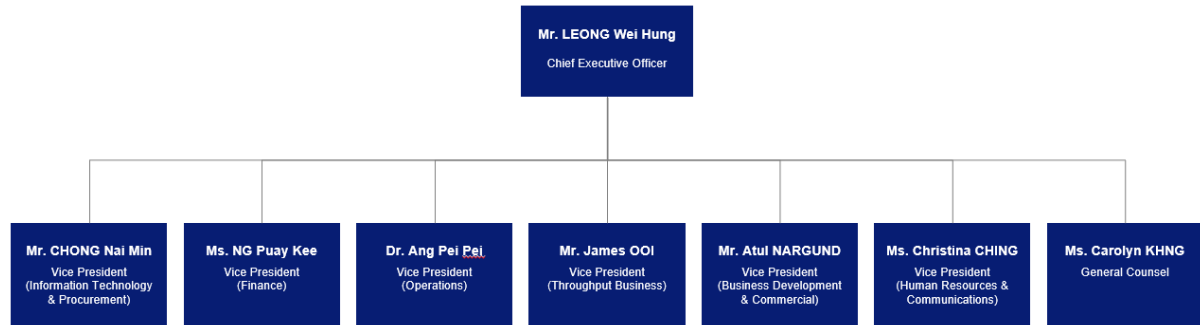


## GIIGNL: COMPANY REPORT

### 1. Company Leadership

Mr. Leong Wei Hung took over the role as the Chief Executive Officer of Singapore LNG Corporation Pte Ltd ("SLNG") with effect from 7 April 2024. The current leadership team (as of September 2025) at SLNG is as follows:



### 2. Description of current LNG activities

SLNG is the owner and operator of Singapore's and Asia's first open-access, multi-user LNG terminal. Located on Jurong Island, the LNG terminal features two jetties for LNG vessels ranging from 2,000m<sup>3</sup> to 265,000m<sup>3</sup>, four storage tanks with a total capacity of 800,000m<sup>3</sup>, and an annualised average gas supply capacity of 9 million tonnes per annum ("Mtpa"), with a peak capacity of up to 11 Mtpa.

Presently, the LNG terminal supplies about 50% of Singapore's total gas demand for power generation and SLNG is committed to deliver the highest reliability and availability in the send-out of gas for the domestic market. To achieve this, a high level of redundancy in the LNG terminal's facilities, equipment, and critical spares has been implemented.

In supporting a national-level LNG strategy for Singapore that will facilitate the growth of LNG-related businesses in Singapore and establish Singapore as an LNG hub for the region, SLNG also offers an extensive range of services, including storage and reload, gassing-up/cool-down, transhipment, LNG bunkering and truck loading services.

### 3. Latest developments and projects

- **LNG Bunkering Demand Growth**

Currently three LNG bunker vessels call at SLNG's terminal for LNG loading operations. They are **FueLNG Bellina (7,500m<sup>3</sup>)** and **FueLNG Venosa (18,000m<sup>3</sup>)** (both utilised by FueLNG, a joint venture between Seatrium and Shell), and **Brassavola (12,000m<sup>3</sup>)** (owned by Indah Singa Maritime, a wholly-owned subsidiary of MOL and chartered by Pavilion LNG Bunker I, a wholly-owned subsidiary of Pavilion Energy).

Singapore's LNG bunker sales increased significantly in 2024 to 463,948 tonnes from 110,850 tonnes in 2023, making it the highest LNG bunker volume as a single port. The momentum is expected to continue as the LNG bunker sales in Singapore reached more than 240,000 tonnes with the first six months of 2025<sup>1</sup>.

- **Development of New LNG Truck Loading Facility**

In 2017, SLNG launched an LNG Truck Loading facility (with support from the Maritime and Port Authority of Singapore) that would enable small quantities of LNG to be loaded into LNG trucks at the terminal for overland delivery to where it may be needed. This may include industrial plants in Singapore which are not connected to the gas pipeline network or locations in the port from where the LNG may be transferred to ships for use as bunker fuel.

With the increased use of LNG for industrial and transportation purposes, SLNG is constructing a new and enhanced LNG truck loading facility to meet the growing demand for small-scale LNG distribution in Singapore. The new facility will house two loading bays and is scheduled for completion by Q4 2026.

- **Development of 2<sup>nd</sup> LNG Terminal in Singapore**

In October 2023, the Singapore Government announced its plan to have a second LNG import terminal by the end of the decade to further enhance the country's energy security and meet Singapore's growing demand for gas. SLNG has been designated to develop and eventually operate the second terminal, which will be a Floating Storage and Regasification Unit (FSRU). It will have a storage capacity of 200,000m<sup>3</sup> and a regasification capacity of 5 Million Tonnes Per Annum (MTPA). Together with the existing SLNG Terminal on Jurong Island, the FSRU will allow SLNG to increase its combined LNG throughput capacity to up to 15 MTPA.

- **Energy Transition**

Given the impact of climate change, the move towards greener and more sustainable energy sources is both pertinent and inevitable; and SLNG is a supporter of this shift. In this regard, SLNG is collaborating with partners to explore opportunities offered by low-carbon alternatives such as ammonia and bio-LNG, studying future-proofing solutions for new infrastructure design that can enable capability to handle alternative low-carbon emission fuels, as well as harnessing cold energy to support decarbonisation.

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<sup>1</sup> <https://www.mpa.gov.sg/who-we-are/newsroom-resources/research-and-statistics>