elengy



Call for Expressions of Interest

Small-Scale LNG Carrier Loading Service

Fos Cavaou LNG Terminal – post-2028

Disclaimer

This call for expressions of interest is intended to assess market interest at the Fos Cavaou LNG terminal for:

- the subscription of small-scale LNG carrier loading capacity at the existing jetty, with or without adaptation;
- a long-term commitment covering volumes that would make it possible to consider building a second jetty, which could be commissioned within 3 to 5 years.

The information in this document supersedes any information about this service previously published or communicated by Elengy. In the event of any discrepancy, the French version prevails over the English version.

The responses will allow Elengy to assess:

- the number of loading operations requested per year;
- the associated volumes and loading profiles;
- the characteristics of the vessels concerned;
- the expected share of bio-LNG or e-LNG;
- the duration and level of commercial commitment that market players may be willing to make;
- any other relevant information that market players wish to share with Elengy.

This call for expressions of interest is non-binding. It does not oblige interested parties to subscribe capacity corresponding to the needs they express, nor does it oblige Elengy to implement the service terms described in this document.

Based on the responses received, Elengy will refine the characteristics of the service and, where applicable, prepare a later marketing phase that may lead to binding subscriptions. Information provided under this call will be treated as confidential under the confidentiality agreement sent with this document, once both parties have signed that agreement.

The Fos Cavaou LNG terminal

The Fos Cavaou LNG terminal is owned by Fosmax LNG, a wholly-owned subsidiary of Elengy. Elengy operates it on behalf of Fosmax LNG. Fosmax LNG markets the large-scale terminal access services (unloading of LNG carriers, storage and regasification) under a regulated framework. Elengy is a wholly-owned subsidiary of NaTran and also operates the Montoir-de-Bretagne and Fos Tonkin LNG terminals.

The Fos Cavaou terminal was commissioned in 2010. Its main characteristics are:

- Regasification capacity: 10 bcm/year, i.e. approximately 8 Mtpa
- Three storage tanks with a total storage capacity of 330,000 m³
- One berth able to receive vessels of up to 267,000 m³ (Q-Max)
- LNG truck loading capacity of approximately 16,000 operations per year
- A small-scale LNG carrier loading service, in operation since 2021

The terminal is located within the Grand Port Maritime de Marseille, at the heart of the western Mediterranean basin. It benefits from the port's diverse traffic and from bunkering activity that is already regular. This position makes it well placed to meet the growing demand for LNG, bio-LNG and, in the longer term, e-LNG.

Context

Small-scale LNG is increasingly used as a marine fuel (bunkering).

In the Mediterranean basin, growth prospects are driven in particular by the development of LNG, bio-LNG and e-LNG as marine fuels.

The global fleet of vessels using LNG, bio-LNG and e-LNG is growing very strongly in all segments (cruise ships, container ships, etc.). Excluding LNG carriers, the fleet in service or on order is approximately 1,500 vessels.

Global LNG bunkering needs are following the growth of this fleet. They increased more than sixfold between 2022 and 2025, and a significant share of LNG bunkering operations took place in European ports.

Existing European bunkering infrastructure for LNG, bio-LNG and e-LNG, especially available jetties, cannot keep pace with this growth. This is particularly true for the Grand Port Maritime de Marseille: it has several strengths that would allow it to capture part of this growth, but it does not currently have suitable infrastructure.

Since the first operation in December 2021, Elengy has successfully completed more than 140 small-scale LNG carrier loadings at Fos Cavaou.

Given growing market demand and the challenges of the energy transition, Elengy wishes to anticipate market players' long-term needs.

Elengy is therefore launching a call for expressions of interest to gather the market's needs and expectations for the small-scale LNG carrier loading service.

Depending on the results of this call for expressions of interest, Elengy may, where applicable, set up a binding booking phase for existing capacity.

Separately from this marketing, the responses will help Elengy assess whether the conditions are in place to consider additional capacity investments, including the construction of a second jetty. Such an investment would require long-term commitments covering sufficient volumes.

All interested parties are invited to express their interest to Elengy by email no later than **29 January 2027**, at the following address:

Foscavaou-Development@elengy.com

Prospects for increasing loading capacity

With its current infrastructure, the Fos Cavaou LNG terminal has a marketable capacity of approximately 50 small-scale LNG carrier operations per year. These loading operations take place at the existing berth, which is shared with the commercial operations of large-scale vessels (unloadings and reloadings).

Elengy has started analyses to identify ways to increase this capacity, within a timeframe compatible with the period covered by this call for expressions of interest and beyond. These analyses show a potential of up to 300 small-scale LNG carrier loading operations per year, depending on the development scenario chosen.

The choice of scenario will depend directly on the needs expressed by the market in response to this call, in particular:

- the number of operations requested per year and how it changes over time;
- the size and characteristics of the vessels to be received;
- the duration for which interested parties would be prepared to commit.

On this basis, three scenarios are currently being considered:

- **Current configuration maintained:** without additional investment, the service would be marketed on the basis of a capacity of approximately 50 operations per year. This level could, however, change marginally, depending on the terminal's operational constraints and on changes in the use of its unloading and regasification capacity.
- **Adaptation of the existing berth:** changing the configuration of the jetty's mooring hooks, and possibly adapting the fenders, would widen the range of vessels that can be received. The maximum number of available operations would be similar to the previous scenario. This adaptation has a limited lead time and could be implemented around 2029.
- **Construction of a second jetty:** a second berth would increase capacity to approximately 300 operations per year and allow more flexible scheduling. However, such an investment would

require long-term commercial commitments covering sufficient volumes. Given the studies, permits and works required, commissioning would take considerably longer, within 3 to 5 years.

Interested parties are therefore invited to express their needs with these different prospects in mind, so that Elengy can assess the relevance of each scenario.

The small-scale LNG carrier loading service today

Elengy already markets a small-scale LNG carrier loading service using the existing facilities of the Fos Cavaou LNG terminal. This service is not regulated. To subscribe to it, the shipper must hold a valid LNG terminal access contract (ATM Contract, regulated). The LNG, bio-LNG or e-LNG loaded is the LNG held by the shipper under that contract. Any party that does not yet hold an ATM Contract can subscribe one with Fosmax LNG. Details of how to subscribe an ATM Contract are available from Elengy's sales team at sales@elengy.com. An ATM Contract is not required to respond to this call for expressions of interest, but it must be in place before the first loading operation at the latest.

Subscribing to the small-scale LNG carrier loading service does not require subscribing regasification capacity. However, every operation requires the shipper to hold a sufficient inventory level in the terminal's storage tanks under its ATM Contract.

Current service conditions

- Marketable capacity of approximately 50 operations per full year, within the limits of the terminal's operational capacity.
- Each operation is allocated a 6-hour window of arrival and a port call duration of no more than 24 hours, during which all operations must be completed. The port call duration is set contractually based on the volume loaded and the vessel's nominal loading rate.
- Scheduling aims for regular arrivals, in principle one loading per week. This frequency is not a technical constraint of the terminal, and adjustments may be considered.
- Elengy sets the operation date according to the constraints on access to the terminal berth. Unloadings subscribed under terminal access contracts keep priority.
- With the current facilities, small-scale LNG carriers must have a capacity of 40,000 m³ or less. They must also receive prior approval from Elengy under the procedure published on its website (the "Ship Approval Procedure", which follows the principles set by Gas LNG Europe).
- Booking an operation creates a minimum payment obligation based on the service price, whether or not the operation is used.
- The service tariff has two terms: a fixed term, payable for each booked operation, and a variable term, proportional to the quantity of LNG actually loaded.
- The service can be used to load bio-LNG or e-LNG, under the applicable certification rules and schemes (ISCC EU). Traceability relies on a mass balance system, because the product is not physically segregated in the terminal's storage tanks.

Points open for consultation

The provisions above describe the service as it is currently marketed. From 1 January 2029, several of these parameters could change depending on the needs expressed by the market:

- the number of available operations;
- the range of vessels received;
- the level and structure of the tariff;
- scheduling flexibility;
- subscription conditions according to the duration and volume of commitment.

The information expected from interested parties on each of these points is set out in the section "Expression of interest".

Expression of interest

Interested parties are invited to express their interest in the small-scale LNG carrier loading service described above, specifying their needs and expectations, in particular on the following points.
A response template is attached to this call for expressions of interest to make it easier to express needs and for Elengy to analyse them. Using it is optional.

Expression of needs

- The number of operations that could be subscribed per year, broken down by half-year where applicable, and how this number is expected to change over time. Respondents are invited to present their needs under three scenarios (minimum, central and high) and to state for each whether it is an indicative estimate or a need already approved internally.
- The expected commitment period, in years. This information is essential for Elengy to assess the relevance of capacity increase investments, including the possible construction of a second jetty.
- The volume to be loaded per full year and per operation, where applicable as a low and high range depending on the scenarios.
- The capacity, nominal loading rate and main characteristics of the small-scale LNG carrier(s) concerned.
- The expected share of bio-LNG and, where applicable, e-LNG, expressed as a number of operations and an annual volume, with the two products shown separately.
- Any other information considered useful for this call for expressions of interest.

Expression of expectations

- The expected tariff level and structure: the split between the fixed term and the variable term, and the tariff conditions respondents would consider necessary for a long-term commitment.

Respondents are invited to explain, where applicable, how they link the price level to the duration or volume of commitment.

- The flexibility expected in the subscription, particularly for scheduling and rescheduling operations. Respondents are invited to indicate how much they value this flexibility, and in particular whether they would accept a differentiated tariff in return for more or less flexibility.
- Any other technical or commercial expectation considered useful.

The responses will allow Elengy to consider, in compliance with the applicable rules, whether differentiated commercial or allocation terms would be appropriate.

Responses must be sent no later than **29 January 2027** to:

Foscavaou-Development@elengy.com

Next steps

After this call for expressions of interest, Elengy plans to inform the market during the first half of 2027 of the next steps for existing capacity. Next steps for any capacity investments would be communicated later, given the studies and decisions required. Where applicable, these communications would come before a binding subscription phase opens.

Confidentiality agreement

A confidentiality agreement is sent with this call for expressions of interest, so that each interested party can freely express its needs and expectations regarding the proposed small-scale LNG carrier loading service.

Contacts

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Appendix – Response template (optional)

Respondent identification: Company, contact person, position, contact details.

1. Loading operations required

Year	Minimum scenario	Central scenario	High scenario
2029			
2030			
2031			
2032			
2033 and beyond			

Status of the need expressed: ☐ indicative estimate ☐ need approved internally

2. Volumes

Volume	Minimum scenario	Central scenario	High scenario
Annual volume (GWh)			
Volume per operation (m^3 LNG)			

3. Possible commitment period

Duration	Associated number of operations/year	Conditions
☐ 1 to 2 years		
☐ 3 to 5 years		
☐ 6 to 10 years		
☐ More than 10 years		

4. Vessels considered

Vessel	Capacity (m³)	Nominal loading rate (m³/h)	Status (in fleet / on order / under study)

5. Bio-LNG and e-LNG

	2029	2030	2031	2032	2033+
Number of bio-LNG operations					
Annual bio-LNG volume (GWh)					
Number of e-LNG operations					
Annual e-LNG volume (GWh)					

6. Pricing

- Expected tariff level (fixed term per operation; variable term proportional to the quantity of LNG actually loaded):
- Preferred split between the fixed term and the variable term:
- Tariff conditions considered necessary for a long-term commitment:

7. Flexibility

- Scheduling and rescheduling needs:
- Willingness to accept a differentiated tariff depending on the level of flexibility:

  ☐ yes ☐ no – details:

8. Additional comments