

LNG Unlimited

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US Energy Secretary warns EU to reduce Russian LNG imports

US Energy Secretary, Chris Wright said in an interview last Thursday that reducing Russia's natural gas sales to Europe is the "most immediate hammer" Washington had to pressure Moscow into ending the war in Ukraine.

Wright, who spent nearly a week in Europe last month, said cutting Russia's gas sales was easier than targeting its oil, as shipping it requires huge specialised pipelines and LNG terminals and vessels that make it tough to smuggle, Reuters reported.

"Natural gas is one that's easier," Wright said, adding that Russia has five pipelines going to Europe and one to China. "You stop the gas sales going out of those five pipelines coming into Europe to zero, (Russia is) not going to get that revenue."

Thus far, President Donald Trump has not imposed new direct sanctions on Russia's oil and gas sector in a bid to end the war.

Instead, Trump has placed additional 25% tariffs on products from India for buying Russian oil, while only holding discussions with China - the other major buyer of Russian oil.

India had said it will continue to purchase the discounted oil despite the punitive tariffs.

Wright said a top mission of his during a recent trip to Europe was to assure the EU that US LNG exports can replace Russian gas. "Today we can fill that hole," he said.

The EU's recently announced 19th sanctions package on Russia aimed to phase out Russian LNG imports by the start of 2027, a year earlier than planned. EU countries are also talking of proposals to end imports of all Russian fossil fuels, including oil and pipeline gas, by 2028.

The US administration now needs to find creative ways to

pressure Russia. "We've got to innovate," he said.

"Some of them are going to work and some of them aren't," he said, talking of the ideas the administration had discussed.

Arctic LNG 2 problem

Wright said Russia's recent sales of cargoes of LNG from its sanctioned Arctic 2 LNG project to China is a "sore spot" and a frustration among administration officials.

Meanwhile, Slovak Prime Minister, Robert Fico said he expected to find "common ground" with the US after pressure to end Russian energy purchases.

EU member states, Slovakia and Hungary have consistently defended their purchases of Russian oil and gas saying alternatives are expensive and unreliable.

In a question-and-answer session with lawmakers last Thursday, Fico claimed that Slovakia's oil and gas purchases amounted to 2% of Russia's revenue from these sources and have "no impact on financing the war."

"The problem of oil and gas in Slovakia is not a question of supporting the war. It is not an ideological question that we can solve with alternatives in 15 seconds," he said. "It is a geographical issue, we simply do not have other options."

Fico also said changing technologies to accommodate different sources was expensive and transport fees are much higher than for Russian fuel. He revealed that Slovakia had no access to gas terminals.

Regarding alternative oil routes,



US Energy Secretary Chris Wright

Fico said the Adriatic pipeline is technologically unproven.

Ukraine will propose alternative energy support measures to Slovakia this month, aiming to provide options beyond Russian gas and oil, President Volodymyr Zelenskyy said in response to a question from RBC-Ukraine.

He added that Ukraine could also engage with Hungary. However, Budapest has taken no concrete steps beyond isolated media statements, which do not indicate support for Ukraine.

Late on Wednesday of last week, Hungarian Prime Minister, Viktor Orban held a phone call with Trump, when energy security in central Europe was one of the topics of conversation.

Hungarian Foreign Minister, Peter Szijjarto said that Hungary's energy supply cannot be guaranteed without Russian gas and oil imports.

Elsewhere in Europe, Bulgaria is to phase out Russian pipeline gas imports in favour of LNG through the Greek terminal hubs, the Government has said. ■

UNLIMITED AGENDA

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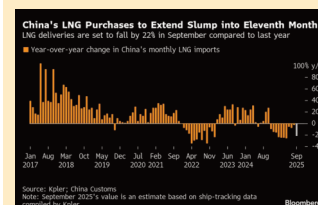
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India needs to ramp up LNG imports

India will need to import about 120 mill tonnes of LNG per annum by 2030 to raise its natural gas share in its primary energy mix to 15% from the current 6.5%, Petronet LNG's CEO, Akshay Kumar Singh said last week.

However, he warned that the price remained a key challenge.

"As of today, the natural gas consumption in India is about 6.5% of our total primary energy basket, and the government of India's stated policy is to increase it to 15% by 2030. This will require an almost three and a half to four times increase in natural gas consumption," he said, speaking at the Indian ET Energy Leadership Summit 2025.

India imported 27 mill tonnes of LNG last year, up from 23 mill tonnes in 2023. However, Singh

said this figure will need to rise sharply to align with the 2030 gas share target.

The country has 52.7 mill tonnes per annum of regasification capacity, of which only about half is utilised. "In the coming two/three years, we are adding about 20 mill tonnes of regas capacity, taking the total to 75 mill tonnes," Singh said.

Petronet is expanding its Dahej terminal in Gujarat from 17.5 mill tonnes per annum to 22.5 mill tonnes, with completion due in the next four months. The state-owned company is also developing a 5 mill tonnes per annum east coast terminal at Gopalpur in Odisha.

The Kochi terminal, commissioned in 2013, has been running at 25% capacity, due to lack of

pipeline connectivity, which is expected to be resolved within six months through the Kochi/Bengaluru pipeline, according to ET Energy.

Singh stressed that the expansion of the national gas grid is central to meeting demand. "As of today, almost 25,000 km of transmission line has been completed in the country, and 10,000 km are under execution. Once completed, India will have a 35,000 km transmission network," he said.

City gas

Talking about city gas distribution, Singh said that the number of CNG stations was to more than double from 8,500 at present to 18,000 in the next six to seven years. CGD consumption is expected to rise from 40 mill standard cu m per

day to 140 mill.

Singh noted that while India accounts for 18% of the global population, its share in global energy consumption is just 6%. With the IMF predicting that the economy will grow at 6.5% in 2025/26 and 2026/27, compared to global growth of about 3%, energy demand is expected to rise sharply.

"Natural gas will play a major role in replacing coal and liquid fuels. Among the three fossil fuels, natural gas is the least polluting," Singh claimed.

Singh highlighted affordability as the main concern. India imports 88-90% of its crude oil needs, and growing dependence on LNG will further add to import exposure. "The major challenge our country faces is sourcing LNG at affordable prices," he said. ■

China's LNG imports decline for 11th consecutive month

According to a Bloomberg report, China's LNG imports will fall significantly this month, marking a continued trend of reduced purchases - the 11th consecutive month of year-on-year reductions.

The country is projected to import about 5.4 mill tonnes of LNG in September, which represents a huge 22% decrease, compared to the same period last year.

This drop in demand can be attributed largely to an increase in domestic gas production and steady pipeline supplies from Central Asia and Russia, Bloomberg said.

Data from China's National Bureau of Statistics indicated that domestic output had risen by about 6.1% through August, com-

pared to last year.

In addition, rising international spot prices, combined with diminished local demand, led Chinese importers to offload some cargoes for better returns elsewhere.

The recent cooler summer weather has also contributed by lessening the urgency for immediate shipments.

This slowdown in consumption could provide some breathing room for European competitors; however, it raises alarms about potential oversupply, as new projects are

expected to come online later this decade, the newswire said.

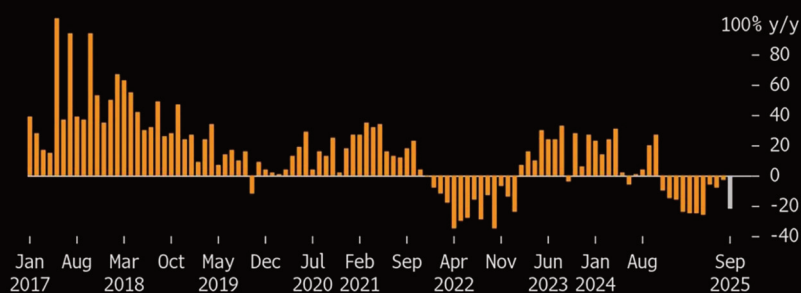
Furthermore, China recently entered into preliminary agree-

ments with Russia for a new pipeline due for construction in the next decade, which could further limit future imports. ■

China's LNG Purchases to Extend Slump into Eleventh Month

LNG deliveries are set to fall by 22% in September compared to last year

■ Year-over-year change in China's monthly LNG imports



Source: Kpler; China Customs
Note: September 2025's value is an estimate based on ship-tracking data compiled by Kpler

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Shell bets on LNG for the future

LNG is set to become the UK energy giant Shell's largest contributor to the energy industry over the next decade in terms of value, CEO Wael Sawan has confirmed.

Shell has increased its focus on natural gas to improve the company's financial performance against its European and US peers, since Sawan took over as CEO in January, 2023.

He moved the company away from renewables by pulling out of a number of wind, solar and other low-carbon projects.

Sawan said he believed LNG is one of the most effective fuels in the effort to lower global emissions, as it can replace coal in places like India, China and other Asian countries.

He expected demand for natural gas to grow 60% between now and

2040, with LNG making up about 20% of global natural gas sales by then, up from around 13% at present.

"We are absolutely committed to this sector," Sawan said at an Economic Club of New York event on Monday, adding that the company had a number of LNG projects planned in Abu Dhabi, Nigeria and elsewhere.

FID decision

Sawan, who last week visited Vancouver to celebrate the company's LNG Canada export facility, said Shell was still weighing a few factors before making a final investment decision (FID) on the second phase of the project.

"I don't think I've ever seen the stars as well aligned as I see now in Canada," Sawan said, noting strong government support at both

the provincial and national level. "Everyone is really keen on that project materialising."

However, a decision will depend on Shell's analysis of market conditions, especially as a huge wave of LNG capacity additions in the US and elsewhere is expected to hit the market over the coming years.

"The number of final investment decisions being taken surprises me, if I'm honest, because it's at the higher end of the cost curve," he said. "So it's not economically fully rational."

"Therefore, we need to be able to then judge when is the right time to bring more capacity. There is a significant amount of capacity being built at the moment, including here in the US," Sawan added.

Global capacity is set to rise by about 50% by 2030 – the largest



Shell's Wael Sawan is betting on LNG

build-out in the industry's history – which will likely plunge the market into oversupply.

Thus far this year, a record 55 mill tonnes of US annual capacity reached FIDs, according to Greg Molnar, gas analyst at the International Energy Agency (IEA) – roughly half the current capacity for the US, the world's largest exporter. ■

Asian prices fall - European prices rise

Asian spot LNG prices fell again last week on lacklustre demand and were expected to remain under pressure, as ample inventories and stronger Chinese gas production limit interest in spot purchases.

The average LNG price for November delivery into northeast Asia was \$11.20 per MMBtu, down from \$11.50 per MMBtu the week before, industry sources estimated.

"Looking ahead, Asian LNG prices are expected to remain slightly bearish into next (this) week, pressured by stronger domestic gas production and higher underground gas storage withdrawals in China and ample regional LNG inventories," said Go Katayama, Kpler's LNG and gas analyst.

"In China, upward revisions to domestic gas production forecasts for September/December 2025, combined with higher forecast underground gas storage withdrawals in November, are set to displace additional spot LNG demand and add bearish pressure on Asian prices," Katayama added.

In Europe, prices were up slightly last Friday morning but remained within their recent tight

range, as the gradual end of the maintenance season in Norway lifts supply, while strikes in France curbed LNG deliveries.

Disruptions at French LNG terminals has raised prompt gas prices in France and resulted in sellers bringing cargoes to other LNG terminals in northwest Europe, said Xiaoyi Deng, Argus deputy head of LNG pricing.

The lack of competition from Asia has reduced the urgency to procure cargoes for winter amongst European market players.

Last Friday, 32 vessels were heading to Europe carrying 1.3 mill cu m of LNG over the next 14 days, according to data intelligence firm, Orbify.

SP Global Commodity Insights assessed its daily North West Europe LNG Marker (NWM) price benchmark for cargoes delivered in November on an ex-ship (DES) basis at \$10.954 per MMBtu on 25th September, a \$0.65 per MMBtu discount to the November TTF hub futures price.

In Egypt, laden LNG vessels were queuing for FSUs last week, as a result of scheduling issues at the terminals, Argus' Xiaoyi Deng said.

The US front-month arbitrage

to northeast Asia via the Cape of Good Hope was still incentivising US cargoes to deliver to Europe, the same as the arbitrage via the Panama Canal, said Spark Commodities analyst, Edward Armitage.

He added that Global LNG freight rates in the Atlantic dropped for the second week to their lowest rate in over five months at \$21,500 per day, while Pacific rates also softened for the fifth week running to \$25,250 per day, at the end of last week.

European scene

Dutch and British gas price rose slightly on Friday, but remained within the recent range. This was due the end of maintenance season, while strikes in France curtailed LNG deliveries.

LSEG data showed that the benchmark Dutch front-month contract was €32.70 per MWh or \$11.20 per MMBtu last Friday morning, an increase of €0.30.

The Dutch day-ahead contracts was up by 0.23 euros to €32.53 per MWh.

The British gas front-month contract increased by 0.10 pence, to 81.67 pence per therm. The

day-ahead price rose by 0.95 p per therm.

In a note, LSEG analysts said that Norwegian flows to continental Europe will increase by 640 GWh a day week-on-week, due to the return of more installations from maintenance.

They added that this was "badly necessary" in order to avoid having to dig too deeply into the storage supplies so early in the season.

LSEG said that gas supplies in Europe will likely drop this week, due to cold weather and reduced wind power generation, which increase gas demand, while low LNG deliveries from French terminals reduce supply.

Elengy, the French LNG terminal operator, had issued *force majeure* notifications for its Montoir and Fos Tonkin terminals. No ships were expected to arrive before 2nd October.

Energy Aspects analysts stated in another note that Europe is on track to meet its storage needs by the end of October.

Gas Infrastructure Europe's data showed that EU gas storage facilities were 82% full on 23rd September, compared to 93.8% last year. ■



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TotalEnergies to increase oil and gas production

French energy group, TotalEnergies has announced plans to increase oil, gas and electricity production, while cutting spending by \$7.5 bill between 2026 and 2030.

The company said at an Investor Day in New York on Monday that it would boost oil and gas production by 3% over the period.

At the same time, TotalEnergies pledged to cut greenhouse gas emissions from its gas and oil operations by half, compared to

2015 and cut methane emissions by 80% from 2020 levels.

Under fire for continued fossil fuel investments, the company argued that oil and gas remained essential to meet global demand and fund renewable technology.

The French oil and gas giant, which has expanded into renewables, such as wind and solar, planned to focus on high margin exploration and production projects, while being selective on low-carbon investments.

Low-carbon spending will average \$4 bill a year, mostly for its Integrated Power division.

Electricity output is set to grow 20% annually, reaching up to 120 TW/h by 2030 with 70% coming from renewables and 30% from 'flexible' gas — gas plants that can be ramped up to complement intermittent renewable sources.

TotalEnergies said this diversification will boost resilience and shareholder returns, reaffirming plans to return over 40% of cash flow to investors.

As part of its cost-cutting plan,

the company will trim annual capital expenditures to \$16 bill in 2026 and \$15-17 bill between 2027 and 2030 — about \$1 bill less than the previous guidance, claiming that jobs will not be affected.

CEO, Patrick Pouyanné said that he would be surprised if all US LNG projects that have received regulatory approval will be built, citing the difficulty of finding willing long-term buyers and financing.

Overcapacity

Pouyanné had previously warned that the US was building too many LNG plants, saying it could lead to a long-lasting glut in the market if all the planned projects come online.

He added that Asian clients that were currently agreeing to buy US LNG in long-term deals are doing so for political reasons rather than economic ones, as President Trump urged countries to buy more US LNG to re-balance trade surpluses.

Also announced yesterday was

the signing of an agreement with Continental Resources to acquire a 49% interest in natural gas producing assets, owned and operated by Continental in the Anadarko Basin, Oklahoma.

This acquisition of low-cost and long-plateau assets, well connected to Henry Hub through existing midstream infrastructure, further strengthened TotalEnergies' integration across the US LNG value chain, the company stressed.

These assets have the potential to reach a gross production of around 350 mill cu ft per day by 2030 and to sustain this production level over the long term. They will enable TotalEnergies to secure a net gas production of around 150 mill cu ft per day.

This acquisition of non-operated shale gas assets complements the Dorado and Constellation acquisitions completed in 2024 in the Eagle Ford Basin, the company said. In addition, TotalEnergies operates a technical production of around 500 mill cu ft per day in the Barnett. ■



TotalEnergies CEO Patrick Pouyanné

XRG finalises Rio Grande LNG stake

ADNOC's finance arm, XRG has finalised its acquisition of an 11.7% equity stake in Phase 1 (Trains 1-3) of the Rio Grande LNG project in Brownsville, Texas.

The Rio Grande LNG investment is a joint venture between XRG and Global Infrastructure Partners (GIP), a subsidiary of BlackRock.

This export plant was described as one of the most ambitious LNG export infrastructure projects in the US with about 48 mill tonnes per annum of potential liquefaction capacity currently under construction or under development.

Construction of Trains 1-3 is progressing, while the final investment decision (FID) for Train 4 was taken early last month.

As LNG demand is projected to grow by 60% by 2050, the investment in Rio Grande LNG advances XRG's strategy to build a leading

global gas and LNG business to meet structural demand from industry, AI, and broader economic growth, the company said.

Its investments are designed to create shared value for all stakeholders, with a robust and geographically diverse international gas portfolio that spans across the Caspian, Africa, and the Americas.

The transaction, initially announced in May, 2024, was the company's first US gas infrastructure investment and reflects XRG's long-term investment plans in the country.

Rio Grande will employ over 5,000 construction and trade workers at peak construction and will create 350-400 long-term jobs

once operational.

This transaction was undertaken through a GIP investment vehicle with XRG acquiring part of GIP's existing stake.

In addition, XRG's parent company ADNOC agreed a 20-year LNG offtake agreement for 1.9 mill tonnes of LNG from Rio Grande LNG Train 4. ■

NEWS BRIEFS

KN Energies regas capacity allocation

Klaipėda LNG terminal operator KN Energies (KN) has revealed details about the planned allocation of LNG regasification capacities for the 2026 terminal gas year.

KN will offer 4 TWh (four conventional cargoes) of terminal regasification capacity. The invi-

tation and conditions to acquire the capacities are due to be announced in December.

Preliminary cargo delivery windows and regasification periods, are:

- **Cargo No 1** - Delivery window: 24/25th February, 2026. Regasification period: 1st February/31st March, 2026
- **Cargo No 2** - Delivery window:

19/20th August, 2026. Regasification period: 1/31st August, 2026

- **Cargo No 3** - Delivery window: 1/2nd September, 2026. Regasification period: 1st September/31st October, 2026
- **Cargo No 4** - Delivery window: 22/23rd November, 2026. Regasification period: 1st November/31st December, 2026. ■

BOTAŞ signs two long term LNG supply deals

Türkiye's state owned oil and gas supplier, BOTAŞ has signed an LNG heads of agreement (HoA) with Woodside and a sales and purchase contract (SPA) with trading house, Mercuria.

Under the HoA, Woodside will supply around 5.8 bill cu m natural gas equivalent of LNG for up to nine years, starting in 2030, primarily from the the Australian company's US Louisiana LNG project.

The agreement was signed by Abdulvahit Fidan, BOTAŞ Chairman and General Manager, and Daniel Kalms, Woodside's COO International, in the presence of Alparslan Bayraktar, Türkiye's Minister of Energy and Natural Resources, during the recent 80th Session of United Nations General Assembly held in New York.

Speaking at the signing ceremony, Minister Bayraktar, said: "We are observing the signing of an agreement between a Turkish company and Woodside for the

supply of LNG, primarily from Louisiana LNG in the United States, which establishes a connection across continents.

"We believe this will be the beginning of a successful relationship between BOTAŞ and Woodside. The companies have already expressed their intention to expand the relationship beyond a proposed LNG sales agreement and build a strategic co-operation in the wider region, and we fully support this vision."

Kalms added: "This is a landmark heads of agreement between Woodside and BOTAŞ as it is the inaugural long-term LNG supply arrangement between our companies. More importantly, it stands as a testament to BOTAŞ' confidence in the Louisiana LNG project, the US LNG sector and Woodside's reputation for reliability and operational excellence.

"This agreement also strengthens the Turkish/US relationship and paves the way for building a

larger strategic relationship with BOTAŞ that supports energy security and economic growth for Türkiye and the United States.

"Woodside appreciates the strong support from the Turkish and United States governments to help advance this agreement," he said.

This supply arrangement is still subject to both parties signing a binding SPA.

Mercuria SPA

The Mercuria deal was also signed at the UN General Assembly, by Fidan, and Daniel Jaeggi, Mercuria's President and Co-Founder.

Under the terms of the agreement, BOTAŞ will receive 4 bill cu m of natural gas equivalent of LNG per year, mainly during the winter, from US loading terminals on a free-on-board (FOB) basis and at Turkish European and North African regasification terminals on a delivered ex-ship (DES) basis.

Deliveries are expected to start next year and continue until the end of 2045.

Speaking about this agreement, Minister Bayraktar said: "Today, we have signed a milestone agreement, which will be in place for the upcoming 20 years to deliver US-sourced LNG.

"We firmly believe that a partnership with Mercuria under such an agreement will enable BOTAŞ to form a significant presence in the global LNG scene. The agreement will also greatly contribute to achieving \$100 bill of trade volume with the United States."

Along with recent infrastructure investments and other concluded agreements, the deal is expected to reinforce Türkiye's long-term energy supply and price security in the LNG sector.

In addition, the SPA will support BOTAŞ' strategy of becoming a significant player in international LNG trades. ■

NEWS BRIEFS

Golar reveals senior notes offering

Golar LNG has announced the pricing of a private offering of \$500 mill in aggregate principal amount of unsecured senior notes, due 2030.

The notes will bear interest at a rate of 7.5% per year and will mature on 2nd October, 2030.

They will be issued at par and will be senior unsecured obligations of the company.

The notes sale to the initial purchasers is expected to settle on 2nd October, 2025, subject to customary closing conditions, Golar said.

Trafigura extends credit facilities

Commodity trading house, Trafigura, has renewed and expanded the scope of two revolving credit facilities totalling \$400 mill, backed by insurance from

the US Export/Import Bank (US EXIM).

Trafigura said it will use the facilities exclusively to purchase US energy producers' products for export to Europe and other key markets in Asia and South America.

The facilities strengthen Trafigura's collaboration with US EXIM, broadening eligible products from LNG to include crude oil, refined petroleum products and petrochemicals, whilst extending coverage to additional destination countries, the company said.

This renewal follows approval by the US EXIM Board of two financial institution buyer credit (FIBC) policies issued to participating financial institutions for short-term facilities extended to Trafigura.

James Murphy-O'Connor, Trafigura's Head of ECA Finance, said: "These expanded US EXIM-

backed facilities demonstrate our continued commitment to facilitating American energy exports.

"By connecting US producers with key international markets, we're supporting both American energy sector growth and global energy security through reliable, diversified supply chains," he said.

Macquarie to expand its LNG trading interests

Finance and trading company, Macquarie plans to expand its LNG business by growing its physical trading department.

According to sources talking with Bloomberg, the company is hoping to capture a larger part of the fast growing market, pursuing long-term LNG supply deals of up to 10-15 years.

This strategy will involve taking positions in shipping and assets, sources said.

Macquarie's physical LNG plans are currently being developed through a non-banking unit, with the company hoping to expand the team in the coming months.

Recently, the company hired former Equinor executive, Samuele Ravelli to head up the global LNG trading business.

Earlier last month, it was reported that Macquarie would move its commodities trading sector out of its banking entity, as it is less constrained by regulatory requirements.

In August, Macquarie signed a sales and purchase agreement (SPA) with Mexican developer, AMIGO LNG to supply 600,000 tonnes a year of LNG for 15 years, aiming to start in 2028.

It was also said that the bank is also in the process of converting a preliminary offtake deal with the planned Texas LNG project into a binding agreement. ■

The Ikdu conundrum

TotalEnergies' chartered LNGC, 'Minerva Amorgos' sailed from Egypt's Idku LNG terminal on 20th September with what was claimed to be an export cargo bound for Europe, according to S&P Global Commodities at Sea (CaS) data.

This marked a rare export from the facility, which has seen limited activity in recent years, especially since Egypt reverted to being a net importer last year.

She initially discharged a US Cameron cargo at Ain Sokhna via the FSRU 'Energos Power' on 15th September. She then berthed at Idku showing a draft of 9.6 m and sailed with a draft of 11.2 m.

She arrived at Sagunto, just north of Valencia in Spain, on 26th September and sailed on the 27th and at the time of writing was heading across the Atlantic 'for orders', according to AIS ship tracking data.

Idku, which has been operational since 2005, has two liquefaction trains with a combined capacity of 7.2 mill tonnes per year, equivalent to around 120 export cargoes.

However, exports have been sporadic: the last shipment before September was in April under a Shell charter, while the plant exported just four cargoes last year - two for Shell and two for TotalEnergies.

Market sources told S&P Global that the latest loading may be

more technical than commercial to keep the facility functioning.

"I think it is a technical cargo, there are one to two per year approximately," a European-based trader said. "This does not indicate Egypt will be exporting more anytime soon. Contractually, the terminal must remain operational, so even if they liquefy small truck-load volumes over time, eventually it amounts to a cargo that they can export."

A second European trader thought that Idku would still produce a few cu m of LNG every day, so it made sense that it could export a full load, with either TotalEnergies or Shell taking it.

Mehrun Etebari, senior principal analyst at S&P Global Commodity Insights, explained that the export could help Egypt to meet some arrears.

"While technical reasons could be an explanation - as they most likely were when the plant exported its first cargo in a year in April, 2025, despite Egypt being a heavy LNG importer - another possibility is that Egypt could be allowing sporadic LNG exports to help pay down

arrears to international partners," Etebari said, adding "Shell and Petronas, whose investment drove critical new output additions from two phases at the West Delta Deep Marine gas project in the past year, are both partners in the liquefaction plant."

Oversupply

However, other market sources said Egypt could be re-exporting, due to over procurement.

"The only reasonable explanation is because [Egypt doesn't] need it," a Mediterranean based LNG trader said. "It was an imported cargo discharged in Idku and then reloaded as not needed."

Another trader said Egypt was pushing volumes back into the market, and should this trend continue, spreads between LNG and TTF could further widen in Europe.

"Egypt will sell it now and probably buy it back at a mega premium in summer, it's crazy," another trader said.

Egypt has imported around 3.17 mill tonnes of LNG in 46 cargoes thus far in the third quarter of this year, the highest quarterly volume on record, according to Commodity Insights data.

Egypt's domestic consumption remained high and with LNG demand projected at 8 mill tonnes for this year and 11 mill tonnes in 2026, according to Commodity Insights analysts, imports are expected to dominate the balance sheet until late 2030s, even as Idku's sporadic exports keep the plant technically operational.

It has also been reported that at least three loaded LNGCs were waiting off the two Egyptian FSUs to discharge their cargoes. ■



Egypt's Idku terminal

French LNG terminal strikes to continue

Workers at French LNG terminals will continue to block ships from discharging until their salary demands are met, two CGT union representatives warned last Friday.

The blockade at three out of four of the country's terminals has reduced gas outflows from one of Europe's top gas buyers and lifted prices last week.

LNG terminal operator Elengy has invoked *force majeure* at its three French terminals, due to the month-long strikes and said no ships can discharge until 2nd

October.

Reduced deliveries from French LNG terminals contributed to a 1.3% rise in the price of the Dutch TTF front-month benchmark European gas contract last Thursday, though the impact was muted on Friday, due to increased flows from Norway, where a maintenance period is ending, analysts said.

Unions could continue their blockades beyond 2nd October if conditions are not met, the union representatives said, potentially

further lifting prices.

France is Europe's fourth largest gas importer, with much of the supply sent to neighbouring countries. Its gas exports have jumped since 2022 when Russian piped gas to the European Union was shut off following the invasion of Ukraine.

The country is also Europe's largest importer of Russian LNG, buying around 4 mill tonnes in the first eight months of this year with a significant amount going through Elengy's Montoir terminal on the River Loire.

Both of Elengy's Fos terminals, located near Marseille, were blocked from sending out gas, with reduced outflows from the Montoir terminal, a spokesperson said last Friday.

The last ship to berth and discharge at Fos arrived on 12th September, while the last to discharge at Montoir was on 21st September, LSEG data showed.

Three full LNGCs were anchored near the ports waiting to discharge, LSEG data showed at the end of last week. ■

CoolCo/EPS merger takes a step closer

This week, Cool Company (CoolCo) received Board approval for its proposed merger with a newly formed, wholly owned subsidiary of EPS Ventures.

As revealed last week, EPS will acquire all of the outstanding shares of CoolCo that are not already held by the Singapore company in exchange for \$9.65 in cash per common share.

The share acquisition price represented a 26% premium to the closing price on 22nd September, 2025 and a 38% premium to the volume weighted average share price of CoolCo's common shares for the 90 trading day period through that date.

CoolCo's Board established an independent special committee, which together with its own independent legal and financial advisors, was formed to review and negotiate the terms of the proposed merger.

This committee has completed its review and unanimously determined that the transaction, including the merger, is fair to, and in the best interests of, the company and its shareholders and has recommended that the Board approve

the transaction and recommend approval of the merger to the shareholders.

Best interests

Likewise, the Board has determined that the merger is in the best interests of CoolCo and its shareholders and supported the merger and has, with the committee's approval and recommendation, approved the transaction and unanimously recommended that shareholders vote in favour of the transaction.

"We recognise the important chapter that CoolCo has had as a public company since February, 2022 and thank our fellow shareholders for their support as CoolCo moves to the next chapter," said Cyril Ducau, Eastern Pacific Shipping (EPS) CEO.

"Despite challenging market conditions, the company has performed well and distributed dividends that have provided meaningful returns to shareholders.

"Our transition to private ownership marks a new chapter where our priorities are clear: strengthening CoolCo's long-term future while delivering dependable, lower-emission solutions for our



CoolCo's 'Kool Husky' is soon to join EPS' fleet

clients," he said.

"The special committee carefully evaluated the proposed merger with the assistance of independent financial and legal advisors. After a thorough review of the terms, alternatives, and strategic implications, we believe this transaction delivers fair value and is in the best interests of the company's shareholders and we have recommended to the Board that it makes a recommendation to shareholders to vote in favour," added Sami Iskander, Chair of CoolCo's special committee.

The merger is expected to close during 4Q25 or 1Q26, subject to approval of the transaction

by holders of a majority of the common shares of CoolCo and the satisfaction of certain other customary closing conditions.

EPS owns 59.3% of the common shares outstanding and intends to enter into a support agreement with the company committing to vote its common shares in favour of the merger.

Evercore is acting as financial advisor to the special committee and Latham & Watkins is acting as legal counsel to the committee, while Skadden, Arps, Slate, Meagher & Flom (UK) is acting as legal counsel to EPS and Credit Agricole is acting as financial advisor to EPS. ■

Fluxys reports revenue rise

Belgian energy company and terminal operator, Fluxys, has reported revenue of €329.3 mill in the first half of 2025, up €32.6 mill year-on-year (€296.7 mill) on 1H24.

The rise can be primarily explained by the change in the components covered by the regulated tariffs. This tariff methodology stipulates that reasonable operating costs should be covered by revenue, the company explained.

Net profit fell from €40.6 mill to €32.3 mill, mainly due to expenditure on the hydrogen and CO₂ business areas for which a regulatory framework is currently being developed.

Investments in property, plant and equipment came to €88.7 mill in 1H25, compared to €37.1 mill for the same period in 2024. Of this amount, €48.4 mill was allo-

cated to gas transmission, €25.7 mill to hydrogen transmission, €8.1 mill to CO₂ transmission and €4.5 mill to storage-related projects.

The geopolitical situation in Ukraine has significantly altered the dynamics of the gas markets and the direction of gas flows.

With Zeebrugge serving as a crossroads, the Belgian network continued to play its role as an energy hub in Northwest Europe.

Shipping traffic hit an unprecedented high in 1H25 with nearly 80 ships discharging at the Zeebrugge LNG terminal. On 6th June, flows from the terminal into the Belgian grid set a new record at 716 GWh, equivalent to the output from 30 nuclear units in one day.

Demand for natural gas flows from Belgium to Germany and the Netherlands increased significantly

in 1H25, compared to 2024.

Border-to-border volumes in 1H25 were up 20% to 160 TWh, while volumes for consumption on the Belgian market rose slightly to 82 TWh, compared to 79.5 TWh in 1H24.

Flows to Germany increased to 98 TWh (compared to 84 TWh in the same period of 2024), while flows to the Netherlands totalled 48 TWh (compared to 36 TWh in the 2024 period).

Storage full

In view of the war in Ukraine, the European Union requires member states to ensure, by 1st November each year, that their gas storage facilities are at least 90% full, so they can go into the winter with buffers filled as much as possible. The Belgian underground storage facility in Loenhout was already

completely full by early August, the company claimed.

Additional capacity is needed on the Belgian network to offset the loss of L-gas from the Netherlands, supply the new power plants that are being commissioned and maintain substantial flows to Germany. Accordingly, Fluxys said it was laying a new pipeline on the Zeebrugge/Brussels axis that is fully future-proof in light of the energy transition.

At the end of March, the EU's 14th sanctions package against Russia entered into force, prohibiting reloading of LNG from Russia for export to non-EU countries.

Fluxys claimed that the Zeebrugge LNG terminal continued to operate in full compliance with the applicable Belgian, European and international regulations. ■