LNG Unlimited

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Canada's LNG driven infrastructure boom attracts investors

With LNG Canada and other projects advancing, Canada is entering a broader energy-infrastructure boom rather than a one-off build-out. For upstream companies like Canadian Natural Resources, that shift lifts realized gas pricing, strengthens margins, and expands long term cash flow potential.

Canadian Natural Resources (CNQ) is one of the most operationally efficient producers in Canada, with low per barrel costs and a diversified asset mix that includes both thermal and in situ oil sands plus conventional gas.

As LNG export capacity expands, producers gain more leverage to global LNG prices rather than being constrained by landlocked pipeline bottlenecks. That dynamic translates into higher realized prices — especially for producers that can route volumes to LNG export plants for sale into higher priced Asian markets.

For CNQ, improvements in infrastructure economics can have an outsized impact on earnings growth because the company already operates at a high efficiency plateau. "Any lift in average realized price, combined with stable operating costs and high base level free cash flow, tends to flow through disproportionately to the bottom line," financial analysts noted.

If LNG infrastructure build-out in British Columbia accelerates via additional LNG trains, expanded pipeline egress, and improved rail and third party processing options — CNQ's existing production base suddenly looks more export oriented and can unlock higher value than sold at domestic AECO prices.

From an investor decision lens, the question is how quickly the

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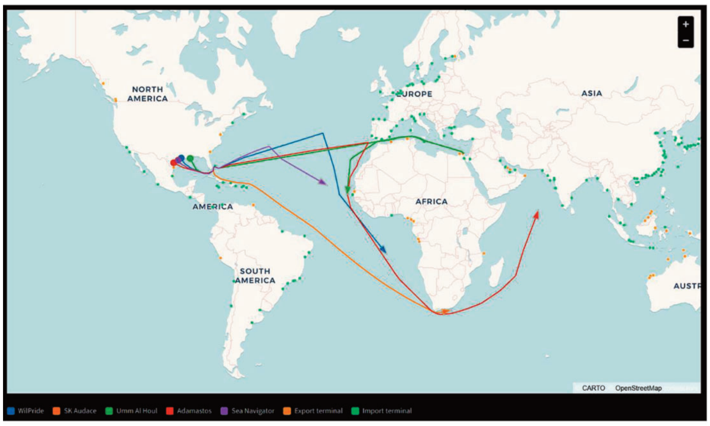
US LNG diverts to Asia as JKM-TTF arbitrage widens



Data as of 26 May 2026

Five US-loaded LNG cargoes have diverted from European or Egyptian destinations into the Pacific Basin in the four weeks through mid-May: the *WilPride*, *SK Audace*, *Umm Al Houl*, *Adamastos* and *Sea Navigator*. Four are signalling 'For Orders' and one (the *Adamastos*) is bound for Dahej, India, *LNG Journal's* data shows.

The cargoes loaded against TTF prices that ranged from €38.7/MWh (*Umm Al Houl*, 17 April) to €50.2/MWh (*Sea Navigator*, 17 May). Converted to US$/MMBtu, that is roughly $13.20 to $17.10. JKM front-month moved to $18.96 by 18 May.

"The implied gap between loading-time European price and mid-May JKM ranged from about $1.80/MMBtu for the latest-loaded cargo to over $5/MMBtu for the April-loaded ones," our LNG Data Analytic Editor, Alex Wilk explains.

That widening would, in his view, likely have been the relevant economic signal for a diverting lifter, not the contemporaneous JKM-TTF spread.

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Shell-led LNG Canada export terminal will reach financial close on Phase 2. A decision is expected in late 2026, or early 2027.

A Phase 2 investment would build on LNG Canada's existing export terminal in Kitimat and is planned to position Canada as a top-five global LNG exporting nation, local sources said. If sanctioned, the expansion would add another 14 mtpa capacity, doubling the terminals total capacity to 28 mtpa across four trains. Offtake is, so far, deemed sufficient to underpin Phase 1 operations, while Phase 2 will need to lean on both existing equity linked buyers and incremental third parties yet to be found.

Gas-focussed investors are already snapping up Canadian producers with scale, low cost operations, and exposure to export linked pricing. CNQ is widely perceived to offer exposure to rising LNG linked cash flows without speculating on individual project level risks.

Free trade deal with India sought

Canada's Prime Minister Mike Carney is pushing to advance a free trade agreement with India that would open a strategic outlet for LNG, agri-food and technology exports. The move reflects Canada's effort to fast-track Pacific facing LNG infrastructure and lock in long-term offtake.

Carney met India's Commerce and Industry Minister Piyush Goyal in Ottawa this week to map out sectors where both countries see the biggest mutual trade opportunities.

With the US Trump administrating levying tariffs on Canadian energy and agricultural exports, Carney seeks to foster trade with alternative partners, notably major energy offtakers in Asia Pacific. India, with rising energy consumption from a population of 1.4 billion and an expanding middle class, is the kind of alternative that would suit politically and economically.

"The talks are about building durable commercial ties that support jobs at home while helping India meet its energy transition and food security needs," a Canadian official said. The Prime Minister's pitch places particular emphasis on LNG as a near term export that can help meet India's growing electricity and industrial fuel needs while providing Canadian LNG producer with steady, long-term counterparties.

Developers behind LNG Canada's proposed Phase 2 and smaller rivals need to secure firm offtake agreements to reach financial close.

A free trade pact that includes energy clauses or investment protections could make Asian offtakers – including Indian utilities and trading houses – more willing to sign multi-decade supply contracts, analysts suggested. ■

Equinor flags EU gas shortfall risk


Equinor CEO Anders Opedal

Equinor said Europe could face a critical gas stock shortfall if disruption to shipping through the Strait of Hormuz lasts one to three months, as low inventories and distorted prices slow replacement flows. CEO Anders Opedal said Norway has "no spare oil and gas capacity," as tighter market increase buying interest in Equinor's own exports, notably LNG.

Europe's gas market could become "critical" if the Strait of Hormuz stays closed to shipping for another one to three months, he warned.

Gas caverns and storage tanks across Europe are currently just above 35% full, way below a seasonal norm of around 50%, according to Gas Infrastructure Europe data. This leaves less buffer for power plants and industry if LNG cargoes or pipeline flows tighten further.

If the Strait reopened quickly, Equinor expects Europe could still reach an "acceptable, but tight" storage level of 75%, but a shutdown lasting one to three months could push inventories into critical territory. EU member states are mandated to build a gas buffer during the summer season to reach a 90% storage target between October and the beginning of December.

The June gas contract at the Dutch TTF gas hub traded at 45.73 €/MWh at the time of writing, having risen in March to 74 €/MWh, their highest level since January 2023. Elevated prices can curb Europe's gas consumption significantly – through fuel switching to coal, an increased use of renewable energy and a fall in fuel demand by the industry – helping a rebalance.

"If we have prices up to what we saw in the beginning (of the Iran war), around 60-70 euros per megawatt hour, then we have estimated that gas to power alone could actually result in a reduced demand of around 10 billion cubic metres," said Peder Bjorland, Equinor's vice president for gas trading. ■

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By mid-May the gap was wide enough to plausibly cover diversion costs on the cargoes loaded earlier at lower European prices. For the *Sea Navigator,* loaded at the top of the TTF range on 17 May, the economics were tighter.

That diversions were tracked to have run in parallel to four other cargoes that loaded directly with Tianjin declarations between 5 and 18 May. "The two cohorts are likely separate phenomena rather than a single pattern, given the difference in loading-time economics and the destination uncertainty across both groups," Wilk commented.

The staggered resumption of Hormuz LNG transits may eventually undermine the economics of shipping US Gulf coast LNG to Asia. ■

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ADNOC LNG cargo exits Hormuz bound for India

An LNG tanker loaded at ADNOC's Das Island terminal has exited the Strait of Hormuz and is now on route to India, going 'dark' when transiting the critical waterway. The most likely buyer is Indian Oil Corp, the counterparty to ADNOC's latest long-term supply agreement.

ADNOC Gas's long-term supply agreement with Indian Oil covers up to 1.2 million metric tons a year (mtpa) from Das Island, with first deliveries due in 2026.

The LNG tanker *Al Hamra* was reportedly "spotted in the last day" carrying a cargo toward western India, after switching off its AIS signal around April 19 when it was empty and idling near Hormuz. Kpler data cited by Bloomberg said the tanker had been docking at Das Island even as vessels stopped broadcasting positions near the plant.

VesselFinder's AIS log lists the *Al Hamra* at the Indian Coast, en route to Dahej at sailing at a speed of circa 9.5 knots, with an estimated arrival at the regas terminal May 26. The tracking page, however, also contains an estimated time of arrival – June 17 – so the date should be treated as provisional.

Cargo loading at ADNOC's Das Island terminal

Spot market purchases

Indian buyers have been badly affected by QatarEnergies' *force majeure* on LNG deliveries from Ras Laffan and had sought to secure cargoes from the spot market, instead.

Bharat Petroleum Corp, Gail India and Gujarat State Petroleum Corp reportedly bought shipments for delivery between April and June at below $16 per MMBtu. ■

Term charters back in favour

Long-term LNG charters – not spot cargoes – are buyers' favourite, once again, as they provide greater protection against freight rate spikes and shipping disruptions. This trend could tighten global LNG carrier availability for years to come.

The shift to long-term charters is underpinning new LNG carrier orders, with the shipping industry gearing up to build about 100 carriers annually. Newly designed vessels will be capable of carrying up to 15% more than current tankers.

The return to long-term charters is a departure from the spot-market-heavy approach that dominated 2024-2025.

For LNG producers, long-term supply contracts give certainty on delivery logistics and stabilises total landed costs for buyers. For shipowners, term charters offer revenue visibility and reduce exposure to volatile freight markets.

Tighter charter markets have inflated shipping costs and delivery times, compressing the window in which exporters can re optimize slot allocations and re-align with existing long term contracts. For QatarEnergies, this poses a major obstacle as several buyers are waiting to get their contracted LNG shipments reinstated. ■

Four LNG cargoes transit Hormuz, more to follow

At least four LNG tankers have transited through the Strait of Hormuz in recent days, setting sail to Pakistan, India and China, after being held back for almost three months.

The LNG carrier *Fuwairit* reportedly exited Hormuz on Monday and is anticipated to discharge its cargo in Pakistan on Tuesday, according to LSEG and Kpler shipping data. The tanker loaded at QatarEnergies' Ras Laffan liquefaction complex around March 27.

Another cargo from Ras Laffan, onboard the LNG tanker *Al Rayyan* also transited the waterway, setting sail to China where it is expected to berth and discharge around June 28, according to shipping data. Moreover, the Qatari LNG tanker *Al Sahla* transited Hormuz earlier and is scheduled to arrive at China's Tianjin LNG terminal as early as June 14.

Satellite image of the Strait of Hormuz

Shipping logistics have been unravelled by lengthy disruptions to transits through the Strait of Hormuz. Even after a durable ceasefire and safe passage through the strait are restored, months of disruption to shipping patterns will leave the global LNG fleet "stretched and mispositioned," said QatarEnergy CEO Saad al-Kaabi.

Trade flows will hence restart gradually and staggered, he cautioned. The physical restart of liquefaction trains at Ras Laffan is, in principle, more predictable than the reassembly of the tanker order book and just in time delivery schedules. ■

Cyprus gas to be commercialized via Egypt LNG route

QatarEnergy, ExxonMobil and Egypt have agreed to assess commercializing Cyprus gas discoveries via Egypt's existing LNG infrastructure. Supply from the Aphrodite discovery, estimated at 4.5 trillion tcf, will be routed to Egypt's underutilized liquefaction plants at Idku and Damietta, with 12.2 mtpa capacity combined.

Egypt's LNG utilization has fluctuated in recent years, dropping below 30% in 2023 amid domestic supply constraints, leaving spare capacity available for third-party gas.

Under the framework, Cyprus gas would be transported via subsea pipeline to Egypt's existing transmission grid, avoiding the need for a standalone liquefaction project. A direct pipeline from Aphrodite to Egypt is expected to span approximately 300 km, with preliminary cost estimates ranging between $1 billion and $1.5 billion – substantially lower than the $6-8 billion typically required for a greenfield LNG development of comparable scale.

Arial view of Idku LNG terminal

The Aphrodite feedgas is expected to be commercialized via a tolling or hybrid structure. Egypt's LNG plants – operated by Shell at Idku and Eni at Damietta – would liquefy the gas for a fee, likely in the range of $2-3/MMBtu, while upstream partners retain ownership of the gas and secure offtake agreements.

From a project finance perspective, the approach reduces capital intensity and shortens time to first gas. By leveraging existing infrastructure, upfront Capex is limited to upstream development – estimated at $3-4 billion for Aphrodite – and pipeline construction.

Export volumes from Cyprus could reach 5-7 bcm annually in the initial phase, equivalent to approximately 3.5-5 mtpa of LNG. At current European benchmark prices of around $10-12/MMBtu, this translates into annual gross revenue potential of $1.5-2.5 billion, depending on contract structures and liquefaction fees.

The involvement of QatarEnergy and ExxonMobil strengthens the project's financing profile, making it easier to arrange project debt. Both companies have extensive LNG marketing portfolios and could commit to substantial long-term offtake – a key prerequisite for a final investment decision (FID). ■

BOTAS, Edison explore gas pipeline and LNG cooperation

Turkey's state-owned pipeline operator BOTAS and the Italian energy company Edison have agreed to work together on LNG trade and swap operations, while evaluating a new gas pipeline across the Mediterranean between Turkey and Italy.

Under the memorandum of understanding (MoU), signed on the sidelines of the Istanbul Natural Resources Summit, the two partners will set up a working group to examine the technical, commercial, and regulatory dimensions of a potential hydrogen compatible natural gas interconnector between Turkey and Italy. Joint, or coordinated LNG procurement is the second mainstay of the accord.

The BOTAS Edison MoU does not yet specify a project volume or timetable for the proposed interconnector or joint off takes, but it formalizes a platform for coordinated LNG offtake and pipeline linked swap arrangements across the eastern and central Mediterranean.

For investors, the agreement signals that both companies are actively layering long term LNG linked volumes on top of existing pipeline based trade, aiming to lock in flexible, diversified supply as shipping markets and terminal-access begin to tighten.

Both companies already play active roles in Mediterranean gas flows:

BOTAS has been building up additional LNG receiving capacity and integrating more spot and term LNG cargoes into Turkey's domestic energy mix. Under a 20 year offtake with Mercuria, BOTAS sources roughly 4 bcm per year, equivalent of 2.6 mtpa of LNG with deliveries starting in 2026 and extending through 2045. An additional 11 bcm per year of step down winter volume has been agreed with ENI and SEFE. Those volumes translate into approximately 7.3 mtpa over the 10 winter period with ENI and about 8.0 mtpa under the agreement with SEFE, both starting in 2028.

Edison is a major LNG procurement and gas trading player in Europe, based on several long-term offtake agreements, including a 20-year deal with Venture Global for about 0.95 mtpa into Italy's Piombino FSRU. The Italian company also signed a 15 year SPA with Shell for 0.7 mtpa, starting 2028. ■

BOTAS' Marmara Ereglisi LNG terminal

Eni locks in 2 mtpa LNG offtake from Indonesia

Eni has secured about 2 million tonnes per annum (mtpa) of LNG from its South Hub and North Hub projects in Indonesia, supplied via the Bontang terminal in East Kalimantan. The additional supply will help Eni reach its target of more than 20 mtpa of contracted LNG supply by 2030.

The offtake from Bontang LNG was arranged through three long-term sales and purchase agreements (SPAs) and relates to gas development in the Kutei Basin.

Company sources cited the deal as a "volumes-and-offtake arrangement" rather than a "price announcement."

The SPAs follow Eni's final investment decision on the North Hub and South Hub developments, in which the Italian utility holds an average participating interest of more than 80%.

Pertamina-operated Bontang LNG terminal

The Italian utility specified in March the two hubs were designed to add up to 2 billion cubic feet per day (bcf/d) of gas and 90,000 barrels per day (bbl/d) of condensate to its production capacity.

First gas is envisaged in 2028.

Feed gas will be delivered to Bontang for liquefaction, which includes the reactivation of a production train that has been idle for several years. By using existing infrastructure, Eni aims for a faster commercialization route for the new gas output. ■

Inpex seals preliminary Abadi LNG offtake with BP, Shell and Indonesian players

Japanese utility Inpex has signed preliminary deals with BP and Shell Eastern Trading, as well as the Indonesian companies PLN Energi and Perusahaan Gas Negara, to offtake LNG from the 9.5 mtpa Abadi liquefaction project. The agreements take the project closer to a final investment decision (FID) in 2027.

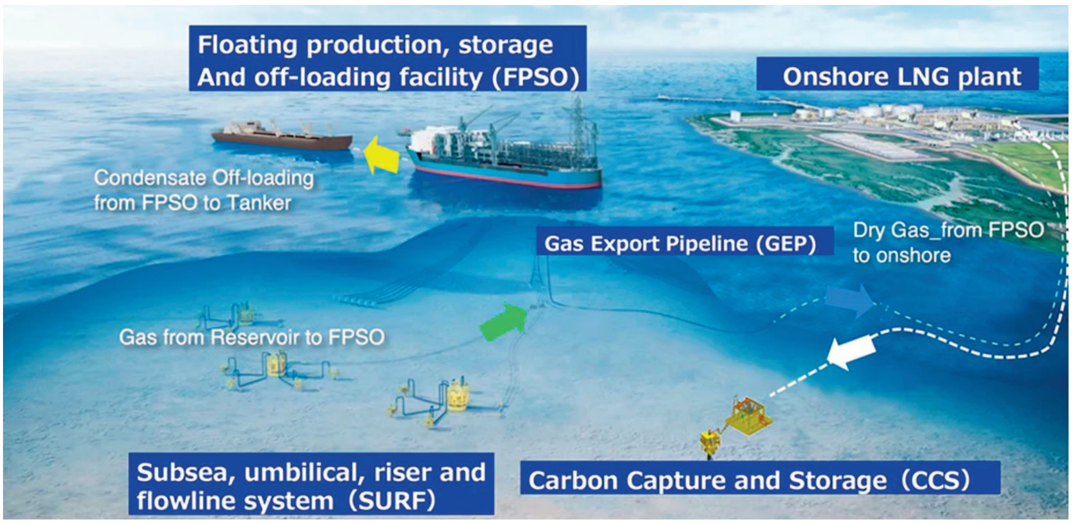
Eager to secure firm offtake to underpin project finance, Inpex is now working with the four prospective customers to finalise ales and purchase agreements (SPAs). On a separate note, Perusahaan Gas Negara (PGN) signed an agreement in principle to buy LNG from the project for 15 years for the domestic Indonesian market starting in 2033.

Inpex also agreed to supply pipeline gas from the Abadi LNG project to the fertiliser producer PT Pupuk Indonesia, continuing prior MOUs that envisioned roughly 150 million scf/d of pipeline gas for Pupuk's co production plant.

Feedgas for Abadi LNG will originate from the Masela Block in eastern Indonesia. Under the current design, gas will be extracted via an offshore Floating Production, Storage, and Offloading (FPSO) vessel and transported through a subsea pipeline to the Tanimbar Islands for liquefaction.

Financial close on the Abadi LNG terminal is envisaged early next year, with a view to supply 'safe' supply into a tight market in Asia Pacific.

Inpex will be the majority owner and operator of the Abadi liquefaction and export terminal, while Pertamina and Petronas hold about 20% and 15% in the project, respectively. ■



INPEX' Abadi LNG concept

Singapore has enough LNG until end-2026

Singapore has secured enough LNG from outside the Middle East to last through the end of this year, as state-owned buyer GasCo accelerated spot purchases to replace cargoes affected by disruptions around the Strait of Hormuz. Negotiations are underway long-term offtake from the US, Australia and Canada.

GasCo, established in 2025 to centralise LNG procurement for Singapore's power sector, has moved aggressively into the spot market to source 'safe' deliveries. The purchased spot cargoes are understood to originate from Australia and the US.

Traders noted Singapore's early buying activity helped shield the country from the worst of the energy price spike.

Singapore received at least three replacement spot cargoes after the conflict began — two from Australia and one from Mozambique, according to Kpler ship-tracking data cited by Reuters. One Australian shipment arrived on March 27 from the Australia Pacific LNG project, another on April 9 from the Gorgon LNG facility, while a third cargo from the Coral South floating LNG project offshore Mozambique arrived on April 19.

Singapore imported 5.93 million metric tons of LNG in 2025, with 2.76 million tons sourced from Qatar. Based on current consumption levels, analysts estimate the country requires roughly 6 million to 6.5 million tons annually to maintain stable power generation and industrial gas supply.

Natural gas accounts for around 95% of Singapore's electricity generation, leaving the city-state highly exposed to volatility in global LNG markets. ■

MidOcean Energy secures TAEF investment in LNG capital rise

MidOcean Energy has secured an $120 million equity investment from The Arab Energy Fund (TAEF) as part of its ongoing capital raise, targeting up to $2 billion from new investors.

The announcement follows MidOcean's March 2026 capital raise of $1.29 billion, which included a $500 million commitment from Japan's Idemitsu Kosan and $790 million from other new and existing investors.

R. Blair Thomas, chairman of MidOcean and chief executive of EIG signalled out TAEF's "significant expertise" in energy investments as "a strong validation of MidOcean's strategy to build a global LNG business." TAEF, formerly known as APICORP, is a multilateral impact financial institution focused on energy and utilities sectors across the Middle East and North Africa.

Going forward, MidOcean wants to raise more capital, targeting a combined $2 billion from new investors. "There is significant further momentum from additional investors currently in documentation," Thomas said.

MidOcean, TAEF signing ceremony

Washington-based MidOcean holds minority stakes in five major LNG projects, including LNG Canada's 14 mtpa facility that began exporting in 2025, Western Australia's 15.6 mtpa Gorgon LNG, the 4.9 mtpa Pluto LNG project which is under expansion, Queensland Curtis LNG at 8.5 mtpa, and Peru LNG at 4.5 mtpa

In mid-March, MidOcean signed agreements with Japan's JERA to increase its Gorgon ownership from 1 % to 1.417 % and acquire a 0.735 % interest in Ichthys LNG. ■

Kinetic LNG secured $125 million investment from Actera

Kinetics LNG has secured a $125 million investment from Turkish private equity firm Actera Group to help fund the expansion of its floating LNG business, targeting emerging markets.

Establish as an initiative of Karpowership, Kinetic focusses on floating LNG terminal ships (LNGTS), floating storage and regasification units (FSRUs), and integrated LNG-to-power infrastructure. The company, controlled by the Karadeniz Group, specializes in "cleaner, flexible energy systems" targeting markets with constrained gas and power systems.

The Actera investment comes as Kinetics accelerates deployment of LNG infrastructure tied to Karpowership's business model. In November 2025, Kinetics completed a separate $400 million senior secured bond issuance, with proceeds earmarked for the conversion of three LNG terminal ships — *LNGT Oceania, LNGT Türkiye* and *LNGT Karadeniz*.

The three LNGTS vessels under conversion are estimated to collectively provide regasification capacity of between 10-15 billion cubic metres per year (bcm/y), depending on final technical configuration.

Unlike onshore LNG terminals, Kinetics' floating infrastructure strategy helps shorten deployment timelines and lower upfront capital costs. FSRU-based import projects can typically be commissioned within 12-24 months, compared with 4-5 years for land-based terminals.

The London-based company is managing its global LNG fleet through multiple jurisdictions and appears focused on downstream LNG import and gas-to-power infrastructure rather than LNG export capacity. It also expanded in clean-energy technologies, having participated in funding rounds from the Canadian firm Exterra and the US-based electrolyser manufacturer Power to Hydrogen. ■

NEWS BRIEFS

CMA CGM preps new LNG boxship

The French shipping firm CMA CGM is preparing to deploy its new LNG-fuelled containership Notre Dame on its Asia-to-Europe service. The vessel made its maiden call at Yangshan Port in Shanghai on May 22 and is now en route to Le Havre, France, where it will be named in early June. The 24,211 TEU vessel is the first of 10 ships due for delivery through to 2028.

Russia's LNGC 'dark fleet' extended

Russia was thought to have recently added four LNGCs to its growing 'dark fleet' exporting cargoes from the sanctioned Arctic LNG 2 project, according to a Bloomberg analysis of shipping data.

Four LNGCs, 'Kosmos', 'Merkuriy', 'Orion', and 'Luch', have recently changed ownership and management to little known companies.

Karpowership FSRU head to Yucatan

Turkish floating power producer Karpowership will deploy a 250-MW gas-fired powership alongside a floating storage and regasification unit (FSRU) in Mexico's Yucatán Peninsula under a three-year agreement with grid operator CENACE. Both vessels are expected to arrive in the coming week, due for immediate commissioning.

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