OFFSHORE ENGINEER · LNG

Techouse HRSG modules to cut Golar LNG4 fuel use by up to 25%

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Golar LNG's fourth floating liquefied natural gas (FLNG) vessel will incorporate heat recovery steam generation (HRSG) modules supplied by Techouse, following a contract awarded by engineering firm Black & Veatch. The deal marks a confirmed equipment supply agreement for a project that represents Golar's continued expansion of its FLNG fleet — and the efficiency gains now have a quantified figure attached: the HRSG system is expected to reduce the vessel's fuel consumption by 20% to 25%.

HRSG systems recover waste heat from gas turbines or engines and convert it into usable steam, improving overall plant energy efficiency. The 20–25% fuel reduction target is a material operational benefit, lowering both running costs and the vessel's emissions footprint across its operational life. This consideration has grown in importance as LNG project developers face tighter environmental scrutiny and sustained cost pressure across the full project lifecycle.

Black & Veatch, acting as the engineering contractor on this scope, placed the equipment order with Techouse, indicating that the project has advanced sufficiently in its engineering phase to begin committing to major equipment packages. HRSG modules are typically specified during detailed engineering, suggesting the fourth FLNG unit is progressing along its development timeline. A final investment decision date and project deployment location have not been disclosed in the available reporting.

Golar LNG has established itself as one of the few independent operators with a dedicated FLNG fleet, having previously deployed vessels including Hilli Episeyo and Gimi. The addition of a fourth unit would further extend the company's capacity to monetise stranded or offshore gas resources through ship-based liquefaction — a model that has attracted interest from gas field operators who face the economics of constructing fixed onshore LNG infrastructure.

The contract between Black & Veatch and Techouse is a signed supply agreement for equipment modules. It does not constitute a final investment decision for the broader FLNG project, and the vessel's prospective deployment location, gas field linkage, and overall project value have not been specified in the available source material. Market participants will watch for further equipment awards and procurement activity as indicators of the project's overall progress toward construction and eventual commissioning.

Why this matters to partners and clients of Saga

The quantified 20–25% fuel efficiency target raises the technical specification threshold for competing module and systems suppliers on future FLNG awards. Norwegian LNG equipment and marine systems suppliers should track further module and systems awards from Black & Veatch as signals of project scope and yard selection. When a yard contract or FID is announced, outreach to Black & Veatch and Golar's project procurement teams becomes appropriate.

PARTNER ANGLES

- **Marine and offshore systems suppliers:** The confirmed fuel efficiency target creates a benchmark that future FLNG equipment tenders are likely to reference; suppliers with high-efficiency heat recovery or waste heat utilisation solutions should position against this specification.
- **Engineering and procurement contractors:** Black & Veatch's role as equipment specifier and procurement lead on this scope makes it the key access point for Norwegian firms seeking to supply into the fourth FLNG unit's remaining equipment packages.

- **LNG project developers and operators:** Golar's continued fleet expansion and emphasis on operational efficiency metrics may open dialogue opportunities for companies offering complementary vessel systems or digital monitoring solutions that support fuel optimisation targets.

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Saga Advisory

General: info@saga-advisory.com · saga-advisory.com

STAVANGER · CAPE TOWN