LNG China

A BI-MONTHLY LNG JOURNAL PUBLICATION

November / December 2025

Gloomy prospects for China's 2026 LNG demand

Bearish sentiment pervades in the Chinese LNG market as the nation's gas demand continues to fall. If this trend does not reverse with the onset of the winter season, Chinese utility buyers are likely to re-sell their contracted excess LNG to other Asian markets, adding to the risk of global oversupply.

How strong the demand rebound will be – if any – depends on weather, industrial activity and Russian pipeline gas deliveries. The 'Power of Siberia 1' pipeline has reached fully capacity, delivering about 38 bcm per year, and Russian gas exports to China could potentially rise to 56 bcm per year if additional supply from the Sakhalin project via the Far Eastern Route is factored in.

The decline in China's LNG imports has been ongoing for nearly twelve months, with demand down near 2022-levels. "Unless imports are massively picking up in November and December, we might stay below 2023-levels," warned Anne-Sophie Corbeau, global research Scholar at the Center on Global Energy Policy.

Looking at 2026, analysts doubt China will import LNG from the United States since the latest trade deal had little effect. China has not imported any US LNG cargoes since February 10, 2025, when Beijing imposed a 15% retaliatory tariff on shipments amid escalating trade tensions. Since then, China's incremental gas needs are largely met by pipelines and domestic gas production, instead of more costly seaborne imports.

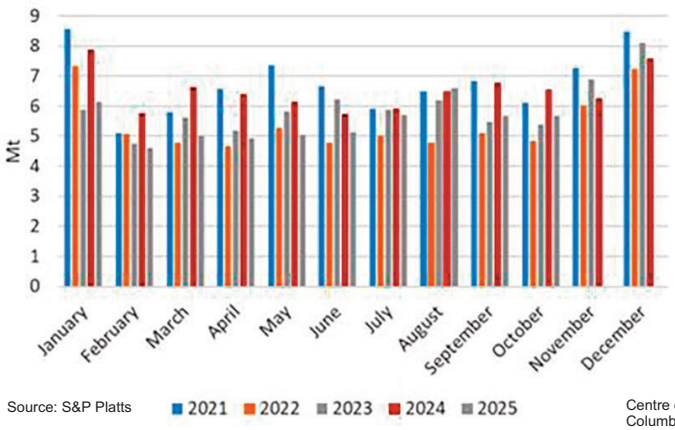
China's provincial gas market reforms, including Guangdong's new rules, are projected to further restrict LNG demand growth next year. Stricter pipeline access and a competitive push for lower energy costs among power generators favour the use of domestically produced or imported pipeline gas, which both currently undercut LNG prices. Moreover, China's rapid scaling of renewables – especially solar and hydro power – has sharply reduced the need for new gas-fired generation, crowding out LNG demand.

Re-selling term cargoes

Trade frictions between Beijing and Washington continue to raise market volatility, undermining the case for flexible US LNG supplies. Price-sensitive Chinese buyers

continued on page 2

China's LNG demand still dropping
How bullish should we be for 2026?



Source: S&P Platts

Centre on Global Energy Policy | Columbia University

Cold spell in China adds upside risk to JKM-TTF spreads

An early cold wave across northern China is lifting LNG and pipeline gas demand, adding upside risk to the JKM-TTF price spread for balance-of-winter 2025/26. Several northern cities have started district heating early which boosts gas demand and increases the need for LNG imports.

Sustained low temperatures through November could boost Chinese gas consumption and, in turn, widen the JKM-TTF balance-of-winter 2025/26 spreads, analysts at the London-based consultancy Energy Aspects said in a market note.

Tightened supply due to terminal maintenance in the Pacific Basin and a potential seasonal demand increase in China make analysts more bullish on outturn JKM prices over bal-winter. Price forecasts average at $12.33 per MMBtu, some $1.29 per MMBtu above the latest ICE settlements.

In October, LNG imports into Asia fell to 22.84 million tonnes, down from the 24.39 million imported in October last year, according to commodity analyst Kpler. China continued to lessen its LNG imports for another month, due to rising Russian and central Asian pipeline gas supply, higher domestic gas production, and ample inventories at key hubs. China's LNG imports have been falling year-on-year each month since November, 2024 – but despite weaker Asian demand, spot prices stay high supported by

continued page 2

AGENDA

continued from page 1

from CNPC, CNOOC and PetroChina are responding by reselling contracted cargoes abroad and minimizing exposure to spot markets. Imported LNG volumes in 2026 are expected stay flat at best, or decline slightly, with Wood Mackenzie forecasting annual import demand between 66 and 68 million metric tonnes — just above 2024 levels but well below projections made before the economic slowdown.

China's LNG imports fell by more than 19% in late 2021 and 2022 in response to surging spot prices. Since then, long-term contracts have replaced spot deals, with 44 million tonnes of new US and Qatari agreements being signed for delivery from 2026 onwards. Gauging future demand, analysts at the Institute for Energy Economics and Financial Analysis (IEEFA) reckon China has sufficient contracted LNG to satisfy demand through 2030 — if not more. Since US suppliers offer flexible destination terms, LNG cargoes sourced from the United States can be resold abroad if fundamentals in China remain unfavourable.

Russian pipeline gas, delivered via Power of Siberia-1, is set to ramp to the pipeline's full 38 bcm capacity in 2025, while construction of the Far East Pipeline and a new Kazakh interconnector promises even greater supply diversity by 2027. According to the Institute for Energy Economics and Financial Analysis (IEEFA), Chinese state buyers have sufficient pipeline and long-term LNG volumes to cover anticipated demand through 2030, putting further downward pressure on spot LNG imports.

Price remains the critical factor. The IEEFA estimates that domestically produced gas in China averages just US$5 per MMBtu, compared to US$8-10/MMBtu for pipeline imports, and US$13-14/MMBtu for delivered LNG cargoes. With inflexible electricity rates and rising renewable capacity, the ability to secure Russian and Central Asian volumes below market LNG benchmarks makes pipeline gas the preferred option for electric utilities and industrial buyers.

As China heads into 2026, the share of LNG in the national gas mix is forecast to decline modestly, with imported volumes determined largely by relative price competitiveness and industrial recovery. If pipeline and domestic gas supply stays cheap, Chinese buyers will exercise the destination flexibility in their term LNG contracts and redirect excess cargoes to other Asian and European markets — potentially capturing arbitrage gains in the process. ■

US shale deal-making soars as Asian buyers seek feedstock for LNG

Deal-making in the US shale gas sector has spiralled as Asian buyers seek to secure reliable feedstock for LNG offtake. More than $28 billion worth of gas and LNG assets are currently up for sale.

Industry data, gathered by Wood Mackenzie and Rystad Energy, show that M&A activity in the unconventional gas sector has nearly doubled from last year's pace. Major energy companies from Japan, South Korea and China are looking to buy US shale assets to ensure a steady stream of LNG shipments — even as global gas prices rebound due to supply constraints.

A prominent example is JERA's recent $1.5 billion deal to acquire the South Mansfield shale gas field in Louisiana's Haynesville Basin from Williams and GEP Haynesville. The asset's production capacity of around 500 million cubic feet per day, is meant to double by 2030 under JERA's expansion plans as the Japanese company seeks to step up LNG exports to Asia.

South Korea's SK E&S, Japan's Osaka Gas, and several Chinese state energy firms have been active bidders for assets in America's prolific shale basins, including the Haynesville, Permian, and Eagle Ford plays — where upstream infrastructure is closely interlinked with liquefaction terminals along the US Gulf Coast. "These firms want to integrate more deeply into the LNG value chain," an analyst at Rystad Energy commented. "Owning upstream molecules in the US gives them more control over costs, emissions, and delivery schedules."

Buyers' strategic objective is to secure feedstock to underpin long-term LNG offtake contracts and reduce exposure to volatile spot prices. Asian buyers tend to prefer joint ventures to full takeovers, as they seek to pair local operating expertise with guaranteed supply.

Close-up of shale fracking rig

Roughly one-third of the $28 billion worth of gas-related assets now on sale involve US companies seeking to offload non-core portfolios. At the same time, liquefaction developers continue to expand capacity, turning the US into the world's largest LNG exporter by volume in 2025.

Despite higher interest rates and regulatory scrutiny, dealmakers expect the inflow of foreign capital remains robust — not least as Asian utility buyers face uncertain supply from Russia due to Western sanctions. Private equity is also re-entering the market, attracted by steady cash flows and rising gas demand projections into the 2030s.

"After several years of muted investment, the momentum in gas M&A is undeniable," said one Houston-based banker advising Asian clients. "Every major buyer wants a direct line into US shale gas. It's become a strategic imperative — not just an investment opportunity." ■

continued from page 1

European demand and inter-basin trade.

The EU is expected to retain a modest premium over Asian LNG prices of about $0.50 per MMBtu throughout most of 2025, with Europe averaging at the higher end for flexible spot cargoes. Landed cost of US LNG, in particular, shows a visible split beween European and Chinese markets. ■

LNG China

Publisher
Stuart Fryer

Editor
Anja Karl
Tel: +44 (0) 7733 684682
anja@lngjournal.com

Layout
Vivian Chee
chee@thedigitalship.com

Advertising
Narges Jodeyri
Tel: +44 (0) 7017 3406
narges@lngjournal.com

Subscription included with LNG Journal

When will the US react to China buying sanctioned LNG?

The Trump administration has remained silent in the face of Russia delivering a sixth cargo from the sanctioned Arctic LNG 2 project to China. "Higher volumes or shipments to other destinations could trigger a US response," Rystad analyst Lu Ming Pang reckons, hinting at the glut of American liquefaction capacity coming to market.

Tit-for-tat trade war rhetoric and escalating sanctions between the United States and China has made state-dominated buyers like CNOOC, CNPC, Sinopec and PetroChina openly shun taking delivery of US LNG cargoes. Moreover, the Peoples' Republic has lowered its LNG purchases altogether — with October marking the 12th consecutive month of year-on-year reductions.

Sustained shipments from the Arctic LNG 2 Train 1 and Train 2, each with a capacity of 6.6 mtpa, to China weigh on prices in the Pacific Basin at a time when the world's largest gas importer shifts away from LNG.

China imported about 5.4 million tonnes of LNG in September, a substantial 22 percent decrease compared to the same period last year. Rising international spot prices, combined with diminished local demand and a rise of cheaper pipeline gas imports from Russia and Central Asia, has led Chinese importers to offload some cargoes for better returns elsewhere.

Glut of US LNG sanctioning

Notwithstanding China's shift away from LNG, developers in the United States keep sanctioning new liquefaction and export projects. Estimates of the volume of US LNG to be sanctioned this year alone have already headed higher, with more to come over the next 12 to 18 months.

Render of Novatek's Arctic LNG 2 terminal

PipeChina's Beihai LNG terminal that received sanctioned Russian LNG

"But the US LNG export party can't go on forever, and the sheer volume of capacity up for sanction is starting to raise serious questions," Wood Mackenzie warns. "Each project taking FID will make commercial sense in its own right, but collectively risk edging the market closer to oversupply."

A flurry of new entrants into LNG is bound to create a bigger, more diverse and more volatile market — which will inevitably lead to winners and losers.

"US LNG offtakers could feel the pain of a future margin squeeze," analysts warn. Yet most US LNG project developers are relatively insulated, given the infrastructure-style commercial framework of American LNG liquefaction projects and fees. European offtakers may well emerge as the biggest winners as prices soften after weathering the loss of further Russian imports. Asian buyers with firm demand, meanwhile, stand to benefit from locking in long-term contracts at lower prices. ■

LNG is key to phasing out coal in Asia

Imported LNG is key to accelerate the coal exit in Asia. The lifecycle carbon intensity for LNG in Japan, Vietnam and the Philippines are 47% lower than for coal, S&P Global Commodity Insights finds.

Burning regasified LNG, rather than coal enables immediate emissions reductions across Asia while balancing intermittent renewable energy supply. For each tonne of CO2 emitted when producing and shipping LNG to Asia, there are more than 3 tonnes of CO2 emissions avoided on a lifecycle basis when it replaces coal in power generation.

The S&P Global study focuses on the demand side of energy systems for Japan, Vietnam and the Philippines. In these countries, power sector emissions could be reduced by 30-40% by 2035 with an additional investment of only 10-20%.

Australia has a "strong potential" to expand its role as a trusted supplier of LNG to Asia. Along with other 'LNG supply nations, Australia has a "unique opportunity (…) by not only sustaining but expanding LNG production," analysts said. Though there are domestic gas shortages in East Coast Australia, the country "has more than enough gas to meet both its own needs and demand from trade partners in Asia."

Targeting net zero by 2035

Full decarbonisation by 2035 would require the Philippines and Vietnam to more than double their current investment in energy systems, while Japan would have to invest nearly 75% more. According to S&P Global analysis, this system cost is additional to average marginal system prices — the electricity costs paid by communities and industries — which would more than double for the Philippines and more than triple in Japan and Vietnam in pursuing full decarbonisation.

"No country can entertain the financial burden that would accompany a full decarbonisation by 2035. In contrast, a balanced approach with increased LNG use supporting renewables, would allow countries to affordably retire 50% of their coal fleets over the next decade," ANGEA CEO Paul Everingham commented. ■

World energy investment to top $3 trillion, led by China

Global energy investment will reach a record $3.3 trillion this year – despite escalating geopolitical tensions and related economic uncertainty, the International Energy Agency (IEA) finds. China cements its position as the world's single largest investor in energy.

China's energy investment in 2015 was just edging ahead of that of the United States, the IEA head Dr Fatih Birol said, specifying: "Today, China is by far the largest energy investor globally, spending twice as much on energy as the European Union — and almost as much as the EU and United States combined."

Strategic investments in key technologies like solar, wind, hydropower, nuclear, batteries and electric vehicles has made China's share of global clean energy spending rise from a quarter to almost a third.

New age of electricity

Today's investment trends clearly show a 'new age of electricity' is drawing nearer, the IEA pointed out. A decade ago, investments in fossil fuels were 30% higher than those in electricity generation, grids and storage. This year, electricity investments are set to be some 50% higher than the total amount being spent bringing oil, natural gas and coal to market.

Solar PV is leading global spending in low-emission power generation. Investment in solar, both utility-scale and rooftop, is expected to reach $450 billion in 2025, making it the single largest item in the global energy investment inventory. Battery storage investments — used to balance intermittent renewable energy supply — have surged simultaneously to reach more than $65 billion this year.

> "Today, China is by far the largest energy investor globally, spending twice as much on energy as the European Union..."
>
> *- Dr Fatih Birol, IEA executive director*

Nuclear power to dent demand growth

Investment in clean technologies — renewables, nuclear, grids, storage, low-emissions fuels, efficiency and electrification — is on course to hit a record $2.2 trillion this year. Meanwhile, investment in oil, natural gas and coal is set to reach $1.1 trillion.

Capital flows to nuclear power have grown by 50% over the past five years and are on course to reach around $75 billion in 2025. The controversial technology is widely seen as a clean solution to help meet the world's rising energy demand.

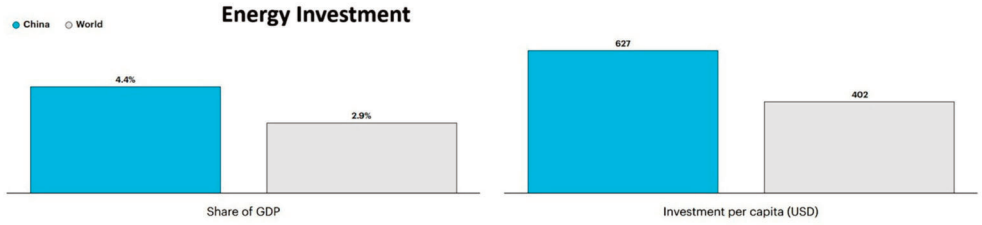
In China and India, rapid growth in electricity demand also underpins investment in coal supply. In 2024, China started construction on nearly 100 gigawatts (GW) of new coal-fired power plants, pushing global approvals of coal-fired plants to their highest level for the past ten years.

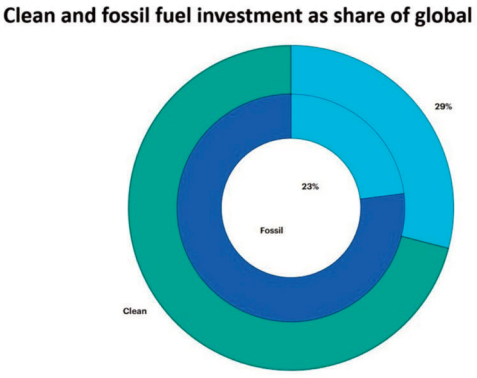
But in a worrying sign for electricity security, investment in grids — now at $400 billion per year — is failing to keep pace with spending on generation and electrification. The IEA pointed out that maintaining electricity security would require investment in grids to rise towards parity with generation spending by the early 2030s. But this is being held back by lengthy permitting procedures and tight supply chains for transformers and cables.

Fall in upstream oil investment

Lower oil prices and demand expectations are set to result in the first year-on-year fall in upstream oil investment since the 'Covid-slump' in 2020, according to the report. The expected 6% drop is driven mainly by a sharp decline in spending on US tight oil.

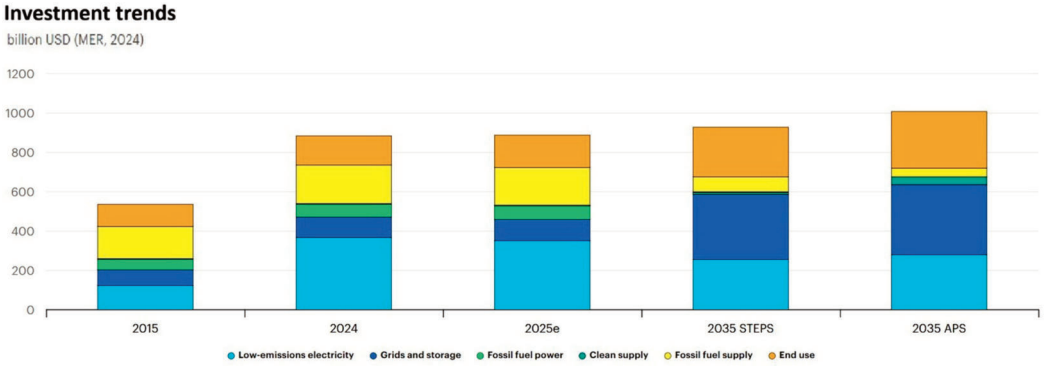
By contrast, investment in new LNG facilities is on a strong upward trajectory as new projects in the United States, Qatar, Canada and elsewhere prepare to come online. Between 2026 and 2028, the global LNG market is set to experience its largest ever capacity growth, IEA findings show. ■





-118 bps
Change in 10-year government bond yield since 2020

-15%
Currency value against USD (2015-25)



CHART

Cooler By Design®

Defining the New Generation of LNG Liquefaction Plants

LNG

- Mission-critical equipment manufactured in-house
- Nitrogen cycle & proprietary IPSMR® process technology
- Liquefaction capacities from 10,000 to >20MM tonnes per annum
- Modular design & construction minimize project cost, schedule & risk

LNG is crucial to meeting the world's increasing energy demands and improving energy access, independence and security. By choosing Chart, you gain a reliable and trustworthy project partner with a proven, solution-driven track record who will accompany you through the entire project lifecycle.

www.ChartLNG.com

LNG@ChartIndustries.com

Hai Lang LNG-to-power project strives for 2029 start-up

Vietnam's T&T Group is tackling legal hurdles to get the Hai Lang LNG-to-power project built and commissioned by mid-2029. With revised capital costs of more than $2.3 billion, the integrated LNG regas and power gen project can count on backing from the Korean trio Hanwha Energy, KOGAS and KOSPO.

Render of Hai Lang LNG-to-power project

The Hai Lang LNG development includes an import terminal capable of receiving LNG carriers of 120,000-180,000 cubic metres, with a capacity of 1.5 mtpa, alongside a 1,500 MW power plant. All LNG imported via Hai Lang LNG will be sold to utility Electricity of Vietnam (EVN) and other offtakers under long-term agreements.

The project's cost soared from $2.1 billion to over $2.3 billion of which the investor consortium will only shoulder some $580 million. The rest, a massive $1.7 billion, would have to come from elsewhere — notably debt financing.

Escalating costs and legal hurdles have already delayed construction. T&T Group hence urged Vietnamese authorities to speed up land clearance, resettlement, and approval for converting forest land use. Bottlenecks with seaport infrastructure and permitting also still need resolving.

Officials in Quang Tri province, where the LNG terminal is mean to be built, pledged they are working with ministries to complete legal procedures quickly. Tasks include compensation, land allocation and leasing. Boundaries for the ship turning area and navigation channel also still need to be adjusted at My Thuy port. ■

ExxonMobil gets greenlight for $5bn LNG-to-power plant in Vietnam

ExxonMobil has been authorised to develop a $5.09 billion LNG terminal and adjacent gas-fuelled power plant in the Vietnamese port city of Hai Phong. The LNG import terminal is approved with a capacity of 6 mtpa, enough to fuel 2.25 GW of power generation capacity that is scheduled to start operations by 2026/27.

Local authorities in Hai Pongh aim to get the power station expanded to 4.5 GW by 2030, an aspiration that may not be met by ExxonMobil. The US oil major did not respond to a Reuters request for comment on the project.

The Hai Pongh integrated LNG-to-power project is not a one-off: Vietnamese authorities have drafted 22 LNG power plants in the National Power Development Plan, collectively representing over 100 GW of nameplate capacity through 2045. Construction progress, however, faces delays related to supply shortages, regulatory issues, and difficulties arranging long-term LNG contracts.

Rival LNG terminals

LNG and gas-fired power gen capacity in Vietnam is forecast to exceed 37 GW by 2030, accounting for roughly 25% of total installed electricity generation capacity — a stark increase from 2023's share of just 7.2 GW, or nearly 9%. To fuel these new power projects, several LNG terminals have been built or are under development along the Vietnamese coast:

Cai Mep LNG terminal, built by a consortium of Hai Linh, AG&P and Nebula, has been operational since May 2025 in Ba Ria-Vung Tau. With a capacity of 3 mtpa, it is supplying regasified LNG to the Hiep Phuoc power station.

Thi Vai LNG Terminal, developed by PVGas, is in operation near Ho Chi Minh City with an initial regasification capacity of 1 mtpa, expandable to 3 mtpa by early 2026. The terminal provides fuel for nearby power stations and industry. PV Gas plans to upgrade the terminal to guarantee daily uplifts of 7.7 million cbm, with floating storage under consideration to increase supply in Southeast Vietnam.

Son My LNG Terminal is designed as a 3.6 mtpa facility in Binh Thuan province, targeting commissioning around 2027.

Quang Ninh LNG Terminal is in planning stages, intended to support new gas-fired capacity in northern Vietnam.

Long An LNG Terminal is proposed in the same-named province, attached to several gas-fired power project clusters.

Vietnam's gas demand is forecast to rise sharply due to economic and population growth, combined with energy policies to transition away from coal. Wood Mackenzie projects Vietnam's annual natural gas consumption, including LNG imports, to triple by 2035 from 8 million tons of oil equivalent (mtoe) in 2020 to 20 mtoe and further up to 32 mtoe by 2050. ■

Render of Hai Lang LNG power complex

Works forge ahead for Thai Binh LNG

Construction works are fast advancing for the 1,500 MW Thai Binh LNG-fuelled power plant in Vietnam, due completed by the fourth quarter of 2029. Built at an estimated cost of $2.69 million, the plant is meant to generate between 6 and 10 billion kWh of electricity per year.

The project is developed by Thai Binh LNG Power JSC, whose shareholders are Tokyo Gas with a 40% stake, Kyuden International TTVN Group with 30% each.

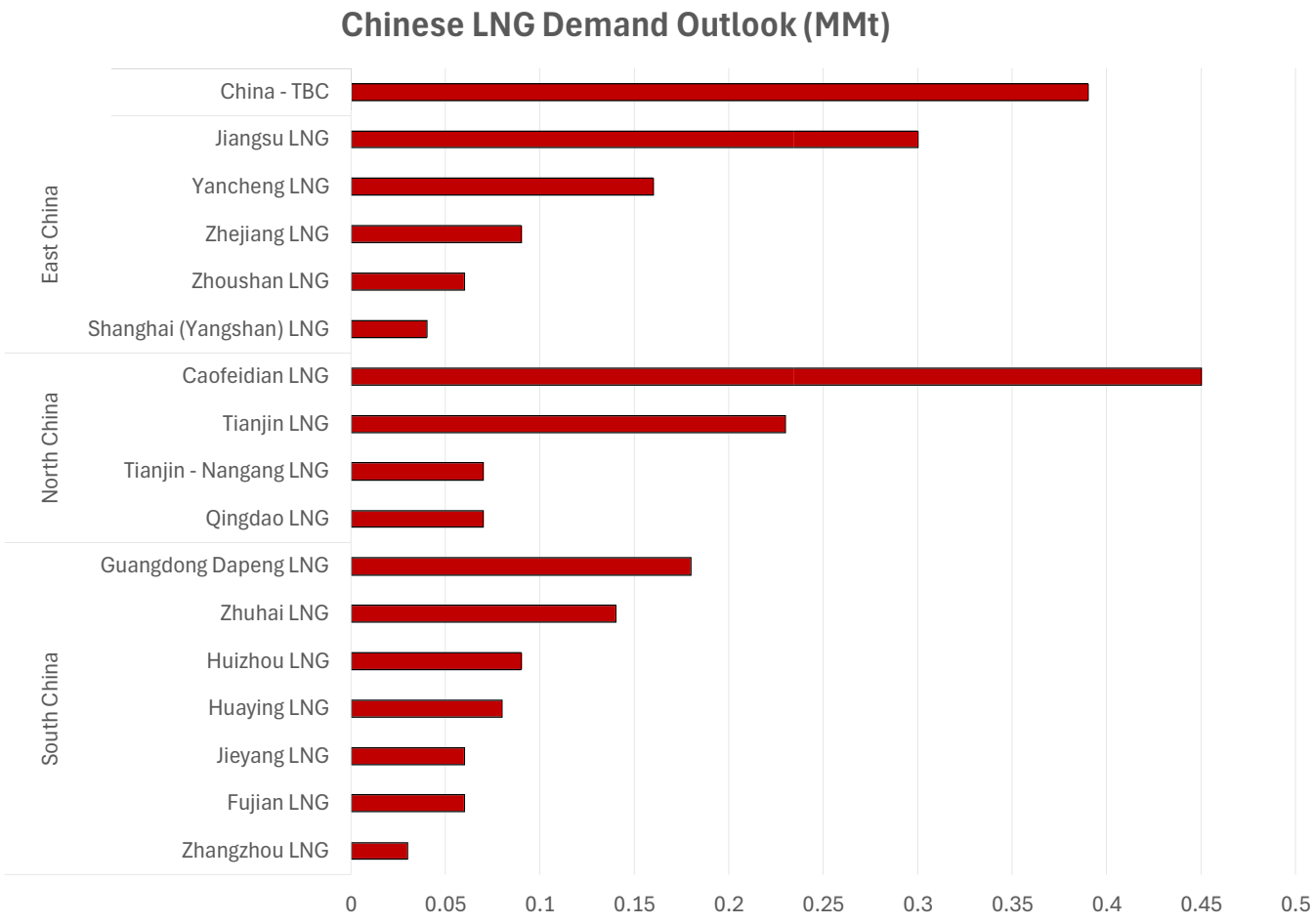
With an investment of almost $2.70 billion, the plant is envisaged to contribute roughly 3 trillion Vietnamese Dong (US$120 million) to the state budget each year over the next 25 years. Developers estimate some 2,000 jobs will be created during construction, followed by around 300 permanent positions.

Once in operation, the 1.5 GW plant will enhance the security of electricity supply in northern Vietnam. The industrialised region that comprises the capital of Hanoi accounts for around 40% of the country's electricity demand.

The Thai Bin LNG-to-power projects is designed to meet the region's rising energy needs, reduce strain on the national power grid and reduce the risk of power shortages as consumption grows by more than 10% per year. ■

Chinese LNG Demand Outlook

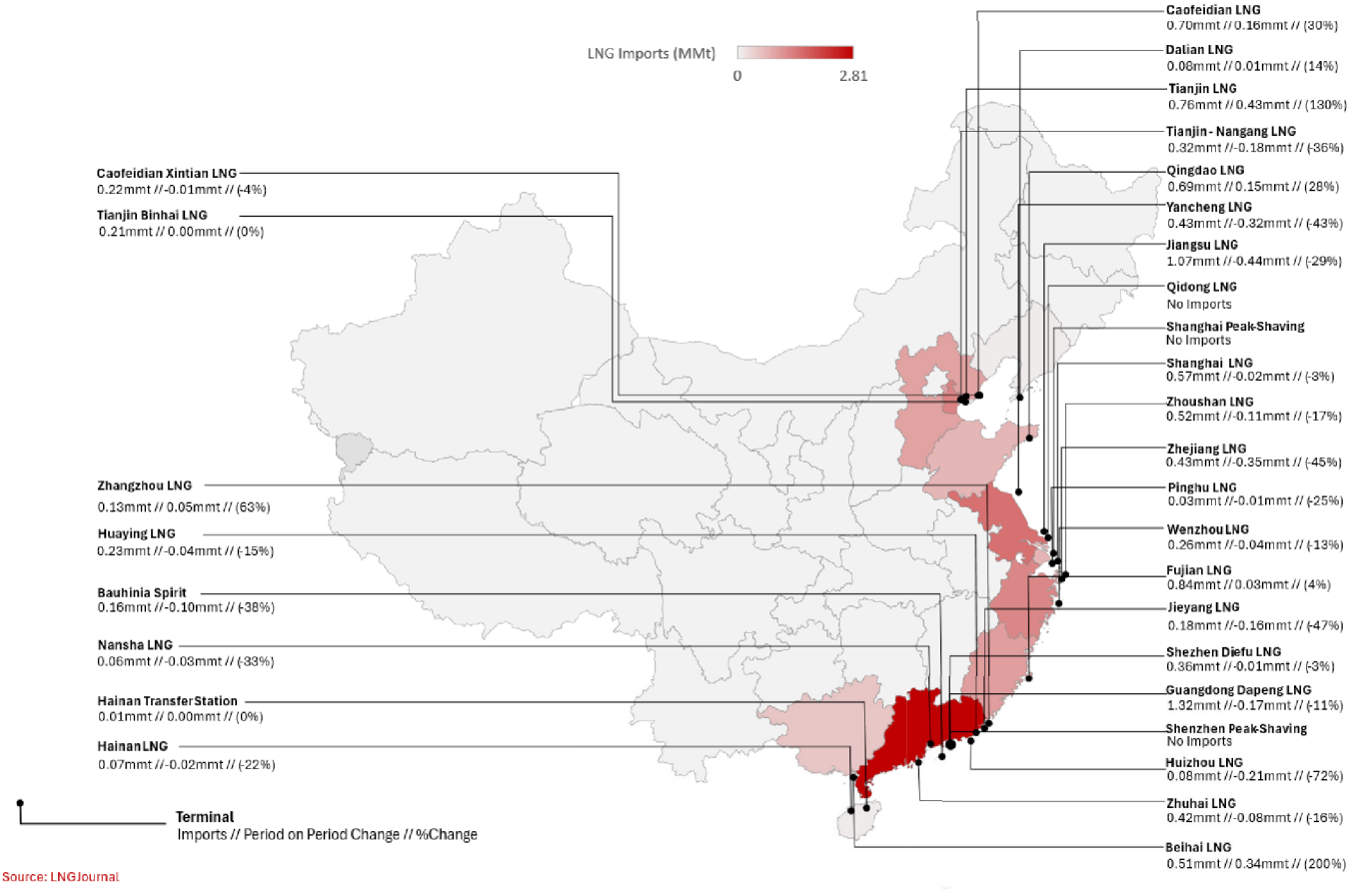
There were 2.50mmt of LNG on the water with destinations in China according to our market visibility at the time of writing on 12 November. These cargoes had an estimated delivery horizon of 15 January 2026. Six cargoes totalling 0.39mmt were broadly headed for China but still had to declare their destination terminals.



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 0.64mmt, led by Guangdong Dapeng LNG with 0.18mmt, followed by Zhuhai LNG with 0.14mmt, whilst Huizhou LNG was set to receive 0.09mmt and Huaying LNG anticipated 0.08mmt. Additionally, Jieyang LNG and Fujian LNG were each expecting 0.06mmt, with Zhangzhou LNG rounding out the region with 0.03mmt. 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 0.82mmt, led by 0.45mmt headed for the Caofeidian LNG terminal, followed by Tianjin LNG expecting 0.23mmt, whilst both Qingdao LNG and Tianjin - Nangang LNG were each anticipated to receive 0.07mmt. Again, we caution that this declared destination might be misleading as the cargo may eventually arrive at one of the other terminals in North China. Meanwhile, anticipated LNG deliveries to East China amounted to 0.65mmt, with apparent demand there led by Jiangsu LNG expecting 0.30mmt, followed by Yancheng LNG with 0.16mmt. Zhejiang LNG was set to receive 0.09mmt, whilst Zhoushan LNG anticipated 0.06mmt and Shanghai (Yangshan) LNG was expecting 0.04mmt.

Six LNG cargoes totalling 0.39mmt were broadly en route to China but with unconfirmed arrival terminals. The shipments aboard the Yamal LNG- and Portovaya LNG-derived LNG Megrez, Boris Vilkitsky and Valera as well as the Voskhod (carrying a re-export from Novatek's Arctic LNG-2 storage unit off Finval) had an arrival horizon of 15 January 2026. Additionally, we were tracking the Maran Gas Coronis and the LNG Adamawa, which were carrying a Malaysia LNG and Bonny Island LNG cargo, respectively, with a delivery horizon of 10 December.

Chinese LNG Demand: September-October 2025



Source: LNGJournal

LNG Demand

Chinese buyers continued exercising caution towards US-sourced LNG throughout the report period as trade relations between Washington and Beijing remained sensitive despite the easing of earlier tariff escalations. The temporary demand growth observed during July and August proved short-lived, with Chinese LNG offtakes contracting again in September and October as structural headwinds reasserted themselves. According to our data, China's monthly LNG offtakes stood at 5.51mmt in September and declined further to 5.28mmt in October, bringing total imports for the September-October 2025 report period to 10.79mmt. This represented a decrease of 1.29mmt (-11 percent) from the 12.08mmt imported during July and August, marking a reversal of the growth trajectory that had emerged in mid-year. China's annualised LNG import capacity utilisation during September-October stood at 43 percent, down from higher levels earlier in the summer.

More significantly, the September-October volumes showed a substantial year-over-year decrease of approximately 2.60mmt (-19 percent) from 13.39mmt in September-October 2024. This year-on-year weakness reflected robust domestic natural gas production alongside sustained pipeline gas flows from Russia and Central Asia that provided cheaper alternatives to seaborne LNG. The softening demand also mirrored broader economic conditions and ample alternative power generation sources that reduced industrial and power sector appetite for imported gas. Nevertheless, China retained its position as the world's leading LNG importer.

GDP & Prices

China's economy expanded by 4.8 percent year-on-year in the third quarter of 2025, slowing from 5.2 percent in the previous quarter but remaining broadly stable on a quarterly basis. For the first three quarters, GDP rose 5.2 percent to RMB 101.5 trillion (US$14.3 trillion), keeping the government's annual growth target within reach.

The recovery remains uneven. Industrial production and strong exports continue to drive growth, while consumer demand and the property sector lag behind. Apartment prices in major cities have dropped by up to 40 percent since 2021, eroding household confidence. Retail sales rose just 3 percent year-on-year in September, the weakest since late 2024, despite targeted incentives for big-ticket purchases.

According to Bruegel, China's growth model remains skewed towards external demand, with limited progress in rebalancing towards domestic consumption. Overcapacity, weak household spending, and falling producer prices persist, while rising global trade tensions threaten exports.

Policymakers have maintained a cautious stance, relying on targeted fiscal support and modest monetary easing rather than broad stimulus. Without deeper reforms to boost consumption, China's growth path is likely to remain fragile and uneven, with broader implications for global commodities such as LNG.

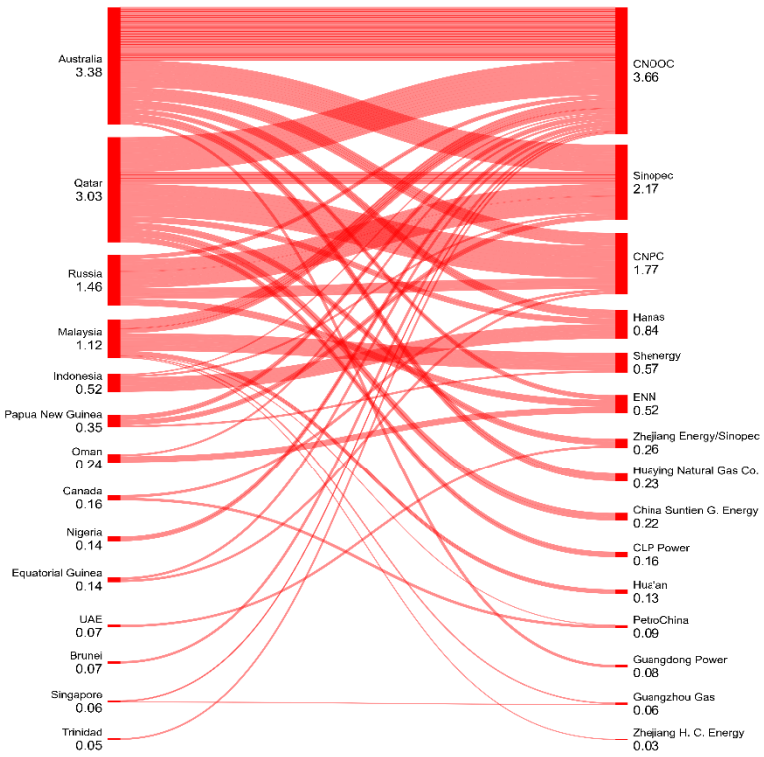
Our calculations based on Chinese customs data indicated China's landed LNG prices averaged US$10.59/mmBtu during the report

period of September-October, still down drastically from a peak of almost US$50/mmBtu in August 2022 but also down from the average of US$11.48/MMBtu for the previous two-month period of July-August.

Chinese domestic LNG prices decreased at the beginning of October but saw a sharpish uptick towards the end of the month, with the highest privately quoted domestic price during the report period moving up to US$12.40/mmBtu from US$11.89/mmBtu during the preceding two months of July and August. Nevertheless, as the increase only happed at the end of the report period, the average Chinese domestic LNG price during the report period had still decreased by US$0.43/mmBtu to US$11.11/mmBtu from around US$11.54/mmBtu during the previous two months.

Meanwhile, the average domestic price indicated by the National Bureau of Statistics (CNBS) stood at US$11.23/mmBtu for the report period, which meant the average price was down substantially by US$0.64/mmBtu from US$11.87/mmBtu during equivalent period in the previous two months.

Chinese LNG Buyers (MMt)



Source: LNG Journal

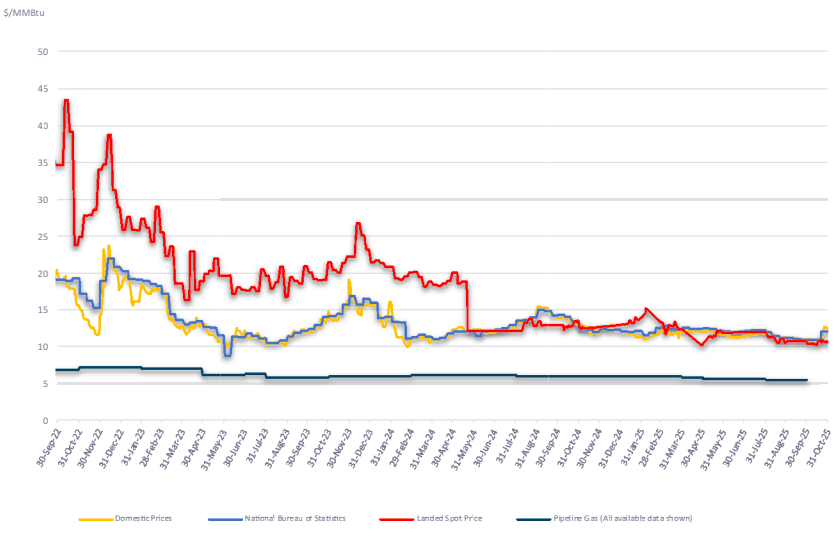
North China

North China LNG demand strengthened in the north of China during the report period, with offtakes climbing by 0.47mmt (19 percent) to 2.98mmt from 2.51mmt during the previous period of July-August.

China's North led by Tianjin and Caofeidian LNG

Tianjin LNG emerged as the region's largest import terminal with volumes jumping significantly by 0.43mmt (130 percent) to 0.76mmt from 0.33mmt, sourcing cargoes from Ras Laffan, Queensland Curtis LNG, Sakhalin-2 LNG, Australia Pacific LNG, Yamal LNG and Gorgon LNG. Caofeidian LNG recorded imports of 0.70mmt, gaining 0.16mmt (30 percent) from the previous period's 0.54mmt, with supplies derived from NWS LNG, Ras Laffan, Sakhalin-2 LNG, Australia Pacific LNG, Yamal LNG and EG LNG.

Chinese Gas Prices



Source: LNG Journal, CNBS, GACC, Domestic Traders

Qingdao LNG and Dalian LNG

Qingdao LNG imports also expanded by 0.15mmt (28 percent) to 0.69mmt from 0.54mmt, receiving cargoes from Australia Pacific LNG, Ras Laffan, Sakhalin-2 LNG, PNG LNG and Yamal LNG. Dalian LNG showed modest growth with imports rising by 0.01mmt (14 percent) to 0.08mmt from 0.07mmt, sourcing from LNG Canada.

Tianjin - Nangang LNG

Conversely, Tianjin - Nangang LNG saw a substantial decrease in offtakes by 0.18mmt (-36 percent) to 0.32mmt from 0.50mmt, with supplies from Ras Laffan, Australia Pacific LNG and Queensland Curtis LNG.

Tianjin LNG, Caofeidian Xintian LNG, Tianjin - Binhai LNG

The remaining two northern terminals – Caofeidian Xintian LNG and Tianjin - Binhai LNG – saw offtakes decrease during the reporting period. Caofeidian Xintian LNG showed a marginal reduction of 0.01mmt (-4 percent) to 0.22mmt from 0.23mmt, receiving all its cargoes from Ras Laffan. Tianjin - Binhai LNG imports, meanwhile, fell by 0.09mmt (-30 percent) to 0.21mmt from 0.30mmt, sourcing from Arun Conversion, Sakhalin-2 LNG, Australia Pacific LNG and Yamal LNG.

East China

LNG demand in East China contracted during the report period, with offtakes decreasing by 1.37mmt (-28 percent) to 3.44mmt from 4.81mmt during the previous period of July-August. At the time of writing, demand in East China was dominated by the wider Shanghai area, where Jiangsu LNG imported 1.07mmt during the report period, down by 0.44mmt (-29 percent) from 1.51mmt in the previous period. Jiangsu LNG sourced its cargoes from Ras Laffan, Australia Pacific LNG, Yamal LNG, LNG Canada and Gorgon LNG.

Wider Shanghai area

The remaining wider Shanghai area terminals – comprising Shanghai (Yangshan) LNG, Shanghai Peak-Shaving and Pinghu LNG – imported a combined total of 0.73mmt over the report period. Our data for Shanghai (Yangshan) LNG showed a marginal decrease in offtakes by 0.02mmt (-3 percent) to 0.57mmt from 0.59mmt previously, sourcing cargoes from Malaysia LNG and PNG LNG. Shanghai Peak-Shaving saw a more substantial reduction by 0.08mmt (-38 percent) to 0.13mmt from 0.21mmt, with supplies derived solely from Malaysia LNG. Pinghu LNG imports fell by 0.01mmt (-25 percent) to 0.03mmt from 0.04mmt, with Malaysia LNG also being the sole supply source.

Yancheng LNG & Wenzhou LNG

Yancheng LNG cut offtakes by 0.32mmt (-43 percent) to 0.43mmt from 0.75mmt in the previous period, receiving LNG from Queensland Curtis LNG, Australia Pacific LNG and PFLNG 1. Meanwhile, Wenzhou LNG reduced its offtakes by 0.04mmt (-13 percent) to 0.26mmt from 0.30mmt, with supply sources comprising Ras Laffan and Das Island.

Zhejiang & Zhoushan LNG

Zhejiang LNG imports decreased by 0.35mmt (-45 percent) to 0.43mmt from 0.78mmt in the previous period, sourcing gas from Ras Laffan and Malaysia LNG. Zhoushan LNG saw a reduction of 0.11mmt (-17 percent) to 0.52mmt from 0.63mmt, with supplies derived from Sakhalin-2 LNG, Oman LNG, Gorgon LNG and Yamal LNG.

South China

Regional imports in South China – where LNG demand is primarily determined by the southern industrial clusters surrounding Shenzhen – saw a moderate regional demand decrease during the report period of September-October, our data showed. The region's imports amounted to 4.37mmt over the report period, down by 0.39mmt (-8 percent) from the 4.76mmt we recorded in July-August.

Shenzhen terminals

South China's imports were led by Guangdong Dapeng LNG, which saw offtakes of 1.32mmt, a decrease of 0.17mmt (-11 percent) from 1.49mmt in the previous period, with supply sources comprising Ras Laffan, NWS LNG, PNG LNG, Queensland Curtis LNG, Bonny Island, Arun Conversion, PFLNG 2, Atlantic LNG, EG LNG and Malaysia LNG. Neighbouring Shenzhen Diefu LNG imported 0.36mmt, reducing offtakes marginally by 0.01mmt (-3 percent) from 0.37mmt and sourcing cargoes from Ras Laffan, PNG LNG, Oman LNG, Queensland Curtis LNG, Yamal LNG and Singapore LNG.

Zhuhai and Fujian LNG

Zhuhai LNG saw a decrease in offtakes to 0.42mmt, down 0.08mmt (-16 percent) from 0.50mmt the previous period, with supply coming from Ras Laffan, Queensland Curtis LNG and Bonny Island. Fujian LNG recorded modest demand growth to 0.84mmt, an increase of 0.03mmt (4 percent) from 0.81mmt, sourcing its supplies from Tangguh, Ras Laffan, Queensland Curtis LNG and NWS LNG.

Jieyang and Beihai LNG

Jieyang LNG saw a substantial decrease in imports to 0.18mmt, down 0.16mmt (-47 percent) from 0.34mmt, receiving cargoes from Malaysia LNG, Pluto LNG, Singapore LNG and Ras Laffan. In contrast, Beihai LNG demonstrated exceptional growth with offtakes tripling by 0.34mmt (200 percent) to 0.51mmt from 0.17mmt, sourcing from Arctic LNG 2 Storage - Finval, Arctic LNG 2 and Queensland Curtis LNG.

Hainan LNG and Bauhinia Spirit

Hainan LNG decreased imports to 0.07mmt, down by 0.02mmt (-22 percent) from 0.09mmt, sourcing its cargoes from Arctic LNG 2. The Bauhinia Spirit FSRU offshore Hong Kong saw a substantial offtake reduction, with imports falling by 0.10mmt (-38 percent) to 0.16mmt from 0.26mmt, receiving supply from Ras Laffan.

Zhangzhou, Nansha, Huizhou and Huaying LNG

Zhangzhou LNG expanded imports to 0.13mmt, up 0.05mmt (63 percent) from 0.08mmt, with supply from Ras Laffan and Brunei LNG. Conversely, Nansha LNG saw offtakes decrease by 0.03mmt (-33 percent) to 0.06mmt from 0.09mmt, receiving supply from Singapore LNG and Malaysia LNG. Huizhou LNG recorded a dramatic reduction, with imports falling by 0.21mmt (-72 percent) to 0.08mmt from 0.29mmt, sourcing cargoes from Queensland Curtis LNG. The Huaying terminal took in 0.23mmt, down 0.04mmt (-15 percent) from 0.27mmt period-on-period, with supply coming from Australia Pacific LNG. Additionally, the Hainan Transfer Station entered the market with imports of 0.01mmt, up from no imports during the previous period. Dongguan LNG was again not seen in the market with offtakes, unchanged from the previous period of July-August.

Region	Terminal	Export Basin			October 2025	September 2025	Rep. Period Utilisation
		Atlantic	Middle East	Pacific			
North	Caofeidian LNG	0.07	0.18	0.06	0.31	0.39	65%
	Caofeidian Xintian LNG	–	0.11	–	0.11	0.11	26%
	Dalian LNG	–	–	0.08	0.08	–	8%
	Qingdao LNG	0.14	–	0.41	0.55	0.14	69%
	Tianjin - Binhai LNG	0.05	–	0.03	0.08	0.13	25%
	Tianjin - Nangang LNG	–	0.09	0.15	0.24	0.08	18%
	Tianjin LNG	–	0.17	0.12	0.29	0.47	63%
East							
	Jiangsu LNG	0.07	0.29	0.08	0.44	0.63	61%
	Pinghu LNG	–	–	–	-	0.03	18%
	Qidong LNG	–	–	–	-	–	0%
	Shanghai (Yangshan) LNG	–	–	0.33	0.33	0.24	57%
	Shanghai Peak - Shaving	–	–	0.06	0.06	0.07	13%
	Wenzhou LNG	–	0.18	–	0.18	0.08	52%
	Yancheng LNG	–	–	0.29	0.29	0.14	43%
	Zhejiang LNG	–	0.18	0.07	0.25	0.18	43%
	Zhoushan LNG	0.07	0.05	0.07	0.19	0.33	42%
South							
	Bauhinia Spirit	–	0.16	–	0.16	–	17%
	Beihai LNG	0.14	–	–	0.14	0.37	102%
	Dongguan LNG	–	–	–	-	–	0%
	Fujian LNG	–	–	0.36	0.36	0.48	80%
	Guangdong Dapeng LNG	0.12	0.05	0.48	0.65	0.67	103%
	Hainan LNG	–	–	–	-	0.07	14%
	Hainan Transfer Station	–	–	0.01	0.01	–	20%
	Huaying LNG	–	–	0.08	0.08	0.15	23%
	Huizhou LNG	–	–	–	-	0.08	12%
	Jieyang LNG	–	0.08	0.01	0.09	0.09	26%
	Nansha LNG	–	–	–	-	0.06	36%
	Shenzhen Diefu LNG	0.05	0.06	0.10	0.21	0.15	54%
	Shenzhen Peak - Shaving	–	–	–	-	–	0%
	Zhangzhou LNG	–	–	–	-	0.13	26%
	Zhuhai LNG	–	0.18	–	0.18	0.24	36%
	Total	**0.71**	**1.78**	**2.79**	**5.28**	**5.51**	**43%**

Source: LNG Journal

LNG Journal Subscription Package

Your LNG Journal subscription includes broad coverage of LNG across the globe – from trade and shipments through to LNG prices, plus in-depth technical coverage. With over 20 years of LNG reporting experience, we remain the market leading source of information for decision makers in the LNG industry.

LNG Daily News
Delivered to your inbox and online

LNG Journal
The flagship LNG monthly

LNG Unlimited
Your fortnightly summary of LNG news

LNG Market Tracker
Weekly empirical insight into the LNG market

LNG North America
Bi-monthly report on LNG in the US, Canada

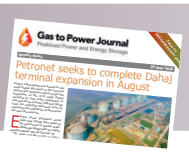
LNG Transition
In-depth look at LNG as a transition fuel

LNG Shipping News
Bi-weekly coverage of LNG shipping

LNG China
Bi-monthly review of LNG in China

LNG Monthly Markets
Key developments in LNG markets

Gas to Power Journal
Peakload power and energy storage



Subscription Contacts

For new subscriptions or general subscription queries please contact:

Stephan Venter
venter@lngjournal.com
+44 207 017 3407

To renew an existing subscription or to upgrade your package, please contact:

Gabi Weck
gabi@lngjournal.com

Sign up now for an Online Subscription at only US$1240; €960 or £860

Discount options are available for multi-users

Contact us for more information or to arrange a free trial