# LNG Unlimited

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# Qatar overtakes Australia in LNG exports league

**This year has seen a rebound in LNG seaborne trade with global exports increasing by 4.6% year-on-year to 317.2 mill tonnes during the period January to September, from 303.2 mill tonnes for the same period last year, according to a recent report from Italian broking house, Banchero Costa.**

Global seaborne LNG trade increased gradually until 2023. However, in 2024 the growth stopped, with shipment volumes down by 1% y-o-y to 408.3 mill tonnes.

The largest exporter of LNG is the US, which accounted for 25% of shipments this year, followed by Qatar with 19.5%, Australia with 18.7% and Southeast Asia with 10.5%.

This year to September, the US exported 79.4 mill tonnes of LNG, representing a 22.7% y-o-y increase from 64.7 mill tonnes shipped in the same period of 2024. Qatar exported 61.7 mill tonnes, up 5.6%, while Australia shipped 59.2 mill tonnes, down 2.8% y-o-y.

Southeast Asian shipments declined by 0.6% y-o-y to 33.3 mill tonnes. Russia shipped 21.9 mill tonnes, down 5.4% y-o-y from 23.2 mill tonnes handled in 2024.

As for imports, the EU remained the world's highest, accounting for 24.3% of global LNG imports.

This year to September, the EU imported 77.1 mill tonnes, a rise of 23.2% y-o-y from 62.5 mill tonnes in January/September, 2024, and also above the record 75 mill in the same period of 2023.

The UK imported 6.1 mill tonnes, plus 23.6% y-o-y, but well below the 11.6 mill imported in the same period of 2023.

## Chinese imports drop

Mainland China imported 48.9 mill tonnes, down by 16.5% from 58.5 mill tonnes in January/September, 2024, while Japan imported 49.4 mill tonnes, down by 1.9%, South Korea imported 37.1 mill, a rise of 7.4% and India imported 17.8 mill tonnes during the period, down 8.1% y-o-y.

For many years, Qatar was the world's top LNG exporter. The country has now increased its export volumes again, overtaking Australia, but was well behind the US, Banchero Costa said.

Last year, Qatar exported 77.2 mill tonnes of seaborne LNG, according to LSEG vessel tracking data, accounting for 18.9% of global LNG shipments. The US was number one in 2024 with 88 mill tonnes, or a 21.6% share. Australia was just behind with 81.7 mill tonnes – a 20% share.

In the first nine months of this year, Qatar exported 61.7 mill tonnes of LNG, which was a 5.6% increase well behind the US' 79.4 mill tonnes, a 22.7% y-o-y increase. However, Qatar's total was above Australia's 59.2 mill tonnes, which was a 2.8% y-o-y drop.

Therefore, this year Qatar accounted for 19.5% of global exports and Australia 18.7%.

In terms of destinations, it was much less balanced between East and West than previous figures showed.

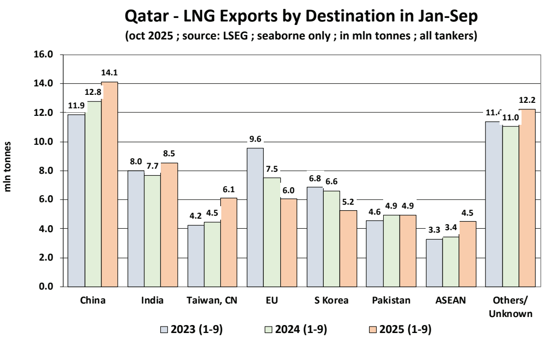
In January/September, 2025, LNG exports from Qatar to Mainland China increased by 10.6% y-o-y to 14.1 mill tonnes from 12.8 mill in the same period last year – a record.

Volumes to the EU have persistently declined since 2022, and were just 6 mill tonnes, down 19.5% y-o-y from 7.5 mill in January/September, 2024, and well below the peak 10 mill tonnes in 2022. The EU now accounts for just 9.8% of Qatari LNG shipments.

The second top Qatari destination was India, which accounted for 13.8% of the country's LNG shipments, an increase of 11.1% y-o-y to 8.5 mill tonnes.

Volumes from Qatar to Taiwan increased by 36.3% y-o-y to 6.1 mill tonnes from 4.5 mill in the same period of 2024, with Taiwan overtaking the EU and accounting for 9.9% of Qatari exports.

However, exports to South Korea collapsed by 20.8% y-o-y to 5.2 mill tonnes, accounting for 8.5%. Shipments from Qatar to Southeast Asia surged by 30.6% y-o-y to 4.5 mill tonnes during the period this year, Banchero Costa concluded.




Source: Banchero Costa

# Wilhelmshaven 2 helps Germany achieve record LNG imports

Germany's LNG imports have hit a record high.

This year's third quarter saw the largest volume fed into the German grid since the country's first LNG terminal opened in Wilhelmshaven in late 2022, according to data from the German network regulator, BNetzA.

According to Yahoo Finance, the figures showed that more gas was delivered at Germany's east coast LNG terminals this year than in each of the previous years.

The figures also showed that Germany's overall gas imports' LNG share also increased. After accounting for 8% of imports in the first half of 2025, as in the previous year, the figure for the third quarter was 13.25%, equating to a 10.9% share for the first nine months of this year.

LNG imported into Germany by the end of September this year amounted to around 74 TWh, of which about 35 TWh was delivered in 3Q25, BNetzA said, compared to around 69 TWh in 2024, and about 70 TWh in 2023.

One of the reasons given for the upsurge was the recent coming online of the FSRU 'Excelsior' at Wilhelmshaven 2.

Talking with Yahoo Finance, Enervis' gas expert, Sebastian Gulbis, said that another reason was that on 1st January, 2025, Russian shipment contracts for flows towards Austria expired.

"This means that Austria, the Czech Republic, Switzerland and in part Hungary, Slovakia and Slovenia are being supplied via Germany," he said.

The three North Sea terminals, two at Wilhelmshaven and one at Brunsbüttel, accounted for 33 of the 35 TWh delivered in 3Q25, with the remainder coming through Deutsche Regas' terminal at Mukran on Rügen island.

**Wilhelmshaven 2's FSRU helped Germany to record LNG imports**

Mukran accounted for by far the largest delivery of all the German terminals in 2Q25, but a harbour deepening and extension project created constraints.

The company expected supply levels to return to normal in 4Q25, Yahoo Finance reported.

# Asian spot prices firm

Asian spot LNG prices rose last week, gaining ground for the first time in nearly a month.

This was due to colder than expected weather in Europe and Russian strikes on Ukrainian gas infrastructure ahead of this winter.

The average LNG price for November delivery into northeast Asia was $11 per MMBtu, up from $10.60 per MMBtu the week before, industry sources estimated, while the December delivery price was estimated at $11.20 per MMBtu.

"The main reason (for a price gain) is a rebound in gas demand in Europe, driven by recent weather conditions," said Siamak Adibi, FGE Director for Gas and LNG Supply Analytics, as Europe had a colder October start with surprisingly rare cold spells.

He added that Europe's gas inventory build-up had slowed in recent days, while send-outs from regasification terminals remained high.

"The Asian market is still weak. LNG demand in other markets like the Middle East and Latin America are also on a decline in line with seasonality patterns. Europe remains key in shaping market sentiment this winter," he said.

## European price

In Europe, SP Global Commodity Insights assessed its daily Northwest Europe LNG Marker price benchmark for cargoes delivered in November on an ex-ship (DES) basis at $10.327 per MMBtu on 9th October, a $0.63 per MMBtu discount to the Dutch TTF hub November price.

Due to the colder weather and the recent Russia/Ukraine escalation, which knocked out around 30% of Ukrainian gas production, withdrawals from European gas infrastructure started this month, said Aly Blakeway, manager of Atlantic LNG at SP Global Commodity Insights.

"With Europe's storages over 11% lower than the levels from this time last year, Europe will need to bid higher to attract more waterborne LNG volumes over winter.

"Despite Asia continuing to remain on the sidelines, the expected pull from Central and Eastern Europe may see further support on prices as Europe looks to meet demand over winter with lower storage," he added.

However, Chinese demand, which dropped in September and weaker than expected buying appetite from Egypt, could help counterbalance extra LNG needs from colder weather in Europe, as well as possible increased flows from Europe to Ukraine after reports of damage to Ukrainian production, said Alex Froley, ICIS' senior LNG analyst.

Meanwhile, the US front-month arbitrage to Northeast Asia via the Cape of Good Hope was still narrowly incentivising US cargoes to be delivered to Europe, said Spark Commodities analyst, Max Glen-Doepel.

He added that Atlantic freight rates slipped to $22,000 per day last Friday, while Pacific rates softened to $24,000 per day.

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# USTR reins back on Chinese LNGC fees

Last Friday. the US Trade Representative's (USTR) office said it would modify certain fees for foreign-built LNGCs and vehicle carriers, ahead of the port fees on Chinese-linked ships coming into effect this week.

USTR will eliminate, retroactive to 17th April this year, a provision allowing the suspension of LNG export licenses, if certain restrictions on the use of foreign-built vessels were not met.

Last February, the USTR gave warning of actions to counter China's rising maritime dominance and to restore American shipbuilding.

However, its original proposals were largely watered down amid pressure from the industry, which called them overly punitive and claimed that the measures would have stifled a US shipbuilding revival.

In retaliation, the Chinese Commerce Ministry has banned companies from dealing with five subsidiaries of South Korean shipbuilder, Hanwha Ocean.

The Ministry has also announced this week that it was investigating a probe by the US into China's growing dominance in world shipbuilding.

Hanwha Ocean's sanctioned companies include Hanwha Shipping, Hanwha Philly Shipyard, Hanwha Ocean USA International, Hanwha Shipping Holdings and HS USA Holdings Corp.

In late 2024, Hanwha acquired the Philly Shipyard in Philadelphia for $100 mill.

Hanwha Philly announced in August that it planned to invest $5 bill in new docks and quays as part of its support for US efforts to restore globally competitive shipbuilding capacity.

Thus far, only two LNGCs have been ordered in the US, both at Hanwha's Philly Shipyard for Hanwha Shipping, a subsidiary of the South Korean group.

Only one large scale US flag LNGC is currently operating, 'American Energy', managed by Crowley on the back of a Puerto Rico contract with Naturgy.

China has also imposed port fees on ships owned by US companies or other entities or individuals, those operated by US entities, including those having a US stake of 25% or more, vessels flying a US flag and vessels built in the US. ■


**The US only operates one large LNGC – Crowley's 'American Energy'**

# Venture Global loses major LNG cargo case

UK energy major, bp, has won an arbitration hearing against Venture Global over the US supplier's failure to deliver LNG under a long-term contract that was due to start in late 2022.

The International Chamber of Commerce (ICC) International Court of Arbitration found that Venture Global breached its obligations to declare commercial operations had begun at the Calcasieu Pass plant in a timely manner and to act as a "reasonable and prudent operator," the company said in a regulatory filing.

bp is seeking damages of more than $1 bill, plus interest, costs, and legal fees.

In August, however, a decision went against rival Shell in a similar case.

"The company is disappointed by the arbitration tribunal's decision in the proceeding with bp, which it believes contradicts the decisive findings in the prior arbitration involving Shell," Venture Global said in the filing.

Venture Global's shares crashed by more than 10% in after-hours trading on Friday, resulting in a near $3.3 bill drop in the company's market capitalisation.

## Damages hearing

Meanwhile, a separate hearing is to be held next year to determine the extent of the damages the US LNG plant developer will have to pay to bp. The amount may exceed a cap on how much bp and other customers could claim under the original sales agreement, Venture Global said.

For its part, bp said it was pleased with the outcome of this phase of the arbitration and looked forward to the determination of how much it would be paid, as a result of Venture Global's breach of contract.

Venture Global said it was evaluating all available options in response to the tribunal's ruling and would continue to vigorously defend its position.

The company also reported last week that it had reached a resolution with another Calcasieu Pass customer that had also started arbitration proceedings, without identifying the company.

That settlement has no material impact on Venture Global, it claimed in the filing.

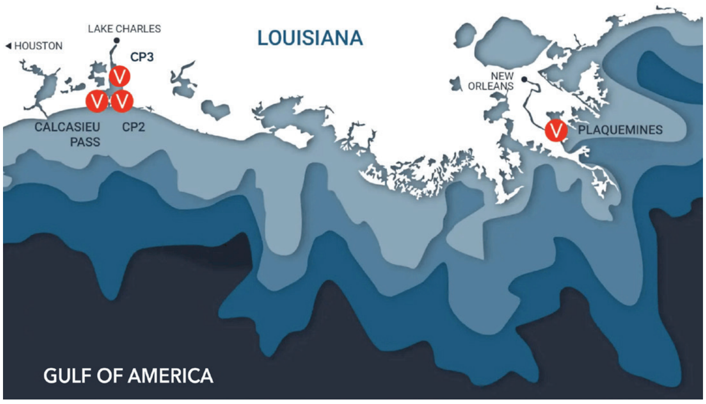
Other LNG buyers, including Edison and Galp, had also filed claims against Venture Global, accusing it of profiting from the sale of LNG on the spot market after Russia's 2022 invasion of Ukraine, rather than shipping the contracted LNG cargoes to them from the Calcasieu Pass export facility at much lower prices.

Throughout the dispute, Venture Global had alleged it was allowed to conduct the spot sales after the start of official commercial operations was delayed by a faulty power island.

The company officially began commercial operations at Calcasieu Pass in April, 2025 and has since earned significantly lower prices from selling LNG to bp and other customers under long term sales and purchase agreements (SPAs).

Venture Global's average fees attained fell around 70% from the first quarter of this year to the second, after it began honouring the SPAs and stopped the contested spot sales.

During that period, the Dutch Title Transfer Facility (TTF) that determines European gas prices, where most of Venture Global cargoes were sold, dropped 24%, *Reuters* reported. ■




**Venture Global has suffered a setback with Calcasieu Pass**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# Legal challenges to Woodside's North West Shelf extension

Two separate legal challenges have been filed to the Australian Federal Environment Minister's approval of Woodside's North West Shelf extension plan, one of the world's largest LNG projects.

The Australian Conservation Foundation (ACF) and Friends of Australian Rock Art have commenced federal court proceedings in a bid to have the decision overturned.

Environment Minister, Murray Watt, gave the final approval last month to Woodside's proposal to extend the life of its North West Shelf gas processing plant, located on the Burrup peninsula in northern Western Australia (WA), from 2030 to 2070.

"We're challenging the lawfulness of Minister Watt's approval of this gas hub extension, which is the centrepiece of the most polluting gas project in the southern hemisphere," ACF's general counsel, Adam Beeson, said, reported *Reuters*.

Beeson claimed that many Australians were "shocked" by Watt's decision, with the group's research estimating the project's total emissions would be more than 13 times Australia's annual emissions.

The ACF maintained that the Minister wrongly considered the economic benefits of the unapproved Browse gas project, a separate Woodside proposal to develop an untapped conventional gas field off the Kimberley coast, in his statement of reasons for approving the extension.

The group also claimed that the Minister left critical details out of his decision, including approving the project without knowing the details of the gas it would process and the pollution it would cause, and that he failed to consider the physical effects of climate breakdown as an "impact".

"A child born today will be 45 in 2070. We will argue the minister was wrong to cite the claimed economic benefits of the proposed Browse gas project – which Woodside hopes will feed the gas hub, but which has not been approved – when he approved the North West Shelf extension," Beeson added.

Woodside is facing challenges to North West Shelf expansion project

## Invalid approval

Friends of Australian Rock Art's case will hinge on the approval being invalid, as the Minister failed to properly take into consideration the economic and social harms that would result from ongoing damage to Murujuga heritage.

This group also has a separate challenge running in WA's supreme court to the state government's approval of the project.

The government's published statement of reasons for approving the project showed it agreed to weaken conditions it had proposed to protect world heritage-listed Indigenous rock art after Woodside argued it could be forced to shut the plant.

In the statement, Minister Watt accepted environment department advice that "multiple lines of scientific and other evidence" suggested industrial emissions were having a "significant adverse impact" on rocks in Murujuga, a cultural landscape in northern WA that is home to more than 1 mill pieces of rock art, known as petroglyphs.

The Minister also accepted advice that future pollution from the North West Shelf LNG processing facility could cause "degradation, damage, notable alteration, modification, obscuring or diminishing" of the area's natural heritage.

But the Minister also said that the final conditions for the project were "stringent" and he did not believe there would be an unacceptable impact on the area's heritage values.

A Woodside spokesperson said the company was aware of both legal proceedings. ■

# ARGLNG project's FID moves closer

Argentina's President, Javier Milei, met with Eni's CEO, Claudio Descalzi, in Buenos Aires last Friday to discuss the Italian energy company's projects in the country and possible future initiatives.

Following the meeting, Eni's CEO and YPF President and CEO, Horacio Marin, signed a final technical project description (FTPD), an important step towards reaching a final investment decision (FID) for the 12 mill tonnes per annum LNG phase of the integrated upstream-midstream Argentina LNG (ARGLNG) project.

This project involves the production, processing, transportation, and liquefaction of gas for export utilising two FLNGs with a capacity of 6 mill tonnes per annum each, in addition to the valorisation and export of the associated liquids, following a heads of agreement (HoA) signed by the two companies in June, 2025.

It leverages the expertise and technology acquired by Eni in the fast-track implementation of development projects using FLNGs, as well as YPF's experience managing the upstream operations of the unconventional Vaca Muerta field, the Italian company said.

Eni's CEO, Claudio Descalzi, said: "(Today) we had the opportunity to showcase the progress of our joint projects and Eni's prospects in Argentina to President Milei.

"We are proud to have been chosen for such an important project and to contribute to the development of Argentine liquefied natural gas, which will represent a significant source of supply for international markets.

"The specific and distinctive expertise we have developed in the FLNG projects in the Congo and Mozambique makes us an ideal partner for implementing this type of project," he said.

ARGLNG is a large-scale integrated upstream and midstream gas development project to develop the onshore Vaca Muerta gas field and serve international markets, exporting up to 30 mill tonnes of LNG per year in various independent phases.

The project aligns with Eni's strategy to promote the energy transition, prioritising the development of gas production, with the aim of achieving carbon neutrality by 2050 and contributing to the security and competitiveness of energy supplies, the company claimed. ■


Eni's Claudio Descalzi (left) and YPF's Horacio Marin (right) signing the accord

# Gato Negro FID next year

Big River Energy, the Houston-based developer of an LNG export plant in Manzanillo, Mexico plans to make a final investment decision (FID) on the project in late 2026.

The company aims to begin commercial operations at the Gato Negro project in Colima state in late 2030, according to its six monthly report filed with the US department of energy (DoE), seen by Bloomberg.

Gato Negro is being developed to import shale gas from the US via a pipeline, liquefy it, and export it to Asian and other markets.

Developers and owners of LNG projects that export US-sourced natural gas are required to update the DoE twice a year, according to the newswire.

The DoE has permitted Gato Negro to export LNG to countries with which the US has a free trade agreement (FTA). The developer has also applied for permission to export to non-FTA countries.

Big River Energy claimed to have secured binding letters of intent from undisclosed LNG buyers for volumes exceeding the facility's planned capacity.

Last month, the company announced plans to expand the site's production capacity from 3 mill tonnes per year to 9 mill tonnes in three phases.

Final customer selection will depend on the issuance of the non-FTA export permit, it was revealed.

The developer was also still awaiting a Mexican federal environmental permit.

It was also reported that a contract to undertake the front-end engineering design (FEED) and engineering, procurement and construction (EPC) work will be signed with a contractor this month. ■

# FID taken on Port Arthur LNG Phase 2 pipeline

ARM Energy Holdings, a US infrastructure and energy marketing services company, has announced a final investment decision (FID) on its 236 mile, 42-inch Mustang Express Pipeline.

The $2.3 bill project will benefit from a commitment from Sempra Infrastructure to take natural gas for its Port Arthur LNG Phase 2 project, which also recently achieved FID.

Mustang Express Pipeline project will be constructed and operated by ARM Energy, along with its financial partners, Pacific Investment Management Co (PIMCO) and associated co-investors.

The pipelines will have a total capacity of 2.5 bill cu ft per day and are expected to be completed in late 2028 or early 2029.

ARM has also secured all of the required steel and compression necessary to build Mustang. Jindal Tubular USA will provide the mill capacity and Solar Turbines will supply the turbines for the three planned compressor stations, having a total capacity of 300,000 hp.

"Developing the Mustang Express Pipeline represents a major milestone in our growth and reinforces our commitment to quality, large-scale customers like Sempra Infrastructure," said Zach Lee, ARM Energy CEO. "We are thrilled to partner with PIMCO and our other equity partners on this highly interconnected pipeline, which will significantly enhance the efficiency of the US natural gas supply chain.

"By linking two of the most prolific natural gas-producing regions in the US directly to LNG export facilities in Texas, we are helping ensure a reliable supply of natural gas for liquefaction and export with a route that crosses four storage facilities – delivering positive impacts for global energy needs and Texas communities," he said.

"PIMCO is pleased to support the development of the Mustang Express Pipeline," added Adam Gubner, PIMCO's Managing Director and Portfolio Manager. "This reflects our commitment to invest in infrastructure to support LNG expansion in the US, while also providing compelling long-term investment opportunities for our clients looking for attractive risk-adjusted returns."

ARM Energy will conduct an open season later this month for the remaining pipeline capacity available. ■

> "Developing the Mustang Express Pipeline represents a major milestone in our growth and reinforces our commitment to quality, large-scale customers like Sempra Infrastructure"
>
> *Zach Lee, CEO, ARM Energy*

## NEWS BRIEFS

### Egypt defers LNG imports to next year

State-owned Egyptian Natural Gas Holding Co (EGAS) has asked its LNG suppliers to delay the delivery of at least 20 cargoes due to arrive by the end of this year.

The cargoes will now be rescheduled for delivery during the first three months of 2026, according to sources talking with Bloomberg.

The rescheduling of LNG imports suggested that Egypt was not in an immediate need of much imported gas by the end of this year, as demand has dropped following the summer cooling peak.

Egypt turned from being a net LNG exporter to a net LNG importer at the end of 2024, as the country imported the highest number of LNG cargoes in years, seeking to ease the strain on its grid and industry amid energy shortages that led to rolling blackouts last summer. ■

### Adnoc Gas to supply Ruwais LNG with feedstock

Abu Dhabi's ADNOC Gas has signed a 20-year gas supply agreement with Ruwais LNG, valued at AED147 bill ($40 bill), to provide feedstock for the under construction LNG plant.

The plant is expected to begin production in 2028 and more than double ADNOC's LNG production capacity.

This was revealed at parent ADNOC's announcement of a target to distribute AED158 bill ($43 bill) in dividends across its six publicly listed companies through 2030, subject to customary approvals.

This in addition to the AED86 bill ($23 bill) already paid since the company's first initial public offering (IPO) in 2017.

ADNOC's six listed companies represent more than AED550 bill ($150 bill) of the market cap and nearly 40% of the annual dividends paid on the ADX. ■

## NEWS BRIEFS

### Russia still prioritising LNG production

The LNG market's development remained a Russian priority, Energy Minister, Sergei Tsivilev said during the plenary session of the St Petersburg International Gas Forum last week, reported Interfax.

"We have reached 34 mill tonnes, which is 8% of world LNG production. We are not deviating from our plans: by 2030 we must produce 100 mill tonnes, with an increase in our share in the global LNG market," he said.

This year's Russian LNG exports' estimate has been reduced from 40 mill tonnes to 35.7 mill tonnes, it was reported with reference to the Russian Economic Development Ministry's 2025/2028 macroeconomic forecast, Interfax said.

For 2026, the forecast was also lowered from 45.2 mill tonnes to 40.3 mill, for 2027 from 58.4 mill to 46.9 mill and for 2028 from 73.6 mill to 58.4 mill tonnes.

The conservative scenario for Russian LNG exports provided even lower estimates for the next three-year period: 37.7 mill for 2026, 40.3 mill for 2027 and 46.9 mill tonnes for 2028, Interfax reported. ■

### OLT publishes gas year auction details

OLT Offshore LNG Toscana has announced that the available capacity for annual and multi-year allocation, without expression of interest, from gas year 2026/2027 to gas year 2043/2044, is now on its website's commercial area.

The Italian LNG import plant is offering a total capacity of 38 bill cu m for 18 gas years.

Auctions will be held from 26th November to 3rd December, 2025 – through the GME's Regasification Auction Platform (PAR) – and will be preceded by a test session on 20th November, 2025.

The auction calendar, reserve prices, details regarding deadlines and further information on available capacity can be found on www.oltoffshore.it. ■

# Shell's Venezuela projects gets US approval

The US Government has granted UK energy giant Shell and Trinidad and Tobago authorisation to develop an offshore gas field in Venezuela close to the maritime border, Trinidad's attorney general said last week, according to a Reuters report.

This project, aimed at supplying Trinidad with Venezuelan gas, has progressed slowly in recent years amid frequent US policy changes towards Venezuela, which has been under US energy sanctions since 2019.

As Venezuela and state company PDVSA are under US sanctions, foreign companies need authorisation or licenses to negotiate and develop energy projects in the country.

In April, the Trump administration terminated previous licenses granted by former President Joe Biden's government to Shell's Dragon project and Trinidad's National Gas Co and to a similar bp development.

These plans are considered essential for securing gas for Trinidad's LNG plants and other industries.

In the second quarter of this year, Shell completed a marine survey at Dragon before a US deadline to wind down the license.

Exploration work is expected to help determine the drilling locations and pipeline design.

The new authorisation, granted last Wednesday by the US Treasury, is structured in three stages, with the first stage allowing Trinidad and Shell to negotiate the project with Venezuela and PDVSA through April, 2026, but making mandatory the inclusion of US companies in the development.

"You have to hit commercial targets for US companies. We don't think those targets are hard to meet. They are reasonable," US Attorney General, John Jeremie, said at a press conference.

He declined to disclose the license's financial terms. Previous US authorisations involving Dragon had banned any cash payments to Venezuelan President Nicolas Maduro's government.

Late last month, the US State Department said that it supported Trinidad's Dragon gas proposal and would ensure it would not provide significant benefit to Maduro's administration.

Dragon has proven reserves of some 4.2 trill cu ft, making it one of the largest deposits of natural gas in Venezuela and a possible future source of income.

With insufficient reserves and output, Trinidad needs the gas to feed its revenue-generating industries, from LNG to petrochemicals, Reuters reported. ■

**"You have to hit commercial targets for US companies. We don't think those targets are hard to meet. They are reasonable."**

*John Jeremie, US Attorney General*

# No single cause led to Bechtel workers' deaths

Bechtel has revealed that there was no single, isolated cause of an incident, which claimed three of its workers' lives last April.

A five-person crew was performing elevated tank work at Sempra's Port Arthur LNG facility when the climbing form work system on which they were standing gave way, killing three of the team and injuring the other two.

The contractor said that its report had identified multiple contributing factors.

One of the most important takeaways from the report was the role that safety culture played – and, in some cases, failed to play.

Safety culture isn't the same everywhere, the company said. It can shift from project to project, crew to crew, and even task to task. In reviewing the incident, breakdowns in oversight and supervision were found, where moments to step in and take corrective action were missed.

Bechtel added that it had been co-operating fully with the US Occupational Safety and Health Administration (OSHA) in its investigation.

In addition to co-operating with OSHA, the company carried out its own internal investigation.

This report provided a detailed account of what went wrong, along with the actions being taken to address the shortcomings.

The purpose of sharing its findings was to promote transparency, accountability, and learning, helping Bechtel, and the industry, anticipate risks and act proactively on safety, the company claimed. ■