



Hands Off the Arc7 Fleet:

Fayard Must Stop Servicing Tankers That Keep Russian LNG Flowing.


Fayard's Moment of Truth


Fayard A/S, a major Danish shipyard based at Odense Port, is the last EU shipyard still servicing the specialized Arc7 LNG tankers that keep Russia's Arctic gas exports moving.

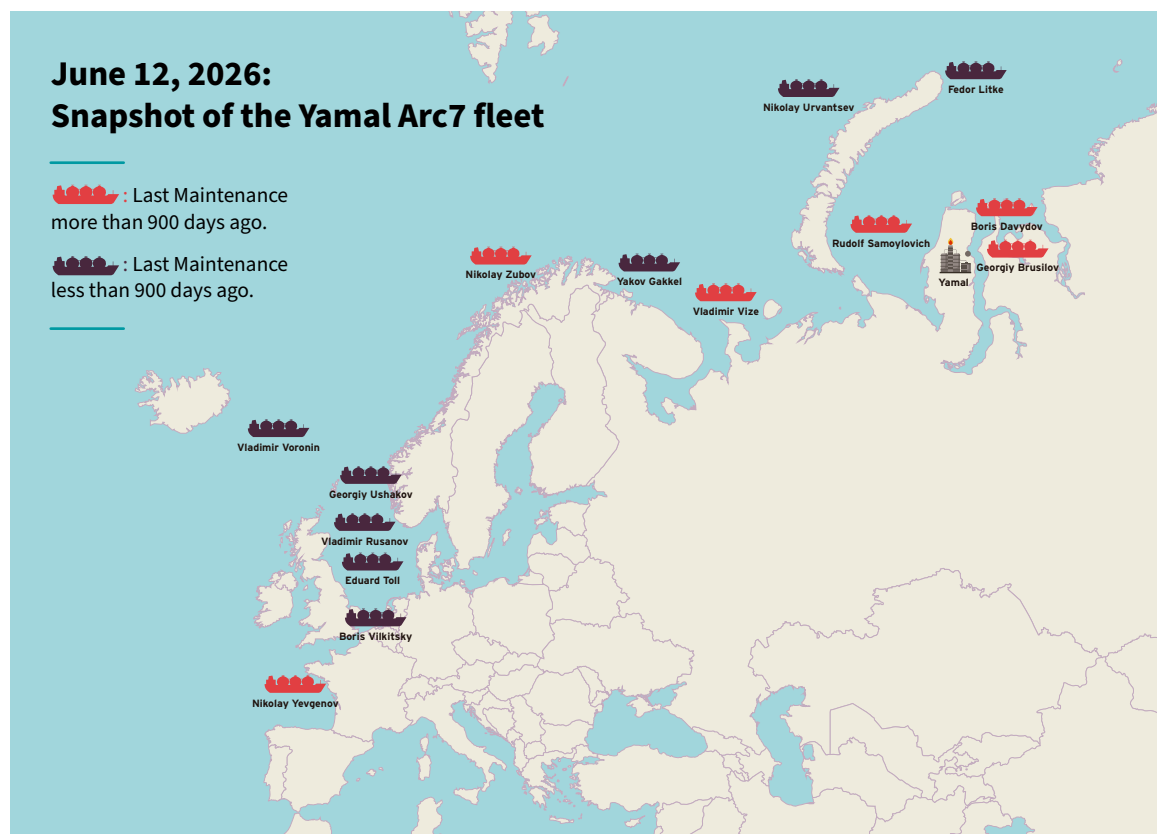
These vessels are central to the Yamal LNG project, one of Vladimir Putin's flagship Arctic energy projects. Arc7 LNG tankers are not ordinary gas carriers: they combine large-scale LNG transport capacity with icebreaker-like performance, making them irreplaceable yet highly dependent on specialist maintenance.

Argus Media reported in 2019 that Arc7 LNG tankers are required to enter dry dock about every 30 months under their charter agreements.¹ Urgewald's analysis, using Kpler vessel-tracking data and historical repair patterns, indicates that up to six (out of 14) Arc7 LNG tankers could require servicing in 2026.

June 12, 2026: Snapshot of the Yamal Arc7 fleet

 : Last Maintenance more than 900 days ago.

 : Last Maintenance less than 900 days ago.



Fayard should refuse all repair and maintenance work on vessels serving Yamal LNG and publicly confirm that no such vessels will be accepted in 2026

Svitlana Romanko, Director of Razom We Stand

Since Russia's full-scale invasion of Ukraine, each of these vessels has helped move an average of 5.3 million metric tons of Russian LNG, worth an estimated €4 billion.

Damen Shiprepair Brest in France, the only alternative repair option for the fleet, announced at the start of 2025 that it had already stopped maintaining Arc7 LNG tankers transporting Russian LNG. That leaves Fayard in a uniquely important position.

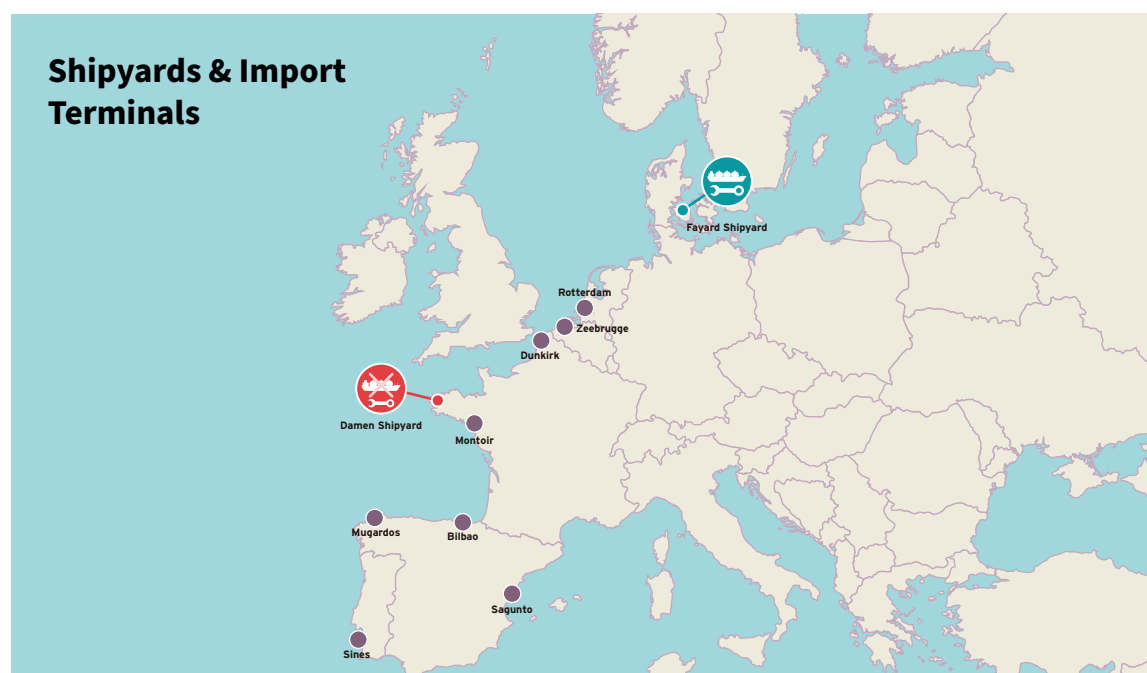
If Fayard accepts these vessels before incoming EU restrictions fully take effect, Denmark could give Russia's Arctic LNG fleet one final European repair window.

Ending Fayard's role as a maintenance option would matter greatly: there appears to be no clear alternative offering the same level of technical expertise and access to Western spare parts.

In addition, Fayard would close an important security gap, as media reports suggest that FSB personnel are aboard the Arc7 tankers, which would gain access to the Fayard shipyard during maintenance work.

Fayard should refuse all repair and maintenance work on vessels serving Yamal LNG and publicly confirm that no such vessels will be accepted in 2026.

Shipyards & Import Terminals



¹ <https://www.argusmedia.com/de/news-and-insights/latest-market-news/1981244-yamal-arc7-vessels-begin-maintenance>

LNG sanctions: Think one move ahead

When it comes to Russian LNG, the issue is not just about an import ban. The EU has adopted restrictions that would close access to ports, terminals and maritime services for LNG vessels transporting LNG from Russia, with key measures expected to take effect from 1 January 2027.

These measures are good, necessary and, of course, long overdue. But to cut into Russia's revenues as effectively as possible, it is important to consider how Russia's LNG business might continue after 1 January 2027.

“Russia will do everything in its power to get its hands on it, as the Arctic LNG business is impossible without ice-class Arc7 vessels.”

Nezir Sinani, Executive Director of B4U

The Arc7 tanker fleet is central to all such considerations. Russia will do everything in its power to get its hands on it, as the Arctic LNG business is impossible without ice-class Arc7 vessels.

Vessel maintenance remains a largely overlooked pressure point for making Russia's exports more difficult.

If Fayard services Arc7 LNG tankers before restrictions fully take effect, the Danish shipyard risks giving Russia a final maintenance lifeline. Such work would undermine the purpose of the incoming restrictions and weaken efforts to reduce Russia's fossil fuel revenues.

Arc7 tankers serviced at Fayard this summer would primarily benefit from that maintenance in the years ahead, when they are likely to transport LNG from the Russian Arctic to non-EU destinations, especially China. For the EU, there is no obvious upside to keeping these ships operational through Danish repair work.

Fayard's repair work would effectively provide the Kremlin with freshly serviced ships capable of sustaining Russian Arctic LNG exports for years to come.

Identifying the bottleneck: The ice-class Arc7 LNG vessels

Arc7 LNG tankers are not generic LNG carriers. They are highly specialized vessels designed to operate in some of the world's most challenging maritime conditions.

Their importance to Yamal LNG lies in their unique combination of LNG cargo capacity and icebreaker-like performance, which allows Russia to sustain exports from the Arctic, including potentially from Arctic LNG 2, through waters covered by ice for much of the year, typically from November/December to June/July.

This makes the Arc7 fleet strategically indispensable. The vessels are small in number, technically complex and irreplaceable. Because they are used in harsh Arctic conditions, regular maintenance is essential. But maintaining these ships requires large dry docks, the necessary expertise, and, of course, access to Western licenses and spare parts.

Arc7 tankers are equipped with high end technology from several European companies: ABB supplied

the electric icebreaker propulsion systems, Wärtsilä the dual-fuel engines, GTT the LNG tank membrane technology, and Railotech (formerly Aker Arctic) the Arctic double-acting vessel design.

Even if a suitable shipyard with large dry docks and the required expertise can be found outside the EU, significant leverage remains through restrictions on licenses and spare parts.



Arc7 LNG tanker Boris Davydov

Port Calls at Fayard and Damen since February 24, 2022

Vessel	Shipyard	Date	Days at shipyard
~ 2022 ~			
Nikolay Urvantsev	Fayard Shipyard	May-Jun 22	20
Vladimir Voronin	Damen Shiprepair Brest	Jul-Aug 22	19
Georgiy Ushakov	Damen Shiprepair Brest	Aug-22	18
Boris Vilkitsky	Fayard Shipyard	Aug-Sep 22	26
Yakov Gakkel	Damen Shiprepair Brest	Aug-Sep 22	19
Fedor Litke	Fayard Shipyard	Sep-Oct 22	25
Eduard Toll	Damen Shiprepair Brest	Sep-Oct 22	22
Vladimir Rusanov	Fayard Shipyard	Oct-Nov 22	24
~ 2023 ~			
Rudolf Samoylovich	Damen Shiprepair Brest	Jun-Jul 23	25
Georgiy Brusilov	Fayard Shipyard	Jul-Aug 23	24
Boris Davydov	Fayard Shipyard	Aug-Sep 23	22
Vladimir Vize	Damen Shiprepair Brest	Sep-Oct 23	23
Nikolay Zubov	Fayard Shipyard	Oct 23	21
Nikolay Yevgenov	Damen Shiprepair Brest	Oct 23	26
~ 2024 ~			
Vladimir Voronin	Fayard Shipyard	Jul-Aug 24	23
Nikolay Urvantsev	Damen Shiprepair Brest	Jul-Aug 24	22
Georgiy Ushakov	Fayard Shipyard	Aug-Sep 24	22
Yakov Gakkel	Fayard Shipyard	Sep-Oct 24	21
~ 2025 ~			
Nikolay Urvantsev	Fayard Shipyard	Jun-Jul 25	8
Fedor Litke	Fayard Shipyard	Jul-Aug 25	21
Boris Vilkitsky	Fayard Shipyard	Aug-25	20
Eduard Toll	Fayard Shipyard	Sep-25	14
Vladimir Rusanov	Fayard Shipyard	Sep-Oct 25	18

Critical infrastructure at risk?

A March 2025 High North News investigation raised serious security concerns about the Yamal LNG Arc7 fleet. According to the report, Russia's Federal Security Service (FSB) has systematically expanded its influence over the fleet since the full-scale invasion of Ukraine, pushing out Western officers and replacing them with Russian personnel. Former senior officers cited by High North News described interrogations, intimidation and the creation of an informant network on board the vessels.

This is highly relevant from a security standpoint as Russia would gain access to a part of Europe's critical maritime infrastructure. If Arc7 vessels continue to call at Fayard and if FSB-linked personnel or informants are present on board, every port call could create opportunities to observe, document or map sensitive infrastructure, operational routines, security arrangements, access points and supply chains. Fayard should therefore refuse to service these vessels or allow them access to its shipyard.

Fayard's decision is not just commercial: it is political

Fayard is one of only two European shipyards identified by Urgewald as having serviced the Arc7 LNG fleet since the vessels entered operation between 2017 and 2019.

Urgewald identified 17 port calls at Fayard and 16 at Damen Shiprepair Brest. However, 15 of Fayard's 17 port calls took place after Russia's full-scale invasion of Ukraine, compared with eight of Damen's 16.

Damen has since stated that it decided at the start of 2025 to stop repairing LNG tankers transporting Russian LNG.

That leaves Fayard as the only remaining EU shipyard identified by Urgewald as capable of carrying out these specialist repairs.

Fayard is therefore not a marginal actor in this business. The family-owned Danish shipyard could play a decisive role in determining whether Yamal LNG faces further logistical difficulties or whether European infrastructure helps ease the bottlenecks facing Russia's Arctic LNG fleet.

If Fayard refuses these vessels, the operational capability of the Arc7 fleet will gradually but surely decline. If it accepts them, Danish maritime infrastructure could help keep alive the ships that sustain Russian Arctic LNG exports and the war economy they finance.



It is completely incomprehensible that a Danish shipyard could be contributing to Russia's war in Europe. They simply have to stop that.

Mette Frederiksen, Prime Minister of Denmark

² <https://en.highnorthnews.com/politics/how-russias-security-service-fsb-gained-control-over-the-yamal-lng-fleet-reportedly-setting-up-covert-cargo-operations/150749>

Fayard: a family business

Fayard A/S is a family-owned Danish shipyard based at Odense Port. Measured by its dry-dock capacity, Fayard ranks among the largest ship-repair yards in the EU and, according to the company, services more than 100 vessels per year. The wide range of maintenance services covers offshore vessels, ferries, crude oil tankers, container ships, cruise ships, bulk carriers and government vessels. The latter, in particular, require a high level of safety.

The company's own website describes Fayard as a private shipyard founded by the Andersen family in 1916. It remains owned and led by Thomas Andersen, a third-generation family member.

This is therefore not an anonymous corporate decision.

The company services more than 100 vessels per year.

The Andersen family faces a clear choice: They must decide whether they want to reinforce Denmark's support for Ukraine against Russian aggression - or undermine it.

What is at stake in 2026?

Urgewald's analysis indicates that up to six (out of 14) Arc7 LNG tankers currently transporting Yamal LNG could require servicing in 2026.

Since 24 February 2022, each of these vessels has helped move an average of 5.3 million metric tons of Russian LNG, worth an estimated €4 billion. Across their full operating period, the same six vessels have helped move Russian LNG associated with an illustrative TTF-based market value of approximately €32.3 billion.

The forward-looking implications are also significant. Based on very conservative benchmark assumptions, each Arc7 LNG carrier moving 1.2 to 1.5 million metric tons of LNG per year would be associated with an illustrative market value of approximately €600 million to €800 million per vessel per year (very conservative assumption).

The Arc7 Fleet Transporting Yamal LNG

Vessel	Owner	Last maintenance	Shipyard	Days since last maintenance*	Cargoes since February 24, 2022*	Tons delivered since February 24, 2022*
Rudolf Samoylovich	Seapeak	Jun-Jul 23	Damen	1054	71	5,184,192
Georgiy Brusilov	Dynagas Ltd	Jul-Aug 23	Fayard	1024	69	5,037,261
Boris Davydov	Dynagas Ltd	Aug-Sep 23	Fayard	999	69	5,036,635
Vladimir Vize	MOL, COSCO	Sep-Oct 23	Damen	972	86	6,250,262
Nikolay Zubov	Dynagas Ltd	Oct 23	Fayard	951	69	5,037,831
Nikolay Yevgenov	Seapeak	Oct 23	Damen	943	71	5,190,307
Vladimir Voronin	Seapeak	Jul-Aug 24	Fayard	667	67	4,893,156
Georgiy Ushakov	Seapeak	Aug-Sep 24	Fayard	621	72	5,249,011
Yakov Gakkal	Seapeak	Sep-Oct 24	Fayard	598	74	5,409,520
Nikolay Urvantsev	MOL, COSCO	Jun-Jul 25	Fayard	331	81	5,903,209
Fedor Litke	Dynagas Ltd	Jul-Aug 25	Fayard	297	70	5,116,103
Boris Vilkitsky	Dynagas Ltd	Aug-25	Fayard	275	68	4,898,409
Eduard Toll	Seapeak	Sep-25	Fayard	255	69	5,049,878
Vladimir Rusanov	MOL, COSCO	Sep-Oct 25	Fayard	236	76	5,516,831

* as of May 31, 2026

The demands

Fayard should:

- 1 Refuse all repair and maintenance work on vessels serving Yamal LNG
- 2 Publicly confirm that no such vessels will be accepted in 2026
- 3 Ensure Danish maritime infrastructure is not used to prolong Kremlin fossil fuel revenues
- 4 Align company practice with Denmark's support for Ukraine

Danish and European policymakers should:

- 1 Seek clarity from Fayard on whether any Arc7 vessels are scheduled or expected for servicing in 2026
- 2 Make clear that no European shipyard should service vessels sustaining Russian Arctic LNG exports
- 3 Call for a thorough investigation into the FSB allegations
- 4 Close any maritime services loophole before incoming restrictions take effect



Vladimir Putin at the official launch of Yamal LNG

Don't give Putin another lifeline

Europe has leverage over Russia's Arctic LNG system. The Arc7 fleet is small, specialized and dependent on technical support. Without specialist maintenance, these ships cannot operate indefinitely.

That gives Fayard and the Andersen family an important choice. They can close the maintenance loophole and stop servicing these vessels. Or they can provide one final service window for the vessels that keep Putin's Arctic gas trade moving.

Mr. Andersen, choose your side.

“Without specialist maintenance, these ships cannot operate indefinitely.”

Alexander Kirk,
Sanctions Campaigner, Urgewald



Methodology note

Urgewald's analysis is based on Kpler vessel-tracking data and observed repair-cycle information for the Arc7 LNG fleet. The identified vessels appear to require major servicing roughly every three years.

The revenue estimates are illustrative and based on historical vessel utilization using Kpler vessel tracking data. LNG volumes were converted into energy using an assumed conversion factor of 13.7 MWh per tonne of LNG, then valued using Dutch TTF benchmark prices as a proxy for market value.

For historic estimates, Urgewald applies a time-weighted TTF-based value of €348 per tonne of LNG for the period from 1 January 2018 to 23 February 2022, and €774 per tonne of LNG for the period from 24 February 2022 to 30 April 2026.

For forward-looking illustrative estimates, Urgewald uses a conservative benchmark price of €37.50 per MWh, equivalent to approximately €514 per tonne of LNG. Each Arc7 LNG carrier moving 1.2 to 1.5 million metric tons of LNG per year would therefore be associated with an illustrative value of approximately €600 million to €800 million per vessel per year.

These estimates do not represent contract prices or actual payments received. They exclude transport, insurance, regasification costs, trading margins and intra-EU resale dynamics. They should not be read as a forecast of future EU imports.

Instead, they indicate the scale of Russian LNG value these vessels have historically helped enable, and the potential value of keeping them operational through further servicing.



Urgewald is an environmental and human rights organization.

It combines in-depth research with public campaigns to expose and cut destructive projects' financial lifeline. Urgewald's databases on coal, oil and gas provide the financial sector with effective divestment and climate protection tools.

More about us: urgewald.org/en



B4Ukraine is a global coalition of over 100 civil society organizations with a singular mission: to sever the financial and material support that sustains Russia's war against Ukraine. The coalition works to end corporate complicity in Russia's aggression and strengthen sanctions implementation and enforcement.



Razom We Stand is a Ukrainian campaign organization created in 2022 as a response to Russia's full scale invasion of Ukraine, focusing on ending fossil fuel conflicts and climate chaos and driving a renewable energy revolution in Ukraine and the world. The organisation promotes new, clean, smart and efficient energy systems based on renewable energy sources.

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