

IEA reckons China will remain world's top LNG buyer this year and in 2025

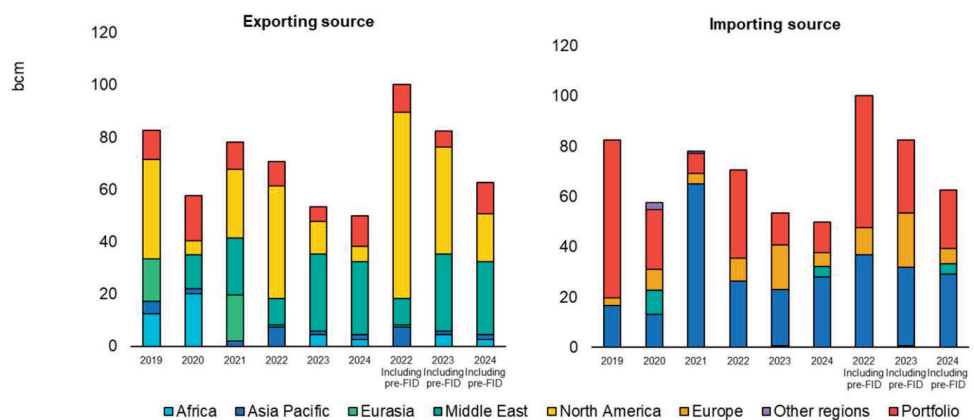
China will stay the driving force behind the world's LNG demand this year and next, according to Keisuke Sadamori, the International Energy Agency's (IEA) director for Energy Markets and Security. The country's unabated energy hunger, particularly for natural gas and LNG, is due to "strong industrial demand," he told a conference in Hiroshima, Japan.

Asia's largest economy last year overtook Japan as the world's top LNG buyer, when the latter's demand started to fall as a consequence to nuclear reactor restarts, accelerated roll out of renewable energy and weak economic growth.

But despite the overall slow

Asian buyers continue to drive new LNG purchase contracts

Volume of contracts concluded in each year split by exporting and importing source, 2019-2024



Notes: Contracted volumes used for the analysis are associated with confirmed export projects that have taken FID. 2024 represents volumes signed by the end of August 2024. "Portfolio" volumes are contracted by a market player who may source product from one or multiple regions to fulfil contractual obligations. Source: IEA analysis based on ICIS (2024), [ICIS LNG Edge](#).

GDP growth in both Japan and China, gas demand in the People's Republic increased by around 10 percent in the first eight months of this year and is set

to expand by 16 percent by 2025, compared to 2023. According to IEA analysis, this is mainly driven by industrial sectors, as well as by some coal-to-gas switching in

electric power generation.

"Strong domestic demand growth is set to drive up China's energy imports to new record highs, both in 2024 and 2025,

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More buy tenders in Japan, while Indian and Chinese majors embrace LNG trading

Japanese utility buyers are understood to have purchased three spot cargoes via a tender, consisting of two December deliveries and one January delivery. China's Sinopec bought a cargo for December delivery – via a much observed buy tender – after about a year of not purchasing any cargoes that way.

Sinopec is one of several Chinese energy companies who secured LNG cargoes for delivery this winter. Overall Chinese LNG stocks at ten selected LNG terminals have reached around

1.93 million tons, up slightly by some 0.33 million tons year-on-year.

Yet, some Chinese state-run oil & gas majors are no longer just looking at physical stock as they increasingly venture into trading commodities. Some front-runners have already opened offices in Singapore, New York and/or London.

Japan returns to the market

From early October onwards, several Japanese utilities were

seen returning to the global gas market, seeking prompt LNG deliveries. At least one Japanese utility secured a prompt delivery in end-September – at a premium to JKM prices – to fulfil fuel requirements for power generation.

JERA, Japan's largest LNG buyer, recently agreed to off-take 0.40 mtpa of LNG from Woodside of Australia over a 10-year period starting April 2026.

LNG stocks held by major Japanese power utilities, a sub-

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solidifying its position as the world's largest LNG market," Sadamori commented.

It is worth noting that China produces rising volumes of gas at home, in addition to importing natural gas through pipelines from Russia, Azerbaijan, Kazakhstan and to a lesser extent from Myanmar (the former Burma) and a joint team from China-Nepal in recent months started oil & gas exploration in northwestern Nepal's Dailekh region. Apart from long-term pipeline gas deliveries, China also imports LNG cargoes – mostly under oil-indexed term

contracts but increasingly also spot cargoes.

State buyers keep their eyes peeled on Russia

Volumes of natural gas and LNG imported by China keep growing as the Peoples Republic needs the cleaner-burning fuel as a backup for its growing share of renewables in the energy mix. According to Chinese customs data, the volume of gas imported by China was last reported at 11.99 mill tonnes, a rise of 1.9 percent month-on-month – mostly covered by Russian pipeline gas.

Oil imports, in contrast, fell by 7.3 percent to 45.48 million tonnes. Officials from China's General Customs Administration pointed out that the country increased its foreign gas purchases by 13 percent in the first three quarters of 2024, while oil imports decreased by 2.8 percent over the same period.

Demand for gas soars, oil stays sluggish

Customs data shows that China's overseas supplies of gas and oil in the first nine months of 2024 reached 99.08 million tonnes and

412.38 million tonnes, respectively. In terms of value, gas supplies reached \$48.65 billion – up 3.7 percent, compared with January/September, 2023 – while crude oil supplies totalled \$248.72 billion, a rather tiny 0.2 percent uptick.

In 2023, oil volumes imported to China were up 11 percent to 563.99 mill tonnes and natural gas imports by 9.9 percent to 119.97 million tonnes in 2023 – and demand has not been stopping there.

Russia was, in fact, the leading exporter of energy to China, with the country having purchased 107 mill tonnes of Russian oil (+24 percent) and 8 million tonnes of LNG (+23 percent) last year. Deliveries through the Power of Siberia gas pipeline increased 1.5 times to a record-breaking 22.7 billion cubic metres.

“Volumes of natural gas and LNG imported by China keep growing as the Peoples Republic needs the cleaner-burning fuel as a backup for its growing share of renewables in the energy mix.”

Vitol and China Gas agreed to swap US LNG volumes

China Gas Hongda Energy Trading (China Gas) and Vitol have signed into a long-term LNG swap arrangement. Under the accord, Vitol will buy 500,000 tonnes of LNG from China Gas' contracted US volumes on a free on board (FOB) basis and sell the same amount to China Gas on a delivered ex-ship (DES) basis from 2029.

“As a major participant in the China energy market, China Gas is dedicated to providing reliable, efficient, and low-carbon

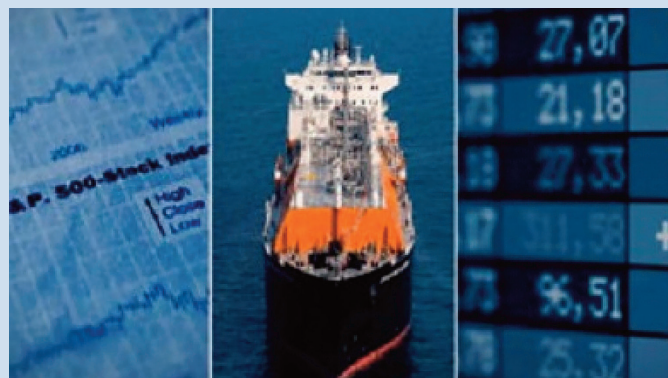
LNG to our clients,” said chairman Liu Ming Hui expressing confidence the deal will lead to “more comprehensive collaborations in the future” – and expand China Gas's clean energy business.

“The swap deal with Vitol, diversifies our LNG portfolio, strengthens downstream supply, and enhances efficiency across the value chain,” Hui said, while Vitol's head of LNG, EMEA Gas & Power, Pablo Galante Escobar said he was “delighted to enter into this swap arrangement with China Gas,” a highly respected

company and an important participant in Asian gas markets.

China Gas is one of the top five city gas operators in the country, while Vitol has traded

LNG for over 20 years and is expanding its presence globally. Last year, the company delivered over 17 million tonnes of LNG worldwide.



LNG China

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Subscription included with
LNG Journal

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set of aggregate LNG stocks, reached 2.02 million tons, up from a multi-month low of 1.63 million tons in late October. Gas inventories held by Japanese utilities fell to 1.88 million tonnes which is still higher than the 1.64 million tons held in September 2023. Analysts at

Rystad Energy reckon that “increased gas-fired power output may have drawn on the inventory levels as warmer-than-expected temperatures boosted residential demand for air conditioning.”

Indian buyers, meanwhile, are seen to be continuously issu-

ing buy tenders which analysts believe has been because they stock up pre-emptively before power demand increases in late October due to Diwali. LNG inventories in India are quite high currently, though the cold winter months are still ahead of us.

Asia-Pacific oil producers prioritize natural gas investments

CAPEX intensity of oil & gas producers in Asia-Pacific stays high, driven by upstream spending and energy-transition initiatives which makes producers prioritize investment in natural gas and LNG. According to Fitch Ratings, oil prices will retreat to mid-cycle levels by 2026, while earnings are bolstered by up to 15 percent growth in production volumes.

Natural gas investment, in particular, remains a priority as it is widely perceived as a 'transition

fuel,' says Fitch Ratings' director Corporate Credit Research, Michelle Leong.

Longterm decarbonisation targets make many state-run and private energy company rush to invest in wind and solar power, as well as carbon capture and storage (CCS), – even though such spending is still a small portion of total committed CAPEX.

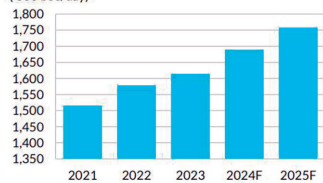
"Issuers with high expansionary CAPEX plans may see a slight increase in net leverage as EBITDA moderates on lower oil and gas prices," Leong said, "but leverage is likely to stay below levels seen in the last price-cycle low in 2020."

companies stems from their status as government-related entities or subsidiaries of such. This gives them easy access to domestic banking lines and capital markets which results in lower financing costs compared with independent power producers (IPPs), she explained.

Fitch's EBITDA interest coverage ratios among rated IPPs have, however, declined amid the higher interest-rate environment since 2023.

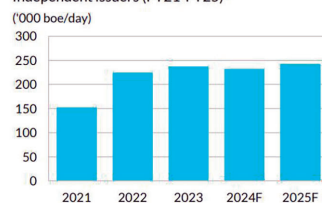
"We expect interest coverage ratios to remain adequate for these issuers' respective ratings, with generally low leverage offering some flexibility in accessing financing in the banking market," Leong concluded.

Average Production Volume
Sovereign-linked issuers (FY21-FY25)



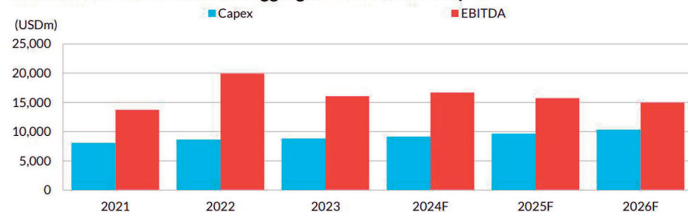
Source: Fitch Ratings, Companies

Average Production Volume
Independent issuers (FY21-FY25)



Source: Fitch Rating, Companies

Rated APAC O&G Producers' Aggregate EBITDA and Capex



Source: Fitch Ratings, Companies

Easy access to cheap finance

The strong financial flexibility of most rated Asia-Pacific oil & gas

Drop in JKM-TTF spreads for winter 24/25 'overdone'

LNG price spreads between the Japan Korea Market (JKM) and the Dutch Title Transfer Facility (TTF) for balance of winter 2024/25 contracts have fallen, but some analysts find this drop 'overdone.' London-based Energy Aspects forecasts the JKM-TTF spread will rise above US shipping differentials via the Panama Canal – opening the arbitrage for US spot cargoes to head to Asian markets at times of peak demand this winter.

Spreads narrowed to \$0.53 per MMBtu in recent weeks, down from around \$1.13/MMBtu in mid-September – with little fundamental change. Though freight rates have fallen, key US shipping differentials via the Panama Canal have delinked only by an average \$0.18/MMBtu month-on-month.

Energy Aspects hence upholds its bullish view on bal-winter outturn JKM prices, mainly due to their similar views on TTF winter 2024-25 prices amid rising geopolitical tensions in the Middle East and systematic buying at the TTF near-curve.

Supply risk

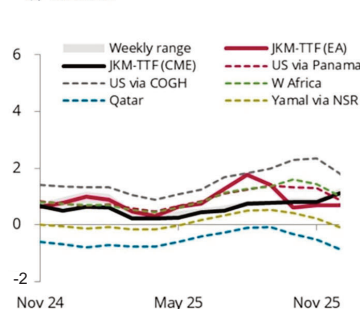
The likely end of Russian gas transits through Ukraine starting from January 2025 and Europe's rising gas demand in an average winter may lead to supply constraints in the EU, which in turn propel up fuel prices. "Our base case outturn JKM price forecasts average \$14.55/MMBtu, \$0.85/MMBtu above the latest CME settlements," they explain.

LNG buyers worldwide have launched tenders for 22 cargoes so far this month,

with eight of these confirmed, against 10 cargoes tendered and confirmed last October. Of the

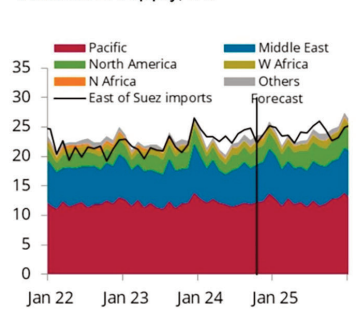
80 cargoes tendered in September, 53 were confirmed and 40 were bought by Asian companies.

JKM-TTF spreads, LNG freight diffs, \$/MMBtu



Note: Freight diffs are the increases in freight costs to send cargoes to Northeast Asia instead of Europe
Source: CME, Fearnleys, Argus Media Group,

Asia-Pacific imports vs assumed price-insensitive supply, Mt



Source: GTT, LSEG, Energy Aspects

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India's HPCL seeks commissioning cargo for Chhara terminal

India's Hindustan Petroleum Corp (HPCL) is in discussions with several counterparties to secure an LNG cargo to commission its new Chhara terminal in Rajasthan in December, or early January. Chhara, with 5 mtpa nameplate capacity and situated in western India, is HPCL's sixth terminal – developed to source long-term gas supply for adjacent power stations.

The terminal and related pipeline infrastructure are completed, market sources told Reuters, but the developer's previous attempt to commission the terminal in April failed, mainly due to bad weather.

'Good response' to EoI

State-owned HPCL said it had received "a good response" to its expression of interest (EoI) with several parties signalling they were ready to offtake firm volumes for 15 years. One of the industry sources said, the company he is working for is seeking one cargo per month for delivery starting no later than 2025 or early 2027, priced on a Brent-indexed basis.

Following a reassuring round of EoIs, state-run HPCL has short-

listed more than 20 prospective suppliers and floated a limited LNG import tender. These potential suppliers include Shell, Total-Energies and Vitol.

Already back in July, HPCL was looking to enter LNG import contracts as it was working towards bringing its Chhara terminal on-stream before year-end. Now, it seems this timeline may slip into early 2025.

Offtakers lined up

Stable LNG supply is of the essence to meet fuel requirements of two refineries and a new 180,000 barrels per day (bpd) refinery and petrochemical factory, currently under construction in Rajasthan.

The Indian utility Torrent Power and state-owned Gujarat State



Chhara LNG terminal in Rajasthan nears commissioning

Petroleum Corp (GSPC) are also trying to source firm long-term LNG supplies from 2026 or 2027. Torrent Power is seeking to enter a firm gas supply contract for about 1 mtpa with a tenure of 10 years, while GSPC is looking for 10-15 year supply deal for a volume of 0.5 mtpa, our sister publication LNG Journal understands. ■

PetroVietnam to supply LNG for Quang Trach II project

PV Gas, part of PetroVietnam, has agreed with state utility Vietnam Electricity (EVN) to deliver LNG from Vung Ang regas terminal to the Quang Trach II power project. Unit II had been a 1.2 Gigawatt (GW) coal-fired power plant repurposed into an LNG-fuelled unit – in line with Vietnam's 8th national power development plan.

EVN in September was granted approval in-principle for the Quang Trach II project which is expected to cost over 52,490 billion Vietnamese Dong, equivalent to US\$2.12 billion. Designed with a nameplate capacity of 1.5 GW, plant will run on combined-cycle gas turbine technology and will be

fuelled with regasified LNG sourced via the nearby Vung Ang terminal.

Integrated LNG-to-power project

PetroVietnam back in May also announced plans to spend \$2.5 billion in LNG import infrastructure in Ha Tinh central province, where PV Power proposed a 1.5 billion LNG-fuelled power plant with an initial capacity of 1,500 MW and a possible expansion to up

to 4,500 MW. According to PV Power, construction of that power plant will commence in 2026 and enter commercial operations in 2030.

The adjacent LNG import terminal is slated for completion in late 2029 or early 2030, with an annual capacity of 1 to 3 mtpa, dependent on the progress of the power plant. Both projects will be situated in Vung Ang Economic Zone.

Economics of both projects are closely interlinked: "Development of an LNG terminal is only feasible as long as there is an LNG-fired power plant as a major LNG consumer," said PetroVietnam chairman Le Manh Hung. ■



PetroChina is one of the country's state majors who ship LNG to Vietnam

Sinopec signs HoA with Total for 2mtpa

French energy giant, TotalEnergies has signed a sales agreement (HoA) with China's Sinopec for the delivery of 2 mill tonnes of LNG per year for 15 years, starting in 2028.

Thanks to this long-term supply deal with one of the leading LNG players in the country, the French major has strengthened its long-term position in the Chinese market, the world's largest LNG buyer. The Paris-based company said the latest deal follows a strategic co-operation pact signed during President Xi Jinping's state visit to France earlier this year.

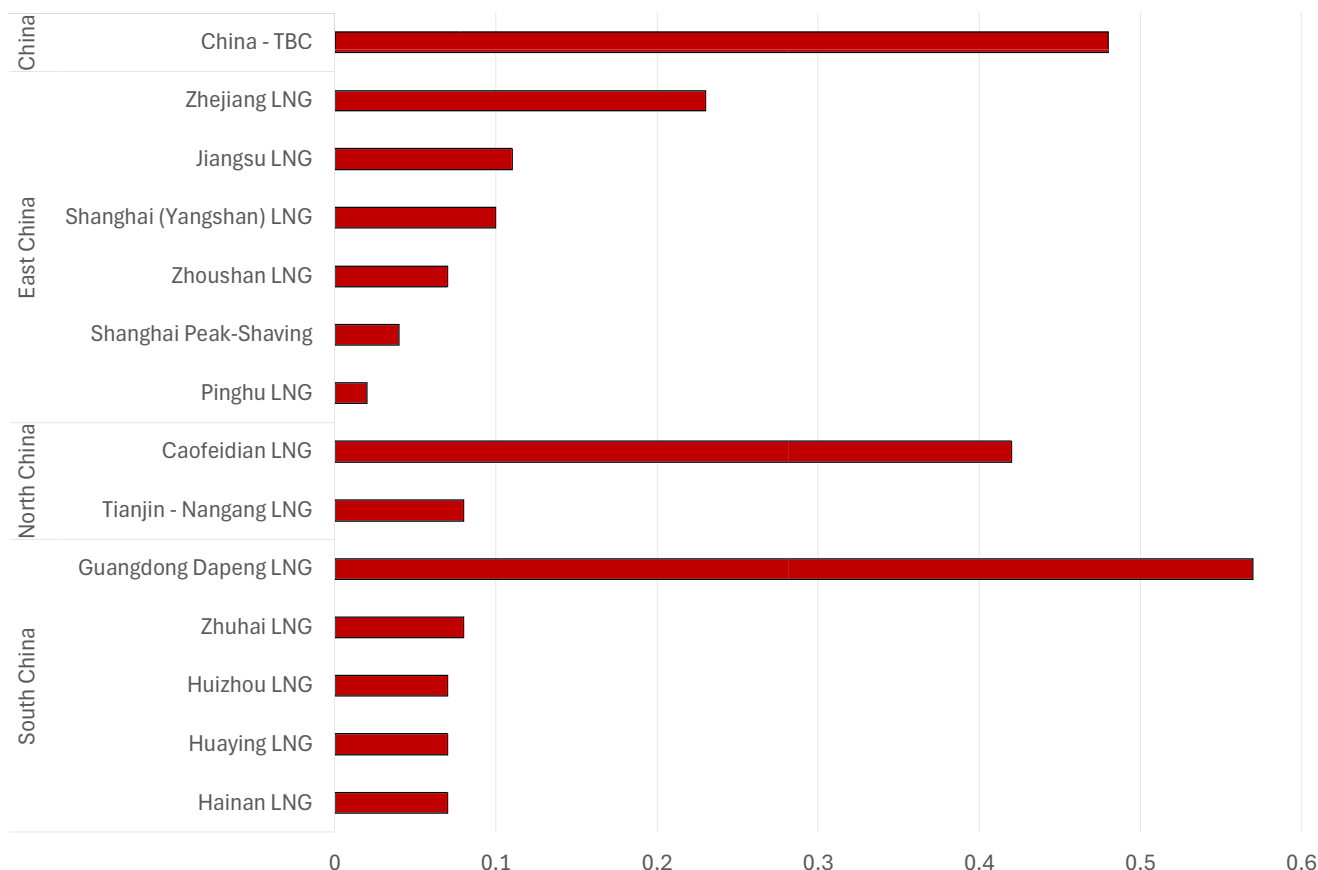
Heightened risk of over-investment

Commenting on the IEA's 2024 World Energy outlook, analysts pointed out the risk that oversized investments in fossil fuels will create a lose-lose situation – driving prices down to create demand to absorb supply increases. According to the Institute of Energy Economic and Financial Analysis (IEEFA), this could slow down the energy transition globally, and deliver financial losses for producers. ■

Chinese LNG Demand Outlook

There were 2.41mmt of LNG on the water with destinations in China according to our market visibility at the time of writing on 7 November. These cargoes had an estimated delivery horizon of 22 December. Only one of these inbound cargoes had originated in the United States, amounting to 0.08mmt, whilst 0.93mmt are due from Qatar and Australia had 0.77mmt directed to China. Six cargoes totalling 0.48mmt were broadly headed for China but still had to declare their destination terminals.

Chinese LNG Demand Outlook (MMt)



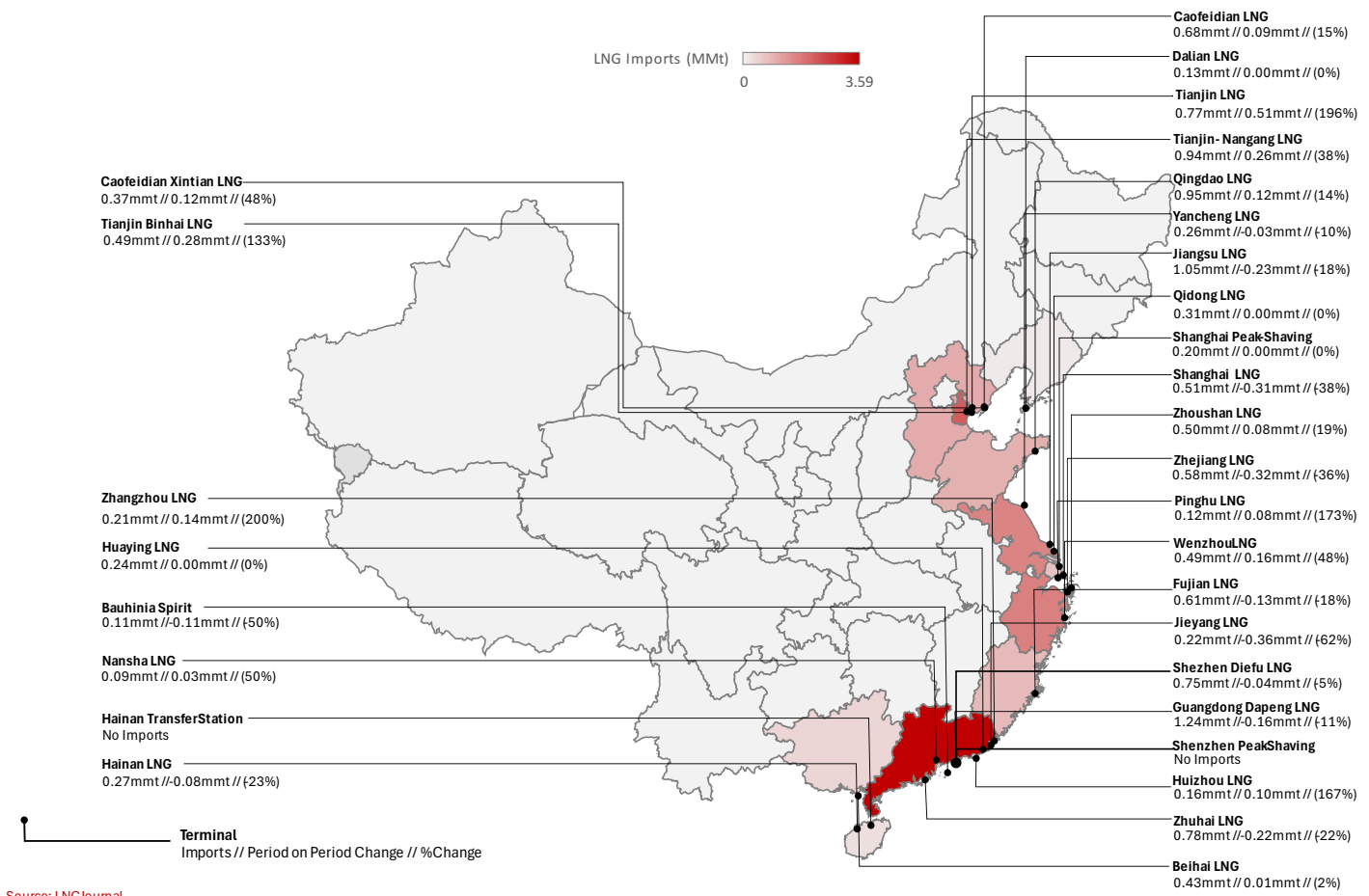
Most LNG cargoes still in transit at the time of writing and with scheduled arrivals at specified ports in China were due to arrive in South China and amounted to 0.86mmt, led by Guangdong Dapeng LNG, which as a destination was followed by the Zhuhai LNG terminal. However, we highlight that cargoes tagged with the destination of 'Guangdong Dapeng LNG' have frequently been arriving at other Chinese terminals shortly after arriving in Chinese waters. Concurrently, the North China region was looking to receive roughly 0.50mmt, led by 0.42mmt headed for the

Caofeidian LNG terminal. Again, we caution that this declared destination might be misleading as the cargo may eventually arrive at one of the other terminals in Bohai Bay. Meanwhile, anticipated LNG deliveries to East China amounted to 0.57mmt. Apparent demand there was led by 0.23mmt going to the Zhejiang LNG terminal at the time of writing, followed by Jiangsu LNG with 0.11mmt.

Six LNG cargoes totalling 0.48mmt were broadly headed towards China but without

specifying an arrival port. The shipments aboard the Nikolay Zubov, LNG Phecda, LNG Merak, Lena River, GasLog Windsor and Al Mafyar had an arrival horizon of 22 December. The four Russian vessels were carrying Yamal LNG cargoes – either directly from the plant or via Zeebrugge reloads – whilst the GasLog Windsor was transporting the sole US cargo from Sabine Pass LNG and the Al Mafyar a Qatari contingent.

Chinese LNG Demand: September-October 2024



LNG Demand

China's monthly LNG offtake in October amounted to 6.64mmt, our data showed at the time of writing, which constituted negative month-on-month demand growth of 0.18mmt (-3 percent) from the 6.82mmt we recorded in September. Chinese demand during the report period of September and October of 13.46mmt had thus nevertheless increased by 0.52mmt (4 percent) from total imports of 12.94mmt during the preceding two-month report period of July and August 2024. China's LNG imports in July and August stood at 6.32mmt and 6.75mmt, respectively. Accordingly, China's annualised LNG import capacity utilisation during the current report period stood at roughly 54 percent, up 2pp from the previous report period of July-August. The amount imported during the report period thus also constituted a robust increase of 2.31mmt (21 percent) from the 11.15mmt we recorded during the September-October period of 2023.

GDP & Prices

China's economic performance has shown varying results throughout 2024. The year

commenced brilliantly, with GDP expanding by 5.3 percent year-on-year in the first quarter, exceeding market expectations and marking the most robust growth since the second quarter of 2023. This initial surge was driven by strong industrial output and steady, albeit slowing, growth in the services sector. Chinese LNG consumption reflected this growth pattern.

However, the momentum waned in the second quarter, with the economy growing by 4.7 percent year-on-year, falling short of the 5.1 percent market forecast. This deceleration represents the weakest yearly advance since the first quarter of 2023, reflecting persistent challenges in the property sector, weak domestic demand, a depreciating pound sterling, and ongoing international trade tensions.

Despite the second-quarter slowdown, the economy achieved 4.6 percent growth in the third quarter of 2024, marginally outperforming the Reuters poll forecast of 4.5 percent. Nevertheless, this still represented a decline from the 4.7 percent the previous quarter. The Chinese government, meanwhile,

reaffirmed its confidence in the economy's manufacturing sector resilience and maintained its full-year GDP growth target of 5.0 percent.

Notably, a Reuters poll forecast suggests China's economy would likely expand 4.8 percent in 2024, falling short of Beijing's target, and growth could cool further to 4.5 percent in 2025 as structural weaknesses in the property and household sectors remain insufficiently addressed by recent government stimulus measures.

Our calculations based on Chinese customs data indicated China's landed LNG prices averaged US\$12.94/mmBtu during the report period of September-October, still down drastically from a peak of almost US\$28/mmBtu in January 2023 but up from the average of US\$12.51/MMBtu for the previous two-month period of July-August.

Chinese domestic LNG prices also increased in September and October, with the highest privately quoted domestic price during the report period having increased to US\$15.44/mmBtu from US\$14.66/mmBtu

during the preceding two months of July and August. The average Chinese domestic LNG price during the report period also increased by US\$1.28/mmBtu to US\$14.18/mmBtu from around US\$12.90/mmBtu during the previous two months.

Meanwhile, the average domestic price indicated by the National Bureau of Statistics (CNBS) stood at US\$14.31/mmBtu for the September-October period, which represented an increase of US\$1.15/mmBtu (9 percent) from US\$13.16/mmBtu during the previous two months.

North China

LNG demand increased in the north of China during the report period up to 31 October, with offtakes up by 1.38mmt (47 percent) from 2.95mmt in the two months of July-August to 4.33mmt for the report period of September-October. The largest share of LNG influx into the region during the report period took place via the Qingdao LNG terminal.

China's North led by Qingdao LNG

Qingdao LNG topped the list of northern terminals with imports of 0.95mmt during the report period. This represented an increase of 0.12mmt (14 percent) compared to the previous period's 0.83mmt. Imports originated from Ras Laffan, PNG LNG, Australia Pacific LNG and Malaysia LNG.

Tianjin - Nangang LNG

Tianjin - Nangang LNG recorded imports of 0.94mmt, a significant increase of 0.26mmt (38

percent) from 0.68mmt in the previous period, according to our data. Cargoes were sourced from EG LNG, Australia Pacific LNG, Das Island, NWS LNG and Ras Laffan.

Tianjin LNG

Tianjin LNG imports increased to 0.77mmt, a boost by 0.51mmt (196 percent) from

0.26mmt. Supply sources included Gorgon LNG and Australia Pacific LNG.

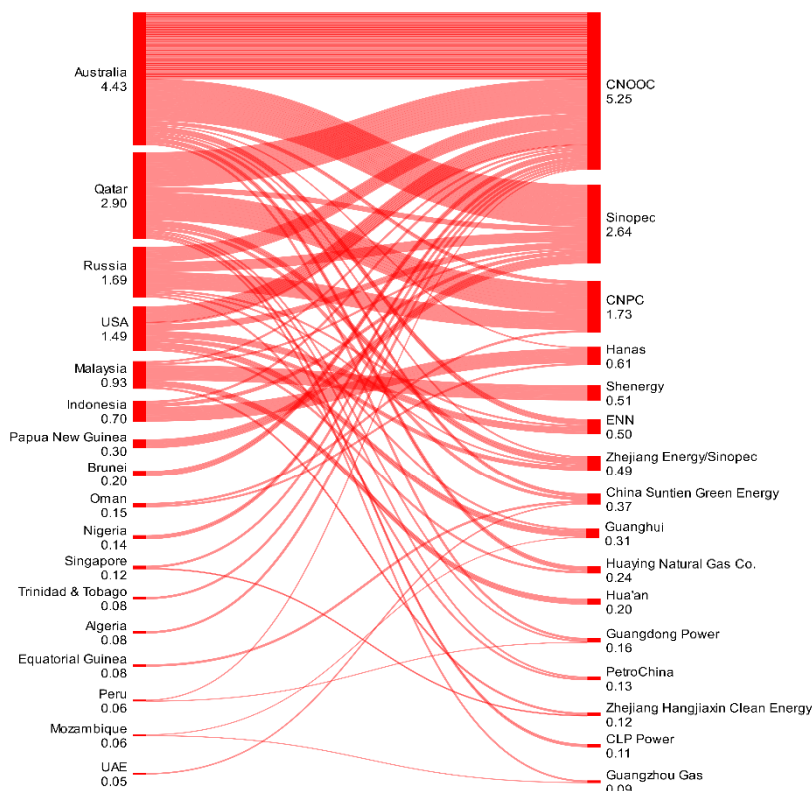
Caofeidian LNG, Caofeidian Xintian LNG, Tianjin Binhai LNG and Dalian LNG

The remaining four northern terminals – Caofeidian LNG, Caofeidian Xintian LNG, Tianjin Binhai LNG and Dalian LNG – also saw significant period-on-period growth. Caofeidian LNG's imports increased to 0.68mmt, up 0.09mmt (15 percent) from 0.59mmt, sourcing cargoes from Ras Laffan and Yamal LNG. Caofeidian Xintian LNG, meanwhile, grew much faster, importing 0.37mmt, up 0.12mmt (48 percent) from 0.25mmt, supplied, inter alia, by EG LNG and Australia Pacific LNG. Tianjin Binhai LNG's imports grew to 0.49mmt, up 0.28mmt (133 percent) from 0.21mmt, receiving LNG mainly from Gorgon LNG and Australia Pacific LNG. In contrast, Dalian LNG only maintained offtakes period-on-period with 0.13mmt imported from Ras Laffan and Yamal LNG. Collectively, these four terminals imported 1.67mmt during the report period, showing an overall increase of 0.49mmt (42 percent) from 1.18mmt in July-August.

East China

At the time of writing, demand in East China was dominated by the wider Shanghai area, where Jiangsu LNG imported 1.05mmt

Chinese LNG Buyers (MMt)



Source: LNG Journal

Chinese Gas Prices



Source: LNG Journal, CNBS, GACC, Domestic Traders

during the report period, even as this constituted a decrease of 0.23mmt (-18 percent) from 1.28mmt in the previous period for the plant. Overall, the Shanghai area LNG terminals reduced their combined offtakes by 0.15mmt period-on-period. Jiangsu LNG sourced its cargoes from Ras Laffan, Yamal LNG, Oman LNG and Gorgon LNG. In line with the Shanghai area's negative demand growth, LNG demand in East China was down by 0.26mmt (-6 percent) period-on-period to 4.02mmt in September-October from the 4.28mmt we recorded in July-August.

Wider Shanghai area

The remaining wider Shanghai area – comprising Shanghai (Yangshan) LNG, Shanghai Peak-Shaving, Pinghu LNG and the Qidong facility – imported a total of 1.14mmt over the report period. Shanghai (Yangshan) LNG saw a significant decrease to 0.51mmt, down 0.31mmt (-38 percent) from 0.82mmt previously, sourcing from all cargoes from Malaysia LNG. The Shanghai Peak-Shaving facility, meanwhile, maintained its offtakes at 0.20mmt, unchanged from July-August. The facility's cargoes were also solely supplied by Malaysia LNG. Bucking the trend were the Pinghu and Qidong LNG terminals. Pinghu LNG's imports increased to 0.12mmt, up 0.08mmt (173 percent) from 0.04mmt, with supply from Malaysia LNG and a re-export from Singapore. Qidong LNG stormed back into the market with offtakes amounting to 0.31mmt following no demand during the previous period, our data indicated.

Yancheng LNG & Wenzhou LNG

Yancheng LNG experienced a significant decrease in imports to 0.26mmt, down 0.03mmt (-10 percent) from 0.29mmt in the previous period. It received LNG from Queensland Curtis LNG, Australia Pacific LNG and Yamal LNG. After Wenzhou LNG was not seen in the market during April-July but made a significant return in July-August, the terminal continued to grow its offtakes by 0.16mmt (48 percent) to 0.48mmt in September-October from 0.33mmt. Its supply sources included Sabine Pass LNG, Sakhalin-2 LNG, Wheatstone LNG and Ras Laffan.

Zhejiang & Zhoushan LNG

Zhejiang LNG's imports slumped to 0.58mmt, down by 0.32mmt (-36 percent) from 0.90mmt in the previous period. It sourced from a diverse range of suppliers

including Ras Laffan, Atlantic LNG, Yamal LNG, Calcasieu Pass LNG and Queensland Curtis LNG. Meanwhile, Zhoushan LNG saw a relatively modest increase to 0.50mmt, up 0.08mmt (19 percent) from 0.42mmt. Zhoushan's supply came from Gorgon LNG, Yamal LNG, Corpus Christi LNG, Sabine Pass LNG, Cameron LNG and Pluto LNG.

South China

Regional imports in South China – where LNG demand is primarily determined by the southern industrial clusters surrounding Shenzhen – saw a significant regional demand decrease during the report period of September-October, our data showed. The region's imports amounted to 5.11mmt over the report period, which meant they were down by 0.60mmt (-11 percent) from the 5.71mmt we recorded in July-August.

Shenzhen terminals

South China's imports were led by Guangdong Dapeng LNG, which saw offtakes of 1.24mmt, a decrease of 0.22mmt (-15 percent) from 1.46mmt in the previous period. Nevertheless, this still placed it first among China's terminals, with supply sources including Ras Laffan, Brunei LNG, NWS LNG, Singapore LNG and Tangguh. Neighbouring Shenzhen Diefu LNG imported 0.75mmt, a slight decrease of 0.04mmt (-5 percent) from 0.79mmt, sourcing cargoes from, inter alia, NWS LNG, Yamal LNG, Bonny Island and Malaysia LNG. The adjacent Shenzhen Peak-Shaving facility was not seen in the market this period with imports down by 0.02mmt as a result.

Zhuhai and Fujian LNG

Zhuhai LNG saw a significant decrease in offtakes to 0.78mmt, down 0.22mmt (-22 percent) from 1.00mmt the previous period. Supply came from Ras Laffan, Pampa Melchorita LNG, Freeport LNG, Australia Pacific LNG, Queensland Curtis LNG and Gorgon LNG. Fujian LNG also saw negative growth, with imports down to 0.61mmt, a decrease of 0.13mmt (-18 percent) from 0.74mmt. Its supply sources included Tangguh, Queensland LNG and Oman LNG.

Jieyang and Beihai LNG

Jieyang LNG saw a significant decrease in imports to 0.22mmt, down 0.36mmt (-62 percent) from 0.58mmt. It received cargoes

from Ras Laffan, Arzew and Cove Point LNG. In contrast, Beihai LNG saw a slight offtake increase, with imports growing by 0.01mmt (2 percent) from 0.42mmt. Supply came from Australia Pacific LNG, NWS LNG, Bontang, Queensland Curtis LNG and Tangguh.

Hainan LNG and Bauhinia Spiri

Hainan LNG decreased imports to 0.27mmt, down by 0.08mmt (-23 percent) from 0.35mmt, sourcing its cargoes from Malaysia LNG, Bonny Island and Queensland Curtis LNG. Concurrently, the Bauhinia Spirit FSRU offshore Hong Kong saw significant negative growth, with imports halving to 0.11mmt. It received supply from Ras Laffan.

Zhangzhou, Nansha, Huizhou and Huaying LNG

Notably, Zhangzhou LNG continued to boost imports to 0.21mmt, up 0.14mmt (200 percent) from 0.07mmt, with supply from Sakhalin-2 LNG, Yamal LNG and Sabine Pass LNG. Nansha LNG also rapidly increased imports by 0.03mmt (50 percent) to 0.09mmt, sourcing cargoes from Ras Laffan and Coral Sul FLNG.

Huizhou LNG, a new terminal, continued its import ramp up by 0.10mmt (167 percent) to 0.16mmt with cargoes from Pampa Melchorita LNG, Australia Pacific LNG and Ras Laffan. The facility received its commissioning cargo during the previous report period. With three 200,000 cubic metre tanks and a 6.10 million tonnes of annual capacity, Huizhou LNG represents a significant addition to China's LNG infrastructure and is a crucial component in both Guangdong Energy's and Huizhou city's carbon-neutral strategies.

Moreover, the newly inaugurated Huaying terminal took in 0.24mmt in initial volumes from Australia Pacific LNG and Freeport LNG. Of similar capacity to Huizhou, the terminal commenced operations in September 2024. It features three 200,000 cubic metre storage tanks and connects to both the Chaozhou and Guangdong provincial pipeline networks.

Region	Terminal	Export Basin			October 2024	September 2024	Rep. Period Utilisation
		Atlantic	Middle East	Pacific			
North	Caofeidian LNG	0.22	0.17	—	0.39	0.29	63%
	Caofeidian Xintian LNG	—	0.11	0.07	0.18	0.19	44%
	Dalian LNG	—	0.06	—	0.06	0.07	13%
	Qingdao LNG	—	0.09	0.50	0.59	0.36	95%
	Tianjin - Binhai	0.15	—	0.06	0.21	0.28	59%
	Tianjin - Nangang LNG	—	0.09	0.27	0.36	0.58	52%
	Tianjin LNG	0.21	—	0.31	0.52	0.25	64%
East	Jiangsu LNG	—	0.33	—	0.33	0.72	60%
	Pinghu LNG	—	—	0.06	0.06	0.06	72%
	Qidong LNG	0.15	—	0.03	0.18	0.13	310%
	Shanghai (Yangshan)	—	—	0.25	0.25	0.26	51%
	Shanghai Peak-Shaving	—	—	0.08	0.08	0.12	20%
	Wenzhou LNG	0.08	0.08	0.06	0.22	0.27	98%
	Yancheng LNG	—	—	0.13	0.13	0.13	26%
	Zhejiang LNG	0.16	0.09	0.07	0.32	0.26	58%
	Zhoushan LNG	0.16	—	0.08	0.24	0.26	40%
	Bauhinia Spirit	—	0.06	—	0.06	0.05	12%
South	Beihai LNG	—	—	0.13	0.13	0.30	86%
	Dongguan LNG	—	—	—	—	—	0%
	Fujian LNG	—	0.07	0.31	0.38	0.23	58%
	Guangdong Dapeng LNG	—	0.09	0.51	0.60	0.64	97%
	Hainan LNG	0.07	—	0.15	0.22	0.05	54%
	Hainan Transfer Station	—	—	—	—	—	0%
	Huaying LNG	0.08	—	0.08	0.16	0.08	24%
	Huizhou LNG	—	—	0.08	0.08	0.08	24%
	Jieyang LNG	0.08	—	—	0.08	0.14	31%
	Nansha LNG	—	—	0.03	0.03	0.06	54%
	Shenzhen Diefu LNG	0.15	—	0.19	0.34	0.41	113%
	Shenzhen Peak-Shaving	—	—	—	—	—	0%
	Zhangzhou LNG	—	—	0.06	0.06	0.15	42%
	Zhuhai LNG	0.06	0.20	0.12	0.38	0.40	67%
Total		1.57	1.44	3.63	6.64	6.82	54%

Source: LNG Journal



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A handwritten signature in black ink, likely belonging to Jill Evanko.

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