The LNG industry

GIIGNL Annual Report

GIIGNL
International Group Of Liquefied Natural Gas Importers

2025

Profile

GIIGNL is a non-profit organisation whose objective is to promote the development of activities related to LNG: purchasing, importing, processing, transportation, handling, regasification and its various uses.

The Group constitutes a forum for exchange of information and experience among its 91 members to enhance the safety, reliability, efficiency and sustainability of LNG import activities and especially, the operation of LNG import terminals.

Contents

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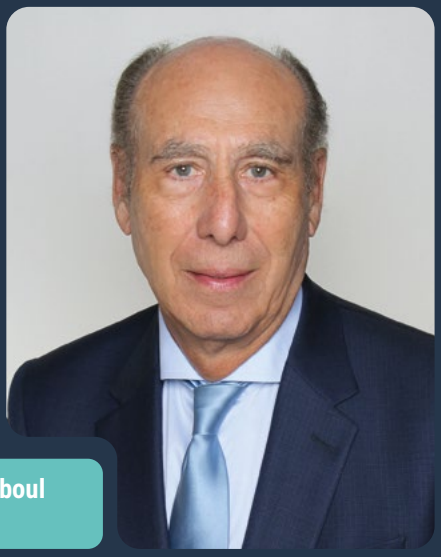
GIIGNL
International Group Of Liquefied Natural Gas Importers

The LNG industry in 2024



Jean Abiteboul
President

LNG Markets: A Road with Potholes, Curves, and Uncertain Horizons

In 2024, global LNG trade exhibited almost flat growth, marking only a modest 1% increase compared to the previous year, reaching a total of 406 MT. This continued the deceleration that began in 2023, when growth had already slowed to 2%, a marked shift from the sharp expansion seen in 2022. Far from signaling market stability, this trend marks the beginning of a long and winding road filled with numerous political, economic, and environmental obstacles.

Europe saw a substantial 19% drop in LNG imports, largely driven by a modest overall decline in gas demand and increased reliance on gas storage withdrawals. With residential and industrial demand stable, the decline was mainly driven by lower power sector needs due to stronger renewables and France's nuclear rebound.

Despite falling LNG imports, Europe continues to depend on natural gas to balance energy transition targets with supply security, given its role in stabilizing renewables-dominated grids. However, EU regulatory developments—including the Methane Regulation and the Corporate Sustainability Due Diligence Directive—are raising the bar for environmental accountability. These frameworks require LNG suppliers to meet stricter standards on methane monitoring and broader ESG compliance, introducing new complexities into sourcing strategies.

Geopolitical shifts in the U.S. raise concerns over trade disputes and potential tariff hikes that could disrupt LNG flows to Europe, its largest customer, amplifying market volatility. At the same time, the U.S. administration sends conflicting signals—resuming DOE export approvals to boost LNG projects while stressing the need to retain affordable gas for domestic use—deepening uncertainty over the future role of U.S. LNG in global markets.

Adding another sharp turn in the road, the European Commission recently announced plans to formally ban imports of Russian LNG into the EU, reinforcing the bloc's strategic intent to eliminate its dependency on Russian fossil fuels. While political in intent, this proposed ban raises questions about the future configuration of Europe's LNG supply portfolio as Russian LNG accounts for around 19% of EU LNG imports in 2024.

Globally, substantial new liquefaction capacities are set to come online, notably in the U.S., Mozambique, and Mexico, promising additional supplies. Projects currently under construction represent nearly 180 MTPA of new capacity expected between 2025 and 2028, with the bulk of the additions concentrated in the United States (over 71 MTPA), followed by Qatar (33 MTPA), and Canada (19 MTPA). This wave of supply, if realized on schedule, could significantly alter the market balance in the coming years—depending, of course, on the evolution of global demand. However, the trajectory of demand remains deeply uncertain, influenced by conflicting market drivers:

- Robust energy demand growth in Asia, particularly in India, where LNG imports surged by 23% in 2024 (one of the highest growth rates globally) driven by expanding industrial activity and increasing cooling demand;
- The global imperative to significantly reduce CO_2 emissions is accelerating the shift from coal to natural gas, strongly enhancing LNG's appeal. According to the IEA's Global Methane Tracker 2025, over 95% of natural gas consumed in 2024 had lower lifecycle emissions than coal, with gas generating, on average, 35% fewer emissions.
- LNG as a maritime fuel gained traction in 2024, with Maersk and CMA CGM among those ordering over 30 LNG-fueled container ships. A record 169 LNG-fueled vessels were delivered, bringing the global fleet to 641. LNG dual-fuel ships accounted for 70% of all alternative-fueled tonnage ordered, supported by bunkering infrastructure in 198 ports worldwide (DNV, 2024).
- Gas turbines remain essential for balancing renewable-heavy grids, offering fast ramp-up times (10–15 minutes) to maintain stability during variable solar and wind output. In Europe and the U.S., natural gas provides over 60% of fast-response capacity as coal declines. According to ENTSO-E's European Resource Adequacy Assessment (ERAA) 2024, Europe will need 50 GW of new gas-fired capacity by 2035, potentially requiring 6–17 MTPA of LNG, depending on load factors (10% to 30%).

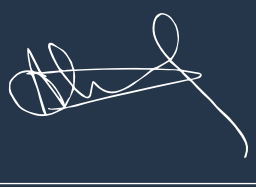
Conversely, the market faces considerable downside pressures.

—Political commitments toward fossil fuel phase-outs and intensified renewable energy deployment and electrification threaten long-term gas demand.

—Additionally, macroeconomic uncertainties—including economic downturns, inflationary pressures, and geopolitical conflicts—may abruptly dampen global gas consumption.

Recent political developments underscore LNG's enduring role in global energy strategies. Japan's Seventh Strategic Energy Plan, approved in early 2025, highlights LNG as essential for energy security and economic stability, with a focus on diversified procurement and resilient infrastructure. Similarly, the European Commission's 2024 State of the Energy Union report emphasizes LNG's significance, citing 18 new terminals and expansions since 2022—boosting EU import capacity by over 50 MTPA. These moves reflect a broader recognition of LNG's role in building reliable and sustainable energy systems.

The 2024 slowdown does not mark stabilization, but highlights the increasing volatility and complexity of LNG markets. As Heraclitus noted, "The road up and the road down are one and the same"—a reminder that cycles of growth and correction are intrinsic to this dynamic industry. **Yet amid these shifts, 2024 reaffirmed LNG's strategic role. It has become a cornerstone of energy security and global sustainability—stabilizing renewable-heavy grids, meeting growing energy demand in emerging markets, and supporting decarbonization through coal-to-gas transitions and cleaner maritime transport. LNG has proven itself a flexible, resilient asset—one that will remain a vital part of the global energy system for decades to come.**



Executive summary

Global LNG trade remains remarkably steady, despite starkly contrasting regional dynamics. Asia continued its healthy expansion, propelled by rising demand in China and India, while Europe experienced its largest-ever slump in LNG imports amid declining gas consumption. However, the vigorous growth observed in Asia, along with strong performances in the Middle East and Americas, helped offset Europe's downturn, keeping global LNG trade nearly flat. Overall, global LNG volumes grew by a modest 1% to reach 406 MT, with the number of importers totaling 49 and exporting countries expanding to 22, as Mexico and the Republic of the Congo entered the market. In Asia, LNG imports surged across nearly all markets, with China spearheading the growth. China's robust increase in LNG imports was driven by the steady expansion of industrial production, heightened gas demand for power generation, and growing LNG consumption in the trucking sector.

Global liquefaction capacity reached 492 MTPA in 2024, including 14 MTPA of floating liquefaction units (FLNG). Three new projects for a total of 8.6 MTPA of liquefaction capacity started in 2024, including two FLNG accounting for 2 MTPA. The new projects are 0.6 MTPA Congo FLNG in the Republic of Congo, 6.6 MTPA Arctic LNG 2 in Russia, and 1.4 MTPA Altamira Fast LNG in Mexico. In addition, two debottleneck projects were completed in 2024 for a total of 1.9 MTPA: 1.5 MTPA at Freeport LNG and 0.4 MTPA at Ichthys. FIDs were taken on four liquefaction projects in 2024, with a total capacity of around 14 MTPA: 1 MTPA Marsa LNG in Oman, 9.6 MTPA Ruwais LNG in the UAE, 3.3 MTPA Cedar LNG in Canada and a 1.2 MTPA FLNG project in Indonesia.
Global regasification capacity reached 1188 MTPA as of end of 2024, following the addition of 31 MTPA from 12 new terminals commissioned in 2024 and 19,5 MTPA from 7 completed expansion projects. Asia continues to lead the capacity growth, especially China with 29 MTPA of incremental capacity. Europe and South America opted for floating-based LNG solutions. 3 floating terminals started operations in Europe (2 in Germany and 1 in Greece) adding 14 MTPA of regasification capacity to reinforce the European security of supply. 3 FSRU-based LNG terminals were commissioned in Brazil for a total of 13.5 MTPA.

Key figures

Global LNG Trade:
406 MT +1%
compared to 2023 – 401 MT

Liquefaction

492 MTPA
total liquefaction capacity

3 new liquefaction plants

22 exporting countries

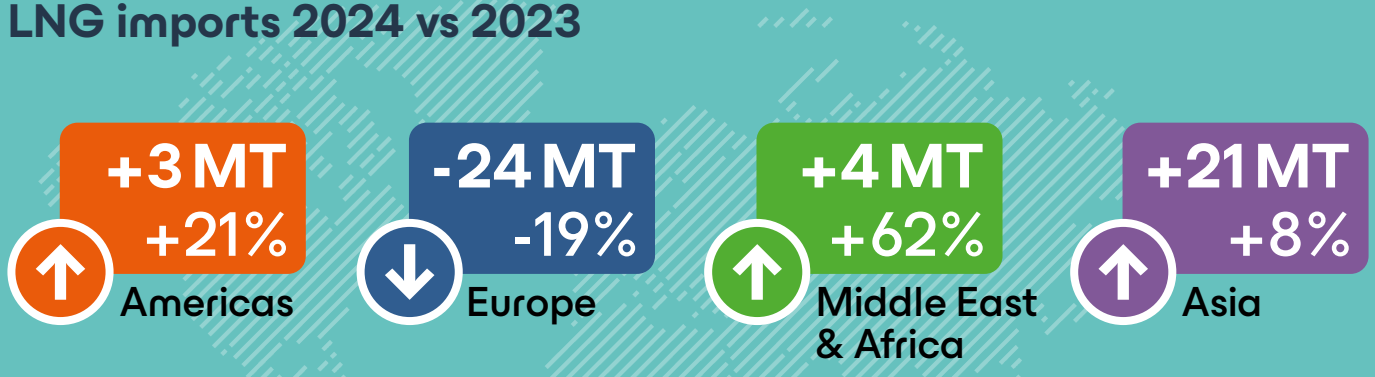
Regasification

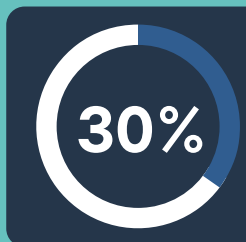
1.188 MTPA
total regasification capacity

12 new regasification terminals

49 importing markets

LNG imports 2024 vs 2023





of total trade imported on a spot basis

* At the end of 2024

LNG Trade

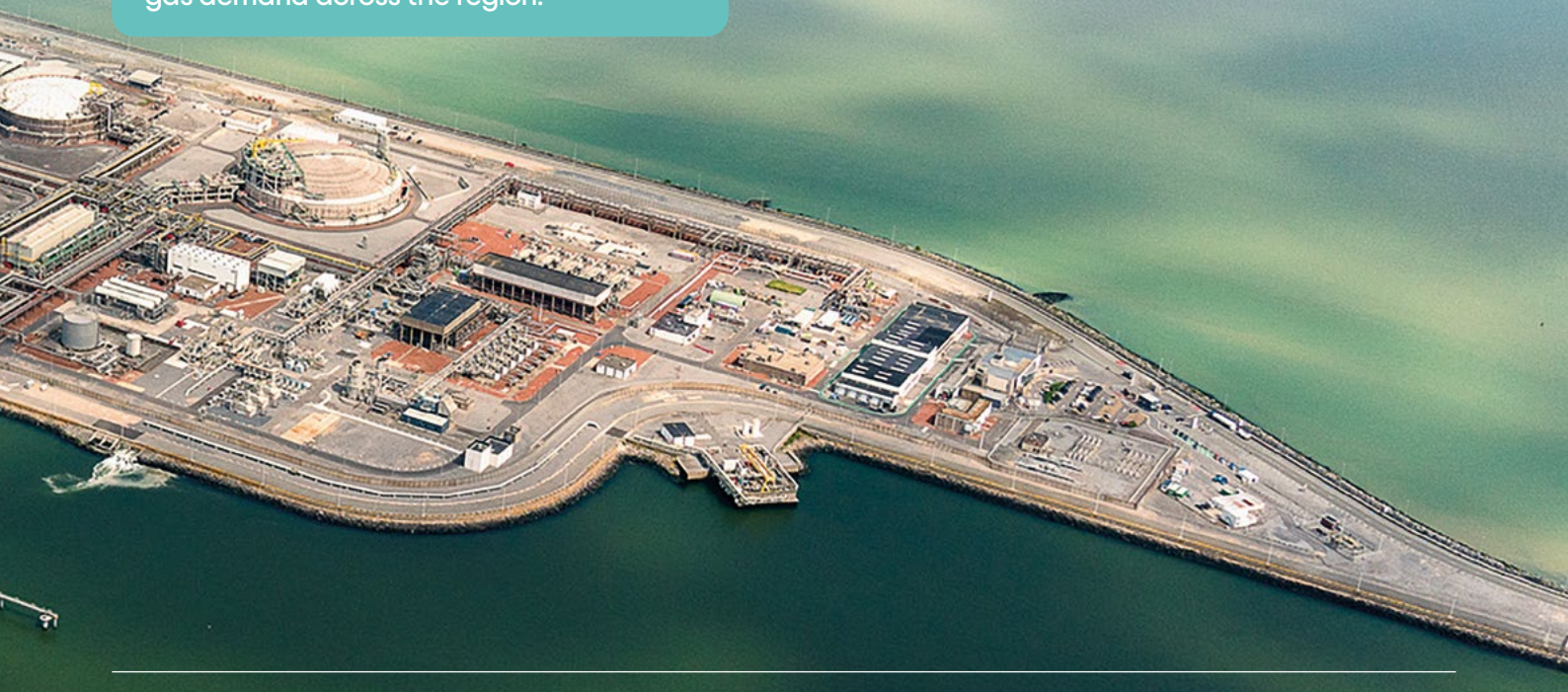
The global LNG volume is expanding at a modest rate of 1%

2024 saw global LNG trade remain remarkably steady, despite starkly contrasting regional dynamics. Asia continued its healthy expansion, propelled by rising demand in China and India, while Europe experienced its largest-ever slump in LNG imports amid declining gas consumption. However, the vigorous growth observed in Asia, along with strong performances in the Middle East and Americas, helped offset Europe's downturn, keeping global LNG trade nearly flat. Overall, global LNG volumes grew by a modest 1% to reach 406 MT, with the number of importers totaling 49 and exporting countries expanding to 22, as Mexico and the Republic of the Congo entered the market.

In Asia, LNG imports surged across nearly all markets, with China spearheading the growth. China's robust increase in LNG imports was driven by the steady expansion of industrial production, heightened gas demand for power generation, and growing LNG consumption in the trucking sector. This rise was facilitated by the commissioning of three new LNG terminals and the completion of multiple terminal expansion projects. India recorded the second-largest growth rebound, supported by increased cooling needs and higher industrial demand, particularly for fertilizer production, benefiting from favorable spot LNG prices. The three Asian newcomers of 2023—Philippines, Hong Kong, and Vietnam—continued their LNG import activities and posted the region's highest growth rates in 2024. Conversely, LNG imports in Japan and Thailand remained flat, reflecting stable gas demand in these mature markets.

Key European importers reduced LNG imports in 2024, with the largest declines observed in the UK, Spain and France. Following the crisis of 2022, LNG continued to play a critical role in Europe to balance gas supply and demand, even as a significant drop in demand became part of the solution to the disruption caused by the loss of Russian pipeline gas. In 2023, European LNG imports remained high, supported by energy security concerns and ongoing infrastructure expansion. However, by 2024, the initial urgency had diminished, as Europe appeared to have adjusted to the supply shock. Despite the need to replace lost Russian pipeline volumes, the overall contraction in gas demand, combined with increased reliance on gas storage withdrawals, outweighed the requirement for additional imports. One of the primary drivers of weak gas demand was the collapse of industrial consumption due to the high prices in 2022—demand that did not recover in 2023 nor in 2024. Additionally, gas use in the power sector declined due to a combination of factors: milder winter temperatures, the increased penetration of renewable energy sources, and the restored availability of nuclear power in France. These structural and seasonal shifts, along with ongoing energy efficiency measures, continued to suppress gas demand across the region.

On the supply side, the United States maintained its position as the world's leading LNG exporter in 2024, delivering approximately 85 million tons (MT) to the global market. While the U.S. remained Europe's primary LNG supplier, a growing share of American LNG has been redirected to Asia since 2022, reaching 34% of total U.S. exports in 2024. Egypt experienced the most significant drop in LNG exports for the second consecutive year, driven by rising domestic gas demand amid declining production. As a result of tightening domestic supply, Egypt became the largest LNG importer in the Middle East in 2024.

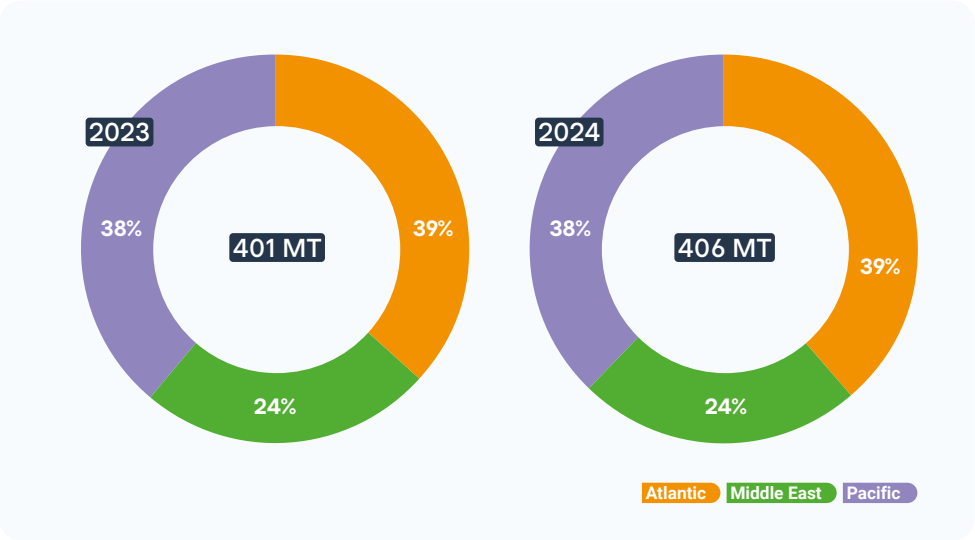


Shifting Currents: LNG Export Dynamics in 2024

While the regional distribution of LNG exports remained unchanged in 2024, the Atlantic Basin saw divergent trends among individual countries, with both increases and declines in supply.

LNG EXPORT BY REGIONS 2024 VS 2023

The Pacific region accounted for 154 MT (38%) of global LNG supply—an increase of 2.7 MT compared to 2023.



PACIFIC BASIN

The largest production increase in the Pacific region was recorded in Indonesia, up by 1.2 MT (+8%), driven by higher output from Tangguh LNG (+2.5 MT) following the completion of ramp-up activities for its Train 3, which commenced commercial operations in late 2023. This expansion is designed to offset declining production from Bontang LNG (-1.3 MT). Despite increased production capacity, Indonesia's LNG exports rose only slightly (+0.3 MT) due to significant domestic market obligations. In fact, LNG volumes from Tangguh allocated to domestic consumption grew by nearly 1 MT in 2024, reaching 3.6 MT, accounting for 34% of the plant's total production to address rising national power demand. Additionally, a 15-year Sales and Purchase Agreement (SPA) between BP and PLN, providing 16 cargoes annually, began deliveries in 2024. Incremental LNG from Tangguh was primarily exported to China, Japan, and South Korea, which remained Indonesia's largest export destinations in 2024, representing 21%, 18%, and 17% of total exports, respectively.

Indonesia's LNG exports rose by only 0.3 MT, despite increased output from Tangguh, due to domestic obligations.

Mozambique contributed to LNG market growth with a 0.8 MT increase in production from the Coral South LNG plant, which operated at full capacity throughout 2024. Singapore emerged as the largest importer of LNG from this project, accounting for 31% of its exports, following the initiation of a 10-year LNG Sales and Purchase Agreement (SPA) between BP, the project's offtaker, and Pavilion Energy for annual deliveries of 0.8 MTPA to Singapore. Additionally, exports from Mozambique to China and India grew in 2024, reaching 0.9 MT and 0.6 MT respectively. China ranked as the second-largest importer of LNG from Coral South, holding a 26% share, underpinned by BP's contractual commitments with Chinese buyers such as Shenzhen Gas, Foran Energy, and State Power Investment Corp.

Mozambique LNG output increased by 0.8 MT, with Singapore taking 31% of Coral South's exports under a 10-year SPA.

LNG exports from **Malaysia** experienced a slight increase in 2024, rising by 0.7 MT (+2.4%) due to enhanced feedstock availability for MLNG following the commencement of commercial production at the Timi gas field in August 2023. Malaysia's primary LNG export destinations remained Japan (38%), South Korea (24%), and increasingly China (28%).

Malaysia's exports increased by 0.7 MT, supported by new gas production from the Timi field.

Mexico became a new LNG exporter with the start of Altamira Fast LNG liquefaction project and contributed to LNG market growth by adding 0.4 MT to the market in 2024. LNG was mostly marketed in Americas region as only one cargo went to the Netherlands.

Mexico entered the LNG market, contributing 0.4 MT via Altamira Fast LNG.

LNG exports from **Australia**, the world's second-largest LNG supplier, remained stable since 2021 at 79 MT. Australian LNG production in 2024 was marked by a series of significant disruptions and partial recoveries

across key projects. Output was notably impacted by the shutdown of the Darwin LNG facility in November 2023, following the depletion of feedgas from the Bayu-Undan field. Operations remain suspended pending the commissioning of Santos' Barossa Gas Project, which is expected to backfill supply. At Ichthys LNG, production was constrained by reduced output from Train 1 between September and December 2024, while Train 2 experienced a complete outage from August through October due to unplanned maintenance shortly after recommissioning. The North West Shelf (NWS) facility also saw lower throughput, primarily driven by declining feedgas availability and maintenance issues.

Despite these setbacks, there were some positive developments helping to partially offset the overall decline. Australia Pacific LNG (APLNG) recorded a rise in output supported by stable upstream performance and strong demand. Meanwhile, Shell's Prelude FLNG resumed operations in early January 2024 following an extended maintenance shutdown. The facility reported improved reliability post-restart, with no major interruptions anticipated until at least 2026.

China, Japan, South Korea, and Taiwan remained the primary importers of Australian LNG, accounting for shares of 34%, 32%, 14%, and 10%, respectively. China's market share increased from 30% to 34% as LNG deliveries rose by 2.4 MT in 2024, while Japan's share decreased due to the expiration of several long-term contracts with Japanese buyers.

MIDDLE EAST

LNG exports from the Middle East increased by 1 MT in 2024, reaching 96 MT, primarily driven by growth in the **United Arab Emirates.** UAE LNG production rose by nearly 1 MT (+19%), bringing its total exports to approximately 6 MT in 2024. India remains the largest importer of UAE-produced LNG, accounting for 50% of the total. Indian imports from the UAE are expected to increase further in the coming years due to two long-term SPAs commencing in 2026: ADNOC Gas will supply Indian Oil with 1.2 MTPA over 14 years and Gail with 0.5 MTPA over 10 years. Additionally, LNG exports from the UAE to Japan (16%) and China (14%) increased in 2024, reaching 1 MT and 0.9 MT respectively, following the launch of several short-term contracts in 2024, signed by ADNOC Gas in 2023 with CNOOC, PetroChina, and JERA.

UAE LNG exports jumped 19% to reach 6 MT in 2024, with India absorbing 50% of this volume.

Qatar, the leading LNG supplier in the Middle East and the world's third-largest exporter, maintained stable LNG production in 2024 at around 78 MT. An increasing share of Qatari LNG was directed to Asian markets, driven by the launch of new long-term contracts with Asian buyers and favorable regional price premiums for flexible volumes. In 2024, 63 MT of Qatari LNG—or 81% of total exports—was delivered to Asia, up from 59 MT in 2023.

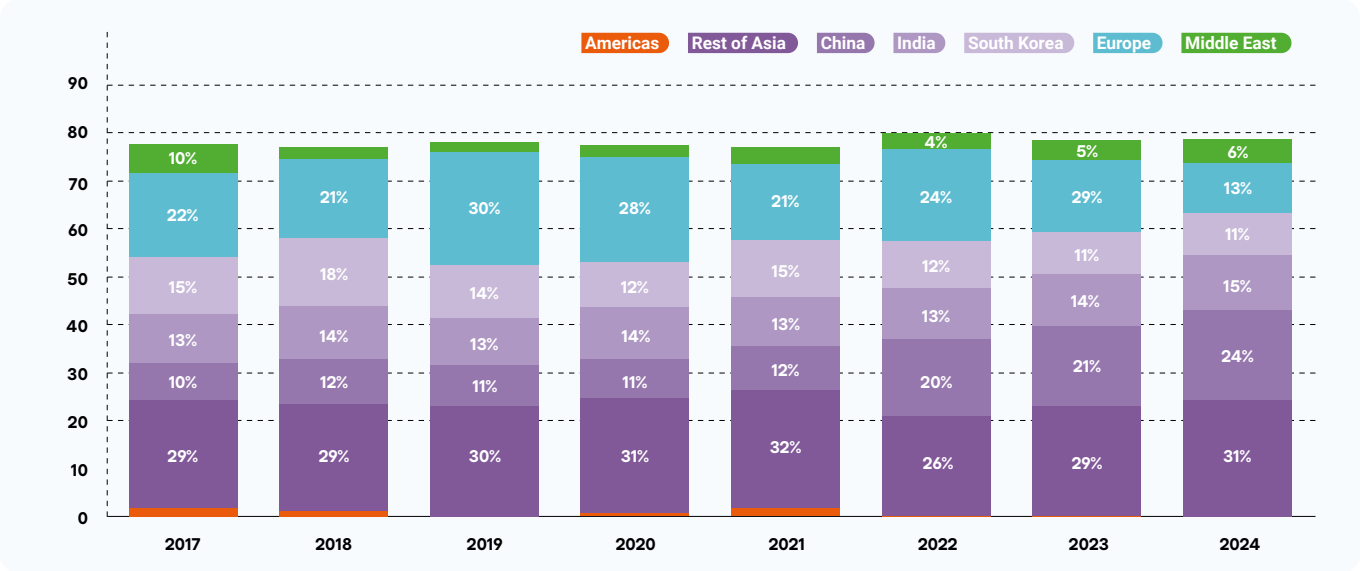
China, India, and South Korea were the top three importers, accounting for 24%, 15%, and 11% of Qatari LNG exports, respectively. These market shares rose slightly compared to the previous year. Deliveries to China grew by 2.1 MT in 2024, supported by the ramp-up of two new long-term SPAs: a 15-year deal with Suntien Green for 1 MTPA that began in June 2023, and a 10-year agreement with Guangdong Energy for another 1 MTPA starting in 2024.

In contrast, Qatari LNG exports to Europe continued their downward trend, which began after peaking in 2019 at 24 MT (30% share), aside from a temporary rebound during the energy crisis in 2022. In 2024, exports to Europe dropped to just 10 MT (13%). The sharpest year-on-year declines were recorded in the UK (-1.4 MT to 0.6 MT), France (-1.4 MT to 0.3 MT), and Belgium (-1.2 MT to 2 MT). While QatarEnergy holds regasification capacity in all three countries—enabling flexible delivery options—some cargoes were diverted to Asia in 2024 due to more attractive prices.

Additionally, the temporary closure of the Suez Canal in early 2024 may have further constrained deliveries to Europe.

Qatar's exports to Europe declined to just 10 MT, with notable year-on-year drops to the UK, France, and Belgium.

QATAR LNG DESTINATIONS (MT)



ATLANTIC BASIN

The Atlantic Basin remains the largest LNG supply region, with total exports reaching 156 MT in 2024. However, beneath this overall stability, individual Atlantic Basin countries displayed varying export dynamics over the year.

Russia recorded the largest increase in LNG production in 2024, with output rising by 2 MT (+9.4%). This growth was primarily driven by higher production at Yamal LNG (+1.6 MT) and the start-up of Arctic LNG 2, despite ongoing international sanctions. Approximately 0.26 MT from Arctic LNG 2 was offloaded to Russian floating storage facilities. Russian LNG was almost evenly split between Asia (17 Mt) and Europe (16 Mt). China and Japan remained the main Asian importers of Russian LNG, accounting for 25% and 17% of total exports, respectively. In 2024, China increased its offtake to 8.5 MT, while Japan's volumes declined to 5.6 MT. Russian LNG shipments to Europe were primarily received by regasification terminals in France and Spain.

Russian LNG was evenly split between Asia and Europe.

In 2024, LNG exports from **Nigeria** increased modestly by 0.8 MT, reaching a total of 14 MT, driven by improved feedstock availability. Flexible volumes from Nigeria LNG—largely marketed by portfolio players—shifted destination patterns in response to evolving price signals. Approximately half of Nigerian LNG exports were directed to Asia, with China and India emerging as the primary destinations. Meanwhile, around one-third of the volumes were delivered to Europe. This marks a significant change from 2023, when Europe received over half of Nigerian LNG exports, while Asia accounted for only one-third.

Nigeria's exports increased to 14 MT, with volumes shifting more toward Asia (50%) over Europe (33%).

The Republic of the Congo joined the ranks of LNG exporters with the production start at Tango FLNG. In 2024, the 0.6 MTPA project was in ramp up phase and added 0.3 MT to the market. LNG produced at the facility went to Spain, Italy and Pakistan.

Congo began LNG exports via Tango FLNG, adding 0.3 MT to the market in its ramp-up phase.

In 2024, LNG exports from the world's largest supplier—**the United States**—remained nearly flat for the first time after six consecutive years of double-digit growth, holding steady at around 85 MT, or 21% of global LNG supply. A 1.5 MT production boost from the completed debottlenecking project at Freeport LNG was offset by lower output at the Sabine Pass and Corpus Christi terminals, both of which underwent maintenance during the second and third quarters of the year.

Europe remained the primary destination for U.S. LNG, receiving about half of total exports (45 MT), although this share declined significantly from 68% (or 57 MT) in 2023. Looking ahead, with the start of LNG production at Corpus Christi Stage 3 and Plaquemines LNG in late 2024, the United States is expected to re-emerge as the key driver of global LNG supply growth in 2025.

U.S. LNG exports remained flat at 85 MT, ending six years of double-digit growth.

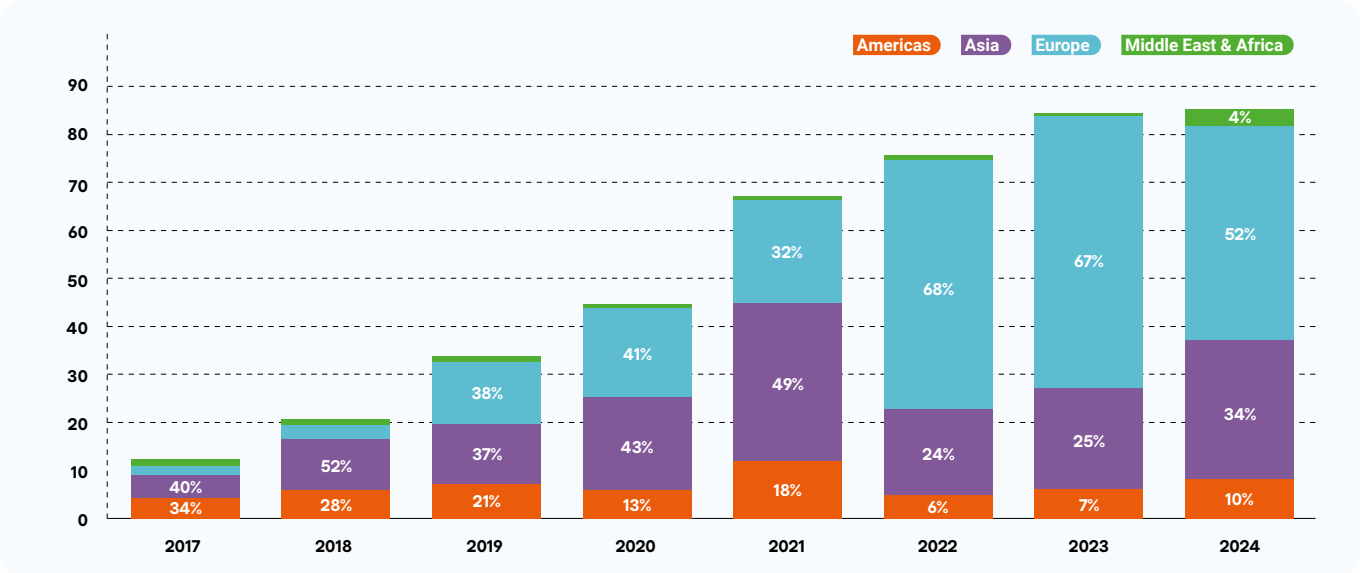
LNG exports from **Algeria** decreased by 1.5 MT reaching 11.5 MT in 2024 after a temporary LNG production surge in 2023. As the country reduced both LNG and pipeline gas exports, the 2024 decline was due to gas availability issues coupled with an increase in domestic gas demand for power generation. Maintenance activities at the Arzew LNG, carried out in October 2024, also contributed to the decline in LNG exports. Almost all LNG coming from Algeria goes to Europe with Turkyie (35%), France (28%), Spain (14%) and Italy (12%) being main destinations.

Algeria's exports fell by 1.5 MT due to gas supply issues and domestic demand increase.

Egypt, like a year ago, registered the largest decline in LNG exports, -2.8 MT in 2024, which represents a 78% reduction compared to 2023. The country drastically reduced LNG exports due to an increase in domestic gas demand and associated contractual obligations for domestic deliveries in the context of declining domestic production.

Egypt recorded again the largest drop, slashing LNG exports by 2.8 MT.

US LNG DESTINATIONS (MT)

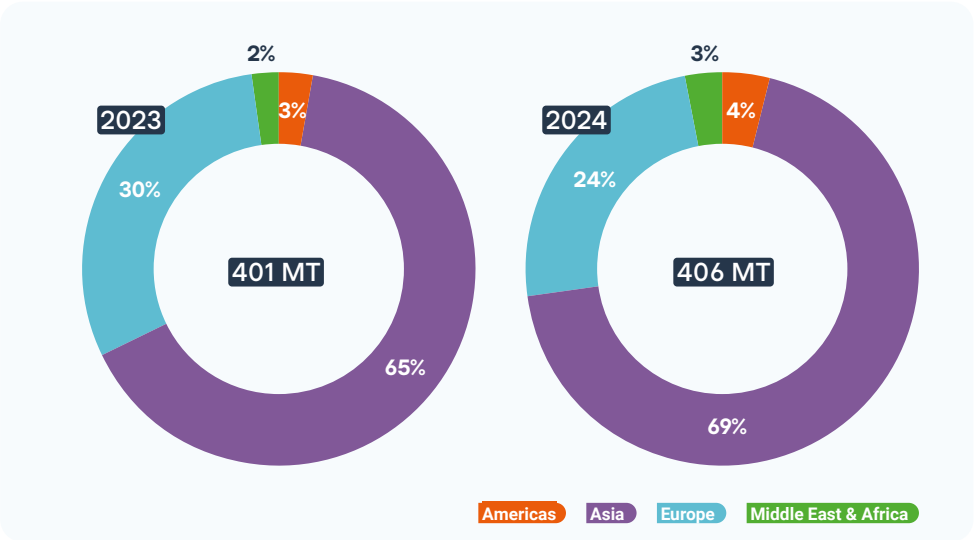


LNG Imports in 2024

Global LNG imports in 2024 reflected a dynamic rebalancing of regional demand, with Asia regaining momentum, Europe scaling-back imports, and non-traditional buyers in the Middle East and Americas emerging as key drivers of market growth.

LNG IMPORT BY REGION 2024 VS 2023

Asia continues to dominate global LNG consumption, accounting for nearly 70% of total market share. In 2024, LNG imports to the region experienced strong growth, reaching 282 MT—an increase of 21 MT(+8%) compared to the previous year—and surpassing the pre-crisis level of 273 MT recorded in 2021. Middle East LNG imports Surge by 60% as supply constraints and rising demand reshape the regional landscape.



CHINA

China Maintains Position as Leading LNG Importer in 2024

In 2024, China reinforced its role as the world's largest LNG importer, with total imports reaching 78 MT—an increase of 7 MT, or 10%, compared to 2023. This robust growth was primarily driven by a sustained surge in industrial activity, particularly across the manufacturing, utilities, and mining sectors, as well as rising natural gas demand for power generation, despite the parallel expansion of renewable energy sources.

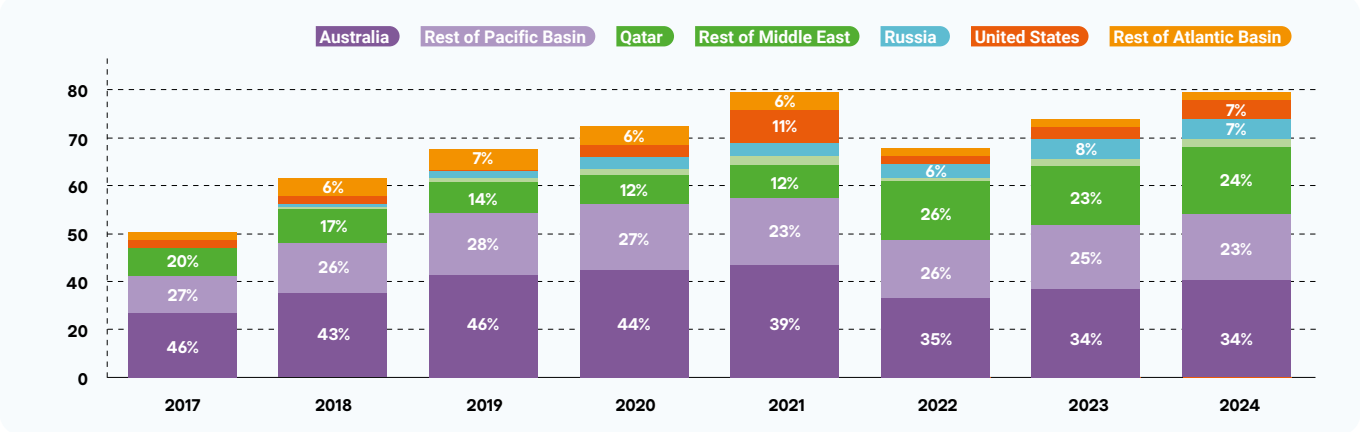
The transportation sector also contributed to the increase in LNG imports. LNG truck sales grew significantly during the year, supported by a favorable price environment, boosting consumption in this segment.

Infrastructure development further enabled this import growth. In 2024, three new LNG terminals were commissioned, adding a combined 13 MTPA of import capacity, while three terminal expansion projects brought in an additional 9.5 MTPA. This expanded storage and regasification capacity played a crucial role in accommodating higher import volumes.

Thanks to the strong economic recovery, China's LNG imports in 2024 have returned to their record high of 79 MT reached in 2021.

China's LNG supply mix remained broadly stable, with Australia maintaining its lead at 34% of total imports, followed by Qatar at 24%. Russia and Malaysia contributed 11% and 10%, respectively. Notably, the share of U.S. LNG increased from 4% in 2023 to 6% in 2024, reflecting shifting trade dynamics and enhanced competitiveness of American supply.

CHINA LNG IMPORTS BY SOURCE



INDIA

India Registers Second-Largest LNG Import Rebound in 2024

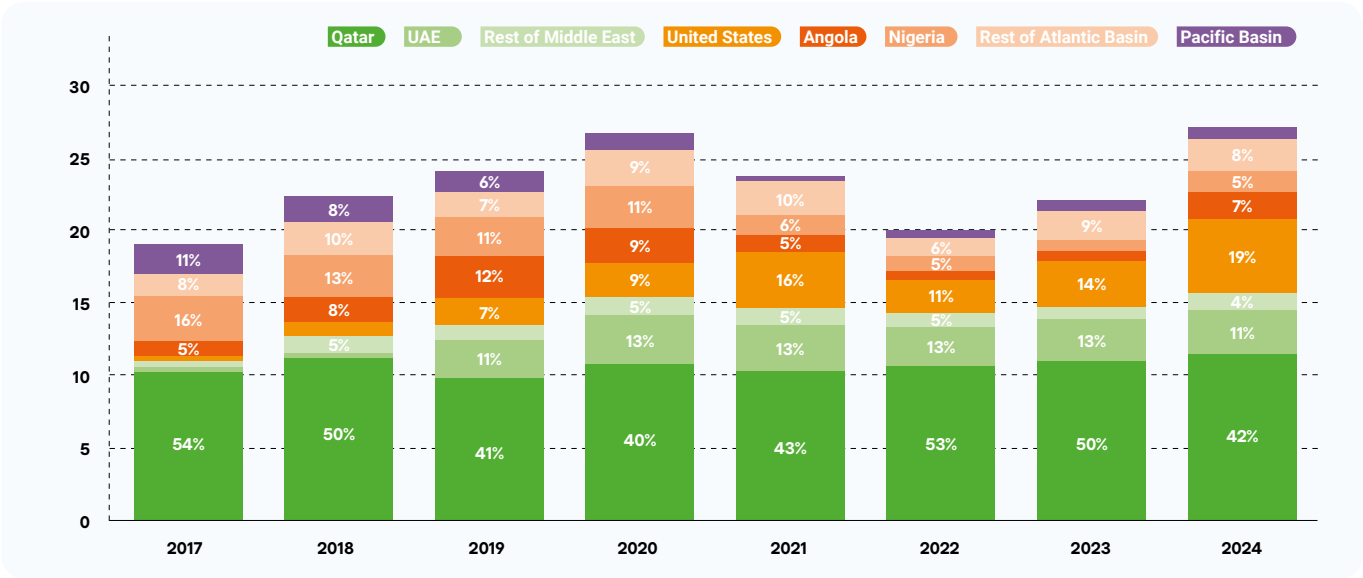
In 2024, India recorded the second-largest rebound among LNG importers, with total imports reaching 27 MT—an increase of 5 MT, or 23%, compared to 2023. This notable growth was primarily driven by a surge in cooling demand during extensive summer heatwaves, which coincided with declining spot LNG prices, creating an especially favorable environment for increased imports—despite a rise in domestic gas production.

The industrial sector was another major beneficiary of the low-price environment. Natural gas consumption rose across key segments, including fertilizer production, refining, petrochemicals, and other energy-intensive industries. Additionally, under these favorable price conditions, LNG-fired power generation became more economically viable than competing fuels, further supporting the increase in imports.

India's LNG procurement mix also evolved slightly in 2024. Imports of U.S. LNG rose significantly, from 3 MT to 5 MT, increasing its market share from 14% to 19%.

As a result, Qatar's share in Indian LNG imports declined from 50% to 42%. The United Arab Emirates (UAE) remained India's third-largest LNG supplier, maintaining an 11% share. Notably, India remains the primary export destination for UAE LNG, accounting for 50% of the UAE's total LNG exports.

INDIA LNG IMPORTS BY SOURCE



SOUTH KOREA

South Korea's LNG Imports Rise Modestly in 2024

In 2024, South Korea imported 47 MT of LNG, marking an increase of 1.8 MT, or 4%, compared to 2023. This moderate growth was primarily driven by higher demand for power generation, following a reduction in nuclear power availability due to extended maintenance at the Kori No. 3 nuclear power plant. Additional demand drivers included a rise in city gas consumption in December, spurred by colder-than-average temperatures, and an uptick in industrial gas usage, particularly in the manufacturing sector, amid signs of economic recovery.

South Korea's LNG supplier structure remained largely stable. Australia retained the leading position with 24% of total imports, followed by Qatar (19%), Malaysia (14%), the United States (12%), and Oman (10%). Notably, U.S. LNG volumes rose slightly, from 5.2 MT in 2023 to 5.7 MT in 2024, reflecting incremental diversification in supply without major structural shifts.

TAIWAN

Taiwan's LNG Imports Increase Amid Energy Transition

In 2024, Taiwan's LNG imports rose by 1 MT to reach a total of 21.2 MT, representing a 5% year-on-year increase. This growth was largely driven by the ongoing shift in the power generation mix toward natural gas, as the country continues to phase out coal and nuclear energy.

A key milestone in this transition was the shutdown of Nuclear Power Plant Unit 1 in 2024, which further accelerated the reliance on natural gas for electricity generation.

Taiwan's LNG supply sources remained unchanged from 2023. Australia continued to be the leading supplier, accounting for 38% of total imports, followed by Qatar (25%) and the United States (10%).

JAPAN

Japan's LNG Imports Remain Steady in 2024 Amid Shifting Supply Dynamics

In 2024, Japan's LNG imports remained stable at 66 MT. An increase in gas consumption for power generation, driven by a cold spring and a summer heatwave, was offset by a slight decline in industrial demand. Meanwhile, residential and commercial gas consumption remained largely unchanged throughout the year.

On the supply side, notable shifts in sourcing patterns occurred. Australia, traditionally Japan's largest LNG supplier, saw its market share decline from 42% to 38%, primarily due to the expiration of long-term contracts related to the North West Shelf (NWS) project. Conversely, U.S. LNG increased its share modestly, rising from 9% in 2023 to 10% in 2024, while Omani LNG supply grew significantly—from 2.1 MT (3%) to 3.4 MT (5%)—indicating a diversification in Japan's procurement strategy.

SOUTH & SOUTHEAST ASIA

Singapore's LNG Imports Rise Sharply in 2024 Amid Shifting Supply Landscape

In 2024, **Singapore's** LNG imports increased by 1.2 MT, representing a 26% rise compared to 2023. The surge was primarily driven by elevated gas demand for power generation, triggered by intensified cooling needs during the summer months. Additionally, storage replenishment activities in December further contributed to the increase in import volumes. Previously, Singapore's LNG supply was heavily concentrated, with Australia accounting for 56% and Qatar for 29% of total imports. However, the supply structure shifted notably in 2024. The initiation of long-term deliveries from Mozambique captured an 18% share, while imports from the United States also rose, likewise reaching 18% of total imports. As a result of these changes, Australia's share declined significantly, falling to 32% in 2024, reflecting Singapore's strategic diversification of its LNG sources and a move toward greater supply security and flexibility. Favorable price environment for LNG buyers, set up by lower spot LNG prices, allowed price-sensitive countries, like Pakistan and Bangladesh, to further expand their LNG imports. **Pakistan** registered a 0.7 MT increase and imported 7.9 MT in 2024 (+10% vs 2023). **Bangladesh** recorded a 0.5 MT growth and imported 5.7 MT of LNG in 2024, +9% compared to 2023. Qatar is the main LNG supplier to these countries with 89% stable share in Pakistan and 72% share in Bangladesh. Nigeria provided additional spot LNG volumes to Pakistan (+0.3 MT) bringing its share from 5% to 9%, and the USA increased spot LNG supply to Bangladesh (+0.3 MT) with the share going from 8% to 13%.

The three Asian LNG market newcomers of 2023, **Hong Kong, Philippines and Vietnam**, all continued LNG importing activity and recorded a healthy growth of their LNG imports in 2024. Thus, Hong Kong imported 0.7 MT (+0.4 MT vs 2023), Philippines 1.3 MT (+0.7 MT vs 2023) and Vietnam imported 0.3 MT (+0.2 MT vs 2023). Emerging markets, like Philippines and Vietnam, have several proposed LNG import projects, so LNG imports in emerging Asia are set to further increase in the coming years.

EUROPE

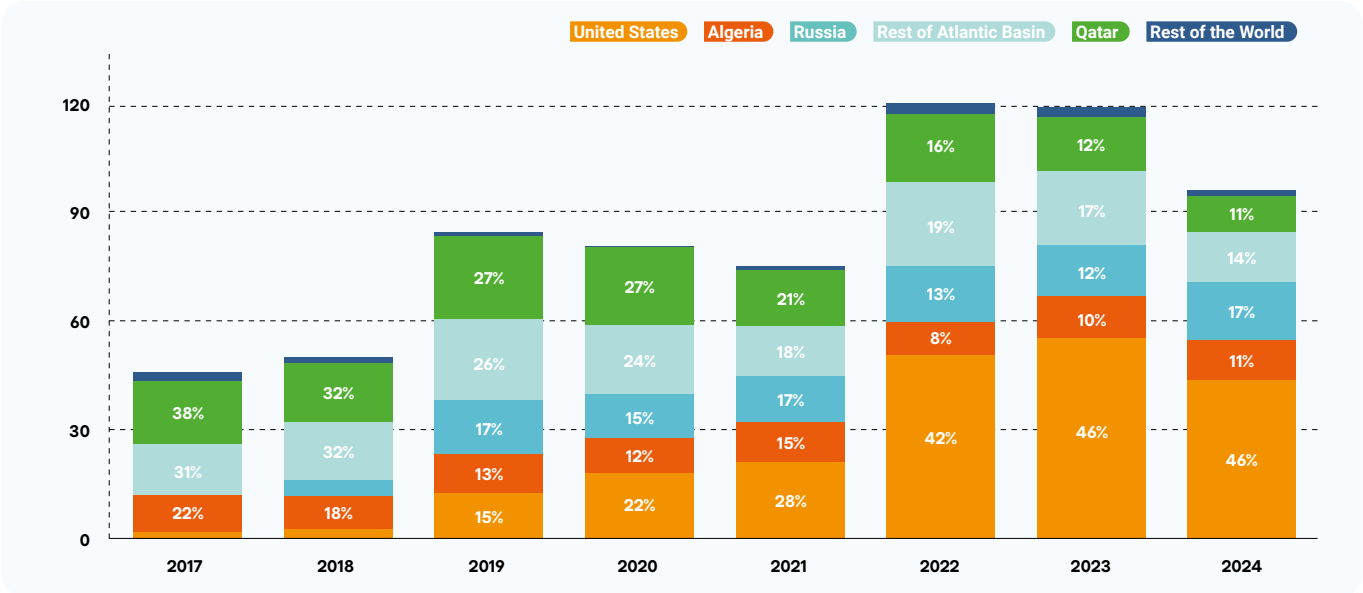
Europe's Gas Reset: Industry Down, Renewables Up, LNG Imports Plunge

In 2024, European LNG imports fell by 23 MT, down 19% year-on-year to 98 MT—the largest decline on record. The European soft gas demand environment, combined with the strategic use of storage to meet consumption, enabled the redirection of LNG cargoes to Asia, where demand was rising.

The 2022 energy crisis marked a structural inflection point in Europe's industrial energy consumption. Many gas-intensive industries—including fertilizers, chemicals, steel, and ceramics—either permanently curtailed or shut down operations in response to prolonged energy price volatility. Some companies opted to relocate to regions offering more stable and competitively priced energy, such as the United States and the Middle East. Even as gas prices moderated in 2024, a significant share of industrial demand did not return. Firms adapted to new operational baselines characterized by lower energy intensity or by transitioning to alternative fuels and electrification. Simultaneously, the broader macroeconomic environment remained weak. Industrial output across Europe, particularly in Germany—a central hub for manufacturing—continued to underperform. High interest rates and persistent inflationary pressures suppressed demand for industrial goods, further dampening energy consumption.

In the power sector, multiple structural and seasonal drivers contributed to reduced gas burn. Residential and commercial gas demand in Europe saw a slight increase in 2024, as colder-than-average temperatures in early Q1 boosted heating needs, partially offsetting the impact of a mild start to the winter and ongoing efficiency improvements. The expansion of renewable energy generation—particularly solar, which grew from 9.3% of the EU power mix in 2023 to 11% in 2024—combined with wind to deliver 29% of total EU electricity output, overtaking coal for the first time. In addition, increased nuclear availability and stronger hydropower generation displaced gas-fired power generation. These trends were further reinforced by ongoing energy efficiency initiatives across end-use sectors.

EUROPE LNG IMPORTS BY SOURCE



UNITED KINGDOM

United Kingdom Registers Sharpest Decline in LNG Imports

In 2024, the United Kingdom recorded the steepest reduction in LNG imports among European markets, with volumes falling by 7 MT (–45%) year-on-year—from 14.5 MT in 2023 to just 8 MT. This decline was primarily driven by a sharp contraction in gas demand for power generation, as the share of gas in the electricity mix dropped from 41% to 31%. The reduction was offset by robust renewable energy output, which supplied approximately 50% of the country's electricity generation.

Amid weakened domestic demand and favorable spot market conditions in Asia, flexible LNG cargoes originally destined for the UK were redirected by key suppliers. LNG imports from the United States declined by 3.7 MT, while Qatari volumes fell by 1.4 MT, resulting in Qatar's market share shrinking from 14% to 8%. Regasification capacity utilization rate, which peaked at 53% in 2022 fell to 22% in 2022.

SPAIN

In 2024, Spain's LNG imports declined by 4 MT (–24%) year-on-year, reaching a total of 12.7 MT. This contraction was largely driven by a steep reduction in gas demand for power generation, as the share of gas in the electricity mix dropped from 29% to 16%. This shift coincided with a surge in renewable generation, which supplied approximately 55% of the country's electricity in 2024. Industrial gas demand has shown a modest recovery following the price shock of 2022. The main consumers are from the refining, pharmaceutical/chemical, electrical, and agrifood sectors.

The average utilization rate of Spain's LNG regasification terminals fell to 26%, down 8 percentage points from 2023, reflecting weaker throughput levels. On the supply side, the United States reduced LNG deliveries to Spain by 1.6 MT and relinquished its position as the country's top supplier. Russia emerged as the leading source of LNG, increasing its market share from 27% to 37%. Meanwhile, Nigerian LNG volumes dropped by 2 MT, following the expiration of a 2 MTPA long-term contract with Naturgy.

FRANCE

France Cuts LNG Imports as Mild Weather, High Storage, and Low Gas-Fired Generation Weigh on Demand

In 2024, France's LNG imports declined by 3.6 MT (–16%) year-on-year, reaching 18.2 M. The decrease was primarily attributed to a mild 2023–2024 winter, high storage levels, and subdued overall gas consumption. Gas use in power generation dropped significantly, falling from 10% of the electricity mix in 2022 to just 3% in 2024, driven by improved nuclear availability and stronger renewable output. Correspondingly, the average utilization rate of French LNG terminals fell from 72% in 2023 to 60% in 2024, reflecting reduced import needs.

On the supply side, the United States remained France's largest LNG supplier, although its market share dropped from 44% to 37% following a 3.3 MT reduction in deliveries. LNG from has compensated this shortfall with an increase of 2.6 MT. Algeria maintained stable LNG exports to France, holding an 18% share of the import mix in 2024.

NETHERLANDS

In 2024, the Netherlands imported 13.2 MT of LNG, marking a 3.1 MT decrease (–19%) compared to the previous year. While notable, the decline was less pronounced than in other major European markets. Dutch LNG imports remained above pre-crisis levels, underpinned by the ongoing structural decline in domestic gas production, particularly following the phase-out of output from the Groningen field. The United States remained the dominant supplier, accounting for 68% of total LNG imports. However, U.S. deliveries to the Netherlands dropped by 2.8 MT in 2024, contributing substantially to the overall reduction in volume.

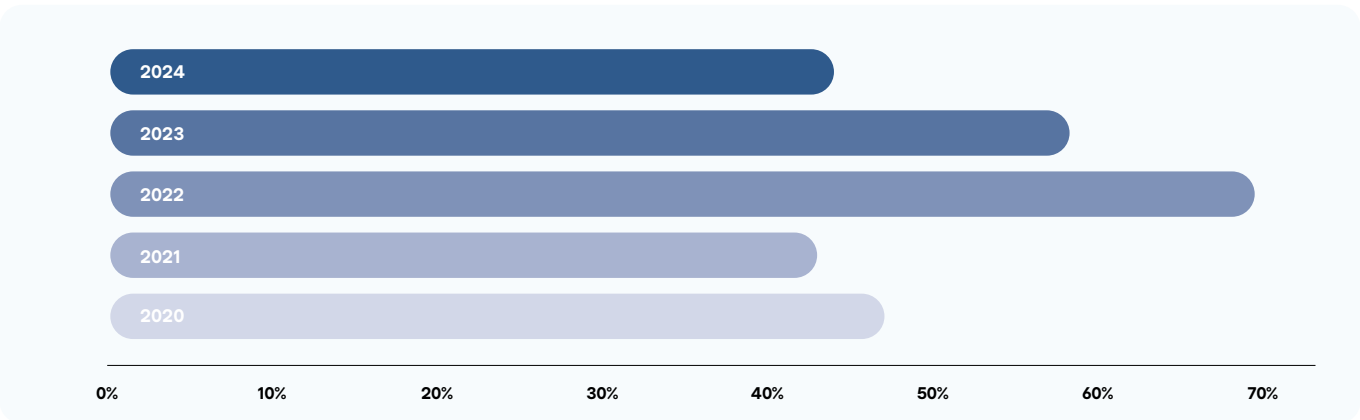
ITALY

Italy imported 10.5 MT of LNG, down 1.3 MT (–11%) from the previous year. This decline was relatively moderate compared to other major European markets. Overall gas consumption in Italy increased marginally, supported by more resilient gas demand for power generation compared to the broader EU trend. This was largely driven by the ongoing coal phase-out, which contributed to a 7% year-on-year reduction in CO_2 emissions from the power sector. Qatar remained Italy's primary LNG supplier, maintaining stable deliveries and accounting for 46% of total imports. LNG volumes from the United States and Algeria declined slightly—by 0.3 MT each—though their market shares remained relatively stable, at approximately 34% and 13%, respectively.

GERMANY

Germany, a recent entrant into the LNG import market following the sharp reduction in pipeline gas flows from Russia, recorded a modest decline in LNG imports in 2024. Imports fell by 0.5 MT (–9%) year-on-year, despite the commissioning of two additional floating storage and regasification units (FSRUs), which expanded the country's nominal regasification capacity. The decline was primarily driven by reduced industrial gas demand, reflecting ongoing economic weakness and a sluggish post-crisis recovery. As a result, average utilization of Germany's LNG terminals dropped significantly—from 47% in 2023 to just 27% in 2024—highlighting the gap between infrastructure buildout and actual market demand.

UTILIZATION RATE OF REGASIFICATION CAPACITIES (EU27+UK)



FINLAND

As the exception to the general downward trend in European countries, Finland recorded a 0.2 MT (or +17%) growth in LNG imports and imported 1.6 MT in 2024 due to more intensive use of its FSRU following a shutdown of Balticconnector pipeline from October 2023 to April 2024.

AMERICAS

Driven by drought and power needs, LNG demand surged across Latin America in 2024—led by Brazil and Colombia—while Argentina reversed course with a booming domestic supply.

LNG imports to Americas in 2024 rose by 21%, from 12 MT of LNG imported in 2023 to 15 MT in 2024.

The largest increase in the region was observed in **Brazil**, the largest LNG importer in the Americas. Brazilian LNG imports jumped by 2 MT (or +300%) to reach 2.6 MT which was used in power generation to compensate for a shortfall in hydropower output, following extreme drought in 2024. In addition, pipeline gas imports from Bolivia declined by 11%. 3 new FSRUs projects, for a total of 13.5 MTPA of regasification capacity, which started operations in 2024, helped ensure gas procurement for the country.

LNG imports to **Colombia** increased by 1.2 MT (or +154%) and reached 2 MT in 2024 for the same reason of lower hydropower production due to the extreme drought.

Chile, the second-largest LNG importer in the region, registered a slight decline -0.4 MT (or -16%) and imported 2 MT in 2024 due to higher hydroelectric generation in the beginning of the year along with the expansion of renewable capacity displacing gas-fired power generation.

LNG imports to **Argentina** decreased by 49% and reached 0.9 MT in 2024, driven by increased domestic production from the Vaca Muerta Basin and the expansion of the GPNK Pipeline launched in 2023. The pipeline eased transportation bottlenecks and offset declining gas imports from Bolivia.

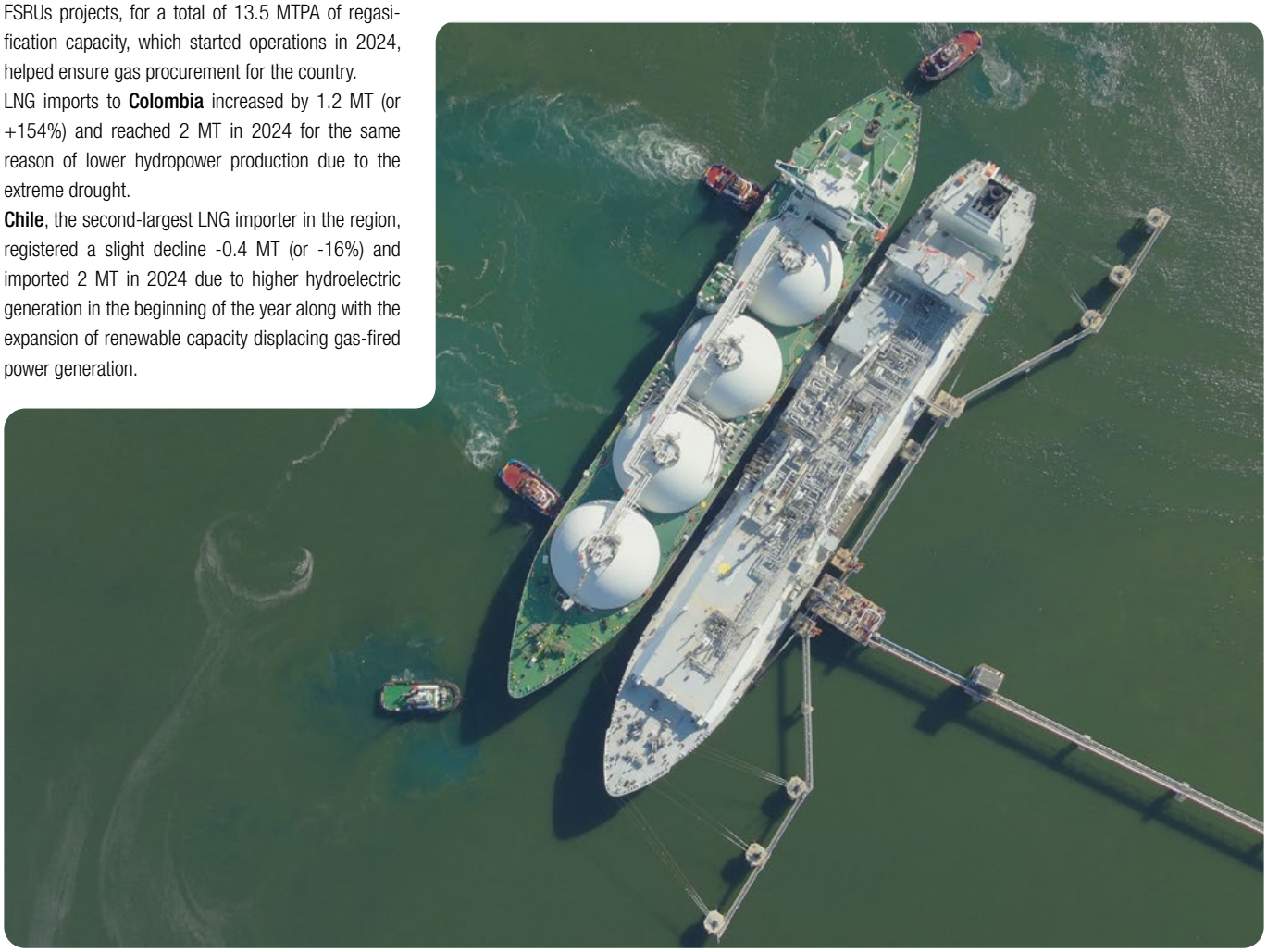
Most of the LNG going to the Americas region comes from the USA and Trinidad & Tobago. Increasing imports from the USA reduce Nigeria's market share.

MIDDLE EAST

Middle East LNG Imports Surge 60% as Supply Constraints and Rising Demand Reshape the Regional Landscape

In 2024, the Middle East saw a sharp 60% increase in LNG imports, reaching 11 MT—marking a notable shift for a region traditionally known as a major exporter. This reversal was primarily driven by **Egypt**, which became the region's largest LNG importer with 2.5 MT, up from virtually zero in 2023. Egypt turned to the global LNG market as domestic gas production declined, natural gas imports from Israel fell, and internal demand rose, particularly in the power and industrial sectors. **Jordan** also experienced a rise in LNG imports, jumping by 0.7 MT to reach 0.8 MT. This increase was directly linked to Egyptian procurement activity, as per the 2023 agreement between NEPCO and Egypt's EGAS, which allowed Egypt to utilize Jordan's Aqaba FSRU terminal through 2024–2025.

In the **United Arab Emirates**, LNG imports rose by 0.3 MT, reflecting soaring domestic energy demand fueled by robust economic expansion and rapid population growth.



LNG imports in 2024 (net of re-exports)

Market	10^6 T	Global Share	Var. 2024/2023 Mt	Var. 2024/2023 %
ASIA	**281.9**	69%	21.1	**8%**
China	**78.7**	19%	7.8	**11%**
Japan	**66.2**	16%	0.1	**0%**
South Korea	**47.0**	12%	1.8	**4%**
India	**27.0**	7%	5.0	**23%**
Taiwan	**21.2**	5%	1.0	**5%**
Thailand	**11.7**	3%	0.2	**1%**
Pakistan	**7.9**	2%	0.7	**10%**
Singapore Republic	**6.1**	1%	1.2	**26%**
Bangladesh	**5.7**	1%	0.5	**9%**
Indonesia	**4.8**	1%	0.6	**14%**
Malaysia	**3.3**	1%	0.7	**27%**
Philippines	**1.3**	0%	0.6	**x2**
Hong Kong	**0.7**	0%	0.4	**x2**
Vietnam	**0.3**	0%	0.2	**x3**
EUROPE	**97.7**	24%	-23.7	**-19%**
France	**18.2**	4%	-3.6	**-16%**
Netherlands	**13.2**	3%	-3.1	**-19%**
Spain	**12.7**	3%	-4.1	**-24%**
Italy	**10.5**	3%	-1.3	**-11%**
Turkey	**9.1**	2%	-1.0	**-10%**
United Kingdom	**7.9**	2%	-6.6	**-45%**
Belgium	**5.5**	1%	-2.8	**-33%**
Germany	**4.6**	1%	-0.5	**-9%**
Poland	**4.6**	1%	0.0	**-1%**
Portugal	**3.2**	1%	-0.3	**-8%**
Croatia	**1.8**	0%	-0.1	**-7%**
Lithuania	**1.8**	0%	-0.4	**-18%**
Greece	**1.6**	0%	-0.5	**-23%**
Finland	**1.6**	0%	0.2	**17%**
Norway	**0.4**	0%	0.2	**84%**
Malta	**0.4**	0%	0.0	**12%**
Sweden	**0.3**	0%	-0.1	**-17%**
Russian Federation	**0.2**		0.2	
AMERICAS	**14.8**	4%	2.6	**21%**
Brazil	**2.6**	1%	2.0	**x4**
Chile	**2.1**	1%	-0.4	**-16%**
Dominican Republic	**2.0**	0%	0.3	**20%**
Colombia	**2.0**	0%	1.2	**x2.5**
Puerto Rico	**1.9**	0%	0.2	**13%**
Argentina	**0.9**	0%	-0.9	**-49%**
Jamaica	**0.9**	0%	-0.2	**-20%**
Mexico	**0.8**	0%	0.2	**30%**
Panama	**0.5**	0%	0.1	**23%**
United States	**0.4**	0%	0.1	**47%**
El Salvador	**0.4**	0%	-0.1	**-29%**
Canada	**0.3**	0%	0.1	**63%**
MIDDLE EAST & AFRICA	**11.3**	3%	4.2	**60%**
Kuwait	**6.9**	2%	0.8	**12%**
Egypt	**2.5**	1%	2.5	
United Arab Emirates	**1.0**	0%	0.3	**36%**
Jordan	**0.8**	0%	0.7	**x6**
Mauritania	**0.1**	0%		
TOTAL	**405.8**	100%	4.4	**1.1%**

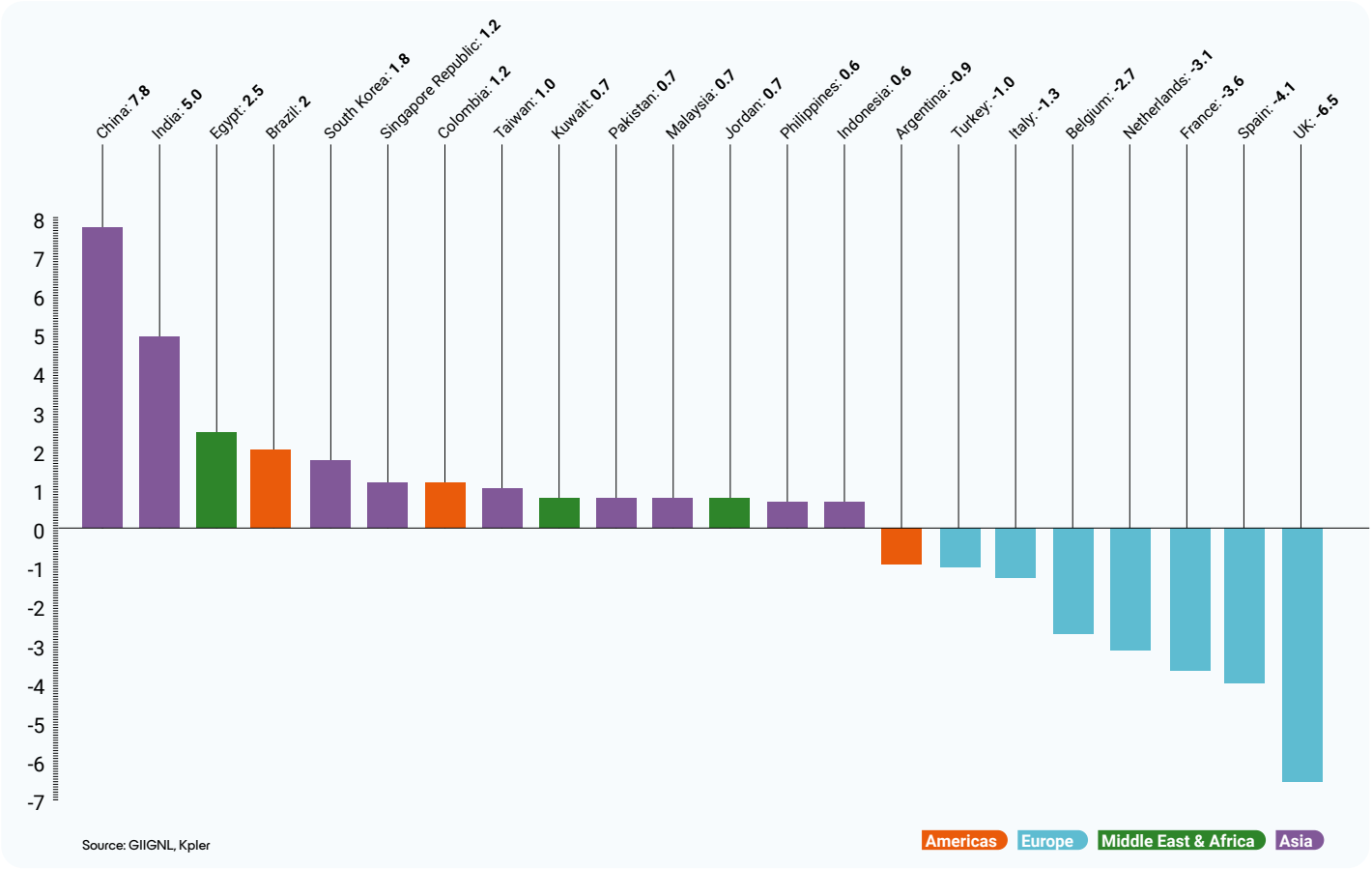
Source: GIIGNL, Kpler

Source of LNG imports in 2024

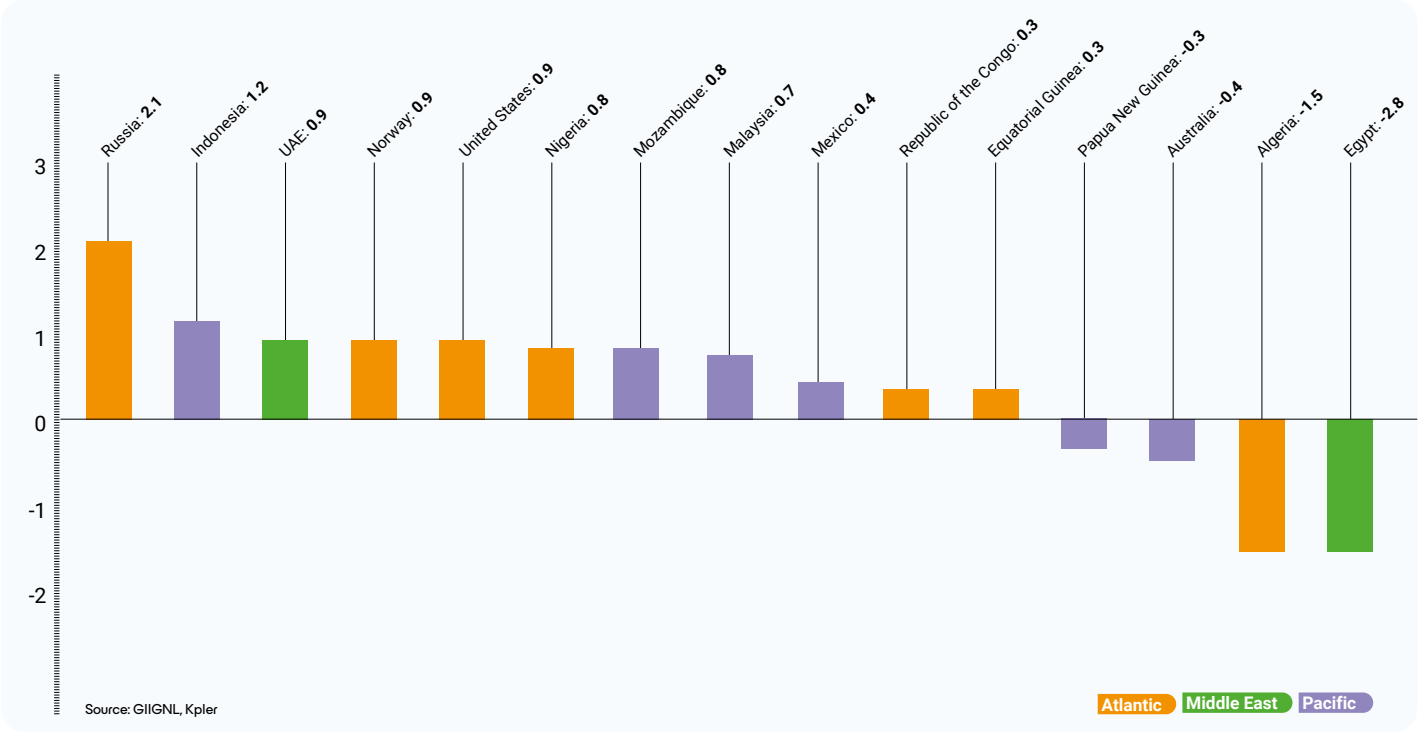
Country	10^6 T	Global Share	Var. 2024/2023 Mt	Var. 2024/2023 %
ATLANTIC BASIN[1]	**156.3**	39%	0.6	**0%**
United States	**85.4**	21%	0.9	**1%**
Russia Europe	**23.5**	6%	2.0	**9%**
Nigeria	**13.8**	3%	0.8	**6%**
Algeria	**11.6**	3%	-1.5	**-11%**
Trinidad and Tobago	**7.6**	2%	-0.1	**-1%**
Norway	**5.3**	1%	0.9	**20%**
Angola	**3.7**	1%	0.0	**0%**
Equatorial Guinea	**3.1**	1%	0.3	**10%**
Cameroon	**1.4**	0%	-0.2	**-10%**
Egypt	**0.8**	0%	-2.8	**-78%**
Republic of the Congo	**0.3**	0%	0.3	
MIDDLE EAST[1]	**95.7**	24%	1.0	**1%**
Qatar	**78.2**	19%	0.0	**0%**
Oman	**11.5**	3%	0.1	**1%**
United Arab Emirates	**6.0**	1%	0.9	**19%**
PACIFIC BASIN[1]	**153.8**	38%	2.7	**2%**
Australia	**79.2**	20%	-0.4	**0%**
Malaysia	**27.4**	7%	0.7	**2%**
Indonesia	**16.8**	4%	1.2	**8%**
Russia Asia	**10.0**	2%	0.1	**1%**
Papua New Guinea	**8.0**	2%	-0.3	**-4%**
Brunei	**4.8**	1%	0.2	**5%**
Peru	**3.8**	1%	0.1	**2%**
Mozambique	**3.4**	1%	0.8	**28%**
Mexico	**0.4**	0%	0.4	
TOTAL	**405.8**	100%	4.4	**1.1%**

Source: GIIGNL, Kpler

MAIN VARIATIONS IN LNG IMPORTS: 2024 VS. 2023 (MT)



VARIATIONS IN SOURCES OF LNG IMPORTS: 2024 VS. 2023 (MT)



LNG Quantities (in MT) received in 2024

Markets	Atlantic Basin[1]	United States	Russian Federation	Nigeria	Algeria	Trinidad and Tobago	Norway	Angola	Equatorial Guinea	Cameroon	Egypt	Republic of the Congo	Middle East[1]
ASIA	50.3	28.8	7.0	6.8	0.2	1.0		2.4	2.5	1.3	0.2	0.1	80.2
China	13.0	5.2	5.6	1.4		0.2			0.2	0.1	0.1		20.7
Japan	7.5	6.3	0.1	0.5	0.1	0.1			0.3	0.1			7.2
South Korea	7.8	5.7	0.6	1.0					0.2	0.3	0.1		14.2
India	10.6	5.0	0.1	1.4		0.3		1.9	1.0	0.8			15.6
Taiwan	3.0	2.1	0.5	0.3					0.2				6.0
Thailand	3.4	2.0		0.5	0.1	0.2		0.5	0.1				3.1
Pakistan	0.8			0.7								0.1	7.0
Singapore Republic	1.3	1.1				0.2							1.9
Bangladesh	1.5	0.7		0.4	0.1			0.1	0.2				4.0
Indonesia	0.2	0.1											
Malaysia	0.5	0.5											
Philippines	0.7	0.1		0.4					0.2				
Hong Kong	0.1			0.1									0.5
Vietnam													0.1
EUROPE	86.3	44.7	16.2	4.5	11.3	2.4	5.0	1.0	0.4		0.5	0.2	10.3
France	17.8	6.7	6.1	0.7	3.2		0.7	0.1	0.1		0.1		0.3
Netherlands	12.5	9.2	1.3	0.1	0.1	0.6	0.9	0.1	0.1				
Spain	12.6	3.8	5.0	1.6	1.7	0.1	0.2	0.1				0.2	0.7
Italy	5.6	3.6	0.1		1.4	0.2		0.2	0.1		0.1	0.1	4.8
Turkey	9.0	3.9	0.5	0.1	4.0	0.1	0.1		0.1		0.1		
United Kingdom	6.9	5.1		0.1	0.4	0.5	0.3	0.3	0.1		0.1		0.6
Belgium	3.5	0.9	2.5	0.1									2.0
Germany	4.6	4.2					0.3	0.1					
Poland	2.8	2.5				0.1	0.1				0.1		1.8
Portugal	3.2	1.3	0.2	1.7									
Croatia	1.8	1.1		0.1	0.3	0.3							
Lithuania	1.8	0.8		0.1		0.1	0.8						
Greece	1.6	1.1	0.2		0.1		0.2						
Finland	1.5	0.4	0.1				1.0						
Norway	0.4						0.4						
Malta	0.4	0.1				0.3							
Sweden	0.2						0.2						
AMERICAS	13.9	8.2		1.1		4.1	0.3		0.1		0.1		
Brazil	2.5	2.2		0.1		0.2							
Chile	2.1	0.9				1.1							
Dominican Republic	2.0	2.0											
Colombia	2.0	1.2				0.8							
Puerto Rico	1.0					0.9	0.1						
Argentina	0.9	0.8				0.1							
Jamaica	0.9	0.4		0.5									
Mexico	0.3	0.2				0.1							
Panama	0.5	0.5											
United States	0.4					0.2	0.1						
El Salvador	0.4					0.3							
Canada	0.2					0.2							
MIDDLE EAST	5.7	3.5	0.2	1.4		0.1		0.3	0.1	0.1			5.2
Kuwait	2.5	0.7	0.2	1.2		0.1		0.3	0.1	0.1			4.3
Egypt	2.3	2.0		0.2					0.1				
United Arab Emirates	0.1	0.1											0.9
Jordan	0.8	0.8											
AFRICA	0.1	0.1											
Mauritania	0.1	0.1											
GRAND TOTAL	156.3	85.4	23.5	13.8	11.6	7.6	5.3	3.7	3.1	1.4	0.8	0.3	95.7

(1) Gross LNG imports from ; (2) Net Re-export if negative ; Source: GIIGNL, Kpler

Qatar	Oman	United Arab Emirates	Pacific Basin[1]	Australia	Malaysia	Indonesia	Russian Federation	Papua New Guinea	Brunei	Peru	Mozambique	Mexico	Net Reloads[2] Received	Net LNG Imports
63,1	**11,3**	**5,8**	**151,3**	**79,2**	**27,4**	**16,4**	**10,0**	**8,0**	**4,8**	**2,1**	**3,4**		**0,1**	**281,9**
18.7	1.1	0.8	**44.9**	26.7	7.6	3.5	2.8	2.4	0.7	0.3	0.9		**0.1**	**78.7**
2.9	3.4	1.0	**51.2**	25.4	10.4	3.0	5.6	3.7	2.8	0.4	0.1		**0.3**	**66.2**
8.9	4.8	0.4	**24.6**	11.4	6.4	2.9	1.6	0.6	0.6	0.9	0.2		**0.4**	**47.0**
11.4	1.2	3.0	**0.8**	0.1		0.1					0.6		**0.1**	**27.0**
5.3	0.3	0.4	**12.1**	8.0	1.0	0.9		1.4	0.4	0.4	0.1		**0.1**	**21.2**
2.4	0.5	0.1	**5.0**	2.1	1.7	0.6			0.1	0.1	0.4		**0.2**	**11.7**
7.0			**0.1**			0.1								**7.9**
1.9			**3.2**	1.9	0.1	0.2					1.1		**-0.3**	**6.1**
4.0			**0.1**			0.1							**0.1**	**5.7**
			5.4	0.5	0.1	4.9							**-0.8**	**4.8**
			2.8	2.5	0.1			0.1			0.1			**3.3**
			0.6	0.5		0.1								**1.3**
0.5			**0.1**	0.1										**0.7**
0.1			**0.3**		0.1	0.1			0.1					**0.3**
10.3			**1.5**							**1.5**		**0.1**	**-0.4**	**97.7**
0.3			**0.2**							0.2			**-0.1**	**18.2**
			0.9							0.8		0.1	**-0.2**	**13.2**
0.7			**0.1**							0.1			**-0.7**	**12.7**
4.8													**0.2**	**10.5**
													0.1	**9.1**
0.6			**0.3**							0.3			**0.1**	**7.9**
2.0														**5.5**
														4.6
1.8														**4.6**
														3.2
														1.8
													-0.1	**1.8**
														1.6
													0.1	**1.6**
														0.4
														0.4
													0.1	**0.3**
			0.8			**0.3**				**0.2**		**0.3**	**0.1**	**14.8**
													0.1	**2.6**
														2.1
														2.0
														2.0
													1.0	**1.9**
														0.9
			0.1									0.1	**-0.1**	**0.9**
			0.5			0.3				0.1		0.1		**0.8**
														0.5
														0.4
														0.4
			0.1							0.1				**0.3**
4.8	**0.2**	**0.2**	**0.1**			**0.1**							**0.2**	**11.2**
4.1	0.2		**0.1**			0.1								**6.9**
													0.2	**2.5**
0.7		0.2												**1.0**
													0.1	**0.8**
														0.1
														0.1
78.2	**11.5**	**6.0**	**153.8**	**79.2**	**27.4**	**16.8**	**10.0**	**8.0**	**4.8**	**3.8**	**3.4**	**0.4**		**405.8**

Spot and Short-Term* LNG Quantities (in MT) received

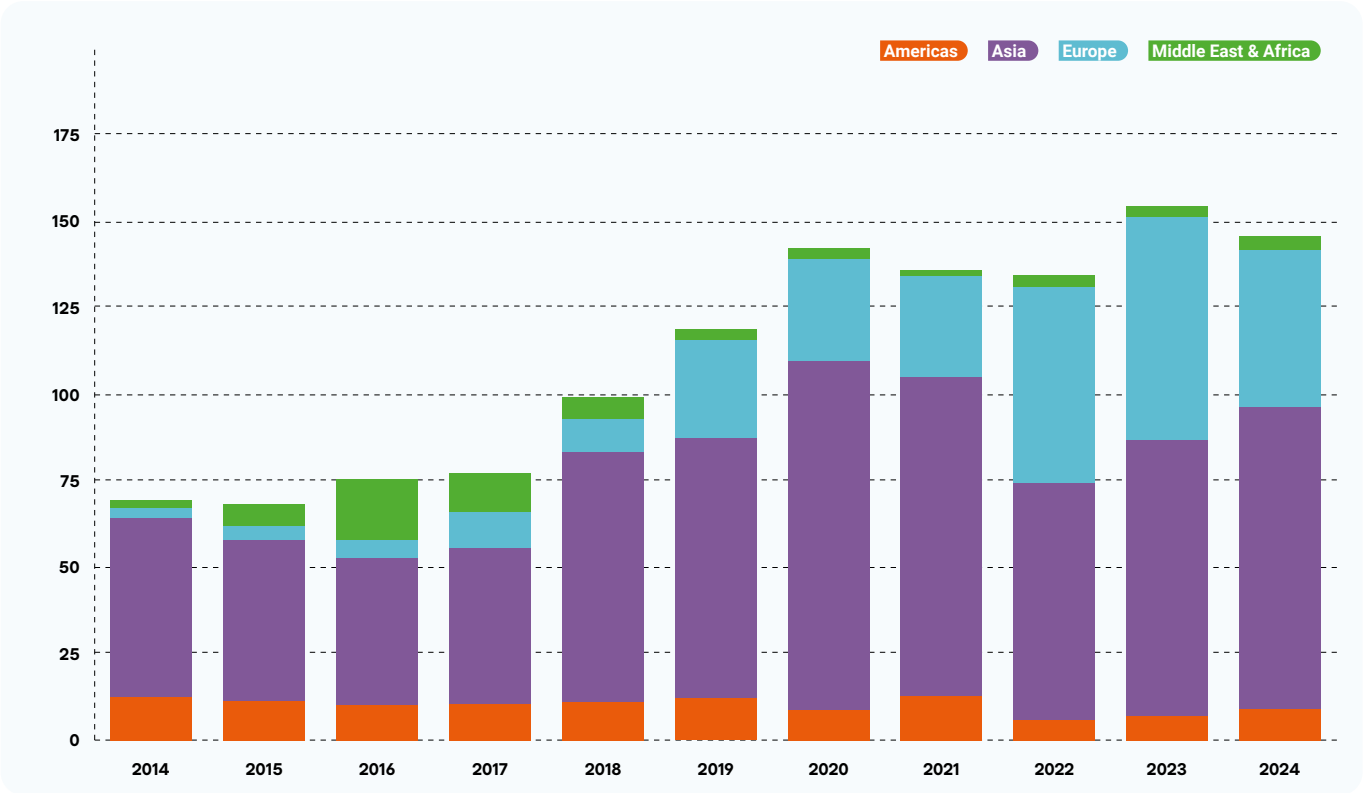
Markets	Atlantic Basin[1]	United States	Nigeria	Russian Federation	Algeria	Trinidad and Tobago	Norway	Angola	Equatorial Guinea	Egypt	Cameroon	Middle East[1]	Qatar
ASIA	**24.1**	**13.9**	**3.7**	**2.1**	**0.2**	**0.4**		**1.4**	**1.9**		**0.4**	**15.3**	**7.2**
China	**6.9**	3.8	0.8	1.8		0.1			0.2		0.1	**3.5**	2.3
South Korea	**3.8**	2.9	0.5	0.1					0.1		0.2	**2.4**	1.1
Japan	**1.7**	1.2	0.3						0.2			**1.9**	0.3
India	**5.3**	2.4	0.7	0.1		0.1		1.3	0.6		0.1	**4.4**	1.4
Thailand	**2.5**	1.7	0.4		0.1	0.1		0.1	0.1			**0.7**	0.2
Taiwan	**0.5**	0.1	0.3						0.2			**0.9**	0.3
Singapore Republic	**1.0**	0.8				0.2						**0.5**	0.5
Bangladesh	**1.2**	0.6	0.3		0.1			0.1	0.2			**0.7**	0.7
Malaysia	**0.3**	0.3											
Indonesia													
Philippines	**0.7**	0.1	0.4						0.2				
Pakistan												**0.3**	0.3
Vietnam												**0.1**	0.1
EUROPE	**44.8**	**29.5**	**0.8**	**2.7**	**4.4**	**1.7**	**3.8**	**1.0**	**0.4**	**0.4**		**0.2**	**0.2**
Netherlands	**8.4**	6.2	0.1	0.3	0.1	0.5	0.9	0.1	0.1				
United Kingdom	**4.8**	3.7	0.1			0.5	0.1	0.3	0.1	0.1			
Turkey	**5.0**	2.8	0.1	0.4	1.2	0.1	0.1		0.1	0.1			
Spain	**5.3**	1.9	0.2	1.1	1.7	0.1	0.2	0.1				**0.1**	0.1
France	**4.9**	4.0		0.1	0.5			0.1	0.1	0.1			
Germany	**3.9**	3.7					0.1	0.1					
Italy	**3.7**	2.6		0.1	0.6	0.2		0.2	0.1				
Finland	**1.5**	0.4		0.1			1.0						
Poland	**1.5**	1.3				0.1	0.1			0.1			
Croatia	**1.4**	0.8	0.1		0.3	0.2							
Lithuania	**1.4**	0.5				0.1	0.8						
Belgium	**1.0**	0.7	0.1	0.2								**0.1**	0.1
Greece	**1.0**	0.8		0.2									
Norway	**0.3**						0.3						
Sweden	**0.2**						0.1						
Portugal	**0.2**		0.2										
AMERICAS	**8.8**	**5.2**	**1.1**			**2.3**	**0.1**			**0.1**			
Colombia	**2.0**	1.2				0.8							
Brazil	**1.8**	1.5	0.1			0.2							
Jamaica	**0.8**	0.4	0.5										
Dominican Republic	**0.8**	0.8											
Argentina	**0.8**	0.7											
Chile	**0.6**	0.3				0.3							
Mexico	**0.2**	0.1				0.1							
Puerto Rico	**0.4**					0.4							
United States	**0.3**					0.2	0.1						
Panama	**0.2**	0.2											
El Salvador	**0.1**					0.1							
MIDDLE EAST	**3.2**	**2.3**	**0.4**					**0.3**	**0.1**		**0.1**	**0.6**	**0.4**
Egypt	**1.9**	1.6	0.2						0.1				
Kuwait	**0.8**	0.3	0.2					0.3			0.1	**0.5**	0.4
Jordan	**0.4**	0.4											
AFRICA	**0.1**	**0.1**											
Mauritania	**0.1**	0.1											
GRAND TOTAL	**81.0**	**51.1**	**6.1**	**4.8**	**4.6**	**4.5**	**3.9**	**2.7**	**2.4**	**0.5**	**0.5**	**16.1**	**7.8**

*Quantities delivered under contracts of a duration of 4 years or less ; (1) Gross LNG imports from ; (2) Net Re-export if negative ; Source: GIIGNL, Kpler

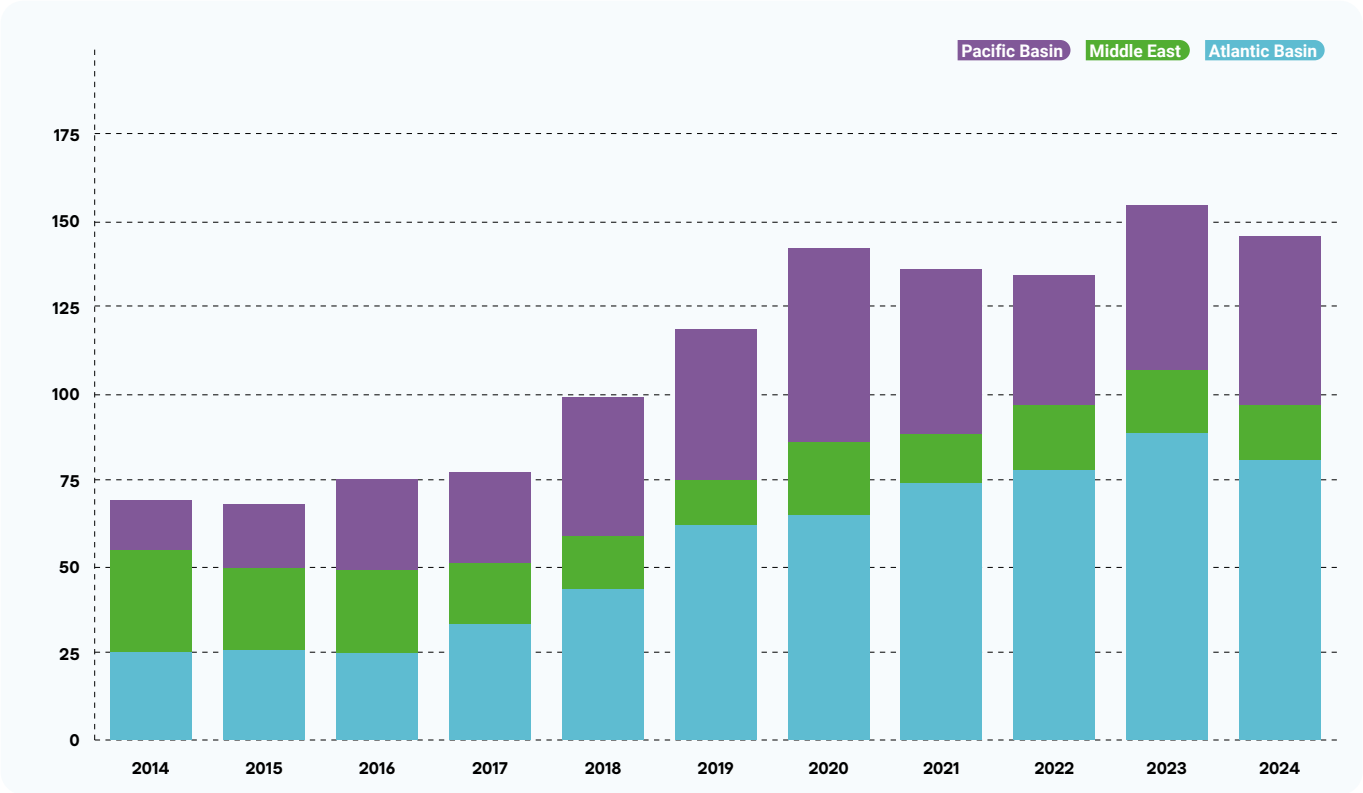
in 2024

United Arab Emirates	Oman	Pacific Basin[1]	Australia	Malaysia	Indonesia	Russian Federation	Brunei	Papua New Guinea	Mozambique	Peru	Mexico	Net Reloads received	Net LNG Imports	Markets
4.6	**3.6**	**48.0**	**23.0**	**9.3**	**6.0**	**3.7**	**2.4**	**1.9**	**1.3**	**0.4**			**87.5**	**ASIA**
0.5	0.7	**16.6**	8.0	2.9	1.1	2.8	0.7	0.6	0.4	0.1		**-0.1**	**27.0**	**China**
0.3	1.1	**11.0**	4.6	3.3	1.4	0.5	0.5	0.4	0.2	0.1		**0.2**	**17.3**	**South Korea**
0.7	0.9	**8.2**	4.1	1.8	0.4	0.4	0.8	0.5	0.1	0.2		**0.3**	**11.8**	**Japan**
2.6	0.4	**0.3**	0.1		0.1				0.1				**9.9**	**India**
0.1	0.4	**2.4**	1.3	0.6	0.4		0.1		0.1			**0.2**	**5.6**	**Thailand**
0.4	0.2	**3.9**	1.9	0.6	0.7		0.3	0.3		0.1			**5.3**	**Taiwan**
		1.8	1.4	0.1	0.2				0.2			**-0.1**	**3.3**	**Singapore Republic**
		0.1			0.1							**0.1**	**2.0**	**Bangladesh**
		1.2	0.9					0.1	0.1				**1.5**	**Malaysia**
		1.8	0.5	0.1	1.3							**-0.5**	**1.8**	**Indonesia**
		0.4	0.2		0.1								**1.0**	**Philippines**
		0.1			0.1								**0.4**	**Pakistan**
		0.3		0.1	0.1		0.1						**0.3**	**Vietnam**
		0.5								**0.4**	**0.1**	**-0.3**	**45.4**	**EUROPE**
		0.3								0.2	0.1	**-0.2**	**8.7**	**Netherlands**
		0.1								0.1		**0.1**	**5.0**	**United Kingdom**
												0.1	**5.0**	**Turkey**
		0.1								0.1		**-0.6**	**5.5**	**Spain**
												-0.1	**4.9**	**France**
													3.9	**Germany**
												0.2	**3.7**	**Italy**
												0.1	**1.5**	**Finland**
													1.5	**Poland**
													1.4	**Croatia**
												-0.1	**1.4**	**Lithuania**
													1.0	**Belgium**
													1.0	**Greece**
													0.3	**Norway**
												0.1	**0.2**	**Sweden**
													0.2	**Portugal**
		0.3								**0.1**	**0.2**		**9.1**	**AMERICAS**
													2.0	**Colombia**
													1.8	**Brazil**
													0.8	**Jamaica**
													0.8	**Dominican Republic**
													0.8	**Argentina**
													0.6	**Chile**
		0.2								0.1	0.1		**0.4**	**Mexico**
													0.4	**Puerto Rico**
													0.3	**United States**
													0.2	**Panama**
													0.1	**El Salvador**
0.1	**0.1**	**0.1**			**0.1**							**0.2**	**3.8**	**Middle East**
												0.2	**1.9**	**Egypt**
	0.1	**0.1**			0.1								**1.4**	**Kuwait**
												0.1	**0.4**	**Jordan**
													0.1	**AFRICA**
													0.1	**Mauritania**
4.6	**3.6**	**48.8**	**23.0**	**9.3**	**6.1**	**3.7**	**2.4**	**1.9**	**1.3**	**0.9**	**0.2**		**146.0**	**GRAND TOTAL**

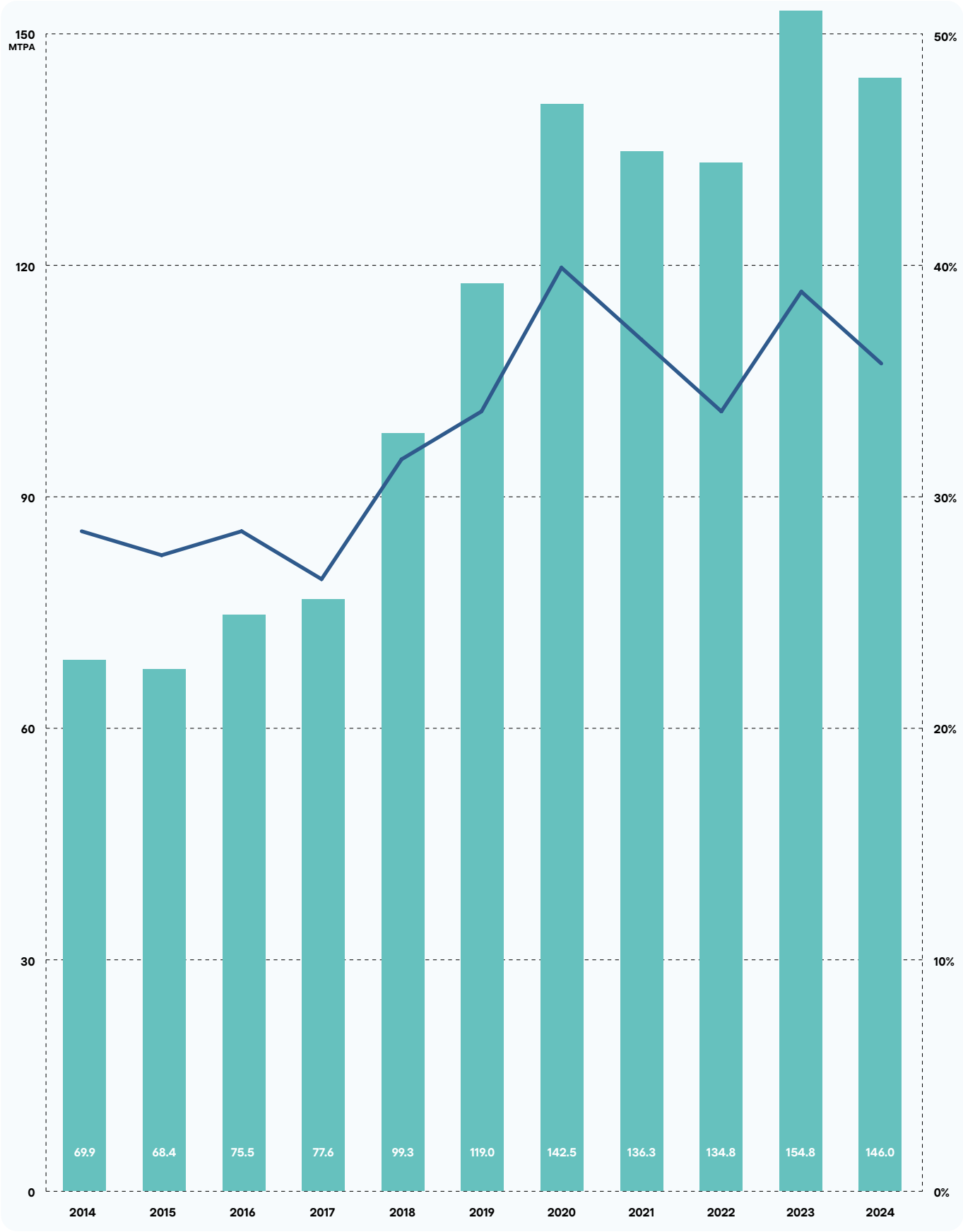
SPOT & SHORT TERM FLOWS BY IMPORTING REGION (MTPA)



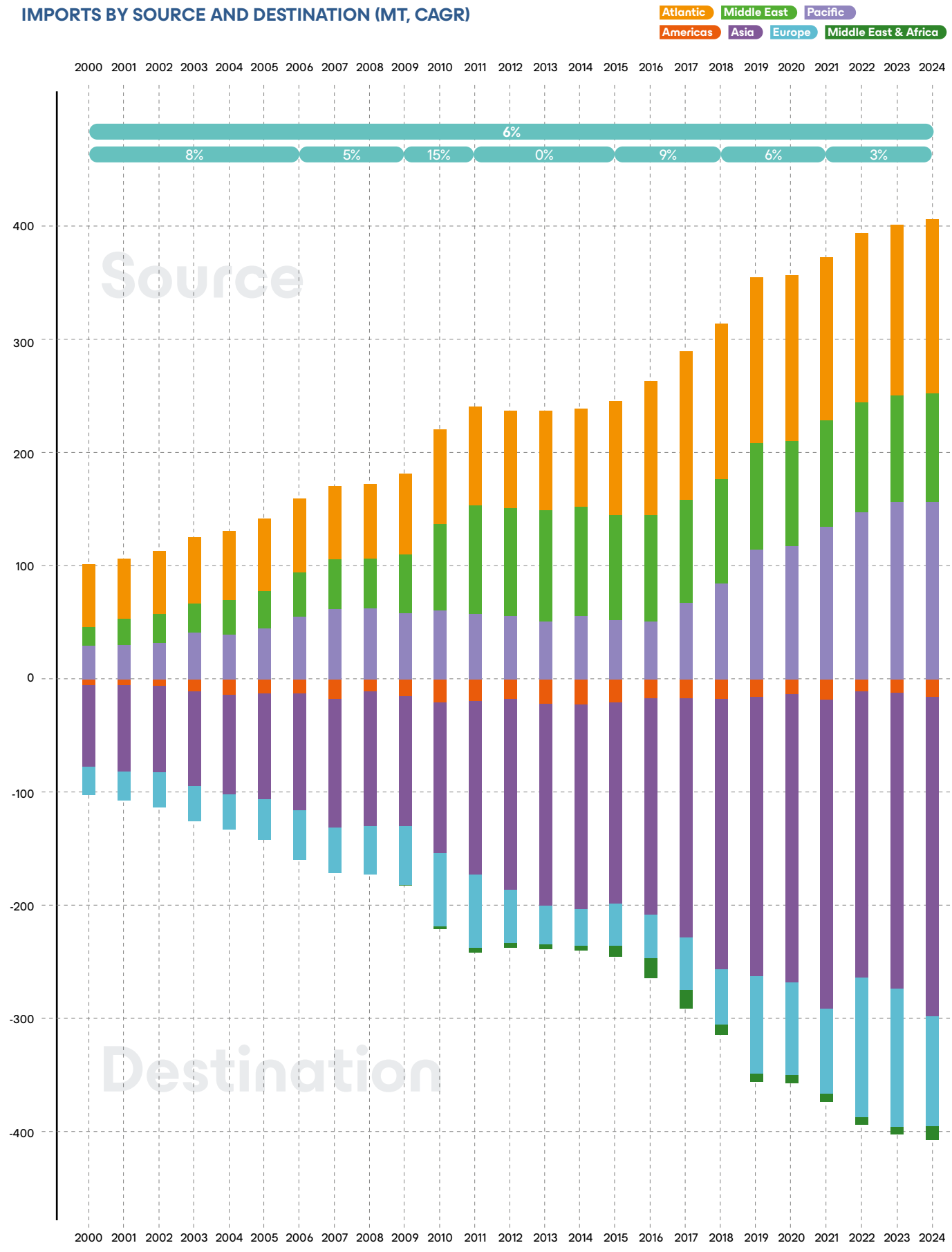
SPOT & SHORT TERM FLOWS BY EXPORTING REGION (MTPA)



SHARE OF SPOT & SHORT-TERM VS. TOTAL LNG TRADE (MTPA/%)



IMPORTS BY SOURCE AND DESTINATION (MT, CAGR)



CARG : Compound Annual Growth Rate

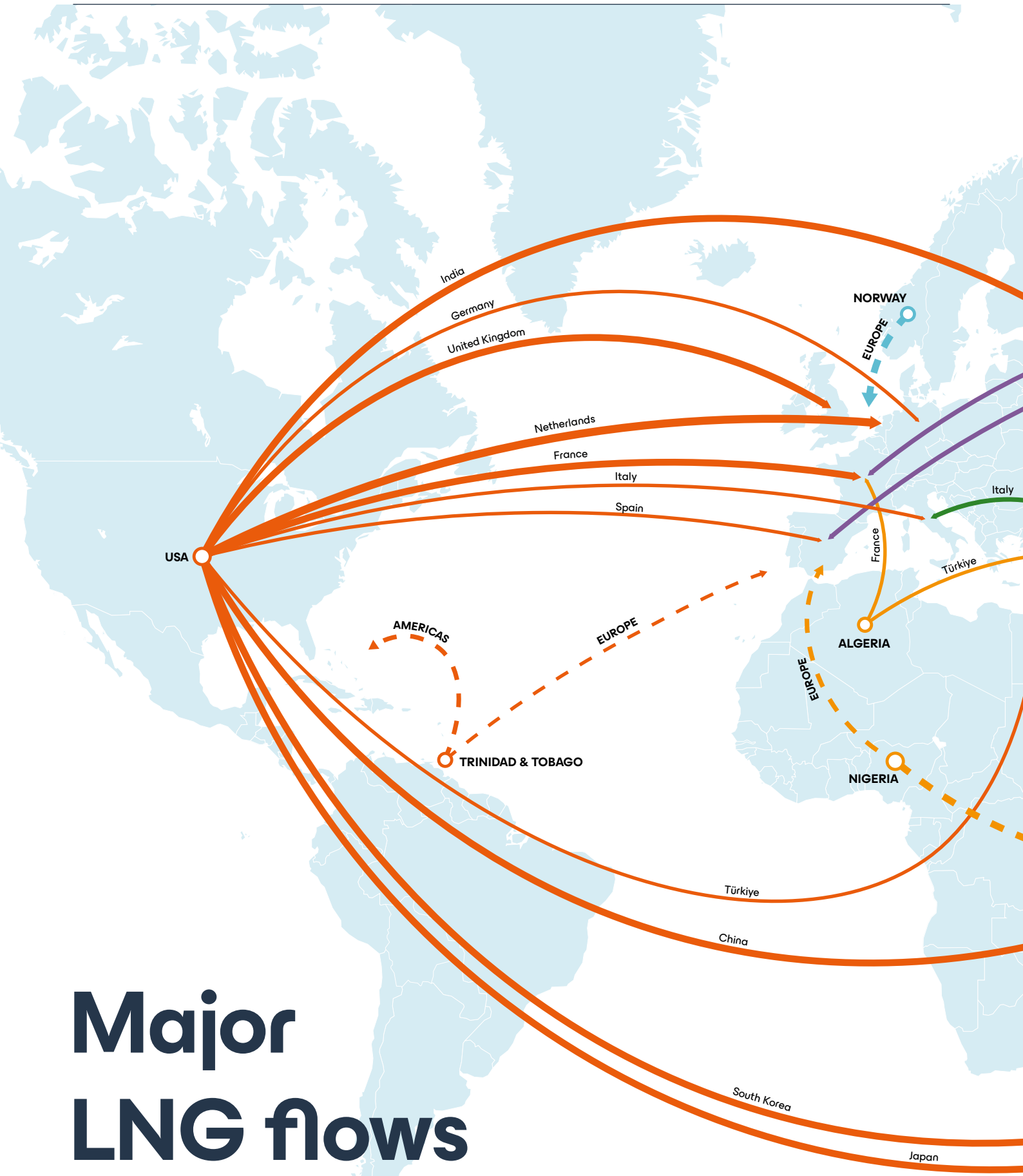
Re-exports (in MT)

(Based on cargoes received in 2024)

From \ To	Belgium	Chile	China	France	Germany	Indonesia	Jamaica	Lithuania	Malaysia	Netherlands	Singapore Republic	South Korea	Spain	Sweden	United States Virgin Islands	Total
AMERICAS		0.04				0.02	0.15						0.11		0.89	**1.20**
Puerto Rico							0.08								0.85	**0.92**
Brazil		0.04					0.07									**0.11**
Puerto Rico													0.06			**0.06**
Germany															0.04	**0.04**
Brazil													0.03			**0.03**
Panama						0.02										**0.02**
Argentina													0.01			**0.01**
Jamaica															+	**+**
ASIA	+		0.49			0.77				+	0.32	0.13	0.11			**1.81**
China	+					0.22				+	0.23	0.06	0.04			**0.56**
South Korea			0.17			0.32										**0.49**
India													0.06			**0.06**
Japan			0.12			0.16					0.02					**0.30**
Thailand			0.13								0.08					**0.21**
Bangladesh			0.06			0.07										**0.13**
Taiwan												0.06				**0.06**
EUROPE	0.05			+	+			0.07	+	0.26	0.01		0.36	+		**0.77**
Italy													0.15			**0.15**
United Kingdom										0.12						**0.12**
Finland	+							0.06		0.02			+			**0.10**
Gibraltar										+			0.08			**0.08**
Sweden	+			+	+			+		0.05			+			**0.08**
Türkiye													0.07			**0.07**
Belgium				+						0.04						**0.04**
Croatia													0.04			**0.04**
Netherlands	0.03												+			**0.04**
Norway										0.02			+	+		**0.02**
Belgium									+		+					**+**
France	+												+			**+**
Denmark										+				+		**+**
Italy											+					**+**
Germany	+									+						**+**
Spain										+						**+**
Spain									+							**+**
Gibraltar									+							**+**
Netherlands									+							**+**
MIDDLE EAST				0.07									0.16			**0.23**
Egypt													0.16			**0.16**
Jordan				0.07												**0.07**
TOTAL	0.1	0.0	0.5	0.1	+	0.8	0.1	0.1	+	0.3	0.3	0.1	0.7	+	0.9	**4.01**

Source: GIIGNL, Kpler

+ < 0,01



Major LNG flows in 2024

BETWEEN 3 AND 5 MT

BETWEEN 5 AND 10 MT

BETWEEN 10 AND 20 MT

> 20 MT

Liquefaction plants

Global liquefaction capacity reached 492 MTPA in 2024, including 14 MTPA of floating liquefaction units (FLNG).

FIDs were taken on four liquefaction projects in 2024, with a total capacity of around 14 MTPA: 1 MTPA Marsa LNG in Oman, 9.6 MTPA Ruwais LNG in the UAE, 3.3 MTPA Cedar LNG in Canada and a 1.2 MTPA FLNG project in Indonesia.

Three new projects for a total of 8.6 MTPA of liquefaction capacity started in 2024, including two FLNG accounting for 2 MTPA. The new projects are 0.6 MTPA Congo FLNG in the Republic of Congo, 6.6 MTPA Arctic LNG 2 in Russia, and 1.4 MTPA Altamira Fast LNG in Mexico. In addition, two debottleneck projects were completed in 2024 for a total of 1.9 MTPA: 1.5 MTPA at Freeport LNG and 0.4 MTPA at Ichthys.

PACIFIC BASIN

AUSTRALIA

Train 1 of the **Ichthys LNG** export facility had been operating at reduced capacity between September and December 2024 for inspections and repairs of heat exchangers. Train 2 was offline for repairs in August 2024 and resumed operations in October 2024.

Pluto LNG export plant in Western Australia has been shut down for 3 days in November 2024 due to a control system fault. In December 2024, final modules for the Pluto LNG Train 2 arrived on site. The EPC for the 5 MTPA **Pluto LNG Train 2** project is being executed by Bechtel since August 2022.

In March 2024, LJ Scarborough Pty Ltd, owned by LJ and the Japan Organization for Metals and Energy Security (JOGMEC), completed the purchase of a 10% non-operating interest in the Scarborough Joint Venture from Woodside. The **Scarborough** project will produce up to 8.0 MTPA of LNG from the Scarborough gas field, located offshore north-west Western Australia, through Pluto LNG terminal operated by Woodside. LNG Japan will independently market and sell its equity LNG cargoes (up to 0.8 MTPA). The delivery of first LNG from the Scarborough project is expected in 2026.

INDONESIA

In August 2024, Indonesian government approved the plans of development of the Geng North (North Ganal PSC), Gehem (Rapak PSC) and Gendalo&Gandang fields (Ganal PSC), operated by ENI. These fields would produce approximately 2 bcf/d of gas which would be partly liquefied at the **Bontang LNG**. Additionally, Eni has been awarded by the Indonesian authorities a 20-year extension of the IDD licences named Ganal and Rapak.

INPEX has received government approval for the revised plan of development for the **Abadi LNG** project. The revised PoD incorporates a carbon capture and storage (CCS) component the existing PoD. The project is the first in which CCS-related costs are eligible for recovery based on the production sharing contract (PSC) scheme that governs crude oil and natural gas upstream operations in Indonesia. INPEX operates the project in the Masera Block through its subsidiary INPEX Masela. INPEX and its partners will pursue the amendment to the PSC and prepare for FEED work.

In June 2024, Genting signed a $1 billion engineering, procurement, construction, installation, and commissioning (EPCIC) contract with Wison New Energies to construct the first FLNG facility in Indonesia to be located at Teluk Bintuni, West Papua. The facility will be built at the Nantong and Zhoushan shipyards in China. The 1.2 MTPA FLNG vessel is expected to be completed in 2026. The feed gas for the FLNG project is expected to be supplied from the Asap, Merah, and Kido structures within the concession area of the Kasuri Block in West Papua.

Argentina LNG's first phase targets 10 MTPA liquefaction capacity, backed by Shell & YPF.

MEXICO

In July 2024, New Fortress Energy started LNG production at its **Fast LNG Altamira** project. This project, which uses modular technology, includes three rigs and a floating storage unit (FSU). New Fortress Energy loaded its first cargo from the project in August. In November 2024, New Fortress Energy reported lower-than-expected LNG output from its facility due to ongoing optimization work. Despite initial output at nameplate capacity, concerns persist about the plant's technical reliability after previous delays and issues. In September, NFE received authorization from the US Department of Energy to export up to 1.4 MTPA of LNG from its project to non-FTA countries for a term of five years.

In October 2024, Gato Negro Permitium Uno got a 20-year authorization from the US Department of Energy to export US natural gas via pipeline to its planned Manzanillo liquefaction plant in Mexico and re-export LNG to FTA countries.

MOZAMBIQUE

In September 2024, ExxonMobil and its partners launched the FEED phase for the 18 MTPA **Rovuma LNG** onshore terminal in Mozambique. Despite security concerns, the project is moving forward with an FID expected in 2025 and production by 2029.

In October 2024, Eni and JOGMEC signed an MoU on collaboration in the gas and LNG field to increase diversification of supply sources. The agreement includes the support of Japanese financial institutions to the planned 3.4 MTPA **Coral North FLNG** project.

PERU

In May 2024, MidOcean acquired 20% interest in **Peru LNG**. In November 2024, the company increased its stake to 35% after acquiring shares from Hunt. Hunt's interest in the project decreased from 50% to 35%. Hunt will remain the operator of Peru LNG following the transaction.

Mozambique's Rovuma LNG (18 MTPA) moved to FEED phase, with FID expected in 2025.

ATLANTIC BASIN

ARGENTINA

In December 2024, YPF and Shell signed an agreement to develop the first phase of the **Argentina LNG** export project. The two companies will collaborate to move the project to the FEED stage. Argentina LNG is a project for the liquefaction of gas from dedicated blocks in Vaca Muerta, which will be transported through dedicated gas pipelines of 580 km to a processing and liquefaction terminal that will be built in Sierra Grande, Rio Negro, on the coast of the Atlantic Ocean. This first phase involves a liquefaction capacity of 10 MTPA. According to the agreement, Shell replaces Petronas in the project.

In July 2024, Golar LNG signed a 20-year agreement with Pan American Energy to deploy two FLNG units—Hilli Episeyo and a future **MKII FLNG**—off the coast of Argentina to liquefy natural gas from the Vaca Muerta shale formation. The project, led by the Southern Energy joint venture, includes both a gas sales agreement and a charter contract with commodity-linked pricing. A Final Investment Decision (FID) for the Hilli Episeyo was reached in May 2025, with LNG exports expected to begin in 2027, followed by the commissioning of the MKII unit in 2028. Golar LNG will hold a 10% equity stake in the venture.

CANADA

In October 2024, **LNG Canada** started cooldown activities at its liquefaction and export terminal in Kitimat, as part of the project's commissioning and start-up phase. In August 2024, natural gas was introduced to the facility for the first time, from the new Coastal GasLink pipeline. First cargoes are expected to be delivered by the middle of 2025.

In June 2024, the Haisla Nation and Pembina took FID on the 3.3 MTPA **Cedar LNG** Project, an FLNG facility located on Canada's West Coast. The project has reached FID without long-term sales agreements. The project counts two take-or-pay liquefaction tolling services agreements with ARC Resources and Pembina. The project is expected to be in service in late 2028.

CONGO

In November 2024, Eni launched the hull of its 2.4 MTPA **Nguya FLNG** at Wison Shipyard in China. The FLNG is planned to operate offshore the Republic of Congo. This will complement the existing 0.6 MTPA Tango FLNG, bringing Congo's total LNG output to 3 MTPA. Eni will market all LNG produced from the project.

Corpus Christi Stage 3 (10.4 MTPA) began commissioning, commercial operations expected in 2025.

MAURITANIA/SENEGAL

In January 2025, **Greater Tortue Ahmeyim** (GTA) FLNG project produced first gas. In June 2024, the FPSO vessel arrived at the site of the project, located 40 km offshore on the maritime border of Mauritania and Senegal, following completion of its construction at the COSCO Qidong Shipyard in China. The FPSO will produce gas from reservoirs in deep water, approximately 120 km offshore, through a subsea system. It will remove water, condensate and impurities from the gas before transferring it via pipeline to the *FLNG Gimi* vessel, located approximately 10 km offshore. The GTA Phase 1 is expected to produce around 2.3 MTPA of LNG for more than 20 years. The project is operated by bp, on behalf of the project's partners: bp, Kosmos Energy, PETROSEN and SMH.

NIGERIA

In June 2024, TotalEnergies, operator of OML 58 onshore license in Nigeria with a 40% interest, together with the Nigerian National Petroleum Corporation Ltd (NNPCL, 60%), took FID for the development of the Ubeta gas field, which feeds both the Nigerian domestic gas market and **Nigeria LNG** plant. The carbon intensity of the project is expected to be reduced through a 5 MW solar plant currently under construction and the electrification of the drilling rig.

RUSSIA

In January 2025, the US government imposed sanctions on two Russian LNG terminal operators, Gazprom's Portovaya, operating the 1.5 MTPA **Portovaya LNG** plant and Novatek's Cryogas Vysotsk, operating the 0.9 MTPA **Vysotsk LNG**.

In August 2024, Novatek shipped its first LNG cargo from **Arctic LNG 2** despite sanctions. As of January 2025, deliveries from the plant continue to be hampered by sanctions, with vessels placing cargoes into Russian storage or staying laden on the water. Several LNG cargoes shipped from the project have been transshipped to two FSUs serving transshipment hubs, located in Murmansk and Kamchatka. In addition, the sanctions limit access to ice-class LNG carriers. Despite sanctions, Novatek delivered two 6.6 MTPA production platforms to the Gydan Peninsula for other trains of the Arctic LNG 2 project in November 2024. However, Novatek suspended work on its Murmansk and Ob LNG export projects due to sanctions.

USA

In November 2024, Kinder Morgan received US FERC approval to add about 0.4 MTPA of capacity at the **Elba Island LNG** export plant as part of an optimization project. The FERC authorization allows Elba Liquefaction and Southern LNG to make modifications to the existing liquefaction facilities. The optimization project includes retrofitting the current dehydration systems with adsorbent media, upgrading bed regeneration equipment, installation of a new condensate plant and three liquid nitrogen vaporizers at the facility. Upon completion, the LNG terminal's export capacity will be increased to 2.9 MTPA.

In May 2024, JAPEX acquired a 15% equity interest in Gulf Coast LNG Holdings LLC, a sub-subsidiary of JERA corporation, to participate in the **Freeport LNG** project.

In January 2024, operations at Freeport LNG were impacted by a failure of a propane compressor motor. This motor was replaced, and the remaining eight liquefaction refrigeration compressor driver motors were inspected, with corrective actions implemented to prevent future failures. Freeport LNG used this outage to accelerate a planned outage in May 2024 to support its debottlenecking work. The second phase of debottlenecking projects, which included installation of additional compressor capacity across each of the three trains, was substantially completed in 2024 with anticipated increase in potential LNG production from 15 MTPA to 16.5 MTPA.

In October 2024, the Sabine Pass Liquefaction Expansion Project was granted FTA export authorization by the DOE. The application requesting authorization to export LNG to FTA and non-FTA countries from the project was submitted in February 2024.

In February 2024, Cheniere filed an application with FERC to site, construct and operate the Sabine Pass Liquefaction Expansion Project (excluding debottlenecking potential), which is being developed to include a potential production capacity of up to approximately 20 MTPA of LNG (including debottlenecking potential). As part of potential expansion of the **Sabine Pass** liquefaction facility, carbon capture technology for acid gas removal is under development. The acid gas removal unit would be designed to remove CO_2 and other acid gases from the feed gas, producing a pure stream of CO_2 that can then potentially be captured.

In December 2024, Cheniere produced first LNG from the first train of the **Corpus Christi Stage 3** liquefaction project and started commissioning process. Substantial completion of Train 1 is expected at the end of the first quarter of 2025, over six months ahead of the guaranteed completion date. The project includes seven midscale trains with a combined liquefaction capacity of 10.4 MTPA. Construction began in October 2022 under Bechtel.

Midscale Trains 8 & 9 are in permitting process, with up to ~2.8 MTPA of long-term contracts available to support the expansion. FID anticipated in 2025. The project received a positive Environmental Assessment from FERC in June 2024. Cheniere uses electric drive turbines at Corpus Christi facility expansion, which improve efficiency and reduce emissions compared to gas-powered turbines.

The ADCC Pipeline entered commercial service in July 2024 and is capable of providing approximately 1.7 Bcf/d of natural gas transportation capacity to CCL from markets on Whistler Pipeline's Agua Dulce Header in South Texas. The receipt points in Agua Dulce provide Cheniere direct access to Permian and Eagle Ford volumes. The ADCC Pipeline is a joint venture owned by Whistler Pipeline LLC and a wholly-owned subsidiary of Cheniere Energy.

In July 2024, **Port Arthur LNG Phase 2** and Bechtel Energy signed a fixed-price EPC contract for the 13 MTPA project which is currently under development in Port Arthur, Texas. As part of the EPC contract, Bechtel will perform the detailed engineering, procurement, construction, commissioning, startup, performance testing and operator training activities for the project and conduct pre-FID work. In June 2024, Sempra Infrastructure and a subsidiary of Aramco signed a non-binding HoA contemplating the purchase of 5 MTPA of LNG and a 25% equity investment in the project.

Construction of the 13 MTPA **Port Arthur LNG Phase 1** project is underway. Train 1 is expected to start commercial operation in 2027, train 2 in 2028.

In December 2024, Venture Global started producing LNG at its **Plaquemines LNG** export plant in Louisiana and received approval from the US FERC to export the first commissioning cargo. First phase of the project includes 24 liquefaction trains. First LNG cargo onboard VG's LNG carrier Venture Bayou went to ENBW in Germany. The facility is in commissioning process, and Venture Global expects to launch commercial operations in 2025. Shell, BP and other firms are in a dispute with Venture Global over the launch of commercial operations at its Calcasieu Pass project. They previously launched arbitration proceedings against Venture Global. In June 2024, the US Pipeline and Hazardous Materials Safety Administration (PHMSA) gave authorization to Venture Global LNG to increase the peak liquefaction capacity at the Plaquemines LNG from about 24 MTPA to 27.2 MTPA.

In June 2024, Venture Global got approval from the US FERC for its proposed **CP2 LNG** project in Louisiana, to be located next to its existing Calcasieu Pass liquefaction plant. The project will have 18 liquefaction trains, each with a capacity of about 1.1 MTPA of LNG, and also four 200,000 m^3 full containment LNG storage tanks.

In October 2024, Woodside Energy completed acquisition of Tellurian and renamed the under-construc-

tion 27.6 MTPA Driftwood LNG project in the US as **Woodside Louisiana LNG**. Woodside Louisiana LNG is fully permitted, FEED has been completed and site civil works are well advanced. Bechtel, the EPC contractor for the development of the project ordered gas technology equipment for two liquefaction plants with a total capacity of approximately 11 MTPA for Phase 1 of the project from Baker Hughes in December 2024 and integrated pre-cooled single mixed refrigerant (IPSMR) liquefaction technology and associated equipment, including cold boxes, from Chart Industries in January 2025. Each LNG plant includes four heavies removal cold boxes and four LNG Liquefaction cold boxes. Woodside reached FID for Louisiana LNG in April 2025.

In August 2024, **Golden Pass LNG** pushed back its start-up timeline. The 15.6 MTPA LNG plant requested permit extensions from the US FERC and Department of Energy (DoE) that would allow it to delay the start of commercial operations to 2027 and finish commissioning in 2029.

In August 2024, NextDecade received a court decision to vacate **Rio Grande LNG's** permit from the US FERC. The company continues development of the LNG project, however, it scrapped plans to have a CCS project onsite. NextDecade has withdrawn its application at the US FERC for the CCS site and requested termination of the CCS proceeding.

MIDDLE EAST

OMAN

In April 2024, the **Marsa LNG** project reached FID. The integrated project, which combines upstream gas production, downstream gas liquefaction and renewable power generation, is being developed by a joint company Marsa LNG, involving TotalEnergies (80%) and OQ (20%). A 1 MTPA liquefaction plant will be built in the port of Sohar. The Marsa LNG plant will be 100% electrically driven and supplied with solar power, its GHG intensity is expected to be below 3 kg CO_2e/boe, which represents a reduction in emissions of more than 90% compared to the average of existing LNG plants. LNG production is expected to start by first quarter 2028 and is primarily intended to ensure LNG bunkering in the Gulf region.

ADNOC took FID on Ruwais LNG (9.6 MTPA), with full-electric liquefaction, operational by 2028.

QATAR

In June 2024, CPC joined QatarEnergy and other partners of the **NFE** project and took a 5% interest in the equivalent of one train of the project. The companies also signed an SPA for the supply of 4 MTPA of LNG from the project to CPC for 27 years.

UAE

In June 2024, ADNOC took FID on the **Ruwais LNG** project located in Al Ruwais Industrial city, in Abu Dhabi. The project includes two liquefaction trains with a total capacity of 9.6 MTPA and will have full-electric liquefaction trains supplied with clean power by the UAE's grid. Start-up is expected in the second half of 2028. ADNOC holds a 60% interest in Ruwais LNG. In July 2024, TotalEnergies, BP, Mitsui and Shell joined the project with a 10% stake each.

Liquefaction plants

Country	Name	Liquefaction		Storage		Owner(s)	Operator	MT - LT Buyer(s)	Start-up date
		Number of trains	Nominal capacity (MTPA)	Number of tanks	Total, capacity (liq,m³)				
ATLANTIC BASIN: 220 MTPA									
Algeria 25.3 MTPA	Arzew GL1Z T1 - T6	6	**7.9**	3	300,000	**Sonatrach**	Sonatrach	**Botaş, TotalEnergies**	1978
	Arzew GL2Z T1 - T6	6	**8.2**	3	300,000	**Sonatrach**	Sonatrach	**Botaş, TotalEnergies**	1981
	Skikda GL1K	1	**4.5**	1	150,000	**Sonatrach**	Sonatrach	**Botaş, TotalEnergies**	2013
	Arzew GL3Z	1	**4.7**	2	320,000	**Sonatrach**	Sonatrach	**Botaş, TotalEnergies**	2014
Angola	Angola LNG	1	**5.2**	1	360,000	**Angola LNG (Chevron 36.4%, Sonangol 22.8%, BP 13.6%, ENI 13.6%, TotalEnergies 13.6%)**	Angola LNG		2013
Cameroon	Kribi (FLNG)	4	**2.4**	1	125,000	**Golar LNG 89%, Keppel Corporation Ltd 10%, Black & Veatch 1%**	Golar LNG	**Gazprom**	2018
Congo	Congo FLNG Tango (FLNG)	1	**0.6**	1	16,100	**ENI**	ENI	**ENI**	2024
Egypt 12.2 MTPA	Damietta	1	**5**	2	300,000	**Damietta LNG (ENI 50%, EGAS 40%, EGPC 10%)**	Damietta LNG	**EGAS, ENI**	2005
	Idku T1	1	**3.6**	2	280,000	**Egyptian LNG (Shell 35.5%, Petronas 35.5%, EGPC 12%, EGAS 12%, TotalEnergies 5%)**	Egyptian LNG	**TotalEnergies**	2005
	Idku T2	1	**3.6**	0	0	**Egyptian LNG (Shell 38%, Petronas 38%, EGAS 12%, EGPC 12%)**	Egyptian LNG	**Shell**	2005
Equatorial Guinea	EG LNG	1	**3.7**	2	272,000	**EG LNG (Marathon 60%, Sonagas 25%, Mitsui 8.5%, Marubeni 6.5%)**	EG LNG	**Glencore**	2007
Nigeria 22.2 MTPA	NLNG T1	1	**3.3**	4	336,800	**Nigeria LNG (NNPC 49%, Shell 25.6%, TotalEnergies 15%, ENI 10.4%)**	NLNG	**ENI, Galp, Naturgy, TotalEnergies, Vitol**	1999
	NLNG T2	1	**3.3**	0	0	**Nigeria LNG (NNPC 49%, Shell 25.6%, TotalEnergies 15%, ENI 10.4%)**	NLNG	**ENI, Galp, Naturgy, TotalEnergies, Vitol**	2000
	NLNG T3	1	**3.3**	0	0	**Nigeria LNG (NNPC 49%, Shell 25.6%, TotalEnergies 15%, ENI 10.4%)**	NLNG	**ENI, Galp, Naturgy**	2002
	NLNG T4 - T5	2	**8.2**	0	0	**Nigeria LNG (NNPC 49%, Shell 25.6%, TotalEnergies 15%, ENI 10.4%)**	NLNG	**Endesa, ENI, Galp, Pavilion Energy, Shell, TotalEnergies**	2006
	NLNG T6	1	**4.1**	0	0	**Nigeria LNG (NNPC 49%, Shell 25.6%, TotalEnergies 15%, ENI 10.4%)**	NLNG	**Shell, TotalEnergies**	2008
Norway	Snøhvit	1	**4.2**	2	250,000	**Equinor 36.8%, Petoro 30%, TotalEnergies 18.4%, Neptune Energy 12%, DEA 2.8%**	Equinor	**Equinor, Pavilion Energy, RWE Supply & Trading, TotalEnergies**	2007
	Stavanger	1	**0.33**	1	30,000	**North Sea Midstream Partners**	PX Group	**Gasum**	2010
Russia 26.4 MTPA	Yamal T1	1	**5.5**	4	640,000	**Yamal LNG (Novatek 50.1%, CNPC 20%, TotalEnergies 20%, Silk Road Fund 9.9%)**	Yamal LNG	**CNPC, Gazprom Marketing & Trading, Naturgy, Novatek, TotalEnergies**	2017
	Yamal T2	1	**5.5**	0	0	**Yamal LNG (Novatek 50.1%, CNPC 20%, TotalEnergies 20%, Silk Road Fund 9.9%)**	Yamal LNG	**CNPC, Gazprom Marketing & Trading, Naturgy, Novatek, TotalEnergies**	2018
	Yamal T3	1	**5.5**	0	0	**Yamal LNG (Novatek 50.1%, CNPC 20%, TotalEnergies 20%, Silk Road Fund 9.9%)**	Yamal LNG	**CNPC, Gazprom Marketing & Trading, Naturgy, Novatek, TotalEnergies**	2018
	Vysotsk LNG	1	**0.90**	1	42,000	**Novatek 51%, Gazprombank 49%**	CryoGAS Vysotsk		2019
	Yamal T4	1	**0.9**	0	0	**Yamal LNG (Novatek 50.1%, CNPC 20%, TotalEnergies 20%, Silk Road Fund 9.9%)**	Yamal LNG	**CNPC, Gazprom Marketing & Trading, Naturgy, Novatek, TotalEnergies**	2021

Country	Name	Liquefaction		Storage		Owner(s)	Operator	MT - LT Buyer(s)	Start-up date
		Number of trains	Nominal capacity (MTPA)	Number of tanks	Total, capacity (liq,m³)				
Russia	Portovaya LNG (+ Portovyy FSU)	2	**1.5**	2	180,000	**JV Portovaya (Invest RGK 50%, Status LLC 50%)**	JV Portovaya		2022
	Arctic LNG 2 T1	1	**6.6**	0	0	**Novatek (60%), TotalEnergies (10%), CNOOC (10%), CNPC (10%) Mitsui-Jogmec (10%)**	Arctic LNG 2	**CNPC, CNOOC, Novatek, TotalEnergies, Japan Arctic LNG**	2024
Trinidad & Tobago 14.8 MTPA	Atlantic LNG T1 (Mothballed)	1	**3**	1	102,000	**Shell 47.15%, BP 42.85%, NGC Trinidad 10%**	Atlantic LNG		1999
	Atlantic LNG T2	1	**3.3**	2	262,000	**Shell 47.15%, BP 42.85%, NGC Trinidad 10%**	Atlantic LNG	**ENGIE, Naturgas Energia, Naturgy, Shell**	2002
	Atlantic LNG T3	1	**3.3**	0	0	**Shell 47.15%, BP 42.85%, NGC Trinidad 10%**	Atlantic LNG	**ENGIE, Naturgas Energia, Naturgy, Shell**	2003
	Atlantic LNG T4	1	**5.2**	1	160,000	**Shell 47.15%, BP 42.85%, NGC Trinidad 10%**	Atlantic LNG	**BP, Shell**	2006
USA 102.8 MTPA	Sabine Pass T1	1	**5**	5	800,000	**Sabine Pass Liquefaction (Cheniere 100%)**	Cheniere	**Centrica, Cheniere Marketing, GAIL, KOGAS, Naturgy, Petronas, Shell, TotalEnergies**	2016
	Sabine Pass T2	1	**5**	0	0	**Sabine Pass Liquefaction (Cheniere 100%)**	Cheniere	**Centrica, Cheniere Marketing, GAIL, KOGAS, Naturgy, Petronas, Shell, TotalEnergies**	2016
	Sabine Pass T3	1	**5**	0	0	**Sabine Pass Liquefaction (Cheniere 100%)**	Cheniere	**Centrica, Cheniere Marketing, GAIL, KOGAS, Naturgy, Petronas, Shell, TotalEnergies**	2017
	Sabine Pass T4	1	**5**	0	0	**Sabine Pass Liquefaction (Cheniere 100%)**	Cheniere	**Centrica, Cheniere Marketing, GAIL, KOGAS, Naturgy, Petronas, Shell, TotalEnergies**	2017
	Corpus Christi T1	1	**5.0**	3	480,000	**Corpus Christi Liquefaction (Cheniere 100%)**	Cheniere	**Cheniere Marketing, CNPC, EDF, EDP, Endesa, ENGIE, Iberdrola, Naturgy, Pertamina, Woodside**	2018
	Cove Point	1	**5.3**	7	700,000	**Berkshire Hathaway 75%, Brookfield Infrastructure Partners 25%**	Cove Point LNG, LP	**Gail, Kansai Electric, Sumitomo Corp., Tokyo Gas**	2018
	Sabine Pass T5	1	**5.0**	0	0	**Sabine Pass Liquefaction (Cheniere 100%)**	Cheniere	**Centrica, Cheniere Marketing, GAIL, KOGAS, Naturgy, Petronas, Shell, TotalEnergies**	2018
	Cameron LNG T1	1	**4.5**	3	480,000	**Sempra 50.2%, TotalEnergies 16.6%, Mitsui 16.6%, Japan LNG Investment (a joint venture between Mitsubishi and NYK) 16.6%**	Cameron LNG	**Mitsubishi, Mitsui & Co, TotalEnergies**	2019
	Corpus Christi T2	1	**5**	0	0	**Corpus Christi Liquefaction (Cheniere 100%)**	Cheniere		2019
	Elba Island	10	**2.5**	5	550,000	**Blackstone Credit 49%, Kinder Morgan 51%**	Southern LNG	**Shell**	2019
	Freeport LNG T1	1	**5.0**	3	480,000	**Freeport LNG Liquefaction, LLC**	Freeport LNG	**JERA, Osaka Gas**	2019
	Cameron LNG T2	1	**4.5**	0	0	**Sempra 50.2%, TotalEnergies 16.6%, Mitsui 16.6%, Japan LNG Investment (a joint venture between Mitsubishi and NYK) 16.6%**	Cameron LNG	**Mitsubishi, Mitsui & Co, TotalEnergies**	2020
	Cameron LNG T3	1	**4.5**	0	0	**Sempra 50.2%, TotalEnergies 16.6%, Mitsui 16.6%, Japan LNG Investment (a joint venture between Mitsubishi and NYK) 16.6%**	Cameron LNG	**Mitsubishi, Mitsui & Co, TotalEnergies**	2020
	Corpus Christi T3	1	**5.0**	0	0	**Corpus Christi Liquefaction (Cheniere 100%)**	Cheniere		2020
	Freeport LNG T2	1	**5.0**	0	0	**Freeport LNG Liquefaction 2, LLC**	Freeport LNG	**BP**	2020
	Freeport LNG T3	1	**5.0**	0	0	**Freeport LNG Liquefaction 3, LLC**	Freeport LNG	**SK E&S, TotalEnergies**	2020
	Sabine Pass T6	1	**5.0**	0	0	**Sabine Pass Liquefaction (Cheniere 100%)**	Cheniere	**Centrica, Cheniere Marketing, GAIL, KOGAS, Naturgy, Petronas, Shell, TotalEnergies**	2021
	Calcasieu Pass	18	**10.0**	2	400,000	**Venture Global Calcasieu Pass**	Venture Global Calcasieu Pass	**BP, Edison, Galp, Orlen, Repsol, Shell**	2022
	Freeport LNG debottleneck	0	**1.5**	0	0	**Freeport LNG Liquefaction, LLC**	Freeport LNG		2024
	Plaquemines LNG T1-18 (Phase 1)	18	**10.0**	3	600,000	**Venture Global Plaquemines LNG**	Plaquemines LNG	**PGNiG, Sinopec, CNOOC, Shell, EDF, Chevron**	2025

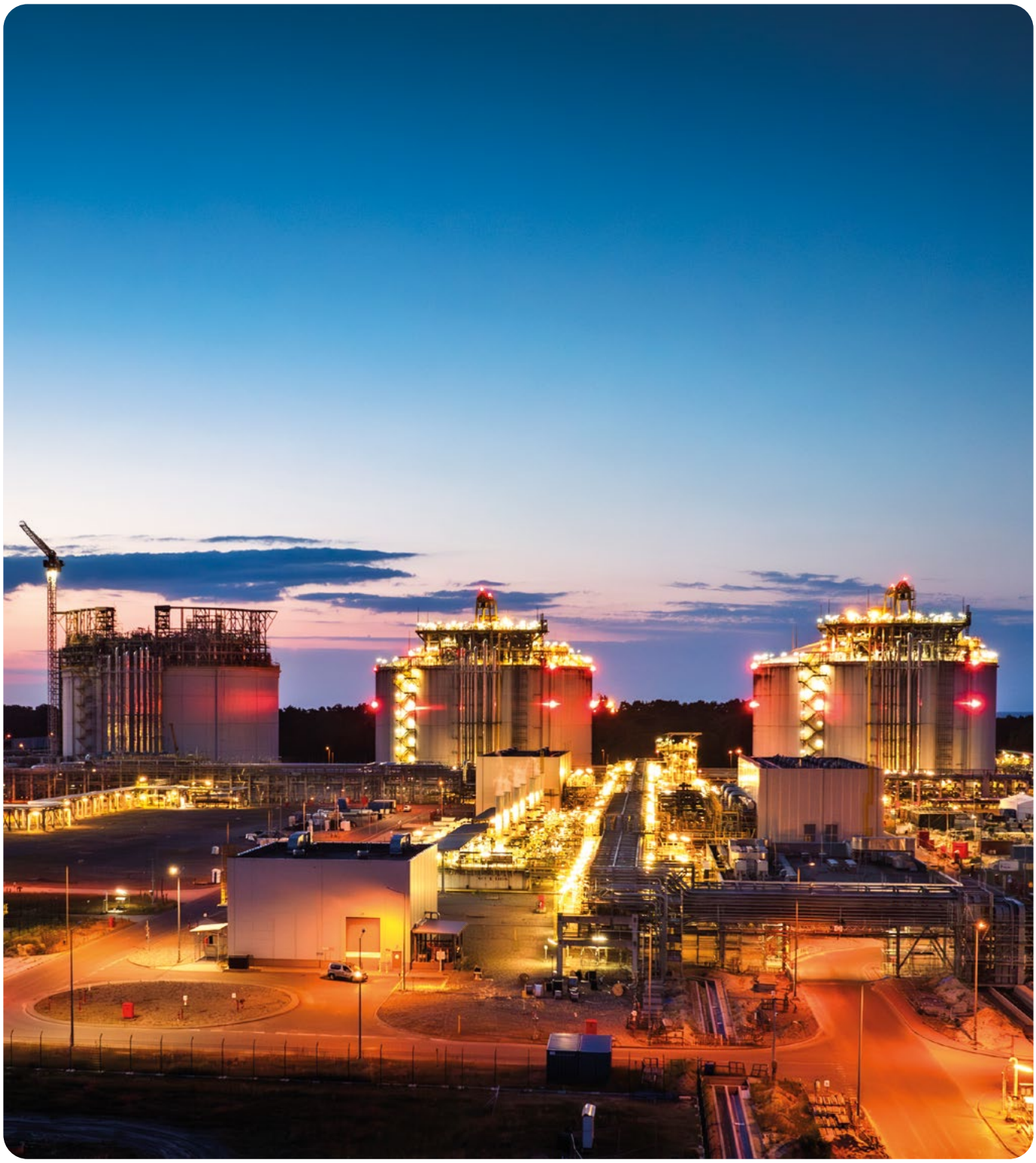
Liquefaction plants

Country	Name	Liquefaction		Storage		Owner(s)	Operator	MT - LT Buyer(s)	Start-up date
		Number of trains	Nominal capacity (MTPA)	Number of tanks	Total, capacity (liq,m³)				
MIDDLE EAST: 101 MTPA									
Oman 11.4 MTPA	Oman T1 - T2	2	**7.6**	2	240,000	**Government of Oman 51%, Shell 30%, TotalEnergies 5.5%, Korea LNG 5%, Mitsubishi 2.8%, Mitsui 2.8%, PTTEP 2%, Itochu 0.9%**	Oman LNG	**BP, Itochu, KOGAS, Osaka Gas**	2000
	Qalhat	1	**3.8**	0	0	**Government of Oman 47%, Oman LNG 37%, Mitsubishi 3%, Itochu 3%**		**Osaka Gas, Naturgy**	2005
Qatar 77.0 MTPA	QatarEnergy LNG N(1) T1	1	**3.1**	4	340,000	**Qatar Energy (100%)**	Qatargas Operating Company	**CPC, Naturgy, Shell**	1996
	QatarEnergy LNG N(1) T2	1	**3.1**	0	0	**Qatar Energy (100%)**	Qatargas Operating Company	**CPC, Naturgy, Shell**	1997
	QatarEnergy LNG N(1) T3	1	**3.1**	0	0	**Qatar Energy (100%)**	Qatargas Operating Company	**CPC, Naturgy, Shell**	1998
	QatarEnergy LNG S(1) T1	1	**3.3**	6	840,000	**Qatar Energy 63%, ExxonMobil 25%, KOGAS 5%, Itochu 4%, LNG Japan 3%**	Qatargas Operating Company	**KOGAS**	1999
	QatarEnergy LNG S(1) T2	1	**3.3**	0	0	**Qatar Energy 63%, ExxonMobil 25%, KOGAS 5%, Itochu 4%, LNG Japan 3%**	Qatargas Operating Company	**KOGAS**	2000
	QatarEnergy LNG S(2) T3	1	**4.7**	0	0	**Qatar Energy 67%, ExxonMobil 31%, OPIC 2%**	Qatargas Operating Company	**Petronet**	2004
	QatarEnergy LNG S(2) T4	1	**4.7**	0	0	**Qatar Energy 67%, ExxonMobil 31%, OPIC 2%**	Qatargas Operating Company	**Edison**	2005
	QatarEnergy LNG S(2) T5	1	**4.7**	0	0	**Qatar Energy 67%, ExxonMobil 31%, OPIC 2%**	Qatargas Operating Company	**CPC, EDF Trading, ENI**	2007
	QatarEnergy LNG N(2) T4	1	**7.8**	8	1,160,000	**Qatar Energy 70%, ExxonMobil 30%**	Qatargas Operating Company	**ExxonMobil, Pakistan State Oil, Petrochina**	2009
	QatarEnergy LNG N(2) T5	1	**7.8**	0	0	**Qatar Energy 65%,ExxonMobil 18.3%, TotalEnergies 16.7%**	Qatargas Operating Company	**ExxonMobil, Petrochina, TotalEnergies**	2009
	QatarEnergy LNG S(3) T6	1	**7.8**	0	0	**Qatar Energy 70%, ExxonMobil 30%**	Qatargas Operating Company	**EDF Trading, ExxonMobil, KOGAS, Petronet**	2009
	QatarEnergy LNG N(3) T6	1	**7.8**	0	0	**Qatar Energy 68.5%, ConocoPhillips 30%, Mitsui 1.5%**	Qatargas Operating Company	**CNOOC, JERA, Kansai Electric, Orlen, PTT, RWE Supply & Trading, Tohoku Electric**	2010
	QatarEnergy LNG S(3) T7	1	**7.8**	0	0	**Qatar Energy 70%, ExxonMobil 30%**	Qatargas Operating Company	**CPC, KOGAS, Petrobangla, Petronet**	2010
	QatarEnergy LNG N(4) T7	1	**7.8**	0	0	**Qatar Energy 70%, Shell 30%**	Qatargas Operating Company	**Centrica, CNPC, KPC, OMV, Petronas, Shell**	2011
UAE 5.8 MTPA	Das Island T1	1	**1.9**	3	240,000	**ADNOC LNG (ADNOC 70%, Mitsui 15%, BP 10%, TotalEnergies 5%)**	ADNOC LNG	**BP, Vitol, TotalEnergies**	1977
	Das Island T2	1	**1.9**	0	0	**ADNOC LNG (ADNOC 70%, Mitsui 15%, BP 10%, TotalEnergies 5%)**	ADNOC LNG	**BP, Vitol, TotalEnergies**	1977
	Das Island T3	1	**1.9**	0	0	**ADNOC LNG (ADNOC 70%, Mitsui 15%, BP 10%, TotalEnergies 5%)**	ADNOC LNG	**BP, Vitol, TotalEnergies**	1994
Yemen 7.2 MTPA	Balhaf T1 (stopped)	1	**3.6**	2	280,000	**Yemen LNG (TotalEnergies 39.6%, Hunt Oil Co. 17.2%, SK Innovation 9.6%, KOGAS 6%, Yemen Gas 16.7%, Hyundai 5.9%, GASSP 5%)**	Yemen LNG	**TotalEnergies**	2009
	Balhaf T2 (stopped)	1	**3.6**	0	0	**Yemen LNG (TotalEnergies 39.6%, Hunt Oil Co. 17.2%, SK Innovation 9.6%, KOGAS 6%, Yemen Gas 16.7%, Hyundai 5.9%, GASSP 5%)**	Yemen LNG	**TotalEnergies**	2010

Country	Name	Liquefaction		Storage		Owner(s)	Operator	MT - LT Buyer(s)	Start-up date
		Number of trains	Nominal capacity (MTPA)	Number of tanks	Total, capacity (liq,m³)				
Australia 88.2 MTPA	NWS T1	1	**3.38**	4	260,000	**BHP, BP, Chevron, Woodside (16.7% each), Shell 16.7%, Mitsubishi, Mitsui (8.3% each)**	Woodside	**CNOOC, GDLNG, JERA, Kansai Electric, Kyushu Electric, Osaka Gas, Shizuoka Gas,Toho Gas, Tokyo Gas**	1989
	NWS T2	1	**3.38**	0	0	**BHP, BP, Chevron, Woodside (16.7% each), Shell 16.7%, Mitsubishi, Mitsui (8.3% each)**	Woodside	**CNOOC, GDLNG, JERA, Kansai Electric, Kyushu Electric, Osaka Gas, Shizuoka Gas,Toho Gas, Tokyo Gas**	1989
	NWS T3	1	**3.38**	0	0	**BHP, BP, Chevron, Woodside (16.7% each), Shell 16.7%, Mitsubishi, Mitsui (8.3% each)**	Woodside	**CNOOC, GDLNG, JERA, Kansai Electric, Kyushu Electric, Osaka Gas, Shizuoka Gas,Toho Gas, Tokyo Gas**	1992
	NWS T4	1	**3.38**	0	0	**BHP, BP, Chevron, Woodside (16.7% each), Shell 16.7%, Mitsubishi, Mitsui (8.3% each)**	Woodside	**CNOOC, GDLNG, JERA, Kansai Electric, Kyushu Electric, Osaka Gas, Shizuoka Gas,Toho Gas, Tokyo Gas**	2004
	Darwin	1	**3.7**	1	188,000	**Santos 43.4%, SK E&S 25%, INPEX 11.4%, Eni 11%, JERA 6.1%, Tokyo Gas 3.1%**	Santos	**Mitsubishi, Tokyo Gas**	2006
	NWS T5	1	**3.38**	0	0	**BHP, BP, Chevron, Woodside (16.7% each), Shell 16.7%, Mitsubishi, Mitsui (8.3% each)**	Woodside	**CNOOC, GDLNG, JERA, Kansai Electric, Kyushu Electric, Osaka Gas, Shizuoka Gas,Toho Gas, Tokyo Gas**	2008
	Pluto T1	1	**4.9**	2	240,000	**Woodside 90%, Kansai Electric 5%, Tokyo Gas 5%**	Woodside	**Kansai Electric, Tokyo Gas, Uniper**	2012
	QCLNG T1	1	**4.25**	2	280,000	**Shell 50%, CNOOC 50%**	Shell	**CNOOC, Shell**	2015
	QCLNG T2	1	**4.3**	0	0	**Shell 97.5%, Tokyo Gas 2.5%**	Shell	**Shell, Tokyo Gas**	2015
	GLNG T1	1	**3.9**	2	280,000	**Santos 30%, Petronas 27.5%, TotalEnergies 27.5%, KOGAS 15%**	Santos	**KOGAS, Petronas**	2015
	GLNG T2	1	**3.9**	0	0	**Santos 30%, Petronas 27.5%, TotalEnergies 27.5%, KOGAS 15%**	Santos	**KOGAS, Petronas**	2016
	APLNG T1	1	**4.5**	2	320,000	**ConocoPhillips 47.5%, Origin Energy 27.5%, Sinopec Group 25%**	Australia Pacific LNG	**Sinopec**	2016
	APLNG T2	1	**4.5**	1	0	**ConocoPhillips 47.5%, Origin Energy 27.5%, Sinopec Group 25%**	Australia Pacific LNG	**Kansai Electric, Sinopec**	2016
	Gorgon T1	1	**5.2**	2	360,000	**Chevron 47.3%, ExxonMobil 25%, Shell 25%, Osaka Gas 1.3%, Tokyo Gas 1%, JERA 0.4%**	Chevron	**BP, Chevron, ENEOS Corp., ExxonMobil, GS Caltex, JERA, Kyushu Electric, Osaka Gas, PetroChina, Petronet, Shell, SK E&S, Tokyo Gas**	2016
	Gorgon T2	1	**5.2**	0	0	**Chevron 47.3%, ExxonMobil 25%, Shell 25%, Osaka Gas 1.3%, Tokyo Gas 1%, JERA 0.4%**	Chevron	**BP, Chevron, ENEOS Corp., ExxonMobil, GS Caltex, JERA, Kyushu Electric, Osaka Gas, PetroChina, Petronet, Shell, SK E&S, Tokyo Gas**	2016
	Gorgon T3	1	**5.2**	0	0	**Chevron 47.3%, ExxonMobil 25%, Shell 25%, Osaka Gas 1.3%, Tokyo Gas 1%, JERA 0.4%**	Chevron	**BP, Chevron, ENEOS Corp., ExxonMobil, GS Caltex, JERA, Kyushu Electric, Osaka Gas, PetroChina, Petronet, Shell, SK E&S, Tokyo Gas**	2017
	Wheatstone T1	1	**4.45**	2	300,000	**Chevron 64.1%, KUFPEC 13.4%, Woodside 13%, JOGMEC 3.4%, Mitsubishi 3.2%, Kyushu Electric 1.5%, NYK 0.8%, JERA 0.6%**	Chevron	**Chevron, JERA, KUFPEC, Kyushu Electric, Tohoku Electric, Woodside**	2017
	Wheatstone T2	1	**4.45**	0	0	**Chevron 64.1%, KUFPEC 13.4%, Woodside 13%, JOGMEC 3.4%, Mitsubishi 3.2%, Kyushu Electric 1.5%, NYK 0.8%, JERA 0.6%**	Chevron	**Chevron, JERA, KUFPEC, Kyushu Electric, Tohoku Electric, Woodside**	2018
	Ichthys T1	1	**4.45**	2	330,000	**INPEX 66.3%, TotalEnergies 26%, CPC 2.6%, Tokyo Gas 1.6%, Kansai Electric 1.2%, Osaka Gas 1.2%, JERA 0.7%, Toho Gas 0.4%**	INPEX	**CPC, INPEX, JERA, Kansai Electric, Kyushu Electric, Osaka Gas, Toho Gas, Tokyo Gas, TotalEnergies**	2018
	Ichthys T2	1	**4.45**	0	0	**INPEX 66.3%, TotalEnergies 26%, CPC 2.6%, Tokyo Gas 1.6%, Kansai Electric 1.2%, Osaka Gas 1.2%, JERA 0.7%, Toho Gas 0.4%**	INPEX	**CPC, INPEX, JERA, Kansai Electric, Kyushu Electric, Osaka Gas, Toho Gas, Tokyo Gas, TotalEnergies**	2018
	Prelude (FLNG)	1	**3.6**	1	220,000	**Shell 67.5%, INPEX Corporation 17.5%, KOGAS 10%, CPC 5%**	Shell	**CPC, INPEX, KOGAS, Shell**	2019
	Ichthys T1 - T2 Debottleneck	0	**0.4**	0	0	**INPEX 66.3%, TotalEnergies 26%, CPC 2.6%, Tokyo Gas 1.6%, Kansai Electric 1.2%, Osaka Gas 1.2%, JERA 0.7%, Toho Gas 0.4%**	INPEX	**CPC, INPEX, JERA, Kansai Electric, Kyushu Electric, Osaka Gas, Toho Gas, Tokyo Gas, TotalEnergies**	2024

Country	Name	Liquefaction		Storage		Owner(s)	Operator	MT - LT Buyer(s)	Start-up date
		Number of trains	Nominal capacity (MTPA)	Number of tanks	Total, capacity (liq,m³)				
PACIFIC BASIN: 181 MTPA									
Brunei	Brunei T1 - T5	5	**7.2**	3	195,000	**Brunei Government 50%, Shell 25%, Mitsubishi 25%**	Brunei LNG	**JERA, Osaka Gas, Petronas, Shell, Tokyo Gas**	1973
Indonesia 24.9 MTPA	Bontang Train E	1	**2.9**	6	630,000	**Government of Indonesia**	PT Badak NGL (Pertamina 55%, PHSS 20%, PNA 15%, TotalEnergies 10%)	**ENI, Pertamina, PPT ETS, Vitol**	1990
	Bontang Train F	1	**2.9**	0	0	**Government of Indonesia**	PT Badak NGL (Pertamina 55%, PHSS 20%, PNA 15%, TotalEnergies 10%)	**ENI, Pertamina, PPT ETS, Vitol**	1994
	Bontang Train G	1	**2.9**	0	0	**Government of Indonesia**	PT Badak NGL (Pertamina 55%, PHSS 20%, PNA 15%, TotalEnergies 10%)	**ENI, Pertamina, PPT ETS, Vitol**	1998
	Bontang Train H	1	**2.9**	0	0	**Government of Indonesia**	PT Badak NGL (Pertamina 55%, PHSS 20%, PNA 15%, TotalEnergies 10%)	**ENI, Pertamina, PPT ETS, Vitol**	1998
	Tangguh T1 - T2	2	**7.6**	2	340,000	**Tangguh LNG (BP Berau 40.22%, MI (Mitsubishi, Inpex) Berau 16.30%, CNOOC Muturi 13.90%, Nippon Oil Exploration (Berau) 12.23%, KG Berau 8.56%, Indonesia Natural Gas Resources Muturi 7.35%, KG Wiriagar 1.44%)**	Tangguh LNG	**CNOOC, Kansai Electric, PLN, Posco, Sempra LNG, SK E&S, Tohoku Electric**	2009
	Donggi-Senoro	1	**2**	1	170,000	**PT Donggi-Senoro LNG (Mitsubishi 45%, Pertamina 29%, KOGAS 15%, Medco 11%)**	PT Donggi-Senoro LNG	**JERA, KOGAS, Kyushu Electric**	2015
	Tangguh T3	1	**3.8**	0	0	**Tangguh LNG (BP Berau 40.22%, MI (Mitsubishi, Inpex) Berau 16.30%, CNOOC Muturi 13.90%, Nippon Oil Exploration (Berau) 12.23%, KG Berau 8.56%, Indonesia Natural Gas Resources Muturi 7.35%, KG Wiriagar 1.44%)**	Tangguh LNG	**Perusahaan Listrik Negara (PLN), Kansai Electric**	2023
Malaysia 32.0 MTPA	MLNG 1 Satu	3	**8.4**	6	390,000	**Petronas 90%, Mitsubishi 5% Sarawak state government 5%**	Petronas	**JOVO, Hiroshima Gas, PTT, Saibu Gas, Shikoku Electric, S-Oil, Tokyo Gas**	1983
	MLNG 2 Dua	3	**9.6**	0	0	**Petronas 80%, Mitsubishi 10% Sarawak state government 10%**	Petronas	**ENEOS Corp., JERA, Osaka Gas, Sendai City Gas, Shizuoka Gas, Tohoku Electric, Tokyo Gas**	1995
	MLNG 3 Tiga	2	**7.7**	0	0	**Petronas 65%, Sarawak state government 25%, Mitsubishi 10%**	Petronas	**CNOOC, JAPEX, KOGAS, Osaka Gas, Toho Gas, Tohoku Electric, Tokyo Gas**	2003
	MLNG T9	1	**3.6**	0	0	**Petronas 65%, ENEOS Corporation 10%, PTT 10%, Sarawak state government 10%, Sabah International Petroleum 5%**	Petronas	**Hokkaido Electric**	2016
	PFLNG Satu (FLNG)	1	**1.2**	1	180,000	**Petronas**	Petronas	**KEPCO, PTT**	2017
	PFLNG Dua (FLNG)	1	**1.5**	0	177,000	**Petronas**	Petronas	**KEPCO, Petronas, PTT**	2021
Mexico	Altamira Fast LNG (FLNG)	1	**1.4**	0	0	**New Fortress Energy**	New Fortress Energy		2024
Mozambique	Coral South (FLNG)	1	**3.4**	0	230,000	**Coral South LNG (CNPC 20%, Eni 25%, ExxonMobil 25%, ENH 10%, Galp 10%, KOGAS 10%)**	Eni	**BP**	2022
Papua New Guinea	PNG LNG T1 - T2	2	**8.3**	2	320,000	**PNG LNG (Santos 39.9%, Exxon Mobil 33.2%, Kumul Petroleum 19.4%, Nippon Papua New Guinea LNG LLC 4.7%, MRDC 2.8%)**	PNG LNG	**BP, CPC, JERA, Osaka Gas**	2014

Country	Name	Liquefaction		Storage		Owner(s)	Operator	MT - LT Buyer(s)	Start-up date
		Number of trains	Nominal capacity (MTPA)	Number of tanks	Total, capacity (liq,m³)				
Peru	Peru	1	**4.5**	2	260,000	**Hunt Oil 35%, MidOcean 35%, Shell 20%, SK Innovation 20%, Marubeni 10%**	Hunt Oil	**Shell**	2010
Russia	Sakhalin-2 T1 - T2	2	**10.8**	2	200,000	**Sakhalin Energy LLC (Gazprom 77.5%, Mitsui 12.5%, Mitsubishi 10%)**	Sakhalin Energy LLC	**Gazprom, Hiroshima Gas, JERA, KOGAS, Kyushu Electric, Osaka Gas, Saibu Gas, Toho Gas, Tohoku Electric, Tokyo Gas**	2009



LNG Shipping

831
vessels at the end of 2024

The total LNG tanker fleet consisted of 831 vessels at the end of 2024. It included 52 FSRUs and 79 vessels (53 LNGBVs + 26 Small Scale LNG carriers) equal or less than 30,000 cubic meters.

Total cargo capacity at the end of 2024 stood at 124 million cubic meters. Total operational capacity (vessels known to be in service) amounted to 122 million cubic meters. In 2024, the average spot charter rate for a 160,000 cubic meters TFDE LNG carrier stood at around $42,200/day, compared to an average of around $97,100/day in 2023.

A total of 67 vessels were delivered in 2024, compared to 41 vessels in 2023. The number of new orders reached a total of 89 units, compared to 66 new orders in 2023. At the end of 2024, the orderbook consisted of 348 units (60.5 million cubic meters), including 4 FSRUs and 18 LNGBVs. The orderbook represented 49% of existing fleet capacity. 103 units on order were scheduled for delivery in 2025.

LNG CARRIERS DELIVERED IN 2024

67 ships were delivered during the year, including 7 ships (6 LNGBVs and 1 LNG Carrier) of less than 30,000 cubic meters.
The average capacity of vessels delivered (excluding ships of equal or less than 30,000 cubic meters) amounted to 173,718 cubic meters.

Built	Vessel Name	IMO Number	Type	Capacity (m^3)	CCS*	Propulsion Type	Owner	Builder	Manager
2024	Clean Future	**9943504**	LNG Carrier	**200,000**	Membrane	**Unknown**	**Dynagas Ltd**	Hyundai HI (Ulsan)	**Dynagas Ltd**
2024	Clean Vitality	**9943499**	LNG Carrier	**200,000,**	Membrane	**Unknown**	**Dynagas Ltd**	Hyundai HI (Ulsan)	**Dynagas Ltd**
2024	Celsius Gandhinagar (Samsung 2579)	**9946829**	LNG Carrier	**180,000,**	Membrane	**Unknown**	**Celsius Tankers**	Samsung HI	**Celsius Tankers**
2024	Celsius Greenwich	**9948724**	LNG Carrier	**180,000**	Membrane	**ME-GA**	**Celsius Tankers**	Samsung HI	**Celsius Tankers**
2024	Celsius Granada	**9948736**	LNG Carrier	**180,000**	Membrane	**ME-GA**	**Celsius Tankers**	Samsung HI	**Celsius Tankers**
2024	Celsius Glarus	**9945459**	LNG Carrier	**180,000,**	Membrane	**Unknown**	**Celsius Tankers**	Samsung HI	**Celsius Tankers**
2024	Al Shelila	**9965423**	LNG Carrier	**175,000**	Membrane	**ME-GA**	**ADNOC L&S**	Jiangnan SY Group	**ADNOC L&S**
2024	Marvel Swallow	**9963449**	LNG Carrier	**174,238**	Membrane	**ME-GA**	**Mitsui OSK Lines**	Hanwha Ocean	**MOL LNG Europe**
2024	Huashan	**9958652**	LNG Carrier	**174,199**	Membrane	**ME-GA**	**United Liquefied Gas**	Hudong Zhonghua	**COSCO Shanghai LNG**
2024	Kong Tong	**9958664**	LNG Carrier	**174,199**	Membrane	**ME-GA**	**United Liquefied Gas**	Hudong Zhonghua	**COSCO Shanghai LNG**
2024	Energy Endurance	**9948695**	LNG Carrier	**174,095,**	Membrane	**X-DF**	**Alpha Gas**	Hyundai Samho HI	**Alpha Gas**
2024	Energy Fortitude	**9948700**	LNG Carrier	**174,095,**	Membrane	**X-DF**	**Alpha Gas**	Hyundai Samho HI	**Alpha Gas**
2024	Venture Gator	**9956599**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**Venture Global LNG**	Samsung HI	**Venture Global LNG**
2024	Hls Bilbao	**9941013**	LNG Carrier	**174,000,**	Membrane	**Unknown**	**Hyundai LNG Shipping**	Hanwha Ocean	**Hyundai LNG Shipping**
2024	North Star	**9953523**	LNG Carrier	**174,000,**	Membrane	**ME-GA**	**White Fox Ship Mngt**	Samsung HI	**White Fox Ship Mngt**
2024	North Wind	**9953535**	LNG Carrier	**174,000,**	Membrane	**ME-GA**	**White Fox Ship Mngt**	Samsung HI	**White Fox Ship Mngt**
2024	Orion Spirit	**9956587**	LNG Carrier	**174,000,**	Membrane	**ME-GA**	**Global Meridian**	Samsung HI	**Northern Marine Mngt**
2024	Puteri Saadong	**9937945**	LNG Carrier	**174,000,**	Membrane	**Unknown**	**Hyundai LNG Shipping**	Hyundai HI (Ulsan)	**Hyundai LNG Shipping**
2024	Assos	**9957725**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**Capital Clean EC**	Hyundai HI (Ulsan)	**Capital Clean EC**
2024	Aktoras	**9958286**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**Capital Clean EC**	Hyundai Samho HI	**Capital Clean EC**
2024	Orion Iris	**9956604**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**Orion Global**	Samsung HI	
2024	Venture Bayou	**9958846**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**Venture Global LNG**	Samsung HI	**Venture Global LNG**
2024	Athos LNG	**9972672**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**TMS Cardiff Gas**	Samsung HI	**TMS Cardiff Gas**
2024	North Moon	**9958303**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**Mitsui OSK Lines**	Hanwha Ocean	**Mitsui OSK Lines**
2024	North Light	**9958298**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**Mitsui OSK Lines**	Hanwha Ocean	**MOL LNG Asia**
2024	Umm Ghuwailina	**9953250**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**MOL & CSLNG JV**	Hudong Zhonghua	**MOL & CSLNG JV**
2024	GasLog Italy	**9962407**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**GasLog**	Hanwha Ocean	**GasLog**
2024	Marvel Phoenix	**9962419**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**GasLog**	Hanwha Ocean	**GasLog**
2024	Greenergy Ocean	**9961477**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**CNOOC/CSLNG/MOL JV**	Hudong Zhonghua	**MOL LNG**
2024	Woodside Scarlet Ibis	**9975040**	LNG Carrier	**174,000**	Membrane	**Unknown**	**Hyundai Glovis**	Hyundai Samho HI	**Northern Marine Mngt**
2024	HLS Cartagena	**9947691**	LNG Carrier	**174,000**	Membrane	**X-DF**	**Hyundai LNG Shipping**	Hanwha Ocean	**Hyundai LNG Shipping**
2024	New Brave	**9926908**	LNG Carrier	**174,000**	Membrane	**Unknown**	**Pan Ocean**	Hyundai HI (Ulsan)	**Pan Ocean**
2024	New Nature	**9926910**	LNG Carrier	**174,000**	Membrane	**Unknown**	**Pan Ocean**	Hyundai HI (Ulsan)	**Pan Ocean**
2024	New Green	**9947500**	LNG Carrier	**174,000**	Membrane	**Unknown**	**Pan Ocean**	Hyundai HI (Ulsan)	**Pan Ocean**
2024	Rex Tillerson	**9953248**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**MOL & CSLNG JV**	Hudong Zhonghua	**MOL & CSLNG JV**
2024	Maran Gas Nice	**9941518**	LNG Carrier	**174,000**	Membrane	**Unknown**	**Maran Gas Maritime**	Samsung HI	**Maran Gas Maritime**
2024	Maran Gas Antibes	**9941520**	LNG Carrier	**174,000**	Membrane	**Unknown**	**Maran Gas Maritime**	Samsung HI	**Maran Gas Maritime**
2024	Marvel Dove	**9964182**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**SK Shipping**	Hyundai Samho HI	**SK Shipping**
2024	Kool Tiger	**9976135**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**CoolCo**	Hyundai Samho HI	**CoolCo**
2024	Puteri Ledang	**9947598**	LNG Carrier	**174,000**	Membrane	**X-DF**	**Hyundai LNG Shipping**	Hyundai HI (Ulsan)	**Hyundai LNG Shipping**
2024	Puteri Mahsuri	**9947603**	LNG Carrier	**174,000**	Membrane	**X-DF**	**Hyundai LNG Shipping**	Hyundai HI (Ulsan)	**Hyundai LNG Shipping**
2024	Puteri Sejinjang	**9937969**	LNG Carrier	**174,000**	Membrane	**Unknown**	**Hyundai LNG Shipping**	Hyundai HI (Ulsan)	**Hyundai LNG Shipping**
2024	Maran Gas Kimolos	**9956393**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**Maran Gas Maritime**	Hanwha Ocean	**Maran Gas Maritime**
2024	Nantes Knutsen	**9926714**	LNG Carrier	**174,000**	Membrane	**Unknown**	**Knutsen OAS Shipping**	Hyundai Samho HI	**Knutsen OAS Shipping**
2024	Orion Sinead	**9926922**	LNG Carrier	**174,000**	Membrane	**Unknown**	**Orion Global**	Hyundai HI (Ulsan)	
2024	Id'Asah	**9977220**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**Orion Global**	Samsung HI	
2024	Axios Ii	**9943853**	LNG Carrier	**174,000**	Membrane	**Unknown**	**Capital Gas**	Hyundai HI (Ulsan)	**Capital Gas**
2024	Umm Graybah	**9977232**	LNG Carrier	**174,000**	Membrane	**ME-GA**		Samsung HI	
2024	Nuaijah	**9976903**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**H-Line Shipping**	DSME, Hanwha Ocean	

Source: Clarksons Research, GIIGNL

Built	Vessel Name	IMO Number	Type	Capacity (m^3)	CCS*	Propulsion Type	Owner	Builder	Manager
2024	Hlaitan	**9953262**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**Mitsui OSK**	Hudong-Zhonghua	
2024	Elisa Ardea	**9980540**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**NYK**	Hyundai	
2024	Al Qaiyyah	**9976812**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**H-Line Shipping**	Samsung HI	
2024	Quest Kirishima	**9963853**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**NYK**	Samsung HI	
2024	Maran Gas Kastelorizo	**9956408**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**Maran Gas Maritime**	DSME, Hanwha Ocean	
2024	Orion Sirius	**9956616**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**Global Meridian Holdings**	Samsung HI	
2024	North Ocean	**9958315**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**Mitsui OSK**	DSME, Hanwha Ocean	
2024	Apostolos	**9957737**	LNG Carrier	**174,000**	Membrane	**ME-GA**	**Capital Clean EC**	Hyundai HI (Ulsan)	**Capital Clean EC**
2024	Puteri Santubong	**9937957**	LNG Carrier	**174,000**	Membrane	**Unknown**	**Hyundai LNG Shipping**	Hyundai HI (Ulsan)	**Hyundai LNG Shipping**
2024	Pacific Success	**9903425**	LNG Carrier	**173,400**	Membrane	**Unknown**	**Sinokor Merchant**	Samsung HI	**WSM Singapore**
2024	Mulan	**9864837**	LNG Carrier	**79,833**	Membrane	**Unknown**	**Skyhart Management**	Jiangnan SY Group	**Skyhart Management**
2024	Coral Evolution	**9955521**	LNG Carrier	**30,000**	Other	**Unknown**	**Anthony Veder**	Hyundai Mipo	**Anthony Veder**
2024	Huaihe Nengyuan Qihang	**1020186**	LNGBV	**13,850**	Other	**Unknown**	**Wuhu LNG**	Hudong Zhonghua	**Wah Kwong Shpmngt SZ**
2024	Hai Yang Shi You 302 (NANTONG CIMC SINOPACIFIC S1066)	**9975143**	LNGBV	**12,000**	Other	**Unknown**	**CenerTech**	Nantong CIMC SOE	**CenerTech**
2024	Paolina Cosulich	**9956836**	LNGBV	**8,200**	Other	**Unknown**	**Fratelli Cosulich SG**	Nantong CIMC SOE	**Fratelli Cosulich SG**
2024	Seaspan Lions	**9974321**	LNGBV	**7,600**	Other	**Unknown**	**Seaspan Marine**	Nantong CIMC SOE	**B. Schulte (Deutsch)**
2024	Seaspan Garibaldi (NANTONG CIMC SINOPACIFIC S1061)	**9974319**	LNGBV	**7,300**	Other	**Unknown**	**Seaspan Marine**	Nantong CIMC SOE	**B. Schulte (Deutsch)**
2024	Keys Azalea (MITSUBISHI SHIMONOSEKI 1234)	**9983542**	LNGBV	**3,500**	Other	**Unknown**	**KEYS Bunkering Japan**	MHI Shimonoseki	**KEYS Bunkering Japan**

LNG CARRIERS SCRAPPED IN 2024

4 ships were demolished during the year:

Built	Vessel Name	IMO Number	Type	Capacity (m^3)	CCS*	Owner	Builder	Manager
1979	Coral Energy	**7390179**	LNG Carrier	**126,400**	Moss Maritime	**Sinokor Merchant**	Gen. Dynamics Quincy	**Sinokor Ship Mngt**
1994	YK Sovereign	**9038816**	LNG Carrier	**127,125**	Moss Maritime	**SK Shipping**	Hyundai HI (Ulsan)	**SK Shipping**
1996	Surya Aki	**9060534**	LNG Carrier	**19,474**	Moss Maritime	**Humpuss Intermoda**	Kawasaki HI Sakaide	**Humolco LNG**
2000	SK Stellar	**9180243**	LNG Carrier	**138,375**	Other	**SK Shipping**	Samsung HI	**SK Shipping**

LNG CARRIERS LAID-UP, IDLE OR OTHERWISE OUT OF SERVICE AT THE END OF 2024

5 vessels were laid-up at the end of the year:

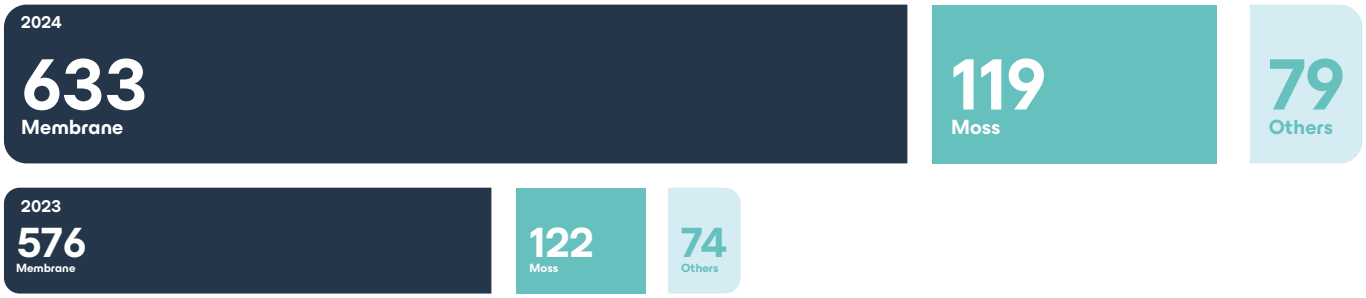
Built	Vessel Name	IMO Number	Type	Capacity (m^3)	CCS*	Owner	Builder	Manager
1977	LNG Aquarius	**7390181**	LNG Carrier	**126,300**	Moss	**Hanochem Shpg**	Gen. Dynamics Quincy	**Humolco LNG**
1978	Gulf Energy	**7390143**	LNG Carrier	**126,300**	Moss	**Sinokor Merchant**	Gen. Dynamics Quincy	**Sinokor Ship Mngt**
2002	Puteri Delima Satu	**9211872**	LNG Carrier	**137,100**	Other	**MISC**	Mitsui SB (Chiba)	**EagleStar Shipmgmt**
2018	SK Serenity	**9761803**	LNG Carrier	**174,117**	Other	**SK Shipping**	Samsung HI	**SK Shipping**
2018	SK Spica	**9761815**	LNG Carrier	**174,117**	Other	**SK Shipping**	Samsung HI	**SK Shipping**

Source: Clarksons Research, GIIGNL

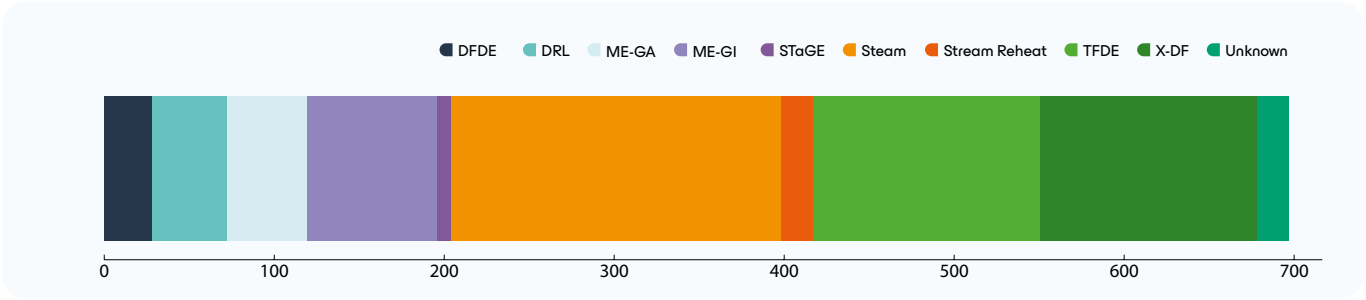
LNG fleet statistics

At the end of 2024, the fleet could be classified as follows:

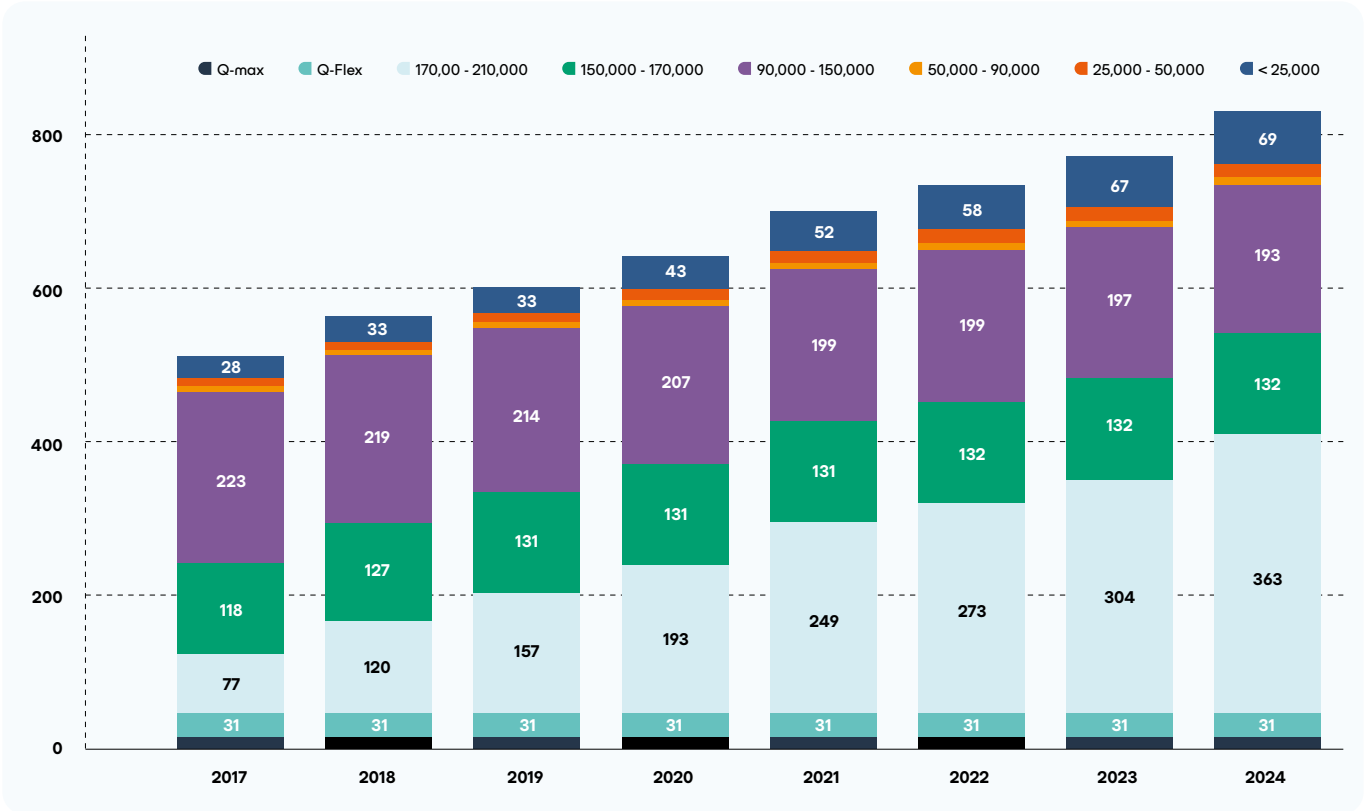
CONTAINMENT SYSTEM



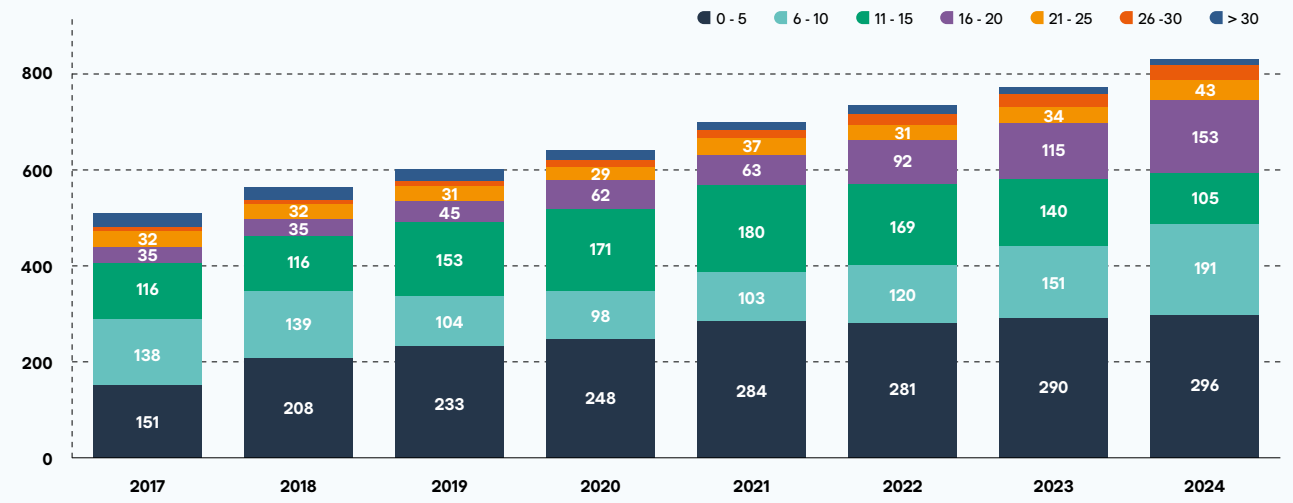
LNG CARRIERS PROPULSION TYPE



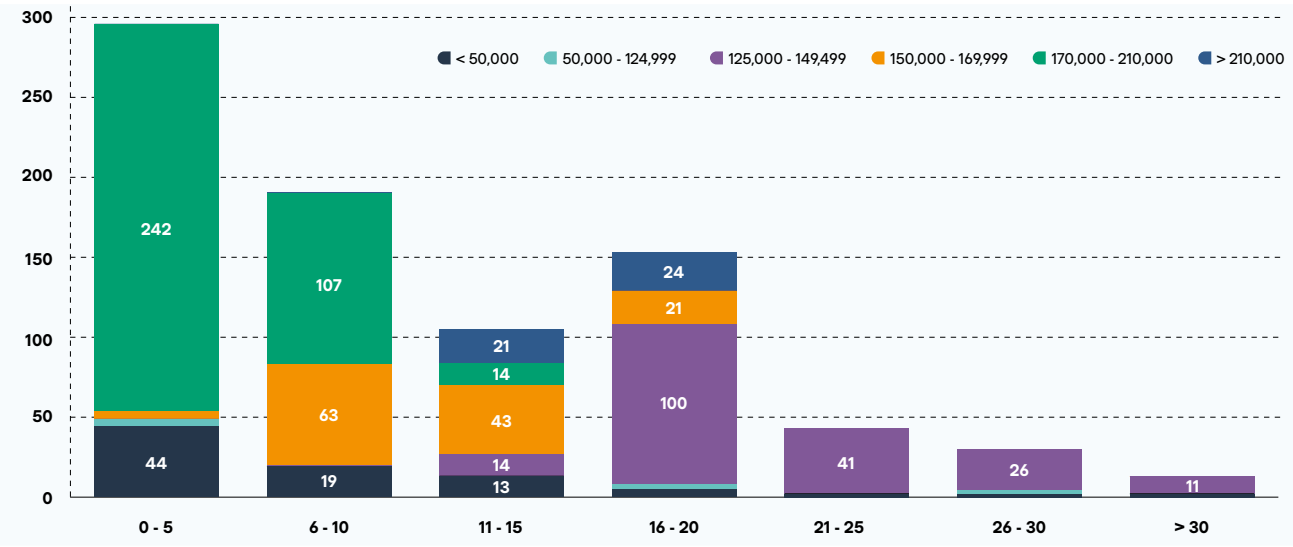
CARGO CAPACITY (m³)



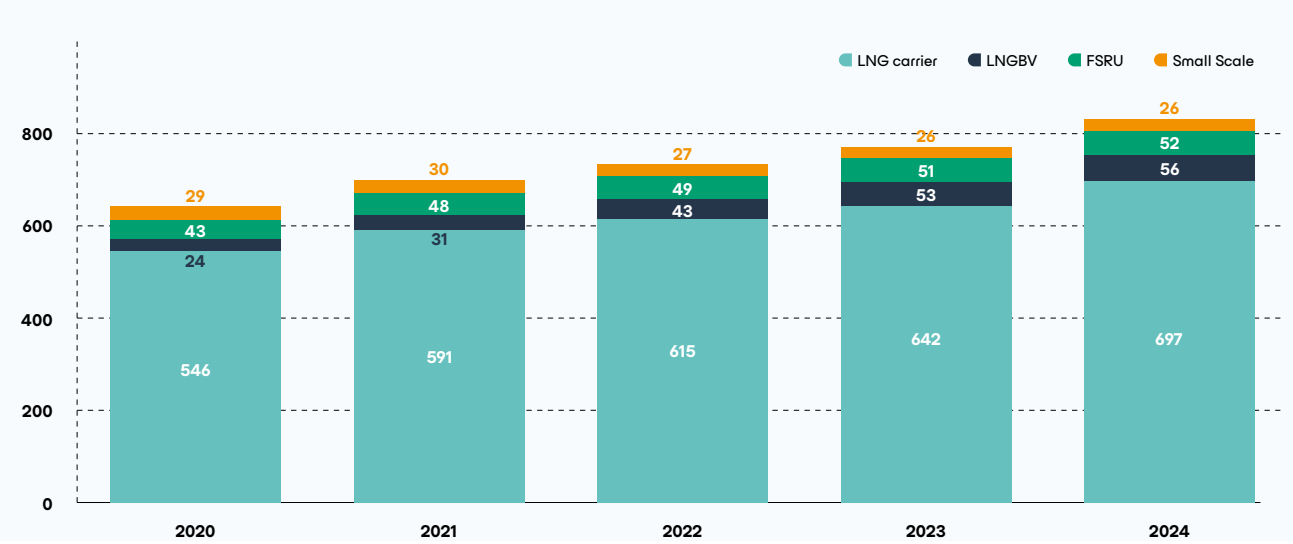
AGE OF THE FLEET (years)



CARGO CAPACITY (m³) AND AGE (years)



TYPE OF SHIP



FSRU fleet

The total FSRU fleet consisted of 52 units at the end of 2024. Total FSRU cargo capacity at the end of 2024 stood at around 7.7 million cubic meters.

The orderbook comprised 4 FSRUs including 1 vessel under conversion. 1 FSRU is scheduled for 2025 delivery.

FSRU FLEET AT THE END OF 2024

Built/ Converted	Vessel Name	Storage Capacity (m^3)	CCS*	Nominal Send-out Capacity (MTPA)	Owner	Builder	Location
1977/2010	Energos Freeze (ex Golar Freeze)	**125,000**	Moss	**3.6**	Energos Inf.	Keppel Shipyard	Laid up
1977/2012	Nusantara Regas Satu (ex Khannur)	**125,000**	Moss	**3.0**	Energos Inf.	Jurong Shipyard	Nusantara, Indonesia
1991/2022	KARMOL LNGT Powership Asia (ex Northwest Shearwater)	**127,500**	Moss	**2.7**	KARMOL	Sembcorp	Sepetiba, Brazil
1994/2021	KARMOL LNGT Powership Africa (ex Dwiputra)	**127,386**	Moss	**1.0**	KARMOL	Sembcorp	Senegal
1994/2023	KARMOL LNGT Powership Europe (ex LNG Vesta)	**127,547**	Moss		Mitsui OSK Lines	Keppel Shipyard	(Mozambique)
2002 / 2024	Etyfa Prometheas (ex Galea)	**136,967**	Moss		DEFA	COSCO HI (Shanghai)	Cyprus
2002/2021	BW Tatiana (ex Gallina)	**137,001**	Moss	**2.0**	BW LNG	Keppel Shipyard	El Salvador
2003/2013	FSRU Toscana	**137,500**	Moss	**2.8**	OLT Offshore	Drydocks World Dubai	Toscana, Italy
2004/2009	Energos Winter (ex Golar Winter)	**138,000**	Membrane	**3.8**	Energos Inf.	Keppel Shipyard	Santa Catarina, Brazil
2005	Excellence	**138,000**	Membrane	**3.8**	Excelerate Energy	DSME	Moheshkhali, Bangladesh
2005	Excelsior	**138,000**	Membrane	**3.5**	Excelerate Energy	DSME	(Wilhelmshaven, Germany)
2005/2020	LNG Croatia (ex Golar Viking)	**140,208**	Membrane	**2.1**	LNG Croatia	Huarun Dadong	Kirk, Croatia
2006	Summit LNG (ex Excelerate)	**138,000**	Membrane	**3.8**	Excelerate Energy	DSME	Summit LNG, Bangladesh
2008	Explorer	**150,900**	Membrane	**6.0**	Excelerate Energy	DSME	Jebel Ali, Dubai, UAE
2009/2019	BW Batangas (ex BW Paris)	**162,500**	Membrane	**4.2**	BW LNG	Keppel Shipyard	Batangas, Philippines
2009	Express	**151,000**	Membrane	**3.8**	Excelerate Energy	DSME	LNGC
2009	Exquisite	**150,900**	Membrane	**4.8**	Excelerate Energy	DSME	Port Qasim Karachi, Pakistan
2009	Neptune (ex GDF Suez Neptune)	**145,130**	Membrane	**3.8**	Hoegh LNG Partners	SHI	Lubmin, Germany
2010/2023	Alexandroupolis (ex Gaslog Chelsea)	**153,000**	Membrane	**4.0**	GasLog	Keppel Shipyard	Alexandroupolis, Greece
2010	Cape Ann (ex GDF Suez Cape Ann)	**145,130**	Membrane	**3.7**	Hoegh LNG Partners	SHI	Le Havre, France
2010	Exemplar	**150,900**	Membrane	**4.8**	Excelerate Energy	DSME	Inkoo, Finland
2010	Expedient	**150,900**	Membrane	**5.2**	Excelerate Energy	DSME	GNL Escobar, Argentina
2013/2023	Energos Celsius (ex Golar Celsius)	**160,000**	Membrane	**6.0**	Energos Inf.	SHI	Barcarena, Brazil
2014	Energos Eskimo (ex Golar Eskimo)	**160,000**	Membrane	**3.8**	Energos Inf.	SHI	Aqaba, Jordan
2014	Energos Igloo (ex Golar Igloo)	**170,000**	Membrane	**5.8**	Energos Inf.	SHI	Eemshaven, Netherlands
2014	Experience	**173,400**	Membrane	**6.0**	Excelerate Energy	DSME	Guanabara Bay, Brazil
2014	Höegh Gallant	**170,000**	Membrane	**2.8**	Hoegh LNG	HHI	Old Harbour, Jamaica
2014	Independence	**170,000**	Membrane	**2.9**	Hoegh LNG	HHI	Klaipeda, Lithuania
2014	PGN FSRU Lampung	**170,000**	Membrane	**2.7**	Hoegh LNG Partners	HHI	Lampung LNG, Indonesia
2015	BW Singapore	**170,000**	Membrane	**5.7**	SNAM SpA	SHI	(Ravenna, Italy)
2015	Italis LNG (ex Golar Tundra)	**170,000**	Membrane	**5.5**	SNAM SpA	SHI	Piombino, Italy
2016	Höegh Grace	**170,000**	Membrane	**2.8**	Hoegh LNG Partners	HHI	Cartagena, Colombia
2016/2020	Hua Xiang (ex. Hua Xiang 8)	**14,000**	Other	**0.1**	Zhejiang Huaxiang	Fengshun Ship Hvy	Maleo, Indonesia
2017	Bauhinia Spirit (ex MOL FSRU Challenger)	**263,000**	Membrane	**4.1**	Mitsui OSK Lines	DSME	Hong Kong
2017	BW Integrity	**170,000**	Membrane	**5.0**	BW LNG	SHI	Port Qasim GasPort, Pakistan
2017	Eemshaven LNG (ex S188)	**25,000**	Other	**4.6**	Exmar Offshore	Wison Zhoushan	Eemshaven, Netherlands
2017	Höegh Giant	**170,000**	Membrane	**3.7**	Hoegh LNG	HHI	Santos, Brazil
2018	Energos Nanook (ex Golar Nanook)	**170,000**	Membrane	**5.5**	Energos Inf.	SHI	Sergipe, Brazil
2018	Höegh Esperanza	**170,000**	Membrane	**3.8**	Hoegh LNG	HHI	Wilhelmshaven, Germany
2018	Höegh Gannet	**170,000**	Membrane	**5.7**	Hoegh LNG	HHI	Brunsbüttel, Germany
2018	Karunia Dewata	**26,000**	Other	**0.4**	Jaya Samudra	PaxOcean Zhoushan	Benoa, Indonesia
2018	Marshal Vasilevskiy	**174,100**	Membrane	**2.0**	Gazprom	HHI	Kaliningrad, Russia
2019	BW Magna	**173,400**	Membrane	**5.7**	BW LNG	DSME	Port Açu, Brazil
2019	Höegh Galleon	**170,000**	Membrane	**3.7**	Hoegh LNG	SHI	LNGC
2019	Turquoise P	**170,000**	Membrane	**5.7**	Pardus Energy	HHI	Etki, Türkiye
2020	Excelerate Sequoia	**173,400**	Membrane	**5.6**	Excelerate Energy	DSME	Bahia, Brazil
2020	Torman	**28,000**	Other	**2.0**	Access LNG	Jiangnan SY Group	Tema LNG, Ghana
2020	Vasant 1	**180,000**	Membrane	**5.0**	Swan Energy	HHI	Saros, Türkiye
2021	Energos Force (ex Transgas Force)	**174,000**	Membrane		Energos Infrastructure	HZ	Stade, Germany
2021	Energos Power (ex Transgas Power)	**174,000**	Membrane		Energos Infrastructure	HZ	LNGC
2021	Ertugrul Gazi	**170,000**	Membrane	**4.1**	BOTAS	HHI	Dörtyol, Türkiye
2021	Jawa Satu	**170,000**	Membrane	**2.4**	PT Jawa Satu Regas	SHI	Java, Indonesia

Source: Clarksons Research, GIIGNL

FSRU ORDERBOOK AT THE END OF 2024

Built/ Converted	Vessel Name	Storage Capacity (m^3)	CCS*	Nominal Send-out Capacity (MTPA)	Owner	Builder	Location
2027	N/B Hyundai HI	**174,000**	Membrane		Mitsui OSK Lines	Hyundai HI (Ulsan)	
2026	Excelerate Acadia	**170,000**	Membrane		Excelerate Energy	Hyundai HI (Ulsan)	
2027	N/B Hanwha Ocean	**200,000**			Mitsui OSK Lines	Hanwha Ocean	
2025	Floating Gas Power Plant	**170,000**			Unknown	Wison (Nantong)	

LNG bunkering vessel (LNGBV) fleet

The total LNGBV fleet consisted of 56 vessels at the end of 2024. The orderbook comprised 18 LNGBVs, 3 of which were scheduled for 2025 delivery.

In 2024, the global LNG bunkering market reached a significant milestone with a total volume of 941,366 m^3 of LNG delivered as bunker fuel in Rotterdam. This growth reflects the increasing adoption of LNG as a cleaner and more sustainable alternative to traditional marine fuels, driven by stricter environmental regulations and a growing commitment to reducing greenhouse gas emissions in the maritime industry.

The expansion of LNG bunkering infrastructure has been crucial in supporting this growth. Key developments include the optimization of existing terminals and the construction of new facilities to enhance LNG storage and handling capabilities. These advancements underscore a broader trend in the LNG industry, where investments in infrastructure and regulatory incentives are driving the growth of LNG bunkering.

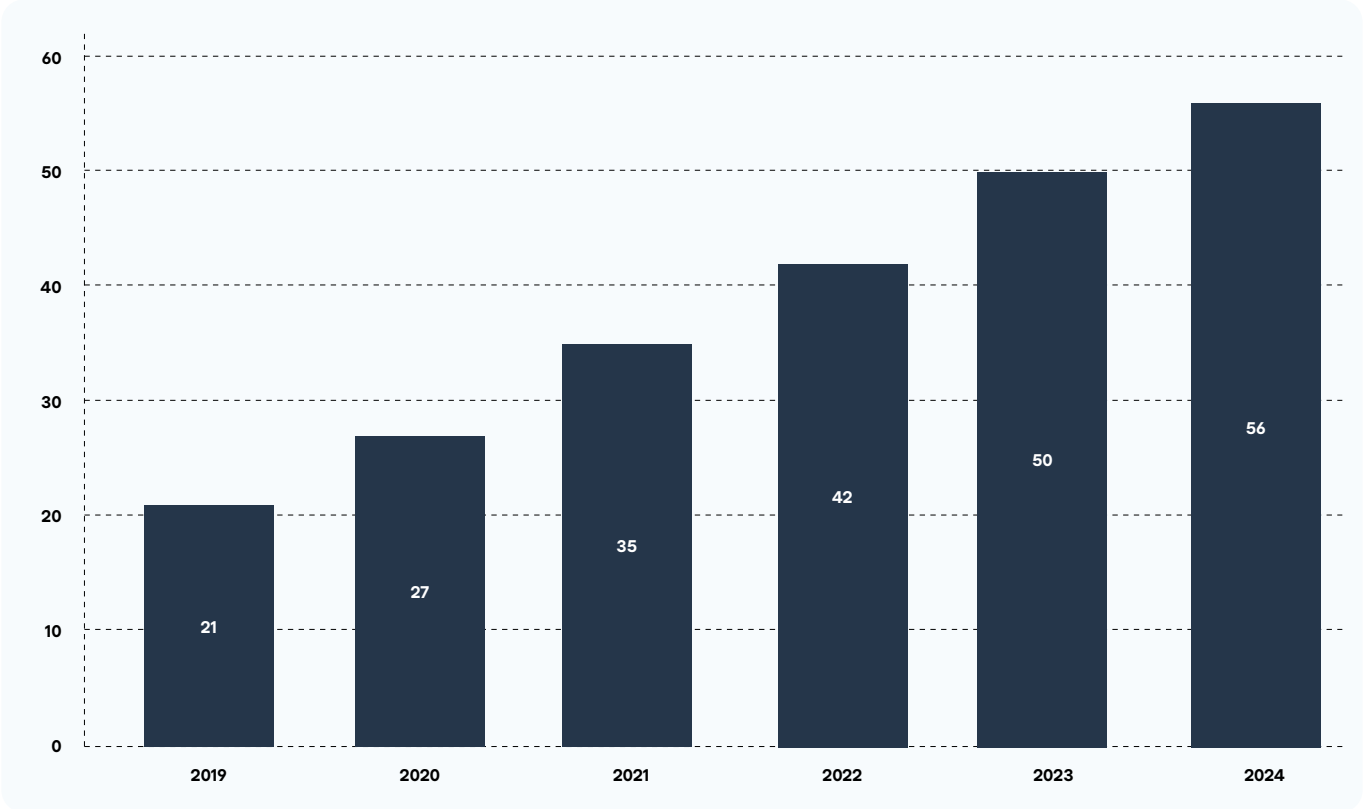
LNGBV FLEET AT THE END OF 2024

Built	Vessel Name	Storage Capacity (m^3)	CCS*	Type	Owner	Builder	Manager
1974	Seagas	**167**	Other	LNGBV	Linde Europe North	Fiskerstrand Verft	Sirius Shipping
2004	Pioneer Knutsen	**1,100**	Other	LNGBV/LNGC	Knutsen OAS Shipping	Veka SY Lemmer	Knutsen OAS Shipping
2009	Oizmendi	**600**	Other	LNGBV	Itsas Gas Bunker	Astilleros Murueta	Naviera Ulises Ltd.
2009	Coral Methane	**7,500**	Other	LNGBV/LNGC	Anthony Veder	Remontowa Repair	Anthony Veder
2010	Bergen LNG	**850**	Other	LNGBV	Bergen Tankers A/S	Westcon Shipyards	Bergen Tankers A/S
2010	Coral Favia	**10,030**	Other	LNGBV/LNGC	Anthony Veder	Taizhou Skaugen	Anthony Veder
2010	Coral Fraseri	**10,030**	Other	LNGBV/LNGC	Anthony Veder	Taizhou Skaugen	Anthony Veder
2011	Coral Fungia	**10,030**	Other	LNGBV/LNGC	Anthony Veder	Taizhou Skaugen	Anthony Veder
2011	Coral Furcata	**10,030**	Other	LNGBV/LNGC	Anthony Veder	Taizhou Skaugen	Anthony Veder
2012	Coral Energy	**15,600**	Other	LNGBV/LNGC	Anthony Veder	Neptun Werft	Anthony Veder
2013	Coral Anthelia	**6,500**	Other	LNGBV/LNGC	Anthony Veder	AVIC Dingheng SB	Anthony Veder
2015	Hai Yang Shi You 301	**30,000**	Other	LNGBV/LNGC	CenerTech	Jiangnan SY Group	CenerTech
2017	New Frontier 1 (ex Cardissa)	**6,469**	Other	LNGBV	Pan Ocean	STX SB (Jinhae)	WSM Malaysia
2017	Coralius	**5,800**	Other	LNGBV	Anthony Veder	Royal Bodewes SY	Sirius Shipping
2017	Green Zeebrugge	**5,100**	Other	LNGBV	Nippon Yusen Kaisha	HHIC	NYK LNG Shipmngt.
2018	Kairos	**7,500**	Other	LNGBV	Schulte Group	Hyundai Mipo	B. Schulte (Deutsch)
2018	Bunker Breeze	**1,200**	Other	LNGBV	Grupo Suardiaz	Ast. Zamakona	Flota Suardiaz SL
2018	Coral Energice	**18,000**	Other	LNGBV/LNGC	Anthony Veder	Neptun Werft	Anthony Veder
2019	FlexFueler 001	**1,480**	Other	Bunker barge (pushed by tug)	Titan LNG	Kooiman Marine Group	Titan LNG
2019	LNG London	**3,000**	Other	LNGBV	LNG Shipping		LNG Shipping
2019	SM Jeju LNG1	**7,654**	Membrane	LNGBV/LNGC	Korea Line LNG	SHI	KLC SM
2020	FlexFueler 002	**1,480**	Other	Bunker barge (pushed by tug)	Titan LNG	Kooiman Marine Group	Titan LNG
2020	Gas Agility	**18,600**	Membrane	LNGBV	Mitsui OSK Lines	HZ	V. Ships (France)
2020	Q Ocean Service	**4,000**	Other	LNGBV	Q-LNG	VT Halter Marine	Harvey Gulf
2020	Kaguya	**3,500**	Other	LNGBV	Central LNG Shipping	KHI	Central LNG Shipping
2020	SM Jeju LNG2	**7,500**	Membrane	LNGBV/LNGC	Korea Line LNG	SHI	KLC SM
2020	Avenir Advantage	**7,500**	Other	LNGBV/LNGC	Future Horizon	Keppel Nantong	EagleStar Shipmgmt
2021	Clean Canaveral (Polaris)	**5,500**	Other	Bunker barge (pushed by tug)	Polaris New Energy	Fincantieri Bay	Polaris New Energy
2021	Gas Vitality	**18,600**	Membrane	LNGBV	Mitsui OSK Lines	HZ	V. Ships (France)
2021	FueLNG Bellina	**7,500**	Other	LNGBV	FueLNG	Keppel Nantong	K Marine SM
2021	Optimus	**6,000**	Other	LNGBV	Infortar	Damen Yichang	LNG Shipmngt OU
2021	Dmitry Mendeleev	**5,800**	Other	LNGBV	Gazpromneft Shpg	Keppel Nantong	Gazpromneft Shpg

Source: Clarksons Research, GIIGNL

Built	Vessel Name	Storage Capacity (m^3)	CCS*	Type	Owner	Builder	Manager
2021	Hai Gang Wei Lai (ex Avenir Allegiance)	**20,000**	Other	LNGBV/LNGC	SIPG Energy SSES	CIMC SOE	Wah Kwong Shipmgt
2021	Avenir Accolade	**7,500**	Other	LNGBV/LNGC	Avenir LNG	Keppel Nantong	Avenir LNG
2021	Avenir Aspiration	**7,500**	Other	LNGBV/LNGC	Avenir LNG	CIMC SOE	WSM Malaysia
2022	K. Lotus	**18,000**	Other	LNGBV	Korea Line LNG	Hyundai Mipo	KLC SM
2022	Xin Ao Pu Tuo Hao	**8,500**	Other	LNGBV	Xinao Energy Shpg	Dalian Shipbuilding	Southwest Maritime
2022	Haugesund Knutsen	**5,000**	Other	LNGBV	Knutsen OAS Shipping	Armon (Gijon)	Knutsen OAS Shipping
2022	K. LNG Dream	**500**	Other	LNGBV	S Korea Fisheries	EK Heavy Industries	S Korea Fisheries
2022	Coral Nordic	**30,000**	Other	LNGBV/LNGC	Anthony Veder	Jiangnan SY Group	Anthony Veder
2022	Avenir Achievement	**20,000**	Other	LNGBV/LNGC	Avenir LNG	CIMC SOE	WSM Malaysia
2022	Avenir Ascension	**7,500**	Other	LNGBV/LNGC	Avenir LNG	CIMC SOE	WSM Malaysia
2023	FueIng Venosa	**18,137**	Other	LNGBV	Korea Line LNG	Hyundai Mipo	Korea Line LNG
2023	New Frontier 2	**18,127**	Other	LNGBV	Pan Ocean	Hyundai Mipo	WSM Malaysia
2023	Levante LNG	**12,500**	Other	LNGBV	Scale Gas	Hyundai Mipo	B. Schulte (Deutsch)
2023	Brassavola	**12,000**	Membrane	LNGBV	Mitsui OSK Lines	Sembcorp Boulevard	MOL LNG Europe
2023	Hong Peng	**9,534**	Other	LNGBV	Southwest Maritime	Huangpu Wenchong	Southwest Maritime
2023	Alice Cosulich	**8,471**	Other	LNGBV	Fratelli Cosulich SG	Nantong CIMC SOE	Fratelli Cosulich SG
2023	Blue Whale	**7,495**	Membrane	LNGBV	Hyundai LNG Shipping	Hyundai HI (Ulsan)	Hyundai LNG Shipping
2023	Ecobunker Tokyo Bay	**2,500**	Other	LNGBV	Ecobunker Shipping	Fukuoka SB	Uyeno Transtech
2024	Huaihe Nengyuan Qihang	**13,850**	Other	LNGBV	Wuhu LNG	Hudong Zhonghua	Wah Kwong Shpmngt SZ
2024	Hai Yang Shi You 302 (NANTONG CIMC SINOPACIFIC S1066)	**12,000**	Other	LNGBV	CenerTech	Nantong CIMC SOE	CenerTech
2024	Paolina Cosulich	**8,200**	Other	LNGBV	Fratelli Cosulich SG	Nantong CIMC SOE	Fratelli Cosulich SG
2024	Seaspan Lions	**7,600**	Other	LNGBV	Seaspan Marine	Nantong CIMC SOE	B. Schulte (Deutsch)
2024	Seaspan Garibaldi (NANTONG CIMC SINOPACIFIC S1061)	**7,300**	Other	LNGBV	Seaspan Marine	Nantong CIMC SOE	B. Schulte (Deutsch)
2024	Keys Azalea (MITSUBISHI SHIMONOSEKI 1234)	**3,500**	Other	LNGBV	KEYS Bunkering Japan	MHI Shimonoseki	KEYS Bunkering Japan

NUMBER OF LNG BUNKERING VESSELS



Source: Clarksons Research, GIIGNL

Regasification terminals

Global regasification capacity reached 1188 MTPA as of December 31, 2024, following the addition of 31 MTPA from 12 new terminals commissioned in 2024 and 19.5 MTPA from 7 completed expansion projects.

Asia continues to lead the capacity growth. 12 onshore terminals or expansions were commissioned in Asia leading on an incremental capacity of 35 MTPA.

Europe and South America opted for floating-based LNG solutions. 3 floating terminals started operations in Europe (2 in Germany and 1 in Greece) adding 14 MTPA of regasification capacity to reinforce the European security of supply. 3 FSRU-based LNG terminals were commissioned in Brazil for a total of 13.5 MTPA.

ASIA PACIFIC

India expanded LNG regasification by 5 MTPA early 2025, with further growth expected.

AUSTRALIA

Squadron Energy's **Port Kembla Energy Terminal** completed construction in December 2024. Commissioning of the onshore receiving facility is underway, which ensures the functionality of all equipment at the import terminal including the control system, marine loading arms and fire system. The terminal will use the FSRU Höegh Galleon, which is scheduled to arrive on site in 2026, after its interim deployment in Egypt. The timing of the FSRU arrival is aligned with forecasts from the Australian Competition and Consumer Commission for gas shortages in the Eastern Australian states.

Venice Energy is developing its planned **Port of Adelaide** LNG offshore import terminal. The project will use a 146,000 m^3 FSRU. The terminal is expected to take two years to complete after FID. Origin Energy has signed an agreement to book the terminal regasification capacity for 10 years.

BANGLADESH

Summit FSRU was out of service from June until September 2024, as the vessel was in Singapore for repairs after been damaged by Cyclone Remal.

CHINA

PipeChina's 3 MTPA **Zhangzhou LNG** import terminal in Fujian received its first LNG cargo in May 2024. Phase I of the terminal includes three 160,000 m^3 LNG storage tanks, one jetty able to receive LNG carriers of a capacity from 80,000 m^3 to 270,000 m^3, and a truck loading facility with 10 loading bays.

In August 2024, Guangdong Energy's 4 MTPA **Huizhou LNG** terminal in southern mainland China's Guangdong province received its commissioning cargo onboard the Maran Gas Coronis LNG carrier. Guangdong Energy has a 10-year SPA with QatarEnergy for 1 MTPA of LNG, which started in 2024. Additionally, the company has signed a 20-year offtake agreement for 1 MTPA from Rio Grande LNG, with deliveries set to begin in 2028. Guangdong Energy Group plans to build the Huizhou LNG terminal's second phase which would increase its capacity by 6 MTPA on the top of current 4 MTPA.

In September 2024, Huaying Natural Gas and Sinopec launched their **Chaozhou LNG** import terminal in the Guangdong province. The LNG project includes two phases. The first phase consists of three 200,000 m^3 LNG storage tanks, one jetty and related facilities, with an annual capacity of 6 MTPA. The second phase of the project would increase the capacity of Huaying LNG terminal to 12 MTPA.

Beihai LNG terminal expansion was completed in December 2024, adding 3 MTPA of capacity to the terminal. A new 200,000 m^3 storage tank was put into operation in January 2025. In addition, a 45 t/h closed ground flare, a BOG compressor and supporting facilities have been installed as part of the expansion.

In June 2024, CNOOC completed the full construction of China's largest LNG storage cluster with six new 270,000 m^3 LNG storage tanks at its **Binhai LNG** terminal in Yancheng city, Jiangsu province. This expansion project raised the terminal regasification capacity to 10 MTPA.

In July 2024, truck loading activity started at the **Wenzhou LNG** terminal in Zhejiang. Trucked LNG is supplied by Zhejiang Yingneng LNG, a joint venture of BP China and Zhejiang Energy, to industrial and commercial users.

In August 2024, CNOOC completed the construction of the **Zhuhai LNG** terminal Phase 2 project. The expansion project includes five 270,000 m^3 LNG storage tanks and adds 3.5 MTPA of regasification capacity for a total of 7 MTPA.

In September 2024, CNOOC received approval to build one 270,000 m^3 LNG storage tank at its **Putian LNG** terminal in China's Fujian province. The LNG facility has six 160,000 m^3 LNG storage tanks and a regasification capacity of 6.3 MTPA.

As of January 2025, the construction of Phase III of **Zhoushan LNG** terminal is underway. The project involves the addition of four new 220,000 m^3 storage tanks, which are expected to start commercial operation by the end of 2025. The gas lifting operation of four LNG storage tanks was completed in the beginning of 2024. The commercial operation of Phase III is expected to start in September 2025. Upon completion the terminal's regasification capacity will raise to 10 MTPA.

In 2024, Beijing Gas completed the commissioning of both the second and third phases of the Tianjin Nangang LNG terminal. These phases include a total of six 200,000 m^3 LNG storage tanks and auxiliary pipelines. Upon completion, the total storage capacity increased to approximately 1.64 million cubic meters, and the regasification capacity reached 12 million tonnes per annum (mtpa), making it one of the largest storage capacities in China

The expansion at CNOOC's **Ningbo LNG** import terminal located in the Zhejiang province is underway. It should add 6 MTPA to the existing 6 MTPA. Over the six new LNG storage tanks, the main construction of the fifth LNG storage tank was completed in December 2024. In July 2024, CNOOC completed lifting the roofs on two 270,000 m^3 storage tanks. This third expansion phase is expected to be operational in 2025.

China's regasification capacity grew by 29.5 MTPA in 2024, maintaining its lead in Asia.

INDIA

In February 2025, **Chhara LNG** terminal, developed by Hindustan Petroleum Corporation Limited (HPCL), started commercial operations. The terminal received its commissioning cargo onboard the LNG carrier Maran Gas Coronis in January 2025. The terminal has a 5 MTPA regasification capacity, expandable to 10 MTPA and features two 200,000 m^3 LNG storage tanks, a 1.2 km jetty, and regasification and truck-loading facilities. The terminal is open to third-party users, through long-term capacity bookings and master regasification agreements for spot cargoes. HPCL LNG operates the terminal on a tolling model.

Petronet LNG's **Dahej** import terminal is being expanded with a capacity increase from 17.5 MTPA to 22.5 MTPA. The expansion is expected to be completed by March 2025.

In October 2024, Petronet LNG commissioned two additional 180,000 m^3 LNG storage tanks at its **Dahej** terminal in western Gujarat state. With these two tanks commissioned, the Dahej terminal has 8 storage tanks with a total capacity of 1,272,000 m^3.

In November 2024, Crown LNG finalized the acquisition of all shares of KGLNG, which owns the operating license for the planned LNG import terminal in **Kakinada**. The Kakinada project, located on the East coast of India, is licensed to operate 365 days a year.

PHILIPPINES

In January 2025, FGEN LNG, a wholly-owned subsidiary of First Gen, received the permit from the Philippines' Department of Energy to operate and maintain its interim offshore **Batangas LNG** terminal located in the First Gen Clean Energy Complex in Batangas City, for a period of 25 years. The terminal, developed by FGEN LNG in partnership with Tokyo Gas, uses the FSRU BW Batangas, which started operations in 2023 according to a 5-year time charter party.

SINGAPORE

In October 2024, Singapore LNG signed a charter agreement with MOL to charter an FSRU for Singapore's second LNG terminal. The FSRU will be berthed at Jurong Port and will have a regasification capacity of 5 MTPA.

Singapore LNG is exploring the development of additional LNG truck loading bays at the LNG terminal to meet the growing demand for small-scale LNG distribution in Singapore.

SOUTH KOREA

In August 2024, KOGAS completed lifting the roofs on all four 270,000 m^3 tanks at its **Dangjin LNG** import terminal, which is currently under construction and scheduled for completion in 2025. KOGAS plans to build 10 LNG storage tanks in total by 2030.

Korea Energy Terminal (KET) in Ulsan started commercial operations following its successful commissioning in April 2024. SK Gas plans to construct a total of six LNG storage tanks, each with a capacity of 215,000 m^3. After completion of the construction, the total handling capacity of the terminal will increase to 7.2 MTPA. First two tanks are already operational for a global capacity of 2.4 MTPA. The construction of the remaining four tanks is underway. Two more tanks are expected to commence operations in the second half of 2026. Last two tanks are expected to be operational in 2029. The terminal supplies LNG to a 1.2 GW dual fuel LNG/LPG power plant Ulsan Gas Power Solution (UGPS). The UGPS started commercial operations in December 2024. By 2027, SK Gas aims to start ship-to-ship bunkering operations in Ulsan.

TAIWAN

As of beginning 2025, the Phase III expansion at **Taichung** receiving terminal, including the second dock and two above-ground tanks with related vaporizers, is underway. The third LNG receiving terminal, planned to be constructed in the **Guantang** Industrial Zone, is expected to start preliminary gas supply after test operations by the second quarter of 2025. The terminal is expected to have 3 MTPA of regasification capacity and include two 160,000 m^3 LNG storage tanks, vaporization and supply facilities, all of which will be integrated with the existing supply system.

THAILAND

In August 2024, B.Grimm LNG limited, a wholly owned subsidiary of BGRIM, one of the largest private power producer in Thailand, imported its first LNG cargo, supplied by Sumitomo Corporation, in Thailand to the **Map Ta Phut** LNG terminal. This marks the first LNG import by a private sector entity in Thailand. B.Grimm LNG has been authorized to procure and wholesale natural gas with an annual import quota of up to 1.2 MT.

VIETNAM

In May 2024, AG&P LNG and Hai Linh announced the start of the commissioning of their **Cai Mep LNG** terminal, located in Vũng Tàu district near the Mekong River Delta. In March 2024, AG&P LNG acquired a 49% stake in the terminal developed by Hai Linh Company Limited. The terminal has a 220,000 m^3 LNG storage, LNG break-bulk capabilities for reloading LNG into smaller vessels and 14 truck-loading bays for LNG and CNG filling. The Cai Mep terminal initially set at 3 MTPA and expandable to 6 MTPA. Regasified LNG will be supplied to HPP power plant. Start of commercial operations was expected in September 2024, but was delayed.

In August 2024, Excelerate Energy signed a term sheet with ITECO Joint Stock Company to co-develop a new LNG regasification terminal project in **Hai Phong**, which would be the third LNG terminal in Vietnam and the first LNG terminal in the northern region. The planned terminal would have initial import capacity of 0.7 MTPA and an additional 0.5 MTPA capacity at a later stage. The terminal is scheduled to start operations in 2027.

EUROPE

As part of its 14th sanctions package adopted in June 2024, the **European Commission** introduced targeted restrictions on imports of Russian liquefied natural gas (LNG). A central measure prohibits the purchase or import of Russian LNG via terminals located within the European Union **that are not connected to the EU's internal gas transmission network**. This pro-vision is designed to restrict the use of LNG terminals that primarily serve as **transshipment** hubs rather than points of integration into the EU energy market. Terminals such as **Zeebrugge (Belgium)** and **Montoir-de-Bretagne (France)**, which have historically facilitated the re-export of Russian LNG—particularly from the Yamal LNG project—to third countries, are expected to be most affected. While some of these terminals are physically connected to national grids, the regulation focuses on their **functional role** in enabling indirect Russian LNG flows. This measure, which entered into force in July 2024, reflects the EU's broader strategy to close remaining loopholes in its energy sanctions regime and to curtail Russia's ability to leve-rage EU infrastructure for global LNG trade.

BELGIUM

The final phase of the expansion of the **Zeebrugge LNG** terminal, which consisted in the deployment of three additional open rack vaporizers, was completed ahead of schedule, on January 1, 2025. The deployment of the three ORVs was scheduled for the beginning of 2026. The terminal's regasification ca-pacity was expanded by 1 MTPA, bringing the overall capacity to 12.3 MTPA.. In July 2024, ConocoPhillips booked a 0.75 MTPA of longterm regasification ca-pacity at the Zeebrugge LNG terminal for 18 years starting in April 2027.

CROATIA

The expansion the LNG terminal on the Krk Island, which includes the installation of an additional regasification module with a 250,000 m3/h capacity on its FSRU LNG Croatia is underway. In January 2025, the terminal operator **LNG Croatia** selected the Turkish shipbuilding company Kuzey Star Shipyard as the contractor for this expansion. The outfitting works have been entrusted to the Zagreb Company S.C.A.N. The new regasification module is manufactured by the Norwegian company WGS at Nantong CIMC Sinopacific Offshore & Engineering in Shanghai. The inspection of the module was carried out in January 2025. Its integration with the existing gasification module of a 450,000 m^3/h capacity on the FSRU is scheduled for the summer 2025.

CYPRUS

In December 2024, ETYFA's converted FSRU *Etyfa Prometheas*, which will serve the first country's LNG import terminal in **Vasilikos,** left Cosco Shipping Heavy Industry's yard in Shanghai. As of January 2025, the FSRU is located off the west Malaysian coast awaiting installation of two key components and undergoing inspections to confirm its readiness for use. The Natural Gas Infrastructure Company (ETYFA) is considering chartering the unit on an interim basis until the Vasilikos project infrastructure is ready. The infrastructure, including jetty, is expected to be completed by the end of 2025.

FINLAND

As of September 2024, half of the available capacity for 2025 has been reserved at the Gasgrid-operated LNG terminal in **Inkoo** during its annual capacity allocation procedure. Regasification slots are allocated before the start of the calendar year through an annual capacity allocation procedure or during the gas year through spot allocation. In May 2024, Gasgrid sold 95% of the terminal capacity for 2024.

FRANCE

Construction of a maritime terminal to export the CO_2 is planned at **Dunkirk LNG** next to LNG terminal. The CO_2 terminal will receive the CO_2 captured by the emitting companies, liquefy it and store it temporarily before sending it by ship to CO_2 storage sites. An additional jetty will be built on site. FID for the project is planned for 2025.

The modernization of the two truck loading bays at **Fos Tonkin** should be completed before summer 2025. Elengy plans to launch a commercial offer for bioLNG loading certification in the second quarter of 2025.

The Ulysse project aims to replace gas-fired regasifiers at the **Montoir** terminal with water-based regasifiers to reduce CO_2 emissions. The related works are

Germany reinforced its energy security by adding 6.2 MTPA of LNG regasification capacity in 2024.

budgeted at €220 million and will be carried out until 2031 without reducing the terminal capacity.

The $GOCO_2$ project, led by Elengy, leverages the LNG terminal of Montoir-de-Bretagne as a key hub for exporting captured industrial CO_2 from France's Greater West region. Supported by local authorities, the initiative will collect CO_2 from industrial sites, transport it to Montoir, and ship it for permanent geological storage. By 2030, it aims to handle 2.3 million tonnes annually, reinforcing the terminal's role in decarbonization and France's CCUS strategy.

GERMANY

In June 2024, Hanseatic Energy Hub started construction of the country's first onshore LNG terminal in **Stade** near Hamburg. The 13.3 BCMA LNG terminal will be operated by Enagás and is set to start operations in 2027. In the first phase, an emission-free terminal for LNG, bio-LNG and SNG will begin operating in the existing industrial park. The terminal will have two 240,000 m3 LNG tanks, and will be based on a future-flexible modular system for the green energy transition. The terminal will commence operation as an ammonia-ready facility. SEFE has booked 4 BCMA of regasification capacity for a period of 20 years, with future flexibility to switch to ammonia as a hydrogen-based energy source.

Stade is also set to become the location for one of the five FSRUs chartered by the German federal government. The start of LNG terminal in Stade is delayed due to technical issues, although capacity was booked for May and June 2025.

In January-April 2025, **Wilhelmshaven LNG** terminal was out of service, as its operator Deutsche Energy Terminal GmbH (DET) was waiting an authorization of the European Commission. The first approval granted by the EU expired at the end of 2024. Completion of the second LNG terminal in Wilhelmshaven is delayed until 2025 due to technical issues.

In February 2025, Deutsche Energy Terminal, a state-owned LNG terminal operator, allocated all of its 2025 regasification slots at its FSRU-based terminals in **Brunsbüttel** and **Wilhelmshaven**. 44 slots in total were offered through two auctions: 17 at Wilhelmshaven and 27 at Brunsbüttel.

In September 2024, German LNG terminal operator Deutsche ReGas launched commercial operations at its FSRU-based LNG terminal in the port of **Mukran** on the island of Rügen. The first FSRU *Energos Power,* owned by Energos Infrastructure, arrived on site in February 2024. The second FSRU *Neptune* arrived at Mukran in July 2024. The FSRU *Neptune* served before the Lubmin LNG terminal. The LNG terminal in Mukran featured 2 FSRUs: the 174,000 m^3 *Energos Power* FSRU and the 145,000 m^3 FSRU *Neptune*, and had a total capacity of 13.5 BCMA until February 2025, when Deutsche ReGas terminated its charter contract for the FSRU *Energos Power* due to the state-owned competitor's pricing policy.

In October 2024, Gasunie and RWE took FID on the onshore LNG import terminal in **Brunsbüttel**. Currently Brunsbüttel hosts an FSRU-based LNG import terminal. Once in operation, the new land-based LNG terminal will replace the current FSRU-based facility.

In November 2024, Burckhardt Compression was chosen to supply boil-off gas (BOG) and pipeline injection compressors for the land-based terminal. The terminal is expected to start operations in 2027.

GREECE

In October 2024, the FSRU-based 4 MTPA **Alexandroupolis LNG** terminal started commercial operations, after completing final tests. After receiving its commissioning cargo in February 2024, the operations at the terminal were suspended due to a technical issue.

Beyond gas supplies to the Greek transmission system, the terminal delivers gas to Southeast and Central Europe. In September 2024, a new interconnection agreement was signed between DESFA and the operator of the gas interconnector between Greece and Bulgaria, ICGB, for gas flows at the Komotini interconnection point. The agreement allows parties with booked capacity at the FSRU to transport gas via the Greece-Bulgaria pipeline.

In September 2024, Venture Global executed a binding long-term terminal use agreement with GASTRADE for 1 MTPA of LNG regasification capacity at the Alexandroupolis LNG receiving terminal for five years, starting in 2025.

ITALY

The floating-based **Ravenna LNG** terminal is currently under construction and is expected to start operations in 2025. The project will use FSRU BW Singapore, which went to Jebel Ali for modification and renovation works and arrived in Italy in December 2024. Other components of the project include platform, breakwater, 8.5 km of underwater pipeline, 2.5 km pipeline leading to the grid and 31.5 km pipeline to Ravenna node. As of October 2024, hydraulic testing of the line has been completed, dredging has been carried out in the platform and access channel area. Other civil works are underway.

Major works are underway to modernize the **FSRU Toscana** and **Panigaglia LNG**. In September and October 2024, Panigaglia LNG terminal was on maintenance which included implementation of the truck loading system, replacement of loading arms, installation of a new compressor, replacement and overhaul of pumps, and jetty upgrade. In February 2025, the Province of La Spezia renewed the integrated environmental authorization for the terminal, extending its operation until 2037.

In 2024 Snam exercised the option to increase its stake in the **Adriatic LNG** terminal from 7.3% to 30%. In December 2024, the acquisition was completed resulting in VTTI owning 70% and Snam 30%.

In June 2024 the FSRU *Golar Tundra*, which serves the **Piombino LNG** terminal, was registered under the Italian flag and renamed *Italis* LNG.

LITHUANIA

In December 2024, KN Energies completed the purchase of the FSRU *Independence* from Hoegh Evi for $153.5 million. The FSRU serves the 2.9 MTPA **Klaipeda LNG** terminal. The ownership of the FSRU was transferred to KN Energies and the country of Lithuania. KN will continue to work with Hoegh Evi for technical and operational management of the vessel for the next 5 years, with an option to extend this cooperation for an additional five years.

NETHERLANDS

As of beginning 2025, the construction of extra send-out capacity of 1.5 BCMA at **Gate LNG** terminal is being finalized, truck-loading racks #4 and #5 are commissioned and the construction of Tank 4 is underway. Gate has started the FEED for a new Jetty 4. Call for expression of interest in small scale ship loading services for jetty 4 was launched in March 2024. FID is planned for the summer of 2025. Gate LNG terminal started producing mass-balanced Bio-LNG at the end of the first half of 2024. In 2024, Uniper concluded a BioLNG liquefaction service agreement with Gate terminal. Under this agreement, Uniper has purchased BioLNG liquefaction capacity in the terminal.

In February 2025, **EemsEnergyTerminal** launched an open season for the storage and regasification capacity starting 1 September 2027 for a period of 8 years. The capacity will be marketed in accordance with regulated Third Party Access rules. The binding phase is scheduled to start in May or June 2025. The market consultation, launched in June 2024, has shown strong interest by market parties to continue LNG imports to the EemsEnergyTerminal beyond 2027, as well as interest in development of hydrogen and CO_2 infrastructure at the terminal.

Poland increased its regasification capacity to 6.1 MTPA, strengthening its regional supply resilience.

POLAND

In December 2024, GAZ-SYSTEM completed stage 2 of the **Świnoujście LNG** terminal expansion program. The stage 2 consisted of construction of a 180,000 m^3 LNG storage tank and a new jetty for LNG unloading, loading and bunkering along with a dedicated transmission pipe rack. Following the completion of the expansion program the nominal regasification capacity of the terminal increased to 6.1 MTPA.

In April 2024 GAZ-SYSTEM signed a time charter party agreement with Mitsui O.S.K. Lines, which specifies the terms of delivery and operation of the FSRU in the Gulf of **Gdańsk**. The FSRU will have a capacity of approximately 170,000 m^3 of LNG and a regasification capacity of approximately 6.1 BCMA. The contract was concluded for a period of 15 years with the possibility of further extension. According to the agreement, GAZ-SYSTEM secured the right to buy out the FSRU unit. The vessel will be built at the South Korean shipyard HD Hyundai Heavy Industries. In July 2024, the Pomeranian Voivode issued a decision on the location of the FSRU terminal. The terminal facilities will include a berthing and mooring jetty and a submarine gas pipeline, which will connect the terminal to the grid. In August 2024 GAZ-SYSTEM signed contracts for delivery of pipes and fittings to be used for FSRU onshore pipelines construction. In September 2024 two agreements for investment supervision were signed, followed by contracts for general construction of each land pipeline signed in November 2024. This gave GAZ-SYSTEM a complete set to start a construction phase of the FSRU Onshore component. In December 2024, the Pomeranian Voivode issued the construction permit for the jetty and the offshore gas pipeline ommissioning of the complete project is planned in 2027/2028.

RUSSIA

In June 2024, the European Union's (EU) approved the latest sanctions package against Russia, which includes a prohibition on purchasing or importing Russian LNG, sourced from Russia, through EU terminals that are not connected to the EU gas network. The sanctions package came into force in July 2024.

SPAIN

In February 2024, the CNMC (Spanish regulator) introduced a tailored and temporary economic regime for the El Musel LNG terminal, signaling a strategic shift in its function within Spain's gas infrastructure. Rather than serving as a traditional regasification facility feeding the national gas grid, El Musel is repositioned primarily as a logistics hub to support LNG transshipment and storage, particularly for the benefit of European markets facing supply challenges. The regulation restricts the terminal's regasification activities to the minimum required for managing boil-off gas, and mandates that all logistics services be contracted on a long-term basis. This approach prevents market distortions in Spain's well-supplied and competitive gas sector, while enabling El Musel to contribute meaningfully to regional energy security and system flexibility. By integrating boil-off regasification into the Virtual LNG Tank (TVB) framework, the regulation ensures transparency and operational alignment with the broader Spanish LNG system, all while preserving the efficiency and balance of domestic infrastructure.

In 2024, a small-scale jetty at the **Barcelona LNG** plant has been adapted to receive small scale LNG vessels.

TÜRKIYE

In January 2025, Botas launched a tender for the construction of the fourth LNG storage tank its **Marmara Ereglisi** import terminal. The new storage tank will have a 160,000 m^3 capacity.

EgeGaz, the owner and operator of the **Izmir Aliaga LNG** terminal, has completed the investment project to serve for the development of LNG as a marine fuel and is now ready to supply LNG to bunker vessels.

UK

As of the end of 2024, expansion works at **Grain LNG** terminal are underway. The works include installation of two new submerged combustion vaporizers and two new ex-tank pumps, additional Boil Off Gas (BOG) compressors, construction of a new 200,000 m^3 LNG storage tank, three in-tank pumps and ancillary equipment, commissioning of 2nd cryogenic line (CL) pipeline and installation of additional isolation valves on the 1st CL pipeline. In summer 2024, an extensive maintenance programme has been undertaken on both jetties and routine inspections on the loading arms.

In October 2024, the Grain LNG terminal became the first facility outside North America to receive **MiQ certification for methane emissions.** MiQ is a non-profit organization that provides independent, third-party certification of methane emissions from natural gas operations, aiming to drive emissions reductions through greater transparency. Grain LNG was awarded a "B" grade, recognizing its commitment to monitoring and managing methane emissions effectively. As Europe's largest LNG terminal, this certification supports buyers seeking lower-emission gas and aligns with upcoming EU methane regulations.

In August 2024, Dutch storage terminal owner VTTI, co-owned by Vitol, IFM, and ADNOC acquired 50% of **Dragon LNG** from an infrastructure manager Ancala. The other 50% stake of the terminal is owned by Shell.

In November 2024, Crown LNG finalized the acquisition of assets related to a planned **Grangemouth** LNG import terminal in Scotland from GBTron Lands Limited. The Grangemouth project includes a 5 MTPA FSRU-based LNG terminal to be located in the Firth of Forth on the East coast of Scotland. FID is expected in 2025. The terminal will supply a natural gas-fired power plant. In July 2024, IKM Engineering & Environmental Consultants has been selected to provide design and engineering of the Grangemouth LNG infrastructure project.

AMERICAS

COLOMBIA

In May 2024, Black & Veatch completed a feasibility study for the planned **Andes Energy Terminal**, LNG regasification terminal and power plant, to be located near the port city of Buenaventura on Colombia's Pacific coast. The study assessed site suitability, project design requirements, capital and operating costs, financial viability, financing options, climate resilience, and implementation and construction plans. The project will include an LNG receiving terminal, land-based regasification plant, LNG truck loading facilities, power plant and associated gas and electrical transmission infrastructure.

BRAZIL

Brazil added 13.5 MTPA of floating LNG capacity in 2024, boosting its energy transition efforts.

In February 2024, New Fortress Energy declared its **Barcarena LNG terminal**, located in Pará, operational and started the commissioning process. The terminal consists of an offshore terminal and FSRU Energos-Celsius, chartered by NFE from Energos Infrastructure. The FSRU arrived on-site after its conversion from an LNG carrier to FSRU was completed in Singapore. The terminal will supply natural gas to several industrial customers, including Norsk Hydro's Alunorte refinery and NFE's 630 MW power plant. As of February 2024, the power plant was approximately 50% complete and is scheduled to start operations in Q3 2025.

In March 2024, New Fortress Energy started operations at its 3.8 MTPA **Terminal Gas Sul (TGS)** in Santa Catarina. The terminal includes the 138,000 m^3 FSRU Energos Winter and a 33-km, 20-inch pipeline, connecting the facility to the Transportadora Brasileira Gasoduto Bolívia-Brasil (TBG) pipeline.

Brazil added 13.5 MTPA of floating LNG capacity in 2024, boosting its energy transition efforts.

The **FSRU Energos Winter** is sub-chartered by NFE through the remaining term of the Petrobras charter with Energos infrastructure since November 2023. Once the current charter ends, the FSRU will be directly chartered by NFE on a long-term basis with Energos. The 3.7 MTPA LNG Terminal de **Regaseificação de São Paulo (TRSP)**, located in the Port of Santos, is expected to be operational in 2024. In September 2023, 170,000 m³ Hoegh Giant FSRU loaded a commissioning cargo at the Cameron LNG terminal in theUnited States.

FSRU-based Terminal de Regaseificação de São Paulo (TRSP) located at the prime port of Santos started operations in May 2024. The terminal uses the FSRU Höegh Giant owned by Höegh Evi. The terminal boasts a regasification capacity of 14 million m³ per day and a storage capacity of 173,000 m³ of LNG.

MIDDLE EAST

EGYPT

In May 2024, Höegh Evi, former Höegh LNG, and EGAS signed a charter agreement for the deployment of the FSRU *Höegh Galleon* in **Ain Sokhna** for an interim period of June 2024 to February 2026. After this charter the FSRU is expected to be deployed to AIE's LNG terminal currently under construction at Port Kembla in Australia. The FSRU *Höegh Galleon* received its first LNG cargo in Ain Sokhna and started operations in July 2024.

In December 2024, EGAS signed an agreement with New Fortress Energy to charter a second FSRU with a storage capacity of 160,000 m^3 and a regasification capacity of 750 mcf/d. The unit will be stationed at Ain Sokhna's Sumed and start operations in the second half of 2025.

JORDAN

In September 2024, BW LNG signed a 10-year charter agreement with Jordan's National Electric Company (NEPCO) to deploy an FSU at Sheikh Sabah LNG terminal, **Aqaba** in Jordan. One of 34 vessels in BW LNG's fleet will be converted to an FSU ahead of the charter and is expected to start operations during Q3-Q4 of 2026. According to the agreement, NEPCO will acquire ownership of the vessel at the end of the charter period.

In August 2024, Aqaba Development Corporation (ADC) entered into a $125 million agreement with a consortium of international companies to enhance and modernize the terminal. The project will add an onshore regasification unit and improve the port's capacity to handle and regasify LNG, supporting electricity generation and industrial use. The project completion is expected in 22 months, with partial funding from the Kuwait Fund for Arab Economic Development. In February 2025, French engineering company Sofregaz signed a project management consultancy contract with ADC to oversee the modernization of the terminal.

In December 2024, Jordan's NEPCO and Egypt's EGAS agreed to import LNG via Egypt's FSRU for the next two years. The agreement outlines priority use of the FSRU between the two countries. The aim of the agreement is to secure LNG supply in case of emergency. Jordan has chartered the FSRU *Energos Eskimo* until 2025.

AFRICA

SOUTH AFRICA

In February 2025, **Zululand Energy Terminal**, a joint venture between Vopak and Transnet Pipelines, signed the terminal operator agreement with Transnet National Ports Authority TNPA to design, develop, construct, finance, operate and maintain an LNG terminal at the Port of Richards Bay for a period of 25 years. The agreement grants Zululand Energy Terminal full rights to the land designated for the construction of the terminal. Phase 1 of the project includes an FSU with a capacity of 135,000 – 174,000 m^3, onshore ~400 mmscfd regasification infrastructure, and optional truck loading facilities. Vopak and Transnet Pipelines target the commercial operations date for Phase I in 2028. Phase 2 includes construction of an onshore storage tank with a capacity of up to 220,000 m^3, replacing the FSU. This phase will increase send-out capacity to approx. 4.6 MTPA. A final investment decision for the project is expected in 2026.

Regasification terminals

Market	Site	Concept	Storage		Send-out		Owner	Operator	Third Party Access	Additional Services offered	Start-up date
			Number of tanks	Total capacity (liq m^3)	Number of vaporizers	Nominal capacity (MTPA)					
AMERICAS: 217.3 MTPA											
Argentina	Escobar *Excelerate Expedient (FSRU)*	Offshore	4	**150,900**	6	6,1	Owner: Excelerate Energy Charterer: UTE Escobar (50% Enarsa, 50% YPF)	FSRU: Excelerate Energy Terminal: YPF			**2011**
Brazil 36.9 MTPA	Bahia *Excelerate Sequoia (FSRU)*	Offshore	4	**173,400**	6	5,6	Owner: Excelerate Energy Charterer: Petrobras	Excelerate Energy			**2021**
	Guanabara Bay *Excelerate Experience (FSRU)*	Offshore	4	**173,400**	6	6,0	Owner: Excelerate Energy Charterer: Petrobras	FSRU: Excelerate Energy Terminal: Petrobras			**2014**
	Barcarena *Energos Celsius (FSRU)*	Offshore	4	**160,000**	0	6,0	FSRU: Energos Infrastructure Terminal: NFE	FSRU: Energos Infrastructure Terminal: NFE			**2024**
	Port of Açu *BW Magna (FSRU)*	Offshore	4	**173,400**	0	5,6	Owner: BW Charterer: Gas Natural Açu (Prumo Logistica, BP, Siemens)	FSRU: BW Terminal: KN Energies			**2020**
	Sepetiba LNG *LNGt Powership Asia (FSRU)*	Offshore	4	**127,500**	4	0,6	KARMOL	Karpowership			**2022**
	Sergipe *Energos Nanook (FSRU)*	Offshore	4	**170,000**	0	5,6	Owner: Energos Infrastructure Charterer: CELSE	Energos Infrastructure		Reloading	**2020**
	Terminal de Regaseificação de São Paulo (TRSP), *Santos Höegh Giant (FSRU)*	Offshore	4	**173,000**	3	3,7	Owner: Höegh Evi Charterer: Edge	FSRU: Höegh Evi Terminal: Edge		Reloading	**2024**
	TGS Santa Catarina *Energos Winter (FSRU)*	Offshore	4	**138,000**	0	3,8	FSRU: Energos Infrastructure Terminal: NFE	FSRU: Energos Infrastructure Terminal: NFE			**2024**
Canada	Saint John, New Brunswick	Onshore	3	**480,000**	8	7,4	Repsol	Canaport LNG	Yes		**2009**
Chile 5.2 MTPA	Mejillones	Onshore	1	**187,000**	3	1,5	ENGIE (63%), Ameris Capital (37%)	GNL Mejillones	Yes	Transshipment, Truck loading	**2010**
	Quintero	Onshore	3	**334,000**	4	3,8	GNLQ: Consortium led by EIG and Fluxys (80%), ENAP (20%)	GNL Quintero	Yes	Reloading, Truck loading	**2009**
Colombia	Cartagena SPEC LNG *Höegh Grace (FSRU)*	Offshore	4	**170,000**	4	2,9	Owner: Höegh Evi Charterer: Sociedad Portuaria El Cayao (SPEC LNG)	FSRU: Höegh Evi Terminal: SPEC LNG	No	Reloading, Transshipment	**2016**
Dominican Republic	Andrés	Onshore	1	**160,000**	3	2,7	AES	AES	No	Reloading, Truck loading	**2003**
El Salvador	Acajutla *BW Tatiana (FSRU)*	Offshore	5	**137,000**	0	2,0	Energia del Pacifico (Invenergy, Quantum Energy, Grupo Calleja, VC Energy de Centroamerica)	Invenergy, BW LNG			**2022**
Jamaica 3.3 MTPA	Montego Bay	Onshore	7	**7,000**	0	0,5	New Fortress Energy	New Fortress Energy		Truck loading	**2016**
	Old Harbour *Höegh Gallant (FSRU)*	Offshore	4	**170,000**	4	2,8	Owner: Höegh Evi Charterer: New Fortress Energy	FSRU: Höegh Evi Terminal: New Fortress Energy		Reloading	**2022**
Mexico 17.9 MTPA	Altamira	Onshore	2	**300,000**	5	5,7	Terminal de LNG de Altamira (Vopak 60%, Enagas 40%)	Terminal de LNG de Altamira	Yes		**2006**
	Energia Costa Azul	Onshore	2	**320,000**	6	7,6	IEnova (Sempra)	IEnova (Sempra)	Yes	Reloading	**2008**
	Manzanillo	Onshore	2	**300,000**	0	3,8	Mitsui (37.5%), Samsung (37.5%), KOGAS (25%)	Terminal KMS			**2012**
	Pichilingue, La Paz	Onshore	3	**0**	0	0,8	New Fortress Energy	New Fortress Energy		Truck loading	**2021**
Panama	Costa Norte	Onshore	1	**180,000**	0	1,5	AES	AES		Bunkering, Truck loading	**2018**
Puerto Rico 3.1 MTPA	San Juan	Onshore	0	**0**	0	1,1	New Fortress Energy	New Fortress Energy		Truck loading	**2020**
	Peñuelas	Onshore	1	**160,000**	2	1,5	Naturgy (47.5%), ENGIE (35%), Mitsui (15%), OCO Partners (2.5%)	Eco Eléctrica		Truck loading	**2000**
	Peñuelas expansion	Onshore	0	**0**	2	0,5	Naturgy (47.5%), ENGIE (35%), Mitsui (15%), OCO Partners (2.5%)	Eco Eléctrica		Truck loading	**2020**

Market	Site	Concept	Storage		Send-out		Owner	Operator	Third Party Access	Additional Services offered	Start-up date
			Number of tanks	Total capacity (liq m^3)	Number of vaporizers	Nominal capacity (MTPA)					
USA 128.3 MTPA	Cameron	Onshore	3	**480,000**	10	11,4	Sempra (50.2%), TotalEnergies (16.6%), Mitsubishi (16.6%), Mitsui (16.6%)	Cameron LNG	Yes	Reloading	**2009**
	Cove Point	Onshore	5	**380,000**	10	7,9	Cove Point LNG, LP (Berkshire 75%, Brookfield 25%)	Cove Point LNG, LP			**1978**
	Cove Point expansion	Onshore	2	**320,000**	15	5,8	Cove Point LNG, LP (Berkshire 75%, Brookfield 25%)	Cove Point LNG, LP			**2018**
	Elba Island	Onshore	5	**535,000**	11	12,0	Kinder Morgan	Southern LNG	Yes		**1978**
	Everett	Onshore	2	**155,000**	4	5,1	Constellation LNG	Constellation LNG	Yes	Truck loading	**1971**
	Freeport	Onshore	3	**480,000**	7	13,2	Freeport LNG Development, L.P.	Freeport LNG Development	Yes		**2008**
	Golden Pass	Onshore	5	**775,000**	8	15,7	QP (70%), ExxonMobil (30%)	Golden Pass LNG	No		**2010**
	Gulf LNG	Onshore	2	**320,000**	0	8,8	Kinder Morgan (50%), GE (40%), AES (10%)	Gulf LNG Energy	No		**2011**
	Lake Charles	Onshore	4	**425,000**	14	17,9	Lake Charles LNG	Lake Charles LNG	Yes		**1982**
	Sabine Pass	Onshore	3	**480,000**	16	19,8	Sabine Pass LNG	Cheniere	Yes	Reloading	**2008**
	Sabine Pass Expansion	Onshore	2	**320,000**	8	10,6	Sabine Pass LNG	Cheniere			**2011**
ASIA: 689.9 MTPA											
Bangladesh 7.5 MTPA	Moheshkhali *Excelerate Excellence (FSRU)*	Offshore	4	**138,000**	6	3,8	Owner: Excelerate Energy Charterer: Petrobangla	Excelerate Energy			**2018**
	Summit LNG *Summit LNG (FSRU)*	Offshore	4	**138,000**	6	3,8	Owner: Excelerate Energy Charterer: Summit Power International	FSRU: Excelerate Energy Terminal: Summit			**2019**
China 166.1 MTPA	Beihai, Guangxi	Onshore	4	**640,000**	0	6,0	PipeChina (80%), Guangxi Beibu Gulf International (20%)	PipeChina	Yes	Truck loading	**2016**
	Beihai, Guangxi Expansion	Onshore	1	**200,000**	0	3,0	PipeChina (80%), Guangxi Beibu Gulf International (20%)	PipeChina	Yes	Truck loading	**2024**
	Binhai, Jiangsu	Onshore	4	**880,000**	6	3,0	CNOOC (76%), Huainan Ming Group (24%)	CNOOC			**2022**
	Binhai, Jiangsu Expansion	Onshore	6	**1,620,000**	0	3,0	CNOOC (76%), Huainan Ming Group (24%)	CNOOC			**2024**
	Caofeidian (Tangshan), Hebei	Onshore	3	**480,000**	0	3,5	Petrochina (51%), Beijing Gas Blue Sky Holdings Ltd. (29%), Hebei Natural Gas (20%)	Petrochina	Yes	Truck loading	**2013**
	Caofeidian (Tangshan), Hebei Expansion	Onshore	1	**160,000**	0	3,0	Petrochina (51%), Beijing Gas Blue Sky Holdings Ltd. (29%), Hebei Natural Gas (20%)	Petrochina	Yes	Truck loading	**2015**
	Caofeidian (Tangshan), Hebei Expansion	Onshore	4	**640,000**	0	3,5	Petrochina (51%), Beijing Gas Blue Sky Holdings Ltd. (29%), Hebei Natural Gas (20%)	Petrochina	Yes	Truck loading	**2021**
	Chaozhou, Guangdong	Onshore	3	**600,000**	0	6,0	Sinopec 50%, Huaying 50%	Huaying Natural Gas, Sinopec			**2024**
	Dalian, Liaoning	Onshore	3	**480,000**	3	3,0	PipeChina (75%), Dalian Port Company Limited (20%), Dalian Construction Investment (5%)	PipeChina	Yes	Reloading, Truck loading	**2011**
	Dalian, Liaoning Expansion	Onshore	0	**0**	0	3,0	PipeChina (75%), Dalian Port Company Limited (20%), Dalian Construction Investment (5%)	PipeChina	Yes	Reloading, Truck loading	**2016**
	Dapeng, Shenzhen	Onshore	4	**640,000**	7	6,8	CNOOC (33%), Guangdong Province Consortium (31%), BP (30%), HK & China Gas (3%), Hong Kong Electric (3%)	GDLNG	Limited	Truck loading	**2006**
	Dongguan, Guangdong	Onshore	2	**160,000**	4	1,5	Jovo Group	Jovo	No	Truck loading	**2012**

Regasification terminals

Market	Site	Concept	Storage		Send-out		Owner	Operator	Third Party Access	Additional Services offered	Start-up date
			Number of tanks	Total capacity (liq m^3)	Number of vaporizers	Nominal capacity (MTPA)					
China	Diefu, Shenzhen	Onshore	4	**640,000**	0	4,0	PipeChina (70%), Shenzhen Energy Group (30%)	PipeChina	Yes	Truck loading	**2018**
	Fangchenggang, Guangxi	Onshore	2	**60,000**	0	0,6	PipeChina (51%), Fangchenggang Port Group Co. LTD (49%)	PipeChina	Yes	Truck loading	**2019**
	Hua'an, Guangdong	Onshore	1	**80,000**	0	0,8	Shenzhen Gas	Shenzhen Gas		Truck loading	**2019**
	Huizhou	Onshore	3	**600,000**	0	4,0	Guangdong Energy Group	Guangdong Energy Group			**2024**
	Jiaxing, Zhejiang	Onshore	2	**200,000**	0	1,0	Hangzhou Gas (49%), Jiaxing Gas (51%)	GCL			**2022**
	Nansha, Guangzhou	Onshore	2	**320,000**	0	1,1	Guangzhou Development Group	Guangzhou Gas			**2023**
	Ningbo, Zhejiang	Onshore	6	**960,000**	0	3,0	CNOOC (51%), Zhejiang Energy Group Co Ltd (29%), Ningbo Development & Investment Group (20%)	CNOOC	No	Truck loading	**2013**
	Ningbo, Zhejiang Expansion	Onshore	0	**0**	0	3,0	CNOOC (51%), Zhejiang Energy Group Co Ltd (29%), Ningbo Development & Investment Group (20%)	CNOOC			**2020**
	Putian, Fujian	Onshore	2	**320,000**	0	2,6	Fujian LNG (CNOOC 60%, Fujian Inv. & Dev.Co. 40%)	CNOOC	No	Truck loading	**2008**
	Putian, Fujian Expansion	Onshore	2	**320,000**	0	2,4	Fujian LNG (CNOOC 60%, Fujian Inv. & Dev.Co. 40%)	CNOOC	No	Truck loading	**2011**
	Putian, Fujian Expansion	Onshore	2	**320,000**	0	1,3	Fujian LNG (CNOOC 60%, Fujian Inv. & Dev.Co. 40%)	CNOOC	No	Truck loading	**2019**
	Qidong, Jiangsu	Onshore	2	**100,000**	0	0,6	Guanghui Energy	Guanghui Energy		Truck loading	**2017**
	Qidong, Jiangsu Expansion	Onshore	1	**160,000**	0	2,4	Guanghui Energy	Guanghui Energy			**2018**
	Qidong, Jiangsu Expansion	Onshore	2	**360,000**	0	2,0	Guanghui Energy	Guanghui Energy		Truck loading	**2022**
	Qidong, Jiangsu Expansion	Onshore	2	**200,000**	0	0,0	Guanghui Energy	Guanghui Energy			**2024**
	Qingdao, Shandong	Onshore	3	**480,000**	0	3,0	Sinopec (99%), Qingdao Port Group (1%)	Sinopec	No	Truck loading	**2014**
	Qingdao, Shandong Expansion	Onshore	1	**160,000**	0	3,0	Sinopec (99%), Qingdao Port Group (1%)	Sinopec	No	Truck loading	**2016**
	Qingdao, Shandong Expansion	Onshore	2	**320,000**	0	1,0	Sinopec (99%), Qingdao Port Group (1%)	Sinopec	No	Truck loading	**2021**
	Qingdao, Shandong Expansion	Onshore	1	**270,000**	0	4,0	Sinopec (99%), Qingdao Port Group (1%)	Sinopec	No	Truck loading	**2023**
	Rudong, Jiangsu	Onshore	2	**320,000**	3	3,5	Petrochina (55%), Pacific Oil & Gas (35%), Jiangsu Guoxin Investment Group (10%)	Petrochina			**2011**
	Rudong, Jiangsu Expansion	Onshore	2	**360,000**	0	3,0	Petrochina (55%), Pacific Oil & Gas (35%), Jiangsu Guoxin Investment Group (10%)	Petrochina			**2016**
	Rudong, Jiangsu Expansion	Onshore	1	**400,000**	0	3,5	Petrochina (55%), Pacific Oil & Gas (35%), Jiangsu Guoxin Investment Group (10%)	Petrochina	Yes	Truck loading	**2021**
	Tianjin	Onshore	1	**160,000**	0	3,8	PipeChina (46%), Tianjin Govt (40%), Tianjin Gas (9%), Tianjin Hengrongda Investment (5%)				**2018**
	Tianjin	Onshore	6	**1,320,000**	13	2,2	PipeChina (46%), Tianjin Govt (40%), Tianjin Gas (9%), Tianjin Hengrongda Investment (5%)				**2023**
	Tianjin LNG	Onshore	4	**640,000**	0	6,0	Sinopec (98%), Tianjin Nangang Industrial Zone Developemnt Co., Ltd. (2%)	Sinopec		Truck loading	**2018**
	Tianjin LNG Expansion	Onshore	5	**1,100,000**	0	4,8	Sinopec (98%), Tianjin Nangang Industrial Zone Developemnt Co., Ltd. (2%)	Sinopec		Truck loading	**2021**
	Tianjin Nangang Phase I	Onshore	4	**840,000**	0	5,0	Beijing Gas Group	Beijing Gas Group			**2023**
	Tianjin Nangang Phase II	Onshore	4	**800,000**	0	3,5	Beijing Gas Group	Beijing Gas Group			**2024**

Market	Site	Concept	Storage		Send-out		Owner	Operator	Third Party Access	Additional Services offered	Start-up date
			Number of tanks	Total capacity (liq m^3)	Number of vaporizers	Nominal capacity (MTPA)					
China	Tianjin Nangang Phase III	Onshore	2	**400,000**	0	3,5	Beijing Gas Group	Beijing Gas Group			**2024**
	Shennan, Hainan	Onshore	2	**40,000**	0	0,6	Petrochina (90%), Beijing Gas Bluesky (10%)	Petrochina	No		**2014**
	Suntien, Tangshan	Onshore	4	**800,000**	0	5,0	Suntien Green Energy 51%, Hebei Construction & Investment Group 49%	China Sintien Green Energy			**2023**
	Wenzhou, Zhejiang	Onshore	2	**320,000**	0	3,0	Wenzhou LNG (Zhejiang Energy Group Co Ltd 51%, Sinopec 41%, Wenzhou City 8%)	Wenzhou LNG		Truck loading	**2023**
	Wuhaogou, Shanghai	Onshore	5	**320,000**	0	0,5	Shanghai Gas (Shenergy 100%)	Shenergy Group	No		**2008**
	Wuhaogou, Shanghai Expansion	0	0	**0**	0	1,0	Shanghai Gas (Shenergy 100%)	Shenergy Group	No		**2017**
	Yangshan, Shanghai	Onshore	3	**495,000**	0	3,0	Shanghai LNG (CNOOC 45%, Shenergy Group Ltd 55%)	Shenergy Group	No	Truck loading	**2009**
	Yangshan, Shanghai Expansion (Phase II)	Onshore	2	**400,000**	0	3,0	Shanghai LNG (CNOOC 45%, Shenergy Group Ltd 55%)	Shenergy Group	No	Truck loading	**2009**
	Yangshan, Shanghai Expansion (Phase III)	Onshore	3	**600,000**	0	3,0	Shanghai LNG (CNOOC 45%, Shenergy Group Ltd 55%)	Shenergy Group	No	Truck loading	**2025**
	Yangpu, Hainan	Onshore	2	**320,000**	0	3,0	PipeChina 65%, CHN Energy Haikong New Energy Co., Ltd.. 35%	PipeChina	Yes	Truck loading	**2014**
	Yuedong, Guangdong	Onshore	3	**480,000**	0	5,0	PipeChina	PipeChina	Yes	Truck loading	**2017**
	Zhangzhou, Fujian	Onshore	3	**480,000**	0	3,0	PipeChina 60%, Fujian Investment and Development Co 40%	PipeChina (CNOOC)			**2024**
	Zhoushan, Zhejiang	Onshore	2	**320,000**	5	3,0	ENN Group (90%), SK E&S (10%)	ENN	Yes	Truck loading	**2018**
	Zhoushan, Zhejiang Expansion	Onshore	2	**320,000**	0	2,0	ENN Group (90%), SK E&S (10%)	ENN			**2021**
	Zhuhai, Guangdong	Onshore	3	**480,000**	0	3,5	CNOOC (30%), Guangdong Energy (25%), Guangzhou Development Group (25%), Guangdong Yuegang (8%), Zhuhai Electric Development (3%), Zhongshan Zhonghui Investment Group (3%), Jiangmen City (3%), Foshan Gas (3%)	CNOOC		Reloading, Truck loading	**2013**
	Zhuhai Phase II, Guangdong	Onshore	5	**1,350,000**	0	3,5	CNOOC (30%), Guangdong Energy (25%), Guangzhou Development Group (25%), Guangdong Yuegang (8%), Zhuhai Electric Development (3%), Zhongshan Zhonghui Investment Group (3%), Jiangmen City (3%), Foshan Gas (3%)				**2024**
Hong Kong	Hong Kong LNG *Bauhinia Spirit (FSRU)*	Offshore	0	**263,000**	5	5,6	Owner: MOL Charterer: Hong Kong LNG Terminal (Capco 50%, HK Electric 50%)	Hong Kong LNG Terminal			**2023**
India 47.7 MTPA	Dabhol	Onshore	3	**480,000**	6	1,8	Konkan LNG Ltd.	Gail	Yes		**2013**
	Dabhol Expansion	0	0	**0**	0	3,2	Konkan LNG Ltd.	Gail			**2020**
	Dahej	Onshore	2	**320,000**	21	5,0	Petronet LNG	Petronet LNG	Yes	Truck loading	**2004**
	Dahej Expansion	0	2	**272,000**	0	5,0	Petronet LNG	Petronet LNG	Yes		**2009**
	Dahej Expansion	0	2	**340,000**	0	5,0	Petronet LNG	Petronet LNG	Yes		**2016**
	Dahej Expansion	0	2	**340,000**	0	2,5	Petronet LNG	Petronet LNG	Yes		**2019**
	Dhamra	Onshore	2	**360,000**	0	5,0	Adani Total Private Limited	ATPL		Reloading, Truck loading	**2023**
	Ennore	Onshore	2	**360,000**	0	5,0	Indian Oil Corporation (90%), Tamil Nadu Industrial Development Corporation (10%)	Indian Oil Corporation			**2019**

Regasification terminals

Market	Site	Concept	Storage		Send-out		Owner	Operator	Third Party Access	Additional Services offered	Start-up date
			Number of tanks	Total capacity (liq m^3)	Number of vaporizers	Nominal capacity (MTPA)					
India	Hazira	Onshore	2	**320000**	5	2,5	Shell Energy India Private Ltd. (Shell 100%)	Shell Energy India Private Ltd.		Truck loading	**2005**
	Hazira Expansion	Onshore	0	**0**	0	2,7					**2013**
	Kochi	Onshore	2	**310,000**	5	5,0	Petronet LNG	Petronet LNG	Yes	Bunkering, Cool-down, Gassing-up, Reloading, Truck loading	**2013**
	Mundra	Onshore	2	**320,000**	5	5,0	GSPC LNG Limited - Goverment of Gujarat and its entities including GSPC holding (96%), Adani Group (4%)	GSPC LNG Limited		Truck loading, Reloading	**2020**
Indonesia 11.4 MTPA	Arun Regas	Onshore	4	**508,000**	0	1,5	PT Perta Arun Gas (Pertamina 70%, Government of Aceh 30%)	PT Perta Arun Gas	Yes (2 tanks)	Bunkering, Cool-down, Reloading, Truck loading	**2015**
	Arun Regas Expansion	0	0	**0**	0	1,5	0,0				**2018**
	Tanjung Benoa, Bali *FSRU Karunia Dewata*	Offshore	0	**26,000**	0	0,4	Owner: JSK Group (50%), PT Pelindo III (50%) Charterer: PLN	PT Pelindo Energi Logistik (PEL)			**2016**
	Cilamaya, West Java *Jawa Satu (FSRU)*	Offshore	4	**170,000**	4	2,1	Jawa Satu Regas (Pertamina, Sojitz, Marubeni)	Jawa Satu Regas			**2021**
	Lampung, Sumatra PGN *FSRU Lampung*	Offshore	4	**170,000**	3	2,7	Owner: Höegh Evi Charterer: PGN (subsidiary of Pertamina)	FSRU: Höegh Evi Terminal: PGN	No		**2014**
	Nusantara, West Jawa *Nusantara Regas Satu (FSRU)*	Offshore	6	**12,5000**	6	3,0	Owner: New Fortress Energy Charterer: PT Nusantara Regas	PT Nusantara Regas (Pertamina 60%, PGN 40%)	No		**2012**
	Maleo, Gorontalo *Hua Xiang (FSRU)*	Offshore	0	**14,000**	0	0,2	Owner: Zhejiang Huaxiang Charterer: PT Sulawesi Satu (PLN GG, Humpuss)	PT GTS Internasional Tbk			**2022**
Japan 220.8 MTPA	Chita	Onshore	7	**640,000**	11	10,9	Chita LNG	Chita LNG	Yes	Truck loading	**1983**
	Chita Kyodo	Onshore	4	**300,000**	14	7,5	Toho Gas / JERA	Toho Gas	Yes		**1978**
	Chita-Midorihama Works	Onshore	3	**620,000**	8	4,0	Toho Gas	Toho Gas	Yes	Truck loading	**2001**
	Chita-Midorihama Works Expansion	Onshore	0	**0**	0	1,0	Toho Gas	Toho Gas			**2003**
	Chita-Midorihama Works Expansion	Onshore	0	**0**	0	1,7	Toho Gas	Toho Gas			**2007**
	Chita-Midorihama Works Expansion	Onshore	0	**0**	0	1,0	Toho Gas	Toho Gas			**2014**
	Futtsu	Onshore	12	**1,360,000**	13	19,1	JERA	JERA	Yes	Truck loading	**1985**
	Futtsu Expansion	Onshore	0	**0**	0	3,8	JERA	JERA	Yes	Truck loading	**2021**
	Hachinohe	Onshore	2	**280,000**	3	1,1	ENEOS Corporatoin	ENEOS LNG Service Corporatoin	Yes	Reloading, Truck loading	**2015**
	Hatsukaichi	Onshore	2	**170,000**	4	0,8	Hiroshima Gas	Hiroshima Gas	No	Truck loading	**1996**
	Hibiki	Onshore	2	**360,000**	5	2,0	Hibiki LNG (Saibu Gas 90%, Kyushu Electric 10%)	Hibiki LNG	Yes	Cool-down, Gas test services, Truck loading	**2014**
	Higashi-Ohgishima	Onshore	9	**540,000**	9	13,2	JERA	JERA	Yes		**1984**
	Himeji	Onshore	8	**740,000**	5	5,5	Osaka Gas	Osaka Gas	Yes	Reloading, Truck loading	**1979**
	Himeji LNG	Onshore	7	**520,000**	7	8,1	Kansai Electric	Kansai Electric	Yes	Truck loading	**1979**
	Hitachi	Onshore	2	**460,000**	5	1,7	Tokyo Gas	Tokyo Gas	Yes	Reloading, Truck loading	**2016**
	Hitachi Expansion	Onshore	0	**0**	0	3,6	Tokyo Gas	Tokyo Gas			**2019**
	Ishikari	Onshore	4	**840,000**	7	1,7	Hokkaido Gas / Hokkaido Electric	Hokkaido Gas	Yes (No.1,2 tank) No (No.3,4 tank)	Reloading, Truck loading	**2012**
	Ishikari Expansion	Onshore	0	**0**	0	1,0	Hokkaido Gas / Hokkaido Electric	Hokkaido Gas			**2015**

Market	Site	Concept	Storage		Send-out		Owner	Operator	Third Party Access	Additional Services offered	Start-up date
			Number of tanks	Total capacity (liq m³)	Number of vaporizers	Nominal capacity (MTPA)					
Japan	Ishikari Expansion	Onshore	0	**0**	0	1,9	Hokkaido Gas / Hokkaido Electric	Hokkaido Gas			**2019**
	Joetsu	Onshore	3	**54,0000**	8	2,4	JERA	JERA	No	Truck loading	**2011**
	Joetsu Expansion	Onshore	0	**0**	0	0,8	JERA	JERA			**2020**
	Kagoshima	Onshore	2	**8,6000**	4	0,2	Nippon Gas	Nippon Gas	No	Truck loading	**1996**
	Kawagoe	Onshore	6	**84,0000**	7	5,2	JERA	JERA	Yes	Bunkering, Truck loading	**1997**
	Kawagoe Expansion	Onshore	0	**0**	0	3,5	JERA	JERA			**2021**
	Minato	Onshore	1	**80,000**	3	0,3	Gas Bureau, City of Sendai	Gas Bureau, City of Sendai	No	Truck loading	**1997**
	Mizushima	Onshore	2	**320,000**	6	1,0	Mizushima LNG	Mizushima LNG	Yes	Truck loading	**2006**
	Mizushima Expansion	Onshore	0	**0**	0	1,9	Mizushima LNG	Mizushima LNG			**2012**
	Naoetsu	Onshore	2	**360,000**	4	2,1	INPEX JAPAN	INPEX JAPAN	Yes		**2013**
	Negishi	Onshore	11	**895,000**	13	10,8	Tokyo Gas / JERA	Tokyo Gas	Yes	Truck loading	**1969**
	Niigata	Onshore	8	**72,0000**	12	8,5	Nihonkai LNG	Nihonkai LNG	Yes	Truck loading	**1984**
	Niihama	Onshore	1	**23,0000**	3	1,0	Niihama LNG (Tokyo Gas 50.1%, Shikoku Electric 30%, Shikoku Gas 5%, Sumitomo 14.9%)	Niihama LNG	No		**2022**
	Ohgishima	Onshore	4	**85,0000**	12	5,7	Tokyo Gas	Tokyo Gas	Yes		**1998**
	Ohgishima Expansion	Onshore	0	**0**	0	3,5	Tokyo Gas	Tokyo Gas			**2009**
	Ohgishima Expansion	Onshore	0	**0**	0	1,1	Tokyo Gas	Tokyo Gas			**2015**
	Oita	Onshore	5	**460,000**	7	4,6	Oita LNG	Oita LNG	Yes	Truck loading	**1990**
	Oita Expansion	Onshore	0	**0**	0	0,8	Oita LNG	Oita LNG			**2015**
	Sakai	Onshore	4	**560,000**	6	6,4	Kansai Electric	Kansai Electric	Yes	Truck loading	**2006**
	Sakaide	Onshore	1	**180,000**	3	1,2	Sakaide LNG	Sakaide LNG	No	Truck loading	**2010**
	Senboku I	Onshore	1	**230,000**	6	2,2	Osaka Gas	Osaka Gas	Yes	Truck loading	**1972**
	Senboku I Decommissioning	Onshore	0	**0**	-1	-0,3	Osaka Gas	Osaka Gas			**2021**
	Senboku II	Onshore	16	**1,435,000**	15	11,5	Osaka Gas	Osaka Gas	Yes	Truck loading	**1977**
	Senboku II Decommissioning	Onshore	0	**0**	-3	-1,6	Osaka Gas	Osaka Gas			**2020**
	Shin-Sendai	Onshore	2	**320,000**	3	0,8	Tohoku Electric	Tohoku Electric	No	Truck loading	**2015**
	Shin-Sendai Expansion	Onshore	0	**0**	0	0,9	Tohoku Electric	Tohoku Electric			**2021**
	Sodegaura	Onshore	32	**2,480,000**	35	27,8	Tokyo Gas / JERA	Tokyo Gas	Yes	Reloading, Truck loading	**1973**
	Sodegaura Expansion	Onshore	0	**0**	3	7,7	Tokyo Gas / JERA	Tokyo Gas			**2019**
	Sodegaura Decommissioning	Onshore	0	**0**	-2	-2,8	Tokyo Gas / JERA	Tokyo Gas			**2022**
	Sodegaura Decommissioning	Onshore	-2	**-120,000**	0	-1,3	Tokyo Gas / JERA	Tokyo Gas			**2024**
	Sodeshi	Onshore	3	**337,200**	5	0,8	Shimizu LNG (Shizuoka Gas 65%, ENEOS Corporation 35%)	Shimizu LNG	Yes	Reloading, Truck loading	**1996**
	Sodeshi Expansion	Onshore	0	**0**	3	2,1	Shimizu LNG (Shizuoka Gas 65%, ENEOS Corporation 35%)	Shimizu LNG			**2009**
	Soma	Onshore	2	**460,000**	0	0,7	Japex/Fukushima Gas Power (JAPEX 33%, Mitsui 29%, Osaka Gas 20%, Mitsubishi Gas Chemical 9%, Hokkaido Electric Power 9%)	Japex		Truck loading	**2018**
	Soma Expansion	Onshore	0	**0**	0	0,8					**2020**
	Tobata	Onshore	8	**480,000**	9	6,5	Kita Kyushu LNG	Kita Kyushu LNG	Yes	Reloading, Truck loading	**1977**
	Tobata Expansion	Onshore	0	**0**	0	1,1					**2009**
	Toyama Shinko	Onshore	1	**18,0000**	4	1,8	Hokuriku Electric	Hokuriku Electric	No	Truck loading	**2018**
	Yanai	Onshore	6	**480,000**	5	2,3	Chugoku Electric	Chugoku Electric	No	Truck loading	**1990**
	Yokkaichi LNG Center	Onshore	4	**320,000**	9	7,9	JERA	JERA	Yes		**1987**
	Yokkaichi LNG Center Decommissioning	Onshore	0	**0**	-1	-1,5	JERA	JERA			**2004**

Regasification terminals

Market	Site	Concept	Storage		Send-out		Owner	Operator	Third Party Access	Additional Services offered	Start-up date
			Number of tanks	Total capacity (liq m^3)	Number of vaporizers	Nominal capacity (MTPA)					
Japan	Yokkaichi Works	Onshore	2	**160,000**	6	0,7	Toho Gas	Toho Gas	Yes	Truck loading	**1991**
	Yokkaichi Works Expansion	Onshore	0	**0**	0	0,5	Toho Gas	Toho Gas			**2010**
	Yokkaichi Works Expansion	Onshore	0	**0**	0	1,0	Toho Gas	Toho Gas			**2013**
	Yoshinoura	Onshore	2	**280,000**	3	0,8	Okinawa Electric	Okinawa Electric	Yes	Truck loading	**2012**
Malaysia 7.4 MTPA	Melaka Tenaga Empat (FSU) and Tenaga Satu (FSU)	Offshore	8	**260,000**	3	3,8	Owner: MISC Charterer: Petronas Gas	Petronas Gas	Yes	Reloading	**2013**
	Pengerang	Onshore	2	**400,000**	0	3,5	Petronas Gas (65%), Dialog Group (25%) and Johor State (10%)	Petronas Gas		Bunkering, Cool-down, Gassing-up, Reloading, Truck loading	**2017**
Myanmar	Thanlyin, Yangoon CNTIC VPower Energy (FSU)	Onshore + FSU	4	**127,500**	0	0,5	CNTIC Vpower (China National Technical Import Corporation, Vpower Global)	CNTIC Vpower			**2020**
Pakistan 9.8 MTPA	Port Qasim Karachi *Excelerate Exquisite (FSRU)*	Offshore	4	**150,900**	6	4,8	Owner: Excelerate Energy Charterer: ETPL (Engro 51%, Vopak 49%)	FSRU: Excelerate Energy Terminal: Engro			**2015**
	Port Qasim GasPort *BW Integrity (FSRU)*	Offshore	4	**170,000**	0	5,0	Owner: BW Charterer: Pakistan GasPort	FSRU: BW Terminal: Pakistan GasPort Consortium			**2017**
Philippines 8.3 MTPA	PHLNG, Batangas Ish (FSU)	Onshore + FSU	0	**137,000**	0	3,0	Owner: ADNOC L&S Charterer: AG&P (Atlantic, Gulf & Pacific)	FSU: ADNOC L&S Terminal: AG&P Industrial			**2023**
	FGEN Batangas *BW Batangas (FSRU)*	Offshore	0	**162,400**	0	5,3	Owner: BW LNG Charterer: FGEN LNG (First Gen 80%, Tokyo Gas 20%)	FSU: BW LNG Terminal: FGEN LNG			**2023**
Singapore 9.0 MTPA	Jurong	Onshore	4	**800,000**	5	5,7	SLNG	SLNG	Yes	Cool-down, Gassing-up, Reloading, Storage, Transshipment, Truck loading, Wobbe Index Correction	**2013**
	Jurong Expansion	Onshore	0	**0**	0	3,3					**2018**
South Korea 154.8 MTPA	Boryeong	Onshore	6	**1,200,000**	7	3,0	GS Energy (50%), SK E&S (50%)	Boryeong LNG		Reloading	**2016**
	Boryeong Expansion	Onshore	0	**0**	0	5,0					**2020**
	Boryeong Expansion	Onshore	0	**0**	0	2,8					**2021**
	Gwangyang	Onshore	5	**730,000**	5	1,7	POSCO	POSCO	No	Reloading	**2005**
	Gwangyang Expansion	Onshore	0	**0**	0	3,3	POSCO	POSCO			**2018**
	Gwangyang Expansion	Onshore	0	**0**	0	2,1	POSCO	POSCO			**2021**
	Incheon	Onshore	23	**348,0000**	52	18,8	KOGAS	KOGAS	No		**1996**
	Incheon Expansion	Onshore	0	**0**	0	4,5					**2003**
	Incheon Expansion	Onshore	0	**0**	0	7,7					**2008**
	Incheon Expansion	Onshore	0	**0**	0	4,1					**2011**
	Incheon Expansion	Onshore	0	**0**	0	6,7					**2014**
	Incheon Expansion	Onshore	0	**0**	0	12,6					**2019**
	Jeju	Onshore	2	**9,0000**	5	1,1	KOGAS	KOGAS	No		**2019**
	Pyeong-Taek	Onshore	23	**336,0000**	38	16,1	KOGAS	KOGAS	No	Truck loading	**1986**
	Pyeong-Taek Expansion	Onshore	0	**0**	0	10,9					**2007**
	Pyeong-Taek Expansion	Onshore	0	**0**	0	7,8					**2011**
	Pyeong-Taek Expansion	Onshore	0	**0**	0	3,1					**2014**
	Pyeong-Taek Expansion	Onshore	0	**0**	0	3,1					**2020**
	Samcheok	Onshore	12	**261,0000**	8	6,6	KOGAS	KOGAS	No		**2014**
	Samcheok Expansion	Onshore	0	**0**	0	5,0					**2016**
	Tong-Yeong	Onshore	17	**262,0000**	20	7,8	KOGAS	KOGAS	No	Reloading Truck loading	**2002**
	Tong-Yeong Expansion	Onshore	0	**0**	0	2,9					**2004**
	Tong-Yeong Expansion	Onshore	0	**0**	0	4,6					**2009**

Market	Site	Concept	Storage		Send-out		Owner	Operator	Third Party Access	Additional Services offered	Start-up date
			Number of tanks	Total capacity (liq m³)	Number of vaporizers	Nominal capacity (MTPA)					
South Korea	Tong-Yeong Expansion	Onshore	0	**0**	0	9,5					**2014**
	Tong-Yeong Expansion	Onshore	0	**0**	0	1,8					**2020**
	Ulsan	Onshore	2	**430,000**	4	2,4	Korea National Oil Company 52.5%, SK Gas 47.5%	KET (Korea Energy Terminal)			**2024**
Taiwan 18.0 MTPA	Taichung	Onshore	6	**960,000**	6	2,9	CPC	CPC	No		**2009**
	Taichung Expansion	Onshore	0	**0**	2	1,2	CPC	CPC			**2012**
	Taichung Expansion	Onshore	0	**0**	2	2,0	CPC	CPC			**2019**
	Yung-An	Onshore	6	**690,000**	18	4,4	CPC	CPC	No		**1990**
	Yung-An Expansion	Onshore	0	**0**	2	2,6	CPC	CPC			**2006**
	Yung-An Expansion	0	0	**0**	0	3,5	0,0				**2012**
	Yung-An Expansion	0	0	**0**	0	1,5	0,0				**2024**
Thailand 19.0 MTPA	LNG Map Ta Phut Terminal 1	Onshore	4	**640,000**	9	5,0	PTT LNG	PTT LNG	Yes	Reloading, Truck loading	**2011**
	LNG Map Ta Phut Terminal 1 Expansion	Onshore	0	**0**	0	6,5	PTT LNG	PTT LNG			**2019**
	LNG Map Ta Phut Terminal 2	Onshore	2	**500,000**	5	7,5	PTT LNG	PTT LNG	Yes		**2022**
Vietnam 4.1 MTPA	Cai Mep LNG (Hai Linh)	Onshore	1	**120,000**	0	3,0	Hai Linh Energy 51%, Atlantic, Gulf and Pacific Company 49%	Hai Linh Energy			**2024**
	Thi Vai	Onshore	1	**180,000**	0	1,1	LNG Vietnam (PetroVietnam 51%, Bitexco 39%, Tokyo Gas 10%)	LNG Vietnam			**2023**
EUROPE: 244.2 MTPA											
Belgium 12.3 MTPA	Zeebrugge	Onshore	5	**566,000**	12	3,3	Fluxys LNG	Fluxys LNG	Yes	Bunkering, Cool-down, Reloading, Transshipment, Truck loading	**1987**
	Zeebrugge Expansion	Onshore	0	**0**	0	3,3					**2008**
	Zeebrugge Expansion	Onshore	0	**0**	0	4,7	Fluxys LNG	Fluxys LNG			**2023**
	Zeebrugge Expansion	Onshore	0	**0**	3	1,0	Fluxys LNG	Fluxys LNG			**2025**
Croatia 2.1	Krk *LNG Croatia (FSRU)*	Offshore	4	**140,206**	0	1,9	LNG Hrvatska (HEP, Plinacro)	FSRU: Golar LNG Terminal: LNG Croatia		Bunkering, Truck loading	**2021**
	Krk expansion *LNG Croatia (FSRU)*	0	0	**0**	0	0,2	LNG Hrvatska (HEP, Plinacro)	FSRU: Golar LNG Terminal: LNG Croatia			**2022**
Finland 3.3 MTPA	Hamina	Onshore	0	**30,000**	0	0,2	Hamina Energy, Wartsila, Alexela	Hamina Energy		Bunkering, Truck loading	**2022**
	Inkoo Excelerate Exemplar (FSRU)	Offshore	4	**150,900**	6	2,7	Owner: Excelerate Energy Charterer: Gasum Oy (Gasgrid Finland/Elering)	FSRU: Excelerate Energy Terminal: Gasgrid Finland/Elering		Reloading	**2023**
	Pori	Onshore	1	**28,500**	0	0,1	Gasum	Gasum	Yes	Bunkering, Truck loading	**2016**
	Tornio Manga	Onshore	1	**50,000**	0	0,4	Manga LNG (Gasum, Outokumpu, SSAB and EPV Energy)	Manga LNG		Bunkering, Truck loading	**2018**
France 30.4 MTPA	Dunkerque LNG	Onshore	3	**60,0000**	10	9,6	Dunkerque LNG - Consortium led by Fluxys with AXA Investment Managers & Crédit Agricole Assurances (60.76%) - Korean investors consortium led by IPM Group in cooperation with Samsung Asset Management (39.24%)	Gaz-Opale (Dunkerque LNG, Fluxys)	Yes	Bunkering, Cool-down, Reloading, Truck loading	**2016**
	Fos Cavaou	Onshore	3	**330,000**	4	6,8	Fosmax LNG (Elengy 100%)	Elengy	Yes	Bunkering, Cool-down, Reloading, Transshipment, Truck loading	**2009**
	Fos Cavaou Expansion	Onshore	0	**0**	0	1,2	Fosmax LNG (Elengy 100%)	Elengy			**2022**

Regasification terminals

Market	Site	Concept	Storage		Send-out		Owner	Operator	Third Party Access	Additional Services offered	Start-up date
			Number of tanks	Total capacity (liq m^3)	Number of vaporizers	Nominal capacity (MTPA)					
France	Fos Tonkin	Onshore	1	**80000**	6	3,6	Elengy	Elengy	Yes	Bunkering, Cool-down, Reloading, Truck loading	**1972**
	Fos Tonkin Expansion	Onshore	0	**0**	0	2,0					**2005**
	Fos Tonkin Decommissioning	Onshore	0	**0**	0	-1,2					**2010**
	Fos Tonkin Decommissioning	Onshore	0	**0**	0	-2,0					**2015**
	Fos Tonkin Decommissioning	Onshore	0	**0**	0	-1,2					**2021**
	Le Havre *Cape Ann (FSRU)*	Offshore	4	**14,2500**	4	3,7	Owner: Höegh Evi (50%), MOL (48.5%), Tokyo LNG Tanker Co. Ltd (1.5%) Charterer: TotalEnergies	FSRU: Höegh Evi Terminal: TotalEnergies	Yes		**2023**
	Montoir-de-Bretagne	Onshore	3	**360,000**	11	8,0	Elengy	Elengy	Yes	Bunkering, Cool-down, Reloading, Transshipment, Truck loading	**1980**
Germany 17.1 MTPA	Brunsbüttel *Höegh Gannet (FSRU)*	Offshore	4	**170,000**	4	3,6	Owner: Höegh Evi Charterer: The Federal Republic of Germany	FSRU: Höegh Evi Terminal: Deutsche Energy Terminal GmbH (DET)	Yes		**2023**
	Deutsche Ostsee/Mukran *Neptune (FSRU)*	Offshore	4	**145,000**	3	3,7	Owner: Höegh Evi (50%), MOL (48.5%), Tokyo LNG Tanker Co. Ltd (1.5%) Charterer: TotalEnergies Sub-charterer: Deutsche ReGas	FSRU: Höegh Evi Terminal: Deutsche ReGas			**2024**
	Deutsche Ostsee/Mukran *Energos Power (FSRU)*	Offshore	0	**174,000**	0	6,2	Owner: Energos Infrastructure Charterer: Deutsche ReGas	FSRU: Energos Infrastructure Terminal: Deutsche ReGas			**2024**
	Wilhelmshaven *Höegh Esperanza (FSRU)*	Offshore	4	**170,000**	3	3,6	Owner: Höegh Evi Charterer: The Federal Republic of Germany	FSRU: Höegh Evi Terminal: Deutsche Energy Terminal GmbH (DET)	Yes		**2023**
Gibraltar	Gibraltar	Onshore	5	**5,000**	3	0,1	Shell (51%), Government of Gibraltar (49%)	Gasnor			**2019**
Greece 9.2 MTPA	*Alexandroupolis (FSRU)*	Offshore	4	**153,600**	3	4,0	Gastrade (GasLog, DEPA, DESFA, Elmina Copelouzou, Bulgartransgaz)	Gastrade			**2024**
	Revithoussa	Onshore	3	**225,000**	6	1,0	DESFA S.A (Snam, Enagas, Fluxys, Govnt)	DESFA S.A.	Yes		**2000**
	Revithoussa Expansion	Onshore	0	**0**	0	2,7					**2009**
	Revithoussa Expansion	Onshore	0	**0**	0	1,5					**2018**
Italy 17.4 MTPA	Oristano, Sardinia	Onshore	6	**10,800**	0	0,2	HIGAS: Avenir LNG (80%), CPL Concordia (10%), Gas and Heat (10%)	HIGAS	Yes	Truck loading	**2021**
	Toscana *FSRU Toscana*	Offshore	4	**137,500**	3	2,8	OLT (First State Investments 48.24%, SNAM 49.07%, Golar 2.69%)	OLT Offshore LNG Toscana	Yes		**2013**
	Toscana Expansion *FSRU Toscana*	Offshore	0	**0**	0	0,9					**2023**
	Panigaglia	Onshore	2	**85,000**	4	2,5	GNL Italia (Snam)	GNL Italia (Snam)	Yes		**1969**
	Piombino *Italis LNG (FSRU)*	Offshore	4	**170,000**	6	3,3	FSRU Italia (Snam)	FSRU Italia (Snam)	Yes		**2023**
	Ravenna	Onshore	2	**20,000**	0	0,7	Depositi Italiani GNL	Depositi Italiani GNL			**2021**
	Rovigo (Gravity-Based Structure)	Offshore	2	**250,000**	5	7,0	Adriatic LNG (VTTI 70%, SNAM 30%)	Adriatic LNG	Yes		**2009**
Lithuania 2.9 MTPA	Klaipeda LNG terminal *Independence (FSRU)*	Offshore	4	**170,000**	4	2,9	KN Energies	FSRU: Höegh Evi Terminal: KN Energies	Yes	Reloading	**2014**
	KN LNG Reloading Station	Onshore	5	**5,000**	0	0,0	KN Energies	KN Energies		Bunkering, Reloading, Truck cool-down, Truck loading	**2017**

Market	Site	Concept	Storage		Send-out		Owner	Operator	Third Party Access	Additional Services offered	Start-up date
			Number of tanks	Total capacity (liq m³)	Number of vaporizers	Nominal capacity (MTPA)					
Malta	Delimara Armada LNG Mediterrana (FSU)	Offshore	4	**125,000**	0	0,5	Owner: BumiArmada Charterer: Electrogas Malta (GEM Holdings Limited (33.34%), Siemens (33.33%), SOCAR (33.33%))	Reganosa			**2017**
Netherlands 15.8 MTPA	EemsEnergyTerminal *Eemshaven LNG (FSRU) + Energos Igloo (FSRU)*	Offshore	6	**195,000**	11	5,9	Gasunie 50%, Vopak 50%	Gasunie	Yes		**2022**
	Gate	Onshore	3	**540,000**	8	8,8	Gasunie (50%), Vopak (50%)	Gate Terminal	Yes	Bunkering, Cool-down, Reloading, Transshipment, Truck loading	**2011**
	Gate Expansion	Onshore	0	**0**	0	1,1	Gasunie (50%), Vopak (50%)	Gate Terminal	Yes		**2023**
Norway 0.5 MTPA	Fredrikstad	Onshore	9	**59,00**	0	0,1	Gasum	Gasum	Yes	Bunkering, Truck loading	**2011**
	Mosjøen	Onshore	8	**6,500**	4	0,4	Gasnor	Gasnor	Partly	Truck loading	**2007**
Poland 6.1 MTPA	Świnoujście	Onshore	2	**320,000**	5	3,7	GAZ-SYSTEM S.A.	GAZ-SYSTEM S.A.	Yes	Truck loading	**2016**
	Świnoujście Expansion	Onshore	0	**0**	2	0,9	GAZ-SYSTEM S.A.	GAZ-SYSTEM S.A.	Yes	Truck loading	**2022**
	Świnoujście Expansion	Onshore	1	**180,000**	2	1,5	GAZ-SYSTEM S.A.	GAZ-SYSTEM S.A.			**2024**
Portugal 5.6 MTPA	Sines	Onshore	3	**390,000**	5	3,8	Ren Atlântico	Ren Atlântico	Yes	Cool-down, Reloading, Truck loading	**2004**
	Sines Expansion	Onshore	0	**0**	2	1,8					**2011**
Russia	Kaliningrad *Marshal Vasilevskiy (FSRU)*	Offshore	0	**174,100**	0	2,0	Gazprom	Gazprom			**2022**
Spain 49.3 MTPA	Barcelona	Onshore	6	**760,000**	13	7,7	Enagás	Enagás	Yes	Bunkering, Cool-down, Reloading, Transshipment, Truck loading	**1969**
	Barcelona Expansion	Onshore	0	**0**	0	3,0					**2005**
	Barcelona Expansion	Onshore	0	**0**	0	1,9					**2008**
	Barcelona Decommissioning	Onshore	-1	**-80,000**	0	0,0					**2024**
	Bilbao	Onshore	3	**450,000**	4	5,1	Enagás (50%), EVE (50%)	Bahia de Bizkaia Gas, SL (BBG)	Yes	Bunkering, Cool-down, Reloading, Truck loading	**2003**
	Cartagena	Onshore	5	**587,000**	9	2,6	Enagás	Enagás	Yes	Bunkering, Cool-down, Reloading, Transshipment, Truck loading	**1989**
	Cartagena Expansion	Onshore	0	**0**	0	3,2					**2005**
	Cartagena Expansion	Onshore	0	**0**	0	2,9					**2008**
	El Musel	Onshore	2	**300,000**	4	5,1	Enagás (75%), Reganosa (25%)	Musel Energy Hub (MEH)	Yes	Reloading, Truck loading, Cool-down	**2023**
	Huelva	Onshore	5	**619,500**	9	2,6	Enagás	Enagás	Yes	Bunkering, Cool-down, Reloading, Truck loading	**1988**
	Huelva Expansion	Onshore	0	**0**	0	3,2					**2004**
	Huelva Expansion	Onshore	0	**0**	0	2,9					**2007**
	Mugardos	Onshore	2	**300,000**	3	2,6	Tojeiro Group (59,65%), Xunta Galicia (28,59%), Sonatrach (11,76%)	Reganosa	Yes	Bunkering, Cool-down, Gassing up, Reloading, Truck loading	**2007**
	Sagunto	Onshore	4	**600,000**	5	6,4	Infraestructuras de Gas [Enagas and Oman Oil Company S.A.O.C.] (50%), Iniciativas de Gas [Enagás and Osaka Gas] (50%)	Saggas	Yes	Cool-down, Reloading, Truck loading	**2006**

Regasification terminals

Market	Site	Concept	Storage		Send-out		Owner	Operator	Third Party Access	Additional Services offered	Start-up date
			Number of tanks	Total capacity (liq m^3)	Number of vaporizers	Nominal capacity (MTPA)					
Sweden 0.6 MTPA	Lysekil	Onshore	1	**30,000**	0	0,2	Gasum	Gasum		Bunkering, Truck loading	**2014**
	Nynashamn	Onshore	1	**20,000**	0	0,4	AGA Gas	AGA Gas		Bunkering, Truck loading	**2011**
Türkiye 33.4 MTPA	Dörtyol FSRU Ertuğrul Gazi	Offshore	0	**170,000**	0	7,5	Owner: Botas Charterer: Botas	FSRU: Botas Terminal: Botas			**2021**
	Etki FSRU Turquoise	Offshore	0	**170,000**	0	5,7	Owner: Pardus Energy Charterer: Etki Terminal	Pardus Energy		Bunkering, Reloading	**2019**
	Izmir Aliaga	Onshore	2	**280,000**	11	4,4	EgeGaz	EgeGaz	Yes	Bunkering, Reloading, Truck loading	**2006**
	Izmir Aliaga Expansion	Onshore	0	**0**	0	6,2					**2020**
	Marmara Ereglisi	Onshore	3	**255,000**	7	4,6	Botas	Botas	No	Truck loading	**1994**
	Saros LNG *Saros (FSRU)*	Offshore	0	**180,000**	0	5,0	Owner: Swan Energy Charterer: Botas	Botas			**2023**
UK 35.5 MTPA	Dragon	Onshore	2	**320,000**	6	4,4	Shell (50%), VTTI (50%)	Dragon LNG	Yes		**2009**
	Dragon Expansion		0	**0**	0	1,2					**2013**
	Grain	Onshore	8	**100,0000**	14	3,4	National Grid	Grain LNG	Yes	Cool-down, Reloading, Transshipment, Truck loading	**2005**
	Grain Expanision	Onshore	0	**0**	0	6,5					**2008**
	Grain Expanision	Onshore	0	**0**	0	4,4					**2010**
	South Hook LNG	Onshore	5	**775,000**	15	15,6	QatarEnergy (67.5%), Exxon Mobil (24.15%), TotalEnergies (8.35%)	South Hook LNG Terminal Company Ltd	Yes		**2009**
	Teesside GasPort Awaiting recommissioning	Onshore	0	**0**	0	0,0	Trafigura				**2007**
MIDDLE EAST: 41.3 MTPA											
Bahrain	Hidd No vessel chartered	Onshore + FSU	0	**0**	0	0,0	Bahrain LNG: Nogaholding (30%), Seapeak (30%), Gulf Inv. Corp. (24%), Samsung C&T (16%)	Bahrain LNG			**2020**
Egypt	Ain-Sokhna *Höegh Galleon (FSRU)*	Offshore	4	**170,000**	4	3,7	Owner: Höegh Evi Charterer: Egas	FSRU: Höegh Evi Terminal: Egas	No		**2024**
Jordan	Aqaba *Energos Eskimo (FSRU)*	Offshore	0	**160,000**	0	3,8	Owner: New Fortress Energy Charterer: MEMR (Jordan Ministry of Energy and Mineral Resources)	Golar	No		**2015**
Kuwait 24.0 MTPA	Al Zour Phase 1	Onshore	4	**900,000**	0	12,0	Kuwait Petroleum	KIPIC	No		**2021**
	Al Zour Phase 2	Onshore	4	**900,000**	0	12,0	Kuwait Petroleum	KIPIC	No		**2022**
UAE 9.8 MTPA	Jebel Ali, Dubai *Excelerate Explorer (FSRU)*	Offshore	4	**150,900**	6	6,0	Owner: Excelerate Energy Charterer: DUSUP (Dubai Supply Authority)	FSRU: Excelerate Energy Terminal: DUSUP			**2015**
	Ruwais, Abu Dhabi *Excelerate Express (FSRU)*	Offshore	4	**150,900**	6	3,8	Owner: Excelerate Energy Charterer: ADNOC	Excelerate Energy			**2016**

Contracts signed in 2024

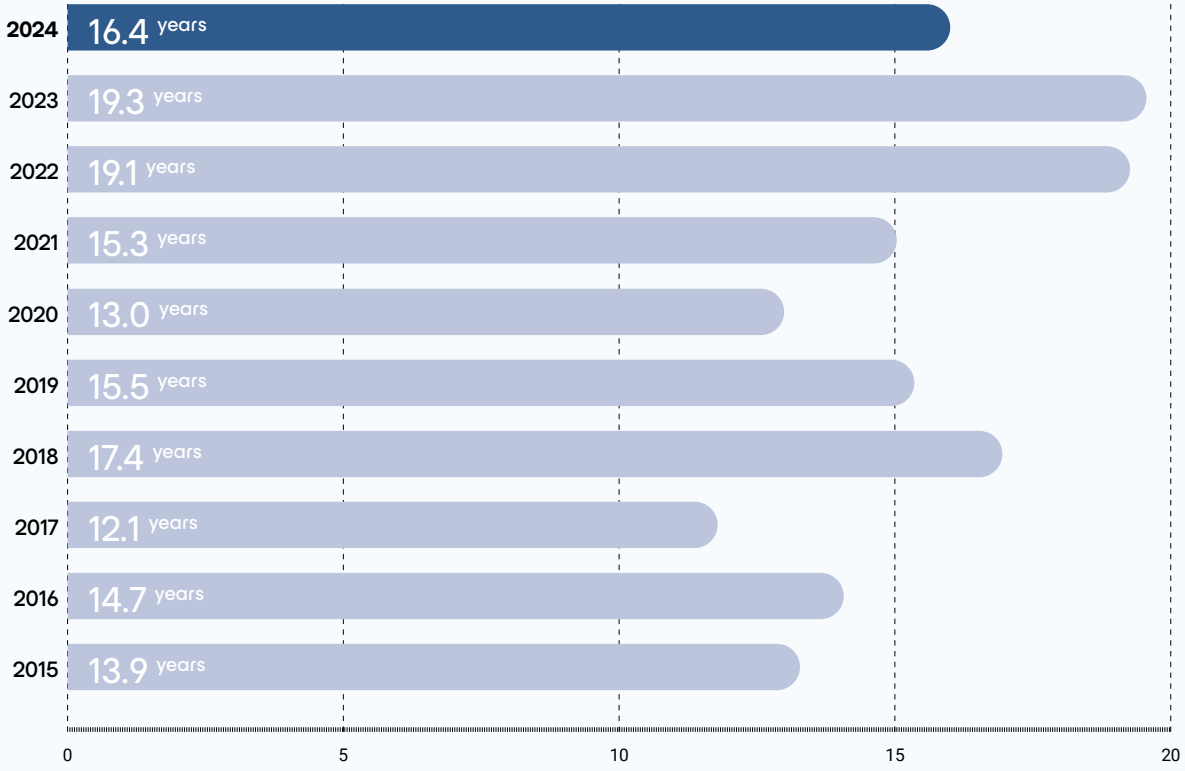
Export Country	Import market	Seller	Buyer	ACQ (MTPA)	Start date	Duration	Delivery Format	Comments
LONG-TERM & MEDIUM-TERM CONTRACTS (> 4 YEARS)								
Brunei LNG/Lumut	Thailand	**Brunei LNG**	**PTT**		**2025**	**5**		
BP Portfolio/United States	South Korea	**BP**	**KOGAS**	0.9	**2026**	**11**	DES	Start mid-2026
Canada/Cedar LNG	Portfolio	**Cedar LNG**	**ARC Resources**	1.5	**2028**	**20**		Liquefaction tolling services agreement
Canada/Cedar LNG	Portfolio	**Cedar LNG**	**Pembina**	1.5	**2028**	**20**		Liquefaction tolling services agreement
Canada/Ksi Lisims LNG	Portfolio	**Ksi Lisims LNG**	**Shell**	2	**2030**	**20**	FOB	
Cheniere Portfolio/United States	Multiple	**Cheniere**	**Galp Trading SA**	0.5		**20**	FOB	Starts in the early 2030s, subject to FID on T8 of the SPL Expansion. The SPA includes a limited number of early cargoes to be purchased by Galp prior to the start of T8
Chesapeake Portfolio/United States/Delfin LNG	Portfolio	**Chesapeake**	**Gunvor**	0.5	**2028**	**20**	FOB	3-parties agreement for 0.5 MTPA of the 2 MTPA HOA Chesapeake-Gunvor signed in 2023. Chesapeake will purchase LNG from Delfin and deliver it to Gunvor
Chevron Portfolio	Singapore	**Chevron**	**Sembcorp**	0.6	**2028**	**10**		
China Gas Portfolio/United States/ Venture Global CP2	Multiple	**China Gas**	**Vitol**	0.5	**2029**	**10**	FOB	From Jan 2029 to Dec 2038, swap
Equinor Portfolio/Norway/USA	India	**Equinor**	**DFPCL (Deepak Fertilisers and Petrochemicals Corporation Ltd.)**	0.7	**2026**	**15**	DES	
ExxonMobil Portfolio	Taiwan	**ExxonMobil**	**CPC**	2	**2025**	**20**	DES	From July 2025 to Dec 2045, with smaller volumes during 2025-2032
ExxonMobil Portfolio	Türkiye	**ExxonMobil**	**BOTAŞ**	2.5		**10**		
Glencore Portfolio	China	**Glencore**	**Shenzhen Energy**					
Indonesia/Donggi-Senoro	Indonesia	**Donggi-Senoro LNG**	**PGN**		**2024**	**5**	DES	5 year MSPA with option to extend or terminate earlier
Mexico/Saguaro Energia LNG	Portfolio	**Mexico Pacific**	**ExxonMobil**	1.2	**2026**	**20**	FOB	Option for 1 MTPA from Train 4
Mexico/Saguaro Energia LNG	Portfolio	**Mexico Pacific**	**POSCO**	0.7	**2026**	**20**	FOB	
Oman/Marsa LNG	Portfolio	**Marsa LNG**	**OQ**	*	**2028**			*LNG not sold as bunker fuel will be off-taken by TotalEnergies (80%) and OQ (20%)
Oman/Marsa LNG	Portfolio	**Marsa LNG**	**TotalEnergies**	*	**2028**			*LNG not sold as bunker fuel will be off-taken by TotalEnergies (80%) and OQ (20%)
Oman/Qalhat	Japan	**Oman LNG**	**JERA**	0.8	**2025**	**10**	FOB	Based on Key Term Sheet signed in 2022
Oman/Qalhat	Portfolio	**Oman LNG**	**Shell**	1.6	**2025**	**10**		
Oman/Qalhat	Portfolio	**Oman LNG**	**TotalEnergies**	0.8	**2025**	**10**		Based on a binding term sheet agreement signed in 2023
Oman/Qalhat	Thailand	**Oman LNG**	**PTT**	0.3	**2025**	**5**		Based on a binding term sheet agreement signed in 2023
Oman/Qalhat	Türkiye	**Oman LNG**	**BOTAŞ**	1	**2025**	**10**	DES	Based on a binding term sheet agreement signed in 2023
Qatar/NFE	Taiwan	**Qatar Energy**	**CPC**	4	**2026**	**27**	DES	
Qatar/Ras Laffan	Bangladesh	**QatarEnergy**	**Excelerate Energy**	1	**2026**	**15**	DES	0.85 MTPA of LNG in 2026 and 2027 and 1 MTPA from 2028 to 2040 with delivery to Petrobangla
Qatar/Ras Laffan	China	**QatarEnergy**	**Shell**	3	**2025**		DES	
QatarEnergy Portfolio	India	**QatarEnergy Trading**	**GAIL**	0.8	**2025**	**5**		12 cargoes/year 5-year tender from April 2025
Qatar/Ras Laffan	India	**QatarEnergy**	**Petronet LNG**	7.5	**2028**	**20**	DES	From May 2028 to Dec 2048
Qatar/Ras Laffan	Kuwait	**QatarEnergy**	**Kuwait Petroleum Corporation**	3	**2025**	**15**	DES	Delivered to Al-Zour terminal
Santos Portfolio	Japan	**Santos**	**Hokkaido Gas**	0.4	**2027**	**10**	DES	Approx. 3.5 MT over 10 years, from Apr 2027 to Mars 2037

Contracts signed in 2024

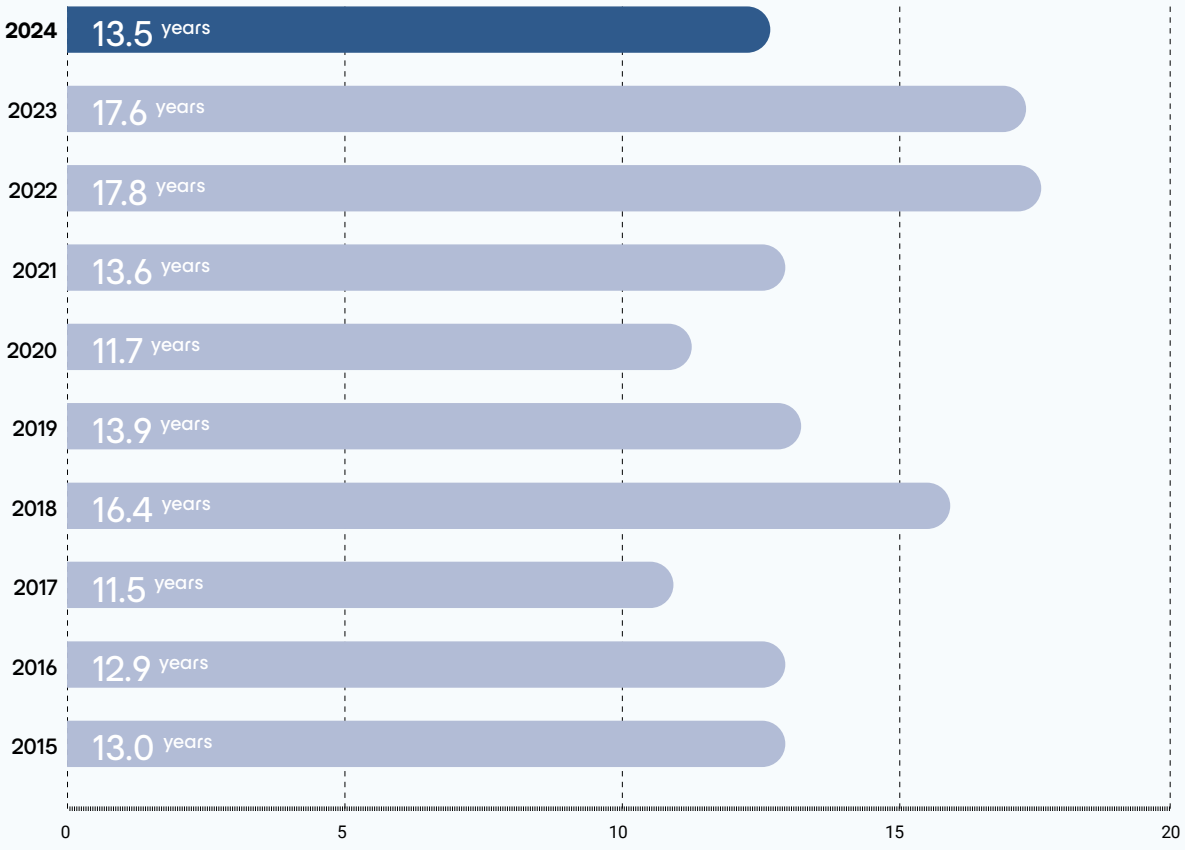
Export Country	Import market	Seller	Buyer	ACQ (MTPA)	Start date	Duration	Delivery Format	Comments
Santos Portfolio	Japan	**Santos**	**Shizuoka Gas**	0.4	**2032**	**12**	DES	
Shell Portfolio/United States	Europe	**Shell**	**MET**			**10**	FOB	
Shell Portfolio/United States	Türkiye	**Shell**	**BOTAŞ**	3	**2027**	**10**	FOB	
TotalEnergies Portfolio	India	**TotalEnergies**	**Indian Oil (IOCL)**	0.8	**2026**	**10**	DES	
TotalEnergies Portfolio	Singapore	**TotalEnergies**	**Sembcorp**	0.8	**2027**	**16**	DES	
Trinidad & Tobago	USA	**Excelerate Energy**		0.1	**2024**	**6**	FOB	From Nov 2024 to Nov 2030, 0.7 MT over 6 years
UAE/Das Island	India	**ADNOC Gas**	**GAIL**	0.5	**2026**	**10**	DES	From Jan 2026 to Dec 2035
UAE/Ruwais LNG	Germany	**ADNOC LNG**	**EnBW**	0.6	**2028**	**15**		Based on HoA signed in May 2024
UAE/Ruwais LNG	Germany	**ADNOC LNG**	**SEFE**	1	**2028**	**15**		Based on HoA signed in March 2024
UAE/Ruwais LNG	Portfolio	**ADNOC LNG**	**Petronas**	1	**2028**	**15**		
United States/Lake Charles LNG	Portfolio	**Energy Transfer**	**Chevron**	2	**2029**	**20**	FOB	
United States/Rio Grande LNG	Portfolio	**NextDecade**	**ADNOC**	1.9	**2027**	**20**	FOB	
United States/Texas LNG	Portfolio	**Texas LNG**	**EQT**	2	**2028**	**20**		Liquefaction tolling agreement based on HoA signed earlier in 2024
Vitol Portfolio	China	**Vitol**	**China Gas**	0.5	**2029**	**10**	DES	From Jan 2029 to Dec 2038, swap
Vitol Portfolio	India	**Vitol**	**GAIL**	1	**2026**	**11**	DES	From Jan 2026 to Dec 2036
Woodside Portfolio	Japan	**Woodside**	**JERA**	0.4	**2026**	**10**	DES	
Woodside Portfolio	South Korea	**Woodside**	**KOGAS**	0.5	**2026**	**10,5**	DES	
Woodside Portfolio/Australia	Taiwan	**Woodside**	**CPC**	0.6	**2024**	**10**	DES	From July 2024 to March 2034. Option for 8.4 MT over next 10 years
SHORT-TERM CONTRACTS (≤ 4 YEARS)								
Angola/Angola LNG	Portfolio	**Angola LNG**	**SEFE**	0.5	**2026**	**1**		8 cargoes
Oman/Qalhat	Germany	**Oman LNG**	**SEFE**	0.4	**2026**	**4**	FOB	Based on binding term-sheet agreement signed in 2023
Orlen Portfolio/United States/other	Slovakia	**Orlen**	**ZSE Group**	0.1	**2025**	**1**		Regasified LNG supplied through Polish gas system to Slovakia from Jan to Dec 2025
Repsol Portfolio	UK	**Repsol**	**Centrica**	0.3	**2025**	**3**	DES	
Santos Portfolio	Multiple	**Santos**	**Glencore**	0.5	**2025**	**3,3**	DES	19 cargoes over a period of 3 years + 1 quarter starting in Q4 2025
Santos Portfolio	Portfolio	**Santos**	**TotalEnergies**	0.5	**2025**	**3,3**	DES	20 cargoes over a period of 3 years + 1 quarter starting in Q4 2025
Vitol Portfolio	Thailand	**Vitol**	**PTTIT**		**2026**	**3**	DES	From Jan 2026 to Dec 2028
HEADS OF AGREEMENT								
Mexico/Amigo LNG	Malaysia	**Amigo LNG**	**E&H Energy**	3.6	**2027**	**20**		
Mexico/Amigo LNG	Oman	**Amigo LNG**	**OQ Trading**					
Mexico/Amigo LNG		**Amigo LNG**	**Sahara Group**	0.6		**20**		
TotalEnergies Portfolio	China	**TotalEnergies**	**Sinopec**	2	**2028**	**15**		From Jan 2028 to Dec 2042
TotalEnergies Portfolio	South Korea	**TotalEnergies**	**HD Hyundai Chemical**	0.2	**2027**	**7**		From Jan 2027 to Dec 2033
TotalEnergies Portfolio	South Korea	**TotalEnergies**	**Korea East-West Power**	0.5	**2027**	**5**		From Jan 2027 to Dec 2031
TotalEnergies Portfolio	Turkyie	**TotalEnergies**	**BOTAŞ**	1.1	**2027**	**10**		From Jan 2027 to Dec 2036
UAE/Ruwais LNG	Germany	**ADNOC LNG**	**SEFE**	1	**2028**	**15**	DES	
UAE/Ruwais LNG	India	**ADNOC LNG**	**Indian Oil**	1	**2028**	**15**		
UAE/Ruwais LNG	Japan	**ADNOC LNG**	**Mitsui**	0.6	**2028**			
UAE/Ruwais LNG	Japan/Singa-pore	**ADNOC LNG**	**Osaka Gas**	0.8	**2028**	**15**		

Export Country	Import market	Seller	Buyer	ACQ (MTPA)	Start date	Duration	Delivery Format	Comments
UAE/Ruwais LNG	Portfolio	**ADNOC LNG**	**Shell**	1	**2028**			
United States/Commonwealth LNG	Portfolio	**Commonwealth LNG**	**Glencore**	2		**20**	FOB	Heads of Terms Agreement between Commonwealth LNG, Kimmeridge and Glencore. Kimmeridge supplies gas to Glencore under a netback agreement.
United States/CP2	Ukraine	**Venture Global**	**DTEK**	2		**20**		
United States/Louisiana LNG		**Woodside**	**Aethon Energy Management**	2		**20**		HoA signed between Tellurian and Aethon Energy Management
United States/Plaquemines LNG	Ukraine	**Venture Global**	**DTEK**		**2024**	**2,5**		
United States/Port Arthur LNG		**Sempra Infrastructure - PALNG Phase 2**	**Aramco**	5		**20**	FOB	Contemplates Aramco's 25% equity participation in PALNG Phase 2
United States/Rio Grande LNG	Portfolio	**NextDecade**	**Aramco**	1.2			FOB	
United States/Texas LNG		**Texas LNG**	**Gunvor**	0.5	**2028**	**20**	FOB	
United States/Texas LNG		**Texas LNG**	**Macquarie Group**	0.5				
United States/Texas LNG		**Texas LNG**	**Unknown**					
TERMINAL CAPACITY								
Greece/Alexandroupolis LNG	Greece	**Gastrade**	**Venture Global**	1	**2025**	**5**		Capacity at Alexandroupolis LNG
UK/Grain LNG terminal	UK	**Grain LNG**	**Venture Global**	3	**2029**	**16**		Capacity at Grain LNG terminal

VOLUME WEIGHTED AVERAGE DURATION OF MEDIUM-TERM AND LONG-TERM CONTRACTS



AVERAGE DURATION OF MEDIUM-TERM AND LONG-TERM CONTRACTS



Retail LNG in 2024

SMALL-SCALE* LNG CARGOES LOADED FROM RECEIVING TERMINALS IN 2024

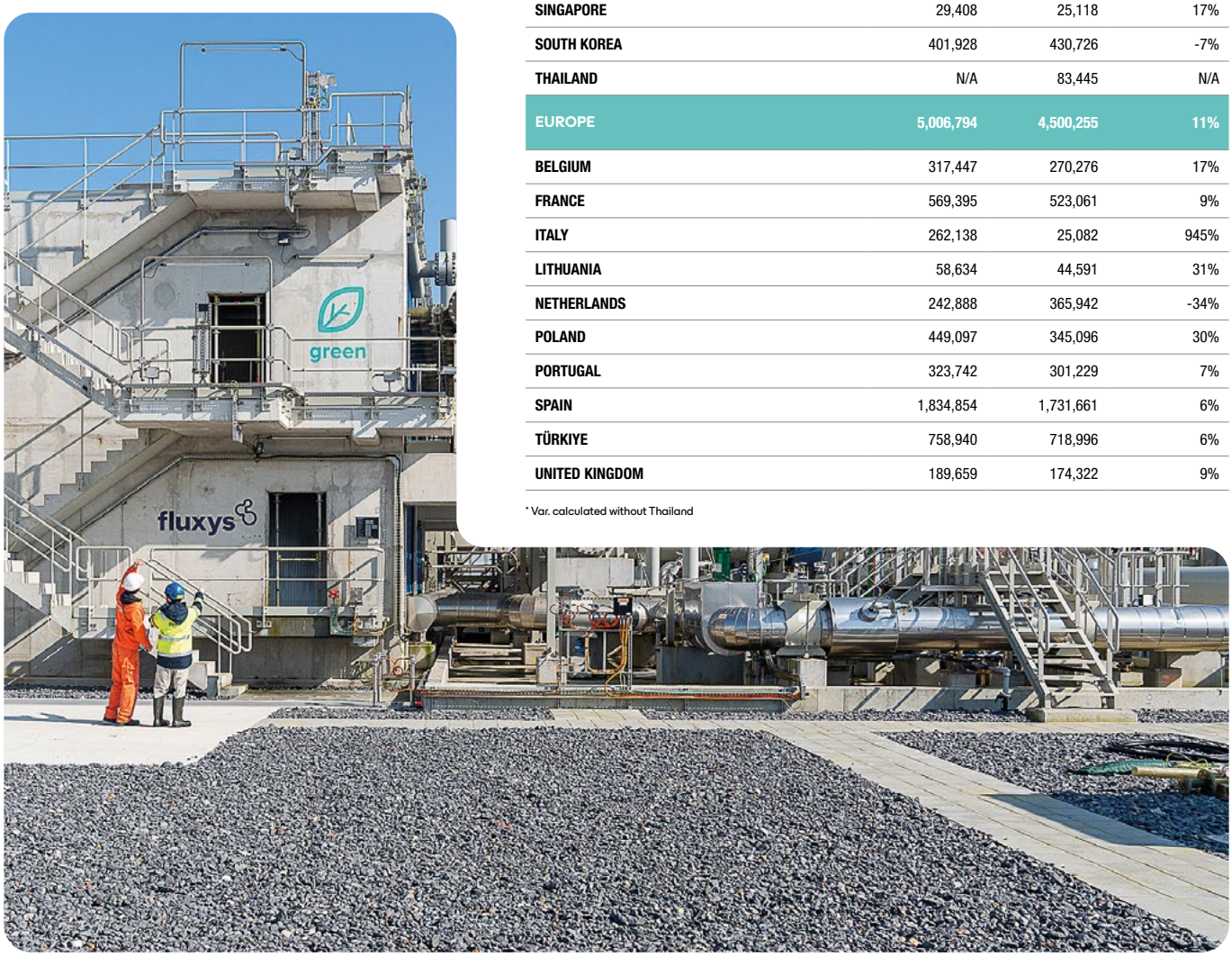
Country	2024 M³ LNG	2023 M³ LNG	Var. 2024/2023
BELGIUM	242,318	234,403	3%
FRANCE	422,339	404,702	4%
INDIA	13,587		N/A
INDONESIA	0	0	N/A
ITALY	0	240,000	N/A
JAPAN	488,017	680,199	-28%
THE NETHERLANDS	1,407,400	600,257	134%
SINGAPORE	46,114	26,492	74%
SPAIN	933,645	614,960	52%

* Less than 30,000 liq m³

TRUCK-LOADING OF LNG FROM RECEIVING TERMINALS IN 2024

Country	2024 M³ LNG	2023 M³ LNG	Var. 2024/2023
AMERICAS	1,208,573	1,016,708	19%
CHILE	547,134	534,031	2%
DOMINICAN REPUBLIC	428,583	286,833	49%
PANAMA	33,505	23,258	44%
PUERTO RICO	184 059	152,712	21%
USA	15,293	19,875	-23%
ASIA	38,781,950	32,814,313	-16%*
CHINA	34,024,735	28,233,781	21%
INDIA	600,883	427,028	41%
INDONESIA	4,202	2,523	67%
JAPAN	3,720,794	3,611,694	3%
SINGAPORE	29,408	25,118	17%
SOUTH KOREA	401,928	430,726	-7%
THAILAND	N/A	83,445	N/A
EUROPE	5,006,794	4,500,255	11%
BELGIUM	317,447	270,276	17%
FRANCE	569,395	523,061	9%
ITALY	262,138	25,082	945%
LITHUANIA	58,634	44,591	31%
NETHERLANDS	242,888	365,942	-34%
POLAND	449,097	345,096	30%
PORTUGAL	323,742	301,229	7%
SPAIN	1,834,854	1,731,661	6%
TÜRKIYE	758,940	718,996	6%
UNITED KINGDOM	189,659	174,322	9%

* Var. calculated without Thailand

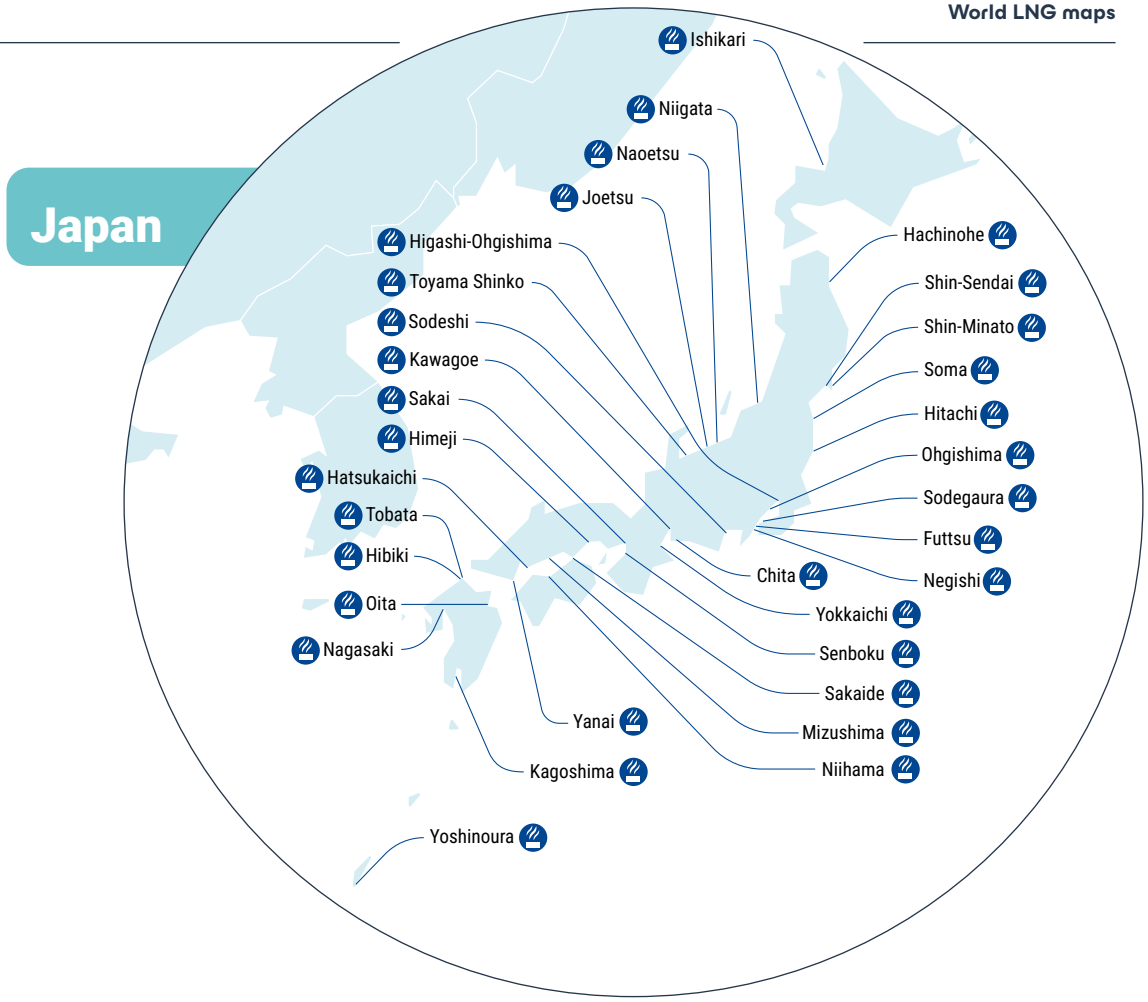


World LNG maps

- Onshore liquefaction plants
- Floating liquefaction plants (FLNG)
- Onshore regasification terminals
- Floating regasification terminals (FSRU/FRU/FSU)


Snohvit
Yamal
Arctic LNG 2
Mosjøen
Tornio Manga
Nynashämn
Frederikstad
Lysekil
Stavanger
Wilhelmshaven
Eemshaven
Teesside
Isle of Grain
Dragon LNG
South Hook LNG
Le Havre
Montoir
Fos Cavaou
Bilbao
El Musel
Mugardos
Barcelona
Sagunto
Sines
Huelva
Cartagena
Gibraltar
Fos Tonkin
Arzew
Skikda
Portovaya
Pori
Vysotsk LNG
Hamina
Inkoo
Mukran
Klaipeda
Kaliningrad
Lubmin
Świnoujscie
Gate
Brunsbüttel
Dunkerque
Zeebrugge
Rovigo
Krk
Ravenna
Panigaglia
OLT LNG Toscana
Piombino
Oristano
Delimara
Revithoussa
Alexandroúpolis
Marmara Ereglisi
Aliaga
Etki
Dörtyol
Saros
Hadera
Mina Al Ahmadi
Hidd (Bahrain)
Al Zour
Das Island
Idku
Damietta
Sumed
Ain-Sokhna
Aqaba
QatarEnergy LNG
Qalhat
Jebel Ali
Balhaf
Oman T1-T2
Ruwais
NLNG
EG LNG
Kribi FLNG
Congo FLNG
Angola LNG
Coral South FLNG


Sakhalin-2
Incheon
Samcheok
Pyeong taek
Ulsan
Boryeong
Tong Yeong
Gwangyang
Jeju
Port Qasim Gasport
Port Qasim Karachi
Mundra
Dhamra
Moheshkhali
Summit LNG
Taichung
Yung-An
Dahej
Hazira
Dabhol
Ennore
Kochi
Thanlyin
Thi Vai
Map Ta Phut 1
Map Ta Phut 2
Pengerang
Jurong (Singapore)
Arun
Melaka
PFLNG Satu
FGEN Batangas
PHLNG
PFLNG Dua
Brunei LNG
Bontang
Amurang
Donggi Senoro
Tangguh
MLNG
Maleo
Lampung
Nusantara
Jawa Satu
Benoa
Ichthys
PNG LNG
Prelude FLNG
Darwin
NWS
Gorgon
Pluto
Wheatstone
APLNG
GLNG
QCLNG
Onshore liquefaction plants
Floating liquefaction plants (FLNG)
Onshore regasification terminals
Floating regasification terminals (FSRU/FRU/FSU)


Japan
Ishikari
Niigata
Naoetsu
Joetsu
Higashi-Ohgishima
Toyama Shinko
Sodeshi
Kawagoe
Sakai
Himeji
Hatsukaichi
Tobata
Hibiki
Oita
Nagasaki
Yanai
Kagoshima
Yoshinoura
Hachinohe
Shin-Sendai
Shin-Minato
Soma
Hitachi
Ohgishima
Sodegaura
Futtsu
Negishi
Chita
Yokkaichi
Senboku
Sakaide
Mizushima
Niihama


China
Suntien
Caofeidian (Tangshan)
Tianjin Nangang
Tianjin LNG
Tianjin
Dalian
Binhai
Qingdao
Rudong
Qidong
Yangshan
Wuhaogou
Jiaxing
Zhoushan
Dongguan
Nansha
Zhuhai
Ningbo
Wenzhou
Hua'an
Putian
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Zhangzhou
Fangchenggang
Chaozhou
Yuedong
Huizhou
Yangpu
Diefu
Dapeng
Hong Kong
Shennan

About GIIGNL

GIIGNL is the international association of LNG importers. This unique group for sharing experiences and best practices enables members to improve safety, reliability, efficiency and sustainability of LNG import activities.

GIIGNL is a non-profit organization registered under the French law of 1901 and its resources only come from the membership fees.

Governance

The Association is composed of two main governing bodies: the General Assembly and the Executive Committee.

The General Assembly gathers the official representatives of each member during an annual meeting.

The Executive Committee is composed **of 15 member companies.** Executive Committee members are elected by the General Assembly for a 2-year term and meet at least once a year. The Executive Committee elects the **GIIGNL Bureau** composed of the **President** and of **three regional Vice-Presidents** to assist him.

The Executive Committee steers two **Standing Study Groups** within which leaders from the LNG industry offer their **commercial and technical expertise** to strengthen efficiency and safety along the midstream LNG value chain.

GIIGNL's day-to-day activities are coordinated by the **General Delegate**, in charge of the Central Office located in Paris.

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LNG Analyst
E. Dukhanina

LNG Analyst & Communications Officer
M. Renard

Communications Analyst
S. Sukalikar

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VP for Americas
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VP for Asia
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Shell

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Engie

Technical Study Group Chair

91 member companies

Founded in 1971, GIIGNL gathers 91 companies from **29 markets.** GIIGNL membership covers nearly all LNG importers, regasification terminals owners and operators around the world.

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PTT Public Company Ltd.
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Saibu Gas Co., Ltd.
Sempra LNG
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Shizuoka Gas Co., Inc.
Singapore LNG Corporation
South Hook LNG Terminal Company Ltd.
Southern LNG Company, L.L.C.
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The Kansai Electric Power Co., Inc.
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Tohoku Electric Power Co., Inc.
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TotalEnergies
Trafigura
Uniper Global Commodities SE
Vitol
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Sefe Marketing & Trading
SK Gas Co. Ltd.
Sonatrach Gas Marketing UK Ltd.
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YPF S.A.

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GIIGNL supports the exchange of information and relevant studies with other organisations that have similar interestsand that undertake similar activities in order to benefit the LNG industry.

CLNG – Center for Liquefied Natural Gas
EUROGAS
GLE – Gas LNG Europe
IGU – International Gas Union
MARCOGAZ – Technical Association of the European Gas Industry
NGVA Europe- Natural and biogas Vehicle Association
SEA\LNG
SGMF – The Society for Gas as Marine Fuel
SIGTTO – Society of International Gas Tanker and Terminal Operators

GIIGNL

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International Group Of Liquefied Natural Gas Importers

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GIIGNL

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