LNG Unlimited

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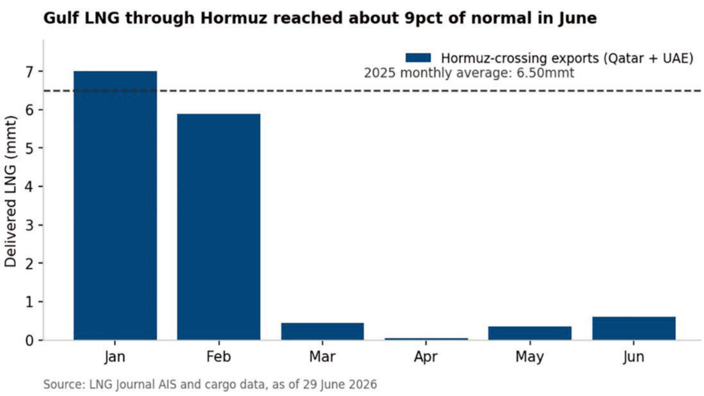
LNG tankers retreat from Hormuz after vessel attacks

Five crude oil and LNG tankers have turned back after attempting to transit the Strait of Hormuz following Iranian attacks on commercial shipping in the area. A missile strike on the Nakilat carrier *Al Rekayyat*, carrying Qatari LNG, risks undermining the tepid recovery in maritime traffic through the beleaguered waterway. Maritime authorities raised the risk level for transiting Hormuz to "severe."

At least three QatarEnergy-controlled LNG carriers — *Al Ghariya*, *Duhail* and *Al Ruwais* — have altered course and are heading away from the strait, according to ship-tracking reports citing LSEG data. The vessels were sailing in ballast from Ras Laffan and had been expected to load cargoes, but instead joined a growing queue of empty LNG ships holding back from the chokepoint. More vessels are preparing to revert direction since.



Combined Qatari and Emirati Hormuz-crossing exports, 2026, against the 2025 monthly average.

The turnbacks followed Iranian missile strikes on July 7 on the LNG carrier *Al Rekayyat* and on a Saudi oil tanker. In an undisguised warning, the Iranian foreign minister said that commercial vessels using routes not coordinated with the Iranian regime or tampering with the ship's AIS tracking faced "a risk of collision."

Some 13 LNG cargoes loaded at Ras Laffan but eight went intra-Gulf to Kuwait and never

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ADNOC sets up combined LNG sales and trading platform

Abu Dhabi National Oil Company (ADNOC) has launched a consolidated LNG marketing, sales and trading platform, targeting 47 mtpa of marketable LNG by 2035, including future volumes from the Ruwais LNG project.

The new platform will bundle the commercial activities of XRG and ADNOC Trading in a bid to compete with established portfolio players. The UAE oil and gas giant said the unified trading platform will allow for flexible contract structures and destination flexibility. The move reflects a broader trend among major LNG suppliers to integrate trading functions as market liquidity increases and contract tenors shorten.

Render of ADNOC's Ruwais LNG terminal

ADNOC strives to scale up its liquefaction and export capacity. The cornerstone of this strategy is the Ruwais LNG project, currently under development in Abu Dhabi, which is expected to add around 9.6 mtpa of capacity in its first phase. In parallel, ADNOC has taken stakes in international LNG projects and continues to explore additional upstream gas opportunities to bolster its feedgas targets.

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UNLIMITED AGENDA

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approached Hormuz. Only five ran the strait for export, around 6 percent of the 2025 beyond-Hormuz monthly average of roughly 84. ADNOC's Das Island liquefaction terminal in the United Arab Emirates managed four, near 60 percent of its already low baseline. Many of them with their AIS shipping signal suppressed, making live confirmation of Hormuz crossings difficult – and these undercover tactics evoked Iranian anger and ultimately attacks on commercial vessels.

A queue of ballast, or unladen vessels, seeking to load at Ras Laffan keeps building up and amounts to nearly a dozen at the time of writing. These ballasting vessels are floating idle around the Middle East Gulf, India and the Strait of Malacca though it seems increasingly unlikely that they can load cargoes at Ras Laffan any time soon.

Following the US-Iran peace deal, the direction of travel has been upward: our data has beyond-Hormuz departures climbing from about one a week in late May to three a week by the end of June, with Gulf LNG through Hormuz reaching about 9 percent of 'normal' in June – "a real if fragile recovery," analysts noted. The Al Rekayyat strike lands directly on that trend.

Just a few days before the Al Rekayyat strike, the front-month TTF eased through June after the United States and Iran signed a memorandum of understanding and a sixty-day toll-free transit window, running to around 16 August, were viewed as early signs for a recovery in Qatari LNG shipments. Even though Qatari and Emirati exports across the strait reached barely a tenth of normal in June. Following Iran's latest attacks on commercial crude oil and LNG tankers, the optimistic bet on QatarEnergy being able to meet its ramp schedule at Ras Laffan and the strait staying open proved wrong. ■

Shell raises outlook for LNG volumes, flags strong trading

Shell has raised its second-quarter guidance for integrated gas production and LNG liquefaction volumes, while flagging stronger trading performance, as heightened market volatility linked to Middle East tensions supports earnings.

In a trading update on June 7, the company said integrated gas output is now expected at 610,000–650,000 barrels of oil equivalent per day (boed) for the April–June period, up from previous guidance of 580,000–640,000 boed. First-quarter production stood at 909,000 boed. Shell also raised its LNG liquefaction outlook to 7.4–7.8 million tonnes, compared with prior guidance of 6.8–7.4 million tonnes. Output in the first quarter was 7.9 million tonnes.

The London-based company said results from its integrated gas trading division would be "significantly higher" than in the first quarter, reflecting increased price volatility across global energy markets. By contrast, trading in the chemicals and products segment is expected rangebound with the previous quarter.

Short-term liquidity increased, with Shell forecasting a working-capital inflow of $1 billion to $6 billion in the second quarter, compared with an $11.2 billion outflow in the first quarter, largely reflecting commodity price movements. Benchmark prices strengthened during the quarter, with Brent crude averaging around $97 per barrel, up from $78 in the first quarter, while the Dutch TTF front-month gas contract averaged about €46/MWh, compared with €40/MWh previously.

Operations in the Middle East remain a key factor. Production at Shell's Pearl gas-to-liquids facility in Qatar has been offline since March following an attack on Ras Laffan Industrial City, with repairs expected to take up to a year. Around 20% of Shell's upstream output, or roughly 550,000 boed, is sourced from the region, including about 10% linked to Qatar. ■

View onto Shell's commodity trading floor

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JERA GES launched to link LNG supply, trading and shipping

Japan's JERA has launched a vertically integrated unit — JERA Global Energy Solutions — to consolidate and optimise its LNG portfolio across upstream, LNG, lower-carbon fuels, and shipping. The new entity will work closely with JERA's LNG trading platform JERA Global Market to coordinate physical supply with trading strategies.

JERA said the integration is expected to improve optimisation of LNG cargo flows, including regasification and re-sale of cargoes across different time horizons to unlock further growth and maximize value.

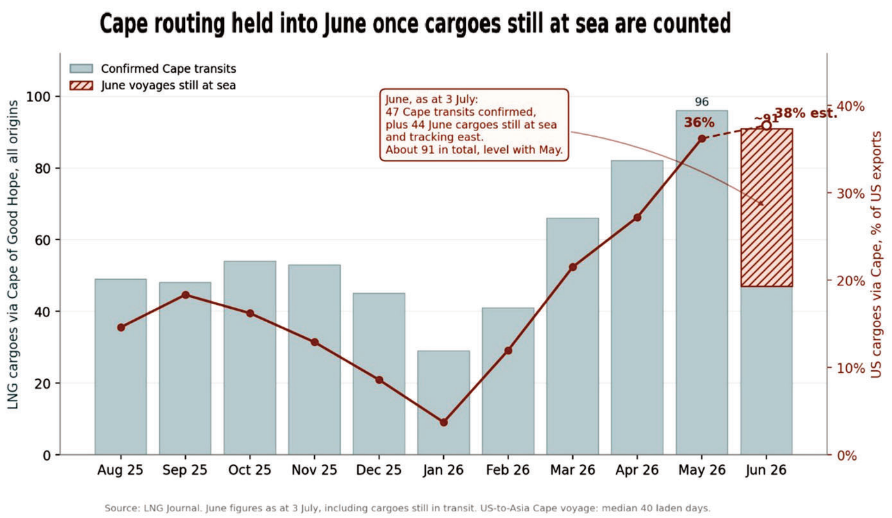
The strategic move is aimed at strengthening JERA's ability to manage portfolio risk while enhancing commercial flexibility in global gas markets, which have become increasingly volatile following supply disruptions in the Strait of Hormuz and shifting demand patterns as some Asian markets shifted to alternative fuels.

Yukio Kano, JERA's Chair and Global CEO said the establishment of the new entity will bring "greater focus, accountability and specialization to our long-term LNG and lower-carbon fuels portfolio," allowing the company to "strengthen its operating model for the next phase of growth." The transition will be managed "carefully", he stressed, maintaining continuity for existing business relationships.

Irtiza H. Sayyed has been appointed CEO of JERA GES and will lead the company's overall business development and execution. Ryosuke Tsugaru, JERA's Chief Low Carbon Fuel Officer, will provide strategic direction from JERA headquarters and ensure close alignment with JERA's broader LNG and lower-carbon fuels strategy. ■

Cape routing held into June, most of it still at sea

The *Shafallah* loaded at Plaquemines LNG terminal in late June, booked for Świnoujście. It is now in the equatorial Atlantic off Brazil, steering south-east and declared for Incheon in South Korea. The Polish delivery has gone, and a US LNG cargo bought for northern Europe is now tracking east for Asia.



On the recorded figures, Cape of Good Hope routings fell away in June, from 96 in May to 47. The fall is an artefact of the calendar. A cargo rounding the Cape from the US Gulf to Asia runs a median forty laden days, so most June sailings are still at sea and unlogged.

Our snapshot of the corridor on 3 July shows forty-eight laden carriers in transit, all but one bound for the Indian Ocean or the Pacific, the Shafallah among them. Several are already east of the Cape yet still declared "For Orders", their market shown by geography before transmitted data records it.

Count the cargoes on the water, and the June sailings yet to reach the Cape, and the month runs to about ninety, broadly level with May, but may still increase further as vessel tracks crystallise.

"The spring ramp did not turn over," our data analytics editor Alex Wilk commented. "It is strung out across the South Atlantic, still heading east." ■

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For future Ruwais LNG offtake, ADNOC has already secured a series of long-term sales and LNG tops alternative fuel choices for newbuild ships.

Alternative-fuelled ship orders declined in the first half of this year, but LNG remained the dominant choice among shipowners, accounting for 73 of 137 vessels ordered, according to DNV, mainly for containerships and car carriers.

June saw 15 new orders, including 10 LNG-fuelled vessels — nine car carriers and one CO2 carrier — as well as five LPG/ethane tanker. Shipowners also ordered two LNG bunker vessels over the course of June, expanding the total number of such vessels ordered in 2026 to seven.

"The sustained trend for LNG-fuelling, alongside hydrogen derivatives, shows that shipowners pursue multiple fuel pathways toward decarbonization with fuel availability and cost often being the key constraints," the Canadian Chamber of Shipping said in a recent note.

By contrast, orders for vessels powered by emerging fuels such as ammonia, methanol, ethanol and hydrogen remained limited, collectively accounting for fewer than 40 units. Methanol continued to attract interest, particularly in the container segment, but uptake was constrained by limited fuel supply and higher costs.

Ammonia orders remained at an early stage, reflecting both technological challenges and safety considerations. Noteworthy is this year's delivery of the world's first oceangoing dual-fuel ammonia vessel by Exmar.

Looking ahead, analysts expect alternative-fuel vessel orders to remain sensitive to fuel supply developments, carbon pricing mechanisms and regulatory clarity from the International Maritime Organization. While LNG is likely to retain a strong position in the near term, particularly in established segments, the pace of adoption for ammonia, methanol and other low-carbon fuels will depend heavily on the build-out of global supply chains and bunkering infrastructure.

Firm sales and purchase agreements (SPA) are in place with Shell, Indian Oil, Osaka Gas, EnBW and SEFE. ■

Petrobangla flags supply risks as Qatar halves LNG deliveries

Bangladesh's state-run Petrobangla has raised concerns after QatarEnergy warned it may cut contracted LNG deliveries by up to half, deepening supply uncertainty for the South Asian importer amid ongoing disruptions at Qatar's Ras Laffan export complex.

Only around 20 of the 40 Qatari LNG cargoes expected annually under existing agreements can be guaranteed, according to local media reports, leaving Petrobangla scrambling to secure alternative volumes in an already tight market.

The shortfall stems from *force majeure* declared by QatarEnergy on March 4 after Iranian attacks damaged two of 14 liquefaction trains at Ras Laffan. While the company has extended the *force majeure* until at least July 16, there is no clear timeline for a full resumption of production, raising concerns over prolonged disruptions.

Petrobangla, which relies heavily on long-term supply contracts and has limited storage capacity, faces significant challenges in replacing missing cargoes without turning to the more expensive spot market. Abdul Mannan, Petrobangla's acting chairman, told Reuters the company was exploring alternative procurement options, including spot purchases and government-to-government deals.

Summit's FSRU-based LNG import terminal in Bangladesh

"All of these problems stem from the war," Mannan said, referring to the broader Iran-linked conflict that has disrupted regional energy flows.

Qatar has historically been Bangladesh's largest LNG supplier, delivering 4.15 million tonnes out of the nearly 7 million tonnes imported by the country in 2025. Petrobangla holds two long-term contracts with QatarEnergy for a combined volume of around 4.3 mtpa.

However, supply flows have effectively stalled in recent months. Since February 28, no LNG cargo loaded at Ras Laffan has discharged at Bangladeshi terminals, marking a sharp reversal from earlier in the year when 19 Qatari cargoes had already been delivered.

To bridge the gap, Petrobangla has significantly ramped up spot procurement. According to Kpler data, Bangladesh imported 35 spot LNG cargoes between March and June, often at substantially higher prices. These additional costs are typically passed through to industrial users and households, increasing pressure on the domestic economy.

Despite the disruption, Petrobangla continues to negotiate with QatarEnergy to secure at least 80 percent of contracted volumes. However, discussions remain uncertain, particularly as Qatar appears to retain flexibility over future deliveries.

In June, QatarEnergy reportedly informed Rupantarita Prakritik Gas Company Ltd (RPGCL), a Petrobangla subsidiary, that around half of scheduled cargoes would be suspended.

The impact of the outage is not limited to Bangladesh. QatarEnergy has also notified other buyers, including Italy's Edison, that supply disruptions will extend beyond mid-July. Subsequent notices have reportedly pushed the expected recovery timeline to mid-August and then early September, underscoring the uncertainty surrounding the restoration of full export capacity. ■

LNG feedgas ramp to US Gulf cools Henry Hub summer prices

Henry Hub cash and bal-summer price are set to soften as additional Texas-to-Louisiana pipeline capacity boosts LNG feedgas flows towards the US Gulf Coast, easing oversupply in Texas.

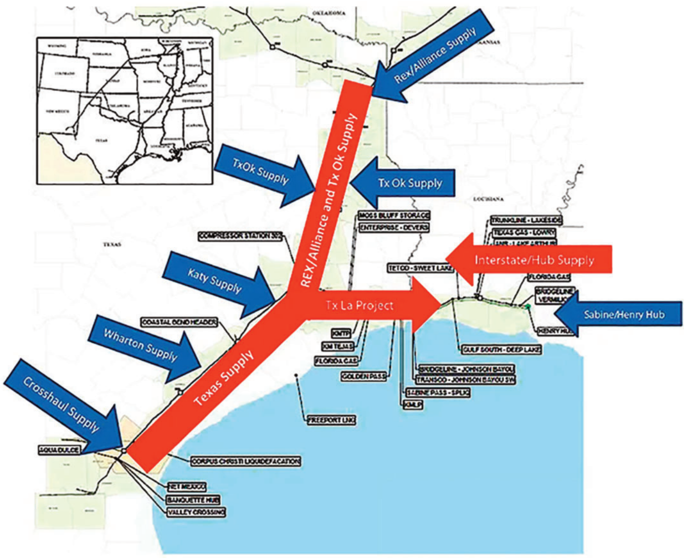
The full Texas-to-Louisiana Expansion Project of NGPL, the largest US interstate gas pipeline operator, will add 0.47 billion cubic feet per day (bcf/d), with 0.3 bcf/d already being brought online following the start-up of new compressor stations in southeast Texas. London-based Energy Aspects understands that of the remaining 0.17 bcf/d, or million cubic feet per day (mmcf/d) is linked to Delfin Midstream.

Delfin has informed NGPL that it may not be able to offtake the full contracted amount until its floating LNG comes online in 2030, leaving the timing of the next pipeline expansion uncertain. To diversify offtake options, NGPL already has direct feeder pipeline connections to Sabine Pass and Golden Pass LNG.

Utilisation of US LNG terminals has been running at or above nameplate capacity during the war in the Middle East, as American project developers sought to take advantage of the effective halt in Qatari and UAE LNG exports through the Strait of Hormuz. Transits through the maritime chokepoint have picked up slowly since then, but Cheniere still opted to forego turnaround train maintenance this summer.

Above-normal temperatures in the US South Central region have, however, affected liquefaction efficiency at Sabine Pass, Calcasieu Pass and Plaquemines. Analysts at Energy Aspects estimate balance-of-summer utilisation will average 88.9% as LNG feedgas demand hovers around 19.1 bcf/d for the period.

Intermittent Golden Pass flows have weighed on aggregate utilisation, with flows falling to near zero over the final weekend in June, subsequently rising to average 0.37 bcf/d week-to-date. ■



Source: Kinder Morgan

NGPL's Texas-to-Louisiana Expansion

LNGC orders rebound as shipowners vie for 2029 yard-slots

LNG carrier ordering activity in the first half of 2026 has rebounded from last year's slowdown, with MS Cardiff Gas, Hayfin and BW LNG are again seen circling Korean shipyards for 2029 delivery windows.

The renewed interest from established owners suggests confidence that long-term charter demand will remain robust enough to absorb the incoming fleet.

According to Baltic Exchange data, the BLNG2 US Gulf-Continent route increased slightly by $1,600 to close at $90,100/day in the final week of June, while further out the curve the three-year period softened slightly by $1,300 to $78,900/day — but analysts still see a solid floor in term charter rates.

South Korean yards are the preferred makers of many modern LNG carriers because of their scale, technology and track record on membrane tank vessels. But that very strength now creates bottlenecks, with competition pushing contract discussions toward later delivery years and higher newbuilding prices.

Hanwha Ocean speeds up construction of LNG carriers in Korea

Need for more efficient tonnage

The order revival is driven by a combination of new liquefaction supply and a need for cleaner, more efficient tonnage. Drewry analysts cited upcoming LNG projects in the United States, Africa, Canada and Argentina as major sources of future ship demand, while Reuters noted that vessel fuel efficiency and rising LNG production were underpinning the recovery.

Global orders had already reached 35 vessels in the first quarter of 2026, compared with 37 for the full year 2025, as growing LNG output and efficiency-driven fleet renewal supported demand.

Industry estimates also show how large the current cycle has become. One June 1 industry note said the global LNG carrier fleet had reached around 715 vessels in active service, with over 288 newbuildings on order for delivery from 2026 onward. Another report said 90 to 100 LNG carriers are expected to be delivered in 2026 — a record pace of expansion. ■

Shell sees LNG-fuelled shipping fleet nearly doubling by 2035

The global fleet of LNG-fuelled could almost double from its current base of 850 ships if scheduled deliveries and orders proceed as expected, Shell told investors, projecting LNG bunkering demand to jump from 3-4 mtpa to about 26 mtpa by 2035.

Shell pointed to a substantial orderbook for LNG capable vessels and expanding bunkering infrastructure at major ports as key drivers of the trend. The outlook reflects a continuing shift among shipowners to dual fuel and LNG capable designs as they seek to reduce carbon emissions and meet tightening environmental standards.

Investment in port bunkering facilities, newbuild deliveries and some regional policy measures are set to underpin marine LNG demand. Growth in LNG bunkering will continue through the 2040s and peak around 44-45 mtpa by 2045, Shell said in its Strategic Spotlight 2026 investor presentation.

Transport is one of the hardest-to-abate sectors, and the world's second-largest source of carbon emissions with international shipping accounting for over 10% of the sector's total emission.

Powering the fleet with LNG, instead of heavy fuel oil (HFO) would help to substantially reduce emissions — as would lowering methane slip emissions of dual-fuelled vessels. ■

Mozambique LNG shareholders delays delivery of 17 new carriers

Delivery of 17 LNG carrier newbuildings tied to the TotalEnergies-led 12.8 mtpa Mozambique LNG project has been delayed, with shareholders asking shipyards Hyundai Heavy Industries and Samsung Heavy Industries to defer declaration dates to September 2026.

Shipyards tend to reserve slots for new-buildings in a cycle of 6 months to 1 year, and it is rare for Samsung Heavy Industries and HD Hyundai Samho to reserve slots for a project for five consecutive years, analysts commented.

Newbuilding slots for large LNG carriers have been in high demand amid as the US capacity build-out accelerates, making reserved yard capacity strategically valuable. The vessel delivery deferrals illustrate how uncertainty surrounding a single megaproject can ripple across the LNG shipping sector.

Render of Mozambique LNG

The $20 billion Mozambique LNG project remains one of Africa's largest private investments and is meant to produce 13.1 million tonnes per year of LNG once operational. First LNG had initially been expected in 2029, but this timeline may well slip since progress has been stalled by years of *force majeure* and security-related delays.

TotalEnergies on January 29 announced the full restart of Mozambique LNG project activities, following a decision to lift the Force Majeure that was declared in 2021 after Islamist insurgents attacked the northern town of Palma near the Afungi project site. The project was originally sanctioned in 2019 following giant offshore gas discoveries in the Rovuma Basin.

Yet, Mozambique LNG's carrier newbuilding project has already been delayed before: In October last year, TotalEnergies had extended the reservation for 17 LNG carriers needed for the Mozambique LNG project to early 2026. The latest extension put into questions whether the project will materialise at all. ■

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