

Golden Pass says Train 1 ramping up as feedgas hits sustained highs

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Flows reach highest sustained levels since startup

Developer cites Train 1 commissioning 'ups and downs'

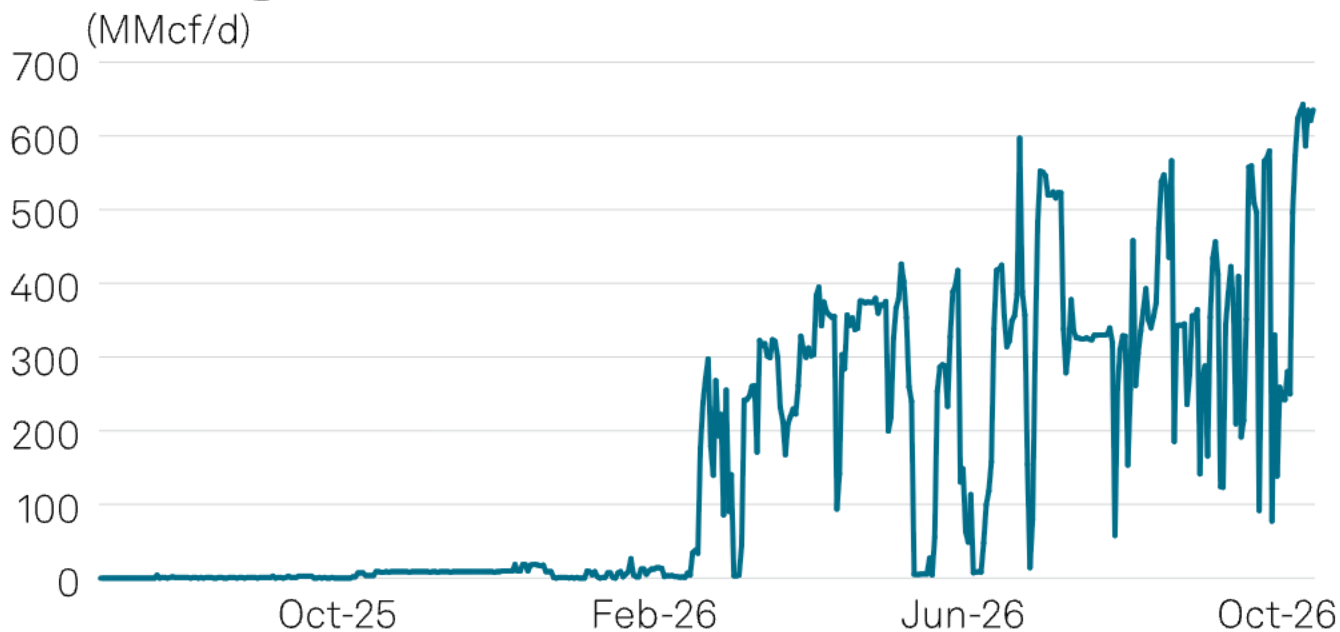
Remaining trains expected online in 2027

Golden Pass LNG's first liquefaction train is “steadily ramping up” after beginning exports in April, the developer of the Texas export facility said Oct. 15, while acknowledging the “ups and downs” of commissioning the production unit.

“As we were commissioning Train 1, we did experience ups and downs, sure,” Jeff Hammad, chief commercial officer of the joint venture developing Golden Pass, said during remarks at the Gulf Coast Energy Forum “Those learning curves will be addressed in trains 2 and 3. We’re going to be working on those as we bring those trains online in 2027.”

But the comments from the developer come as feedgas deliveries to [Golden Pass](#) over the past week have reached their highest sustained levels since the terminal began producing LNG, averaging over 600 million cubic feet/day.

US natural gas deliveries to Golden Pass LNG



Note: US LNG feedgas data from CERA as of Oct 15.

Source: S&P Global Energy

The terminal was scheduled to receive about 635 MMcf/d on Oct. 15, according to S&P Global Energy CERA data based on nominations from the morning cycle that could later be revised.

Hammad did not detail in his remarks what equipment issues Golden Pass encountered after the first cargo. The operator subsequently took Train 1 offline in mid-May to address startup-related maintenance before resuming exports later in June.

Still, flows remain below the roughly 800 million cubic feet/day that could be expected at full utilization of Train 1, suggesting commissioning work remains ongoing.

The 18.1 million mt/year project, owned 70% by QatarEnergy and 30% by ExxonMobil, exported its first commissioning cargo on April 22 after years of delays stemming from the 2024 bankruptcy of lead contractor Zachry Group.

Golden Pass has exported 11 LNG cargoes to date, according to S&P Global [Commodities at Sea](#) data as of Oct. 15. The most recent cargo departed Oct. 12 aboard the ExxonMobil-chartered HL Alyssa Warner headed for Europe.

Remaining trains

Hammad did not provide a timeframe for achieving full utilization at Train 1 or offer a schedule update for Trains 2 and 3. Golden Pass representatives declined to answer questions following his remarks.

QatarEnergy CEO Saad al-Kaabi [said](#) in September that the company expected to have “both the second and third trains in full operation” in 2027.

ExxonMobil has previously [said](#) it expected to reach mechanical completion of Train 2 by the end of 2026, with first LNG anticipated in the first half of 2027. Train 3 is expected to follow later in the year, according to the company.

The ramp-up of Train 1 comes as demand for available US LNG cargoes remains robust over seven months into the war in the Middle East, which continues to keep global LNG spot prices elevated.

Platts, part of S&P Global Energy, assessed the value of the US FOB Gulf Coast Marker for cargoes loading 30-60 days forward at \$27.02/million British thermal units on Oct. 15, up 13 cents from the previous assessment and more than double year-ago levels.

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