"Together with the management team, we have significantly scaled and diversified the platform, strengthened its long-term contracted revenue base, and supported its transition toward a more modern and sustainable fleet.

"Today, Ocean Yield is a larger, stronger and more resilient business, well positioned to continue supporting its customers and the wider maritime sector.

"We are proud of what has been achieved and believe AP Moller Holding is an excellent long-term owner for the company's next chapter," he said.

KKR added that it will continue to be a partner to Ocean Yield through their joint investment in CapeOmega Gas Transportation.

Completion of the transaction is subject to the customary regulatory approvals. ■

NEWS NUDGE

PETRONAS signs Shizuoka Gas SPA

PETRONAS LNG, a subsidiary of Malaysia's energy giant, PETRONAS, has signed a seven-year LNG sale and purchase agreement (SPA) with Shizuoka Gas to supply around 0.84 mill tonnes from 2032.

PETRONAS said the agreement provides greater supply flexibility and reliability to support Shizuoka Gas' evolving energy requirements amid changing market dynamics.

The signing ceremony held in Kuala Lumpur also marked the 30th anniversary of the first LNG cargo delivered by PETRONAS to Shizuoka Gas.

Shizuoka Gas and PETRONAS aim to further strengthen their partnership beyond the traditional relationship between LNG seller and buyer by exploring collaboration opportunities for de-carbonisation along the LNG value chain, the companies said. ■

Svanehoj on acquisition trail

US-owned Danish tank systems' supplier, Svanehoj has acquired Henri Systems Holland, a Dutch specialist in the design and manufacturing of measurement and safety equipment for LNG and LPG carriers.

Following the acquisition of Dutch pump service company H&K Services in May, 2026, Henri Systems marks Svanehoj's second acquisition this year, further strengthening the technology portfolio, global service capabilities and presence in adjacent maritime and energy markets, the company claimed.

Based in Zwijndrecht, the Netherlands, Henri Systems designs, manufactures and supplies tank level gauges, overfill protection systems, high-level alarms and monitoring electronics for LPG carriers and LNGCs.

The company also provides installation, commissioning, maintenance, calibration, inspection, and compliance services to customers worldwide.

Svanehoj already handles a significant share of the global service work on vessels equipped with Henri Systems solutions, providing the Group with extensive first hand knowledge. Bringing Henri Systems' product expertise and original spare parts into Svanehoj creates a more integrated offering across products, maintenance and technical support, the company said.

Henri Systems will operate as part of Svanehoj's tank control systems business.

This comes after news that Svanehoj had secured its first contract to supply LNG tank gauging systems for the conversion of an LNGC into an FSU.

The company will deliver four LNG density and temperature (LTD) gauging systems to Drydocks World Dubai for the conversion of the LNGC 'LNG Bayelsa' into the FSU 'Cap Lopez'.

The conversion is being carried out for Dixstone Lower Gulf as part of an FLNG development to expand Gabon's offshore gas infrastructure.

'Cape Lopez' will support offshore gas storage and exports, while contributing to reduced gas flaring and increased production capacity.

Svanehoj's gauging systems will replace the vessel's float-type level gauges, enabling continuous monitoring of LNG density and gas composition.

Real-time data will feed into rollover prediction software designed to detect tank stratification and potential rollover events, improving operational safety.

The 'Cap Lopez' conversion is scheduled to be completed in the third quarter of 2027.

Svanehoj is owned by ITT, a US-based industrial manufacturing concern, and is part of its Flow Technologies business.

Henri Systems' equipment

NEWS NUDGES

Axess wins service deals for two Golar FLNGs

Norway's Axess Group has been selected by Golar LNG to carry out maintenance build and integrity management activities across two FLNGs, following a competitive tender process.

For Golar's MK II FLNG conversion project, the work load includes maintenance build services, covering the development of an asset listing, along with comprehensive maintenance and inspection programmes, to establish a solid foundation for long-term asset integrity and operational reliability.

Due for delivery in 4Q27, the MK II FLNG, converted from the LNGC 'Fuji LNG', will have a liquefaction capacity of 3.5 mill tonnes per year.

Separately, Axess was awarded integrity revalidation services for Golar's 'Hilli' FLNG, to support its redeployment through RBI revalidation, structural integrity reassessment, and inspection baseline consolidation.

Axess will deliver end-to-end, digitally-enabled asset integrity management (AIM) solutions across both units.

Nord Gas to fit FSRU regas system

Nord Gas Solutions is to supply an LNG regasification system to be installed on an Exmar FSRU.

This installation will form part of the conversion of a the FSRU needed for the expansion of the EemsEnergyTerminal in Eemshaven, Netherlands.

Exmar and Nord Gas Solutions have worked closely on a number of earlier projects, mostly involving systems for newbuildings.

Nord Gas Solutions is a new corporate brand formed following the acquisition of Wärtsilä Gas Solutions by Mutares.

Enersea unveils LNG loading platform

Engineering design company, Enersea has introduced an LNG loading platform concept as a cost-effective alternative to traditional jetty-based import structures.

Designed for shallow offshore or nearshore locations, the platform reduces offshore construction, accelerates project schedules and lowers the overall cost, the company said.

Its compact design can be fully assembled onshore and installed offshore in just one lift, minimising installation risks and execution time.

The concept's viability has recently been demonstrated through a positive evaluation in a South American major infrastructure development in which, the benefits of the platform approach were confirmed, showcasing how innovative offshore engineering can accelerate terminal development, while reducing complexity and costs, Enersea said.

Baker Hughes helps Cheniere increase production

US energy technology company, Baker Hughes has won three contracts to enhance Cheniere's Sabine Pass LNG facility in Cameron Parish, Louisiana.

The awards comprise orders from Bechtel Energy and Cheniere to supply liquefaction equipment for Train 7, plus a boil-off gas (BOG) re-liquefaction unit, as well as a contract for fleet-wide gas turbine technology upgrades.

Baker Hughes' equipment orders for Phase 1 of the Sabine Pass expansion project include seven PGT25+ G4 gas turbines driving 15 centrifugal compressors, enabling around 6 mill tonnes per annum of additional LNG production capacity.

In addition, Baker Hughes will deliver upgrades across the fleet of already installed aeroderivative PGT25+ G4 gas turbines at the Sabine Pass facility over a four-year period.

These upgrades will help to increase the turbines' power output to enhance LNG production capabilities, helping deliver efficiency across the facility's current around 30 mill tonnes per annum capacity.

These upgrades, together with Train 7 and the BOG re-liquefaction unit, are expected to add over 6 mill tonnes per annum of capacity at Sabine Pass.

"These comprehensive technology solutions, from advanced liquefaction equipment to lifecycle services, help our customers expand LNG production and meet growing energy demand," said Baker Hughes Chairman and CEO, Lorenzo Simonelli. "Our differentiated portfolio of equipment, technologies and services enables us to deliver comprehensive solutions that help customers accelerate project execution, enhance reliability and unlock long-term value."

"We are pleased to continue our decades-long collaboration with Baker Hughes, a key partner in the development of Sabine Pass into one of the largest LNG facilities in the world," added Cheniere Chairman, President and CEO, Jack Fusco. "These equipment orders, lifecycle services and technology upgrades are critical to facilitate further optimisation and efficiency upgrades throughout the Cheniere platform." ■

NEWS NUDGES

Kinetics starts FSRU construction

Karpowerships' subsidiary Kinetics has started the construction of the 'LNGT Karadeniz', its first high-capacity FSRU.

Officially launched with a steel-cutting ceremony at Singapore's Seatrium's Tuas Boulevard Yard, the vessel will deliver up to 600 mill standard cu ft per day of regasification capacity.

Designed with low, medium and high-pressure send-out systems, 'LNGT Karadeniz' will enable Kinetics to serve a broader range of LNG import projects and downstream gas networks, the company claimed.

She also forms part of Kinetics' long-term strategy to expand its fleet of FLNG assets in response to growing global demand for flexible gas infrastructure.

Combining advanced regasification technology with integrated marine and terminal systems, 'LNGT Karadeniz' will provide a complete floating LNG receiving solution capable of rapid deployment and efficient operation, Kinetics claimed.

'LNGT Karadeniz' will be fitted with a high-capacity regasification module, spread mooring system, LNG transfer and cargo handling systems, utilities, electrical distribution, and advanced automation and control technologies, creating a fully integrated floating terminal.

Established as a Karpowership initiative, Kinetics is focused on developing floating energy infrastructure that complements the group's integrated energy offering.

Baker Hughes wins another Nigerian LNG service contract

US energy technology company, Baker Hughes is to provide comprehensive lifecycle services supporting turbo-machinery equipment at Nigeria LNG's (NLNG) liquefaction plant in Bonny Island, Nigeria.

This 13-year service agreement extends a two-decade collaboration with NLNG and will support the operational performance of the new Train 7 project, which is set to increase the facility's total LNG production capacity from 22 to 30 mill tonnes per annum when the project is completed.

The work covers services for Baker Hughes' equipment awarded in 2021: four heavy duty gas turbines and associated centrifugal compressors, along with two additional gas turbines for power generation.

It also includes the support of a local Baker Hughes engineering team and iCenter™ digital services, powered by Cordant™, for remote monitoring and diagnostics to enhance equipment reliability and availability.

The service work will be delivered through the Baker Hughes Service Centre in Port Harcourt, Nigeria.

PaxOcean unveils LNG-ready shipyard

PaxOcean has opened a 17.26 hectare LNG-ready shipyard to strengthen Singapore's capacity to support larger and more complex maritime projects, as vessels and offshore assets become more advanced.

Tan Thai Yong, PaxOcean's Managing Director and CEO, said the maritime sector is facing more demanding regulatory, class and de-carbonisation requirements.

Customers are also placing greater emphasis on execution certainty across the vessel life cycle, including predictable delivery timelines, supply chain reliability and efficient compliance.

He claimed that the shipyard addressed these needs through enhanced dock infrastructure, improved logistics flow and purpose-built workshops that allow better production sequencing and interface control.

Demand for more advanced repair yards is being driven partly by LNGCs, which require specialised facilities and integrated workshops for repair work.

Tan said that customers increasingly want reliable shiprepair and conversion services in a geopolitically neutral location.

PaxOcean has signed a technical service agreement with GTT to provide membrane tank maintenance and servicing for LNGCs, according to the French company's standards.

Beyond physical infrastructure, the area also houses the Kuok Maritime Group-led Innovation hub, iHub5, which brings together industrial partners, technology providers, research institutions and customers to develop new maritime solutions.

PaxOcean's Centre of Excellence will focus on system integration, digital engineering, simulation and emerging maritime technology. ■

Yokogawa in Commonwealth LNG automation supply

US-based Yokogawa Corp has been awarded the role of main automation contractor (MAC) for the Louisiana-based Commonwealth LNG project.


Caturus' Commonwealth LNG terminal

The contract was awarded by Technip Energies, the engineering, procurement, and construction (EPC) contractor for Commonwealth LNG, now owned by Caturus.

Under this agreement, as MAC, Yokogawa will deliver engineering and design services, an integrated control and safety system (ICSS), system integration, and project execution support. The work will also include integration of multiple third-party subsystems and automation applications, enabling a fully connected, safe, and efficient operational environment.

Located on the US Gulf Coast near Cameron, Louisiana, the Commonwealth LNG project was designed for a planned liquefaction capacity of around 9.5 mill tonnes per annum.

The project, valued at $13 bill, includes six liquefaction trains, LNG storage infrastructure, and export facilities.

Commonwealth has secured several long-term offtake agreements with international energy companies. Project execution is expected to begin immediately, with system deliveries scheduled in 2027. Phase 1 is targeted to begin operation in 2030.

Kevin McMillen, Yokogawa Corp of America President and CEO, said, "We are honoured to be selected as the main automation contractor for this landmark LNG project.

"Yokogawa brings deep expertise in delivering advanced automation solutions for large-scale, complex energy facilities.

"We are proud to collaborate with Technip Energies and our project partners during the execution phase, while building a long-term relationship with Commonwealth LNG to support safe, efficient, and reliable operations across the full lifecycle of the asset," he said. ■

LNG rate assessments
Spot market (MEGI/XDF)

Region	Latest	Change*
East of Suez	$70,000	-
West of Suez	$95,000	+$5,000
12 mos T/C	$76,500	-$1,000

**Since last report (01/07/26)* *Source: Fearnleys (08/07/26)*

Monthly Large LNGC Values*

Newbuildings (174,000 cu m)	$254.48 mill
Five years old (174,000 cu m)	$207.68 mill
Total Fleet (732 ships)	$114.99 bill
Orderbook (315 ships)	$81.16 bill

Source: VesselsValue (25/06/26) **The above is updated each month courtesy of VesselsValue*

NEWS NUDGE

NOVATEK sees hydrocarbon production rise

In the second quarter of this year, Russian energy giant, NOVATEK's hydrocarbon production totalled 171.5 mill barrels of oil equivalent.

This included 21.65 bill cu m of natural gas and 3.52 million tonnes of liquid hydrocarbons (gas condensate and crude oil), with the total hydrocarbons production increasing by 3.9 mill barrels or by 2.3% year-on-year.

For the first half of 2026, NOVATEK's hydrocarbon production totalled 346.2 mill barrels, including 43.68 bill cu m of natural gas and 7.14 mill tonnes of liquids, resulting in an increase in total hydrocarbons produced by 9.5 mill barrels, or by 2.8%, compared to 1H25.

Preliminary total natural gas sales volumes, including LNG, in the second quarter and first half 2026 were 18.1 and 39.4 bill cu m, an increase of 0.4% and a decrease of 0.3% respectively, compared with 2Q25 and 1H25.

Preliminary total sales volumes of liquid hydrocarbons in 2Q26 and 1H26 aggregated 4.7 and 8.9 mill tonnes, respectively, which was 0.2% and 3.5% lower than in the same periods a year earlier.

As of 30th June, 2026, NOVATEK had 0.7 bill cu m of natural gas, including LNG, and 1.3 mill tonnes of stable gas condensate and petroleum products in storage or transit and recognised as an inventory. ■

GTT wins more tank design orders

French engineering and design company, GTT has recently received five orders for LNGC tank designs, plus one FLNG tank design contract.

One order came from Jiangnan shipyard for the tank design of four 175,000 cu m LNGCs on behalf of COSCO Shipping Energy.

Their tanks will be fitted with the Mark III Flex membrane containment system.

Delivery of the vessels is expected between the third quarter of 2029 and the third quarter of 2030.

Another order emanated from Samsung Heavy Industries (SHI) for the tank design of a new 174,000 cu m LNGC, on behalf of a Bermudian shipowner.

Her cryogenic tanks will also be fitted with the Mark III Flex membrane containment system.

A rendering of the 'Delfin FLNG 1'

Delivery of this vessel is scheduled for the fourth quarter of 2028.

SHI was also the client for the FLNG order, which was placed on behalf of Delfin LNG for 'Delfin FLNG 1', the company's first unit.

'Delfin FLNG 1' will be the first FLNG unit to enter service in the US, as well as the world's largest in terms of expected production capacity (4.4 mill tonnes of per year).

GTT will design the cryogenic tanks of the unit, which will offer a total LNG storage capacity of 180,000 cu m.

The eight tanks will be arranged in two rows and will incorporate GTT's Mark III Flex membrane containment system, which is claimed to be suitable for demanding maritime and offshore applications, including operations in a region exposed to hurricane conditions.

Once delivered, 'Delfin FLNG 1' will be operated off the Louisiana coast, scheduled for mid-2030. ■

NEWS NUDGES

Argent appoints GIS for permitting process

US gas plant developer, Argent LNG has awarded a marine, environmental and site engineering services contract to Galliano-based GIS Engineering.

GIS Engineering will support the US federal permitting process for Argent's planned 25 mill tonnes per annum LNG export terminal at Port Fourchon, Louisiana.

The award falls under Argent's 'Louisiana First' procurement strategy, which prioritises local companies, workers and expertise across every phase of the project's development.

GIS will conduct six integrated service packages spanning storm surge analysis, maritime navigation and ship simulation studies, marine facility design, flood wall engineering, site preparation, and wetland delineation and mitigation, all developed to the standard required for submission as part of Argent LNG's ongoing US Federal Energy Regulatory Commission (FERC) pre-filing application.

Ships - Newbuildings, Deliveries, Recycling

Abu Dhabi-based ADNOC Logistics and Services has ordered another four 175,000 cu m LNGCs at Shanghai's Jiangnan Shipyard for around $900 mill in total.

They will be delivered in 2029.

This latest order brings ADNOC L&S' total LNGC newbuilding programme up to 18 vessels. The company has already taken delivery of six 175,000 cu m LNGCs from Jiangnan, valued at $1.2 bill, with five vessels deployed on contracts of up to 15 years each with ADNOC Gas.

The four additional LNGCs are also expected to be deployed on long-term charters.

Jiangnan had previously won orders for six LNGCs, nine VLECs, four VLACs, as well as an earlier order for five VLGCs from ADNOC.

A further eight LNGCs, worth about $2.5 bill, are under construction at Samsung Heavy Industries and Hanwha Ocean.

These vessels are scheduled for delivery from 2028, and are all contracted on 20-year time charters to ADNOC Gas.

In addition, Tsakos has firmed up an option held at Hyundai Heavy Industries for another 174,000 LNGC.

The cost was estimated at $254.4 mill and she is due to be delivered in 2029.

HD Korea Shipbuilding & Offshore Engineering recently confirmed that it had signed a contract to build an FSRU for BW Group and an LNGC valued at Won492.8 bill and Won392.2 bill, respectively.

Both vessels will be delivered in the first half of 2029.

Kawasaki Kisen Kaisha ('K' Line) has said that the 'Puteri Kedah' was delivered on 30th June, 2026 from Hudong-Zhonghua to PETRONAS LNG, a subsidiary of the Malaysian energy giant.

This follows the delivery of the 'Puteri Johor' on 29th May 2026 from the same shipyard.

Both vessels are owned by joint venture companies involving 'K' Line and will be operated by PETRONAS.

In the recycling sector, the LNGC 'Irus', formerly MISC's 'Puteri Firus Satu', was delivered to Chattogram on 3rd July. ■

WORLD LNG CARRIER ORDERBOOK

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Hasbah	ME-GA	174000	01/06/2022	17/03/2026	SK Shipping	Hanwha Ocean
Samsung 2393	XDF	174000	07/01/2021	01/04/2026	NYK	Samsung
Celsius Georgetown	ME-GA	180000	01/05/2023	01/04/2026	Celsius Shipping	China Merchants HI Jiangsu
Rotmistrz Witold Pilecki	MEGI	174000	07/02/2022	01/04/2026	Maran Gas Maritime	Hanwha Ocean
Lng Ping Hu	XDF	78900	01/07/2023	01/04/2026	Zhejiang Huaxiang	Jiangsu Yixiang
Samsung 2394	XDF	174000	07/01/2021	01/04/2026	NYK	Samsung
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
Al Thurayya	ME-GA	174000	30/09/2022	01/04/2026	TMS Cardiff Gas	Hanwha Ocean
Al Taweelah	XDF	175000	01/05/2022	24/04/2026	ADNOC Logistics & Services	Jiangnan
Sergei Witte	TFDE-Azipod	172600	01/09/2019	01/05/2026	Novatek	Zvezda SSK
Samsung 2395	XDF	174000	07/01/2021	01/05/2026	NYK	Samsung
Jiangsu Yangzi Xinfu Yzj2022-1476	ME-GA	175000	01/10/2022	01/05/2026	Yangzijiang	Yangzijiang
Muscat	XDF	174000	01/01/2023	01/05/2026	Asyad	Hyundai Samho
Seri Dayang	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
Umm Wishah	XDF	174000	06/07/2022	01/05/2026	Knutsen	Hyundai Heavy
Diamond Gas Jade	ME-GA	174000	31/03/2023	01/05/2026	K-Line	Samsung
Danuta Siedzikowna-inka	MEGI	174000	06/01/2022	01/06/2026	Maran Gas Maritime	Hanwha Ocean
Seri Dian	XDF	174000	30/09/2022	01/06/2026	MISC	Hanwha Ocean
Jiangsu Yangzi Xinfu Yzj2022-1475	ME-GA	175000	01/10/2022	01/06/2026	Yangzijiang	Yangzijiang
Ilya Mechnikov	TFDE-Azipod	172500	01/08/2020	01/06/2026	MOL, COSCO	Hanwha Ocean
Zhores Alferov	TFDE-Azipod	172500	01/08/2020	01/06/2026	Hanwha Ocean	Hanwha Ocean
Nikolay Basov	TFDE-Azipod	172500	01/08/2020	01/06/2026	MOL, COSCO	Hanwha Ocean
Pyotr Kapitsa	TFDE-Azipod	172500	01/08/2020	01/06/2026	Hanwha Ocean	Hanwha Ocean
Lev Landau	TFDE-Azipod	172500	01/08/2020	01/06/2026	Hanwha Ocean	Hanwha Ocean
Umm Al Zubar	ME-GA	174000	15/06/2022	01/06/2026	JP Morgan	Samsung
Qalhat Lng	XDF	174000	01/01/2023	01/06/2026	Asyad	Hyundai Samho
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
Frontier Lng	XDF	174000	06/07/2022	30/06/2026	TMS Cardiff Gas	Hyundai Samho
Samsung 2396	XDF	174000	07/01/2021	01/07/2026	NYK	Samsung
Nikolay Semenov	TFDE-Azipod	172500	01/08/2020	01/07/2026	MOL, COSCO	Hanwha Ocean
Archimidis	ME-GA	174000	14/06/2022	01/07/2026	Capital Gas	Hyundai Samho
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
Umm Heesh	ME-GA	174000	15/06/2022	01/07/2026	JP Morgan	Samsung
Daewoo 2573	ME-GA	174000	30/09/2022	01/07/2026	TMS Cardiff Gas	Hanwha Ocean
China Merchants Jiangsu Cmhi-282-02	ME-GA	180000	01/05/2023	01/07/2026	Celsius Shipping	China Merchants HI Jiangsu

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 = 21 April 2026

Fearnley LNG

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Umm Al Shubrum	ME-GA	174000	15/06/2022	01/08/2026	JP Morgan	Samsung
Sea Energy	XDF	175000	01/03/2023	01/08/2026	China Merchant	Dalian Shipbuilding
Al Nigyan	XDF	174000	06/07/2022	01/08/2026	Knutsen	Hyundai Heavy
Prime Purity	XDF	175000	01/03/2023	01/08/2026	Shandong Marine	Jiangnan
Greenergy River	XDF	174000	01/06/2023	01/08/2026	NYK	Hudong-Zhonghua
Pyotr Stolypin	TFDE-Azipod	172600	01/09/2019	01/09/2026	Novatek	Zvezda SSK
Harmonic Breeze	ME-GA	174000	15/04/2022	01/09/2026	MOL	Hanwha Ocean
Atlantic Success	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
Esteem Penguin	XDF	174000	30/09/2022	01/09/2026	Meiji Shipping	Hanwha Ocean
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
Greenergy Cloud	XDF	174000	07/01/2022	01/09/2026	MOL	Hudong-Zhonghua
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
Venture Manatee	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
Sea Harmony	XDF	175000	01/03/2023	01/10/2026	China Merchant	Dalian Shipbuilding
Al Hraithi	XDF	174000	06/07/2022	01/10/2026	Knutsen	Hyundai Heavy
Greenergy Sea	XDF	174000	01/06/2023	01/10/2026	NYK	Hudong-Zhonghua
Sea Creation	XDF	175000	01/09/2022	01/11/2026	China Merchant	Dalian Shipbuilding
Clean Brownsville	XDF	200000	16/01/2023	01/11/2026	Dynagas	Hyundai Heavy
Al Nasraniya	XDF	174000	01/06/2024	01/11/2026	Nakilat	Hanwha Ocean
Samsung 2693	XDF	174000	05/02/2024	01/11/2026	Shandong Marine	Samsung
Hazem Baranyoush	XDF	174000	06/07/2022	01/11/2026	Knutsen	Hyundai Heavy
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
Lekhraib	XDF	174000	05/02/2024	01/12/2026	China Merchant	Samsung
Daewoo 2576	ME-GA	174000	01/12/2022	01/12/2026	MOL	Hanwha Ocean
Al Yousifiya	XDF	174000	01/06/2024	01/12/2026	Nakilat	Hanwha Ocean
Hd Hyundai Samho 8262	XDF	174000	09/01/2024	01/12/2026	Nakilat	Hyundai Samho
Hd Hyundai Samho 8208	XDF	174000	28/02/2023	01/12/2026	NYK	Hyundai Samho
Sea Charity	XDF	175000	01/03/2023	01/12/2026	China Merchant	Dalian Shipbuilding
Prime Beauty	XDF	175000	01/03/2023	01/12/2026	Shandong Marine	Jiangnan
Venture Venice	MEGI	174000	01/03/2023	01/12/2026	Venture Global LNG	Hanwha Ocean
Woodside Milinykura	MEGI	174000	01/10/2022	01/12/2026	Maran Gas Maritime	Hanwha Ocean
Greenergy Whale	XDF	174000	01/06/2023	01/12/2026	NYK	Hudong-Zhonghua
Sea Argosy	XDF	175000	01/09/2022	01/01/2027	China Merchant	Dalian Shipbuilding

DFDE = dual fuel diesel engines, STRH = steam turbine reheat / ultra steam turbine, MEGI = marine electric gas injection,
DRL = slow speed diesel, FSRU = vessel with regas capacity, FLNG = floating LNG production unit
Data last updated = 21 April 2026

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Antaios I	XDF	174000	18/01/2023	01/01/2027	Capital Gas	Hyundai Samho
Samsung 2709	XDF	174000	01/12/2024	01/01/2027	MISC	Samsung
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
Al Ghuwair	XDF	174000	27/09/2023	01/01/2027	Nakilat	Hyundai Heavy
Samsung 2695	XDF	174000	05/02/2024	01/01/2027	Shandong Marine	Samsung
Samsung 2663	ME-GA	174000	30/08/2023	01/01/2027	MOL	Samsung
Hanwha Ocean 2584	ME-GA	174000	01/08/2023	31/01/2027	MOL	Hanwha Ocean
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
Athlos	XDF	174000	28/03/2023	01/02/2027	Capital Gas	Hyundai Samho
Hudong-zhonghua H1794a	XDF	174000	01/09/2022	01/02/2027	MOL, COSCO	Hudong-Zhonghua
Dalian No 1 G175k-8	XDF	175000	01/03/2023	01/02/2027	China Merchant	Dalian Shipbuilding
Wadi Sultana	XDF	174000	27/09/2023	01/02/2027	Nakilat	Hyundai Heavy
Samsung 2656	ME-GA	174000	15/11/2022	01/03/2027	Seapeak	Samsung
Mediterranean Success	ME-GA	173400	09/01/2020	01/03/2027	SinoKor	Samsung
Hanwha Ocean 2580	ME-GA	174000	13/02/2023	01/03/2027	MOL	Hanwha Ocean
Archon	XDF	174000	28/03/2023	01/03/2027	Capital Gas	Hyundai Samho
Puteri Kelantan	XDF	174000	01/09/2022	01/03/2027	K-Line	Hudong-Zhonghua
Wadi Al Askar	XDF	174000	05/02/2024	01/03/2027	China Merchant	Samsung
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
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
Hd Hyundai Samho 8254	XDF	174000	26/02/2024	01/05/2027	Capital Gas	Hyundai Samho
Hanwha Ocean 2595	XDF	174000	01/06/2024	01/05/2027	K-Line, Hyundai Glovis	Hanwha Ocean
Samsung 2657	ME-GA	174000	15/11/2022	01/05/2027	Seapeak	Samsung
Clean Astraeus	XDF	200000	28/04/2023	01/05/2027	Dynagas	Hyundai Heavy
Samsung 2697	XDF	174000	05/02/2024	01/05/2027	Shandong Marine	Samsung
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 8255	XDF	174000	26/02/2024	01/06/2027	Capital Gas	Hyundai Samho
Samsung 2729	XDF	180000	17/01/2025	01/06/2027	Celsius Shipping	Samsung
Puteri Negeri Sembilan	XDF	174000	01/09/2022	01/06/2027	K-Line	Hudong-Zhonghua
Dalian No 1 G175k-10	XDF	174000	14/03/2024	01/06/2027	COSCO	Dalian Shipbuilding
Samsung 2717	XDF	174000	01/10/2024	01/06/2027	K-Line	Samsung
Hanwha Ocean 2606	MEGI	175000	01/03/2025	01/06/2027	Hanwha Ocean	Hanwha Ocean
Hd Hyundai Ulsan 3442	ME-GA	174000	28/04/2023	01/06/2027	NYK	Hyundai Heavy

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DRL = slow speed diesel, FSRU = vessel with regas capacity, FLNG = floating LNG production unit
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Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Maran Gas Poliegos	MEGI	174000	01/04/2023	01/06/2027	Maran Gas Maritime	Hanwha Ocean
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
Hd Hyundai Samho 8209	XDF	174000	28/02/2023	01/07/2027	NYK	Hyundai Samho
Hudong-zhonghua H1795a	XDF	174000	01/09/2022	01/07/2027	MOL, COSCO	Hudong-Zhonghua
Dalian No 1 G175k-16	XDF	175000	13/09/2024	01/07/2027	COSCO	Dalian Shipbuilding
Samsung 2698	XDF	174000	05/02/2024	01/07/2027	Shandong Marine	Samsung
Athba	XDF	174000	01/06/2024	01/07/2027	Nakilat	Hanwha Ocean
Al Wasmi	XDF	174000	01/06/2024	01/08/2027	K-Line, Hyundai Glovis	Hanwha Ocean
Samsung 2658	ME-GA	174000	15/11/2022	01/08/2027	Seapeak	Samsung
Hanwha Ocean 2583	ME-GA	174000	07/04/2023	01/08/2027	MOL	Hanwha Ocean
Hanwha Ocean 2607	MEGI	175000	01/03/2025	01/08/2027	Hanwha Ocean	Hanwha Ocean
Al Mirzam	XDF	174000	27/09/2023	01/08/2027	Nakilat	Hyundai Heavy
Hanwha Ocean 2602	MEGI	174000	05/11/2024	01/08/2027	Maran Gas Maritime	Hanwha Ocean
Hd Hyundai Ulsan 3443	ME-GA	174000	28/04/2023	01/08/2027	NYK	Hyundai Heavy
Hd Hyundai Ulsan 3444	ME-GA	174000	02/05/2023	31/08/2027	NYK	Hyundai Heavy
Samsung 2659	ME-GA	174000	15/11/2022	01/09/2027	Seapeak	Samsung
Caribbean Success	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
Ghash Sham	XDF	174000	01/06/2024	01/09/2027	Nakilat	Hanwha Ocean
Maqdeem	XDF	174000	27/09/2023	01/09/2027	Nakilat	Hyundai Heavy
Al Shaheen	XDF	174000	05/02/2024	01/09/2027	China Merchant	Samsung
Hd Hyundai Samho 8256	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
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
Al Egdah	XDF	174000	01/06/2024	01/10/2027	Nakilat	Hanwha Ocean
Hudong-zhonghua H1891a	XDF	174000	01/06/2023	01/10/2027	NYK	Hudong-Zhonghua
Hudong-zhonghua H1898a	XDF	174000	01/06/2023	01/10/2027	COSCO, MOL, ENN	Hudong-Zhonghua
Samsung 2752	XDF	180000	01/08/2025	01/11/2027	Celsius Shipping	Samsung
Clean Azeus	XDF	200000	28/04/2023	01/11/2027	Dynagas	Hyundai Heavy
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
Al Khbaib	XDF	174000	01/06/2024	01/11/2027	Nakilat	Hanwha Ocean
Hd Hyundai Ulsan 3455	XDF	174000	02/08/2023	01/11/2027	Evalend Shipping	Hyundai Heavy
Samsung 2660	ME-GA	174000	15/11/2022	01/12/2027	Seapeak	Samsung
Hd Hyundai Samho 8276	XDF	180000	01/04/2025	01/12/2027	Purus	Hyundai Samho
Samsung 2668	XDF	174000	13/06/2023	01/12/2027	Chevron	Samsung
Hudong-zhonghua H1796a	XDF	174000	01/09/2022	01/12/2027	MOL, COSCO	Hudong-Zhonghua
Leh'saien	XDF	174000	27/09/2023	01/12/2027	Nakilat	Hyundai Heavy
Samsung 2701	XDF	174000	05/02/2024	01/12/2027	Shandong Marine	Samsung
Hd Hyundai Samho 8210	XDF	174000	28/02/2023	01/12/2027	NYK	Hyundai Samho
Hd Hyundai Ulsan 3456	XDF	174000	20/11/2023	01/12/2027	Evalend Shipping	Hyundai Heavy

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Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
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
China Merchants Jiangsu Cmhi-282-06	ME-GA	180000	01/05/2024	01/01/2028	Celsius Shipping	China Merchants HI Jiangsu
Samsung 2753	XDF	180000	01/08/2025	01/01/2028	Celsius Shipping	Samsung
Hd Hyundai Samho 8257	XDF	174000	26/02/2024	01/01/2028	Capital Gas	Hyundai Samho
Samsung 2754		170520	01/08/2025	01/01/2028	TMS Cardiff Gas	Samsung
Khowzan	XDF	174000	01/06/2024	01/01/2028	Nakilat	Hanwha Ocean
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
Hanwha Ocean 2609	MEGI	174000	01/09/2025	15/01/2028	Hanwha Ocean	Hanwha Ocean
Hanwha Ocean 2608	MEGI	174000	01/09/2025	15/01/2028	Hanwha Ocean	Hanwha Ocean
Cardiff Hudong 1		174000	23/01/2026	01/02/2028	TMS Cardiff Gas	Hudong-Zhonghua
Hd Hyundai Ulsan 3457	XDF	174000	20/11/2023	01/02/2028	Evalend Shipping	Hyundai Heavy
Lesha	XDF	174000	27/09/2023	01/02/2028	Nakilat	Hyundai Heavy
Samsung 2669	XDF	174000	13/06/2023	01/02/2028	Chevron	Samsung
Hudong-zhonghua H1900a	XDF	174000	01/06/2023	01/03/2028	COSCO, MOL, ENN	Hudong-Zhonghua
Hanwha Ocean 2615	MEGI	174000	01/10/2025	15/03/2028	GasLog	Hanwha Ocean
Hanwha Ocean 2614	MEGI	174000	01/10/2025	15/03/2028	GasLog	Hanwha Ocean
Hd Hyundai Ulsan 3501	XDF	174000	02/05/2024	31/03/2028	Evalend Shipping	Hyundai Heavy
Cardiff Hudong 2		174000	23/01/2026	01/04/2028	TMS Cardiff Gas	Hudong-Zhonghua
Samsung 2755		170520	01/08/2025	01/04/2028	TMS Cardiff Gas	Samsung
Dalian No 1 G175k-11	XDF	174000	01/03/2024	01/04/2028	COSCO	Dalian Shipbuilding
Samsung 2703	XDF	174000	05/02/2024	01/04/2028	China Merchant	Samsung
Samsung 2791	XDF	180000	01/12/2025	01/05/2028	Celsius Shipping	Samsung
Samsung 2777	XDF	180000	19/02/2026	01/05/2028	Celsius Shipping	Samsung
China Merchants Jiangsu Cmhi-282-07	ME-GA	180000	01/05/2024	01/05/2028	Celsius Shipping	China Merchants HI Jiangsu
Samsung 2711	XDF	174000	01/07/2024	01/05/2028	ADNOC Logistics & Services	Samsung
Dalian No 1 G175k-15	XDF	175000	01/07/2024	01/05/2028	CSSC, Wah Kwong, China Gas	Dalian Shipbuilding
Hd Hyundai Ulsan 3502	XDF	174000	02/05/2024	01/05/2028	Evalend Shipping	Hyundai Heavy
Le'shara	XDF	174000	27/09/2023	01/05/2028	Nakilat	Hyundai Heavy
Hudong-zhonghua H1901a	XDF	174000	01/05/2023	31/05/2028	CSSC	Hudong-Zhonghua
Cardiff Hudong 3		174000	23/01/2026	01/06/2028	TMS Cardiff Gas	Hudong-Zhonghua
Hanwha Ocean 2616	MEGI	174000	18/12/2025	01/06/2028	Knutsen	Hanwha Ocean
Samsung 2773	XDF	174000	23/12/2025	01/06/2028	Purus	Samsung
Hanwha Ocean 2598	XDF	174000	01/10/2024	01/06/2028	ADNOC Logistics & Services	Hanwha Ocean
Samsung 2712	XDF	174000	01/07/2024	01/06/2028	ADNOC Logistics & Services	Samsung
Jiangnan H2950	XDF	175000	30/01/2026	01/06/2028	Shandong Marine	Jiangnan
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
Al Mashrab	XDF	174000	27/09/2023	01/06/2028	Nakilat	Hyundai Heavy
Sonangol Samho		174000	31/01/2026	30/06/2028	Sonangol	Hyundai Samho
Hanwha Ocean 2599	XDF	174000	01/10/2024	01/07/2028	ADNOC Logistics & Services	Hanwha Ocean
Samsung 2713	XDF	174000	01/07/2024	01/07/2028	ADNOC Logistics & Services	Samsung

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Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Samsung 2775	XDF	174000	31/12/2025	01/07/2028	Seapeak	Samsung
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
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
Hanwha Ocean 2617	MEGI	174000	18/12/2025	28/07/2028	Knutsen	Hanwha Ocean
Cardiff Hudong 4		174000	23/01/2026	01/08/2028	TMS Cardiff Gas	Hudong-Zhonghua
Jiangnan H2971	XDF	175000	01/03/2026	01/08/2028	Cool Co	Jiangnan
Samsung 2714	XDF	174000	01/07/2024	01/08/2028	ADNOC Logistics & Services	Samsung
Hd Hyundai Samho 8327	XDF	174000	26/06/2025	01/08/2028	Capital Gas	Hyundai Samho
Hudong-zhonghua H1913a	XDF	271000	01/10/2024	01/08/2028	Shandong Marine	Hudong-Zhonghua
Samsung 2706	XDF	174000	05/02/2024	01/08/2028	MISC	Samsung
Hanwha Ocean 2618	MEGI	174000	18/12/2025	01/09/2028	Knutsen	Hanwha Ocean
Samsung 2783	XDF	180000	01/02/2026	01/09/2028	Celsius Shipping	Samsung
China Merchants Jiangsu Cmhi-282-08	ME-GA	180000	01/05/2024	01/09/2028	Celsius Shipping	China Merchants HI Jiangsu
Hd Hyundai Hi		174000	25/02/2026	01/09/2028	Tsakos Energy Navigation	Hyundai Heavy
Hanwha Ocean 2600	XDF	174000	01/10/2024	01/09/2028	ADNOC Logistics & Services	Hanwha Ocean
Hanwha Philly		174000	01/07/2025	01/09/2028	Hanwha Ocean	Hanwha Philly Shipyard Inc
Samsung 2756		170520	01/08/2025	01/09/2028	TMS Cardiff Gas	Samsung
Samsung 2776	XDF	174000	31/12/2025	01/09/2028	Seapeak	Samsung
Hd Hyundai Ulsan 3635	XDF	200000	05/01/2026	01/09/2028	NYK	Hyundai Heavy
Eshairej	XDF	174000	27/09/2023	01/09/2028	Nakilat	Hyundai Heavy
Hudong-zhonghua H1902a	XDF	174000	01/05/2023	01/09/2028	CSSC	Hudong-Zhonghua
Hanwha Ocean 2601	XDF	174000	01/10/2024	01/10/2028	ADNOC Logistics & Services	Hanwha Ocean
Hd Hyundai Samho 8340	XDF	177000	17/11/2025	01/10/2028	BW LNG	Hyundai Samho
Hudong-zhonghua H1914a	XDF	271000	01/09/2024	01/10/2028	China Merchant	Hudong-Zhonghua
Jiangnan H2972	XDF	175000	01/03/2026	01/11/2028	Cool Co	Jiangnan
Samsung 2757		170520	01/08/2025	01/11/2028	TMS Cardiff Gas	Samsung
Hd Hyundai Ulsan 3636	XDF	200000	05/01/2026	01/11/2028	NYK	Hyundai Heavy
Samsung 2707	XDF	174000	05/02/2024	01/11/2028	China Merchant	Samsung
Mneefa	XDF	174000	27/09/2023	01/11/2028	Nakilat	Hyundai Heavy
Hd Hyundai Samho 8341	XDF	177000	17/11/2025	15/11/2028	BW LNG	Hyundai Samho
Hanwha Ocean 2619	MEGI	174000	18/12/2025	01/12/2028	Knutsen	Hanwha Ocean
Hanwah Ocean		174000	24/03/2026	01/12/2028	Maran Gas Maritime	Hanwha Ocean
Hudong-zhonghua	XDF	174000	01/03/2026	01/12/2028	MISC	Hudong-Zhonghua
Jiangnan H2951	XDF	175000	30/01/2026	01/12/2028	Shandong Marine	Jiangnan
Samsung 2781	XDF	174000	01/01/2026	01/12/2028	JP Morgan	Samsung
Hudong-zhonghua H1915a	XDF	271000	01/09/2024	01/12/2028	China LNG Shipping	Hudong-Zhonghua
Hudong-zhonghua H1903a	XDF	174000	01/05/2023	01/12/2028	CSSC	Hudong-Zhonghua
Hanwha Ocean 2620	MEGI	174000	18/12/2025	01/01/2029	Knutsen	Hanwha Ocean
Jiangnan H2952	XDF	175000	30/01/2026	01/01/2029	Shandong Marine	Jiangnan
Hd Hyundai Samho 8328	XDF	174000	26/06/2025	01/01/2029	Capital Gas	Hyundai Samho
Hd Hyundai Ulsan 3637	XDF	200000	05/01/2026	01/01/2029	NYK	Hyundai Heavy

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 = 21 April 2026

Fearnley LNG

Name	Propulsion	Capacity	Ordered Date	Delivery Date	Owners	Yard
Samsung 2782	XDF	174000	01/01/2026	31/01/2029	JP Morgan	Samsung
Hanwha Ocean 2621	MEGI	174000	18/12/2024	01/02/2029	Knutsen	Hanwha Ocean
Glovis HHI	XDF	174000	01/10/2025	01/02/2029	Hyundai Glovis	Hyundai Samho
Hd Hyundai Samho 8329	XDF	174000	26/06/2025	01/02/2029	Capital Gas	Hyundai Samho
Hanwha Ocean 2623		174000	21/01/2026	01/03/2029	Alpha Gas	Hanwha Ocean
Hd Hyundai Ulsan 3638	XDF	200000	05/01/2026	01/03/2029	NYK	Hyundai Heavy
Hudong-zhonghua H1916a	XDF	271000	01/09/2024	01/03/2029	Shandong Marine	Hudong-Zhonghua
Ezhara	XDF	174000	27/09/2023	01/03/2029	Nakilat	Hyundai Heavy
Samsung 2774	XDF	174000	23/12/2025	31/03/2029	Purus	Samsung
Sonangol Samho 2		174000	08/04/2026	01/04/2029	Sonangol	Hyundai Samho
Hanwah Ocean		174000	24/03/2026	01/05/2029	Maran Gas Maritime	Hanwha Ocean
NYK Cheniere 5	XDF	200000	27/02/2026	01/05/2029	NYK	Hyundai Heavy
Hudong MISC 3	XDF	174000	30/01/2026	01/05/2029	MISC	Hudong-Zhonghua
Hudong-zhonghua H1917a	XDF	271000	01/09/2024	01/05/2029	Nakilat	Hudong-Zhonghua
Hanwha Ocean 2622	MEGI	174000	18/12/2025	01/06/2029	Knutsen	Hanwha Ocean
Samsung 2794	XDF	174000	20/03/2026	01/06/2029	Purus	Samsung
Hanwha Ocean 2624		174000	21/01/2026	01/06/2029	Alpha Gas	Hanwha Ocean
Izghawa	XDF	174000	27/09/2023	01/06/2029	Nakilat	Hyundai Heavy
NYK Cheniere 6	XDF	200000	27/02/2026	01/07/2029	NYK	Hyundai Heavy
Hudong MISC 4	XDF	174000	30/01/2026	01/07/2029	MISC	Hudong-Zhonghua
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
Sonangol Samho 3		174000	08/04/2026	01/09/2029	Sonangol	Hyundai Samho
NYK Cheniere 8	XDF	200000	27/02/2026	01/09/2029	NYK	Hyundai Heavy
NYK Cheniere 7	XDF	200000	27/02/2026	01/09/2029	NYK	Hyundai Heavy
Hudong MISC 5	XDF	174000	30/01/2026	01/09/2029	MISC	Hudong-Zhonghua
Al Wa'ab	XDF	174000	27/09/2023	01/09/2029	Nakilat	Hyundai Heavy
Hudong-zhonghua H1919a	XDF	271000	01/10/2024	01/10/2029	Shandong Marine	Hudong-Zhonghua
Hudong-zhonghua	XDF	174000	01/03/2026	01/12/2029	MISC	Hudong-Zhonghua
Jiangnan H2953	XDF	175000	30/01/2026	01/12/2029	Shandong Marine	Jiangnan
Hudong-zhonghua H1958a	XDF	271000	01/09/2024	01/12/2029	MOL, COSCO	Hudong-Zhonghua
Hudong-zhonghua 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

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DRL = slow speed diesel, FSRU = vessel with regas capacity, FLNG = floating LNG production unit
Data last updated = 21 April 2026

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

Data last updated = 5 May 2026 | For more information please visit http://small-lng.com

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