NEW

LNG Market Tracker

LNG JOURNAL'S WEEKLY LNG MARKET TRENDS REPORT 06 APRIL 2020

Three U.S. LNG cargoes en route to China

Three LNGCs sailing from US LNG plants are now en route to China. If completed, these trades would mark the first U.S. LNG exports to China since February 2019, though fierce competition and a Petronet force majeure weigh on prices.

Following reports of the SK Resolute having left Cameron LNG with a cargo headed for Tianjin in China by 29 April, there was excitement that U.S. LNG may restart efforts to gain a sustained foothold in one of the world's fastest growing markets.

Indeed, our LNG Market Tracker has identified a second and a third vessel, the Cool Explorer and the Hoegh Giant, where the captains' destinations show as Tianjin and China with arrivals scheduled for 24 April and 5 May, respectively. The SK Resolute departed Cameron LNG on 22 March whilst the Cool Explorer and the Hoegh Giant sailed from Sabine Pass LNG on 26 and 27 March, respectively.

Total and Naturgy as well as CNOOC and Sinopec likely among trading parties

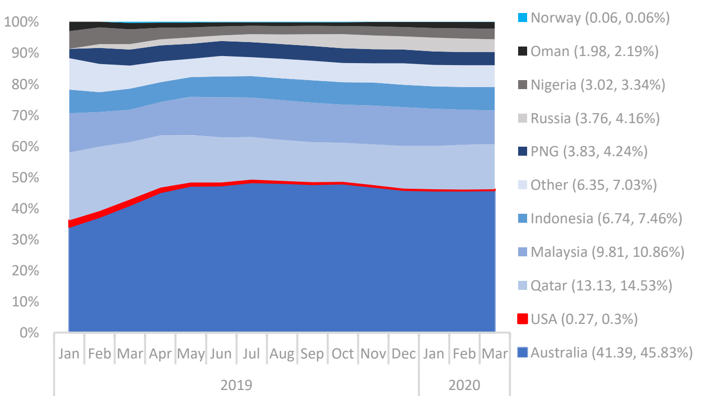
Based on our database of charter parties, we believe the SK Resolute is carrying a cargo sold by energy major Total whilst the Hoegh Giant is facilitating a trade supplied by Spanish LNG portfolio player Naturgy. Considering the captains' destination of Tianjin, the Chinese buyers are likely to be CNOOC and/or Sinopec - provided neither vessel is diverted along the way. We also consider PetroChina a possibility, since its Caofeidian (Tangshan) terminal is very close to the Tianjin municipality and shares shipping channels with the other two terminals.

The trading arrangements surrounding the Cool Explorer are more opaque, but we think the buyer may turn out to be the same as for the other two cargoes.

Long route via South Africa avoids Panama Canal fees

The SK Resolute and the Hoegh Giant embarked on the long route to China around the Cape of Good Hope and onwards through the Strait of Malacca instead of traversing the Panama Canal, a move we assume is aimed at keeping costs as low as possible. Both vessels were built in 2017 and are more efficient than many of their older counterparts, capable of absorbing some of the boil-off gas as fuel, and thus provide additional scope for charter cost savings to help make the two long-haul trades commercially viable.

Cumulative Exports to China (MMt)



Source: LNG Journal

Phase-1 deal first without tariff reduction

The protracted two-year long trade war between the United States and China that has constrained trade between the two countries received a silver lining in January this year, when the two rival powers struck an agreement whereby China committed to buy around $26billion in U.S. energy products in 2020. Under the so-called Phase-1 trade deal, China agreed to buy an additional $52.4 billion worth of U.S. energy supplies, including LNG, over the next two years.

Tariffs hampered U.S. LNG in China

We and others have maintained that since the deal did not formally remove tariffs from LNG, a surge in U.S. LNG supplied to China was highly unlikely. Under the tariff regime at the time any U.S. LNG imported by Chinese buyers would still attract a hefty 25% tariff, which those importers would then have to absorb or pass on to their customers. Consequently, this posed a stiff barrier for Chinese buyers to overcome before buying U.S. LNG.

China changed course in February – allowing for LNG tariff exemptions

Amid the coronavirus crisis, however, China announced it would enable buyers to apply for tariff exemptions on 696 types of goods - which on that occasion did include LNG. Chinese buyers seeking exemptions from the additional tariffs were advised to submit their application from 2

CONTENTS

WEEKLY TRADE

Global	↓	-9.1%
Pacific	↓	-19.7%
Atlantic	↑	9.5%
Middle East	↓	-10.4%

WEEKLY EXPORTS

Pacific	↓	-14.1%
Atlantic	↑	6%
Middle East	↓	-11%

WEEKLY IMPORTS

Pacific	↓	-23%
Atlantic	↑	14%
Middle East	↓	-3.1%

March, with any exemption granted valid for one year.

Petronet force majeure likely to add to general downward price pressure in Asia…

Still, even with tariff exemptions in place, we believe U.S. LNG would still be more expensive than gas currently available at around $3/mmBtu on the Asian spot market. Last week's move for force majeure by India's energy major Petronet following a nationwide corona-related quarantine will only add to prevailing downward price pressure by freeing up cargoes, in our view. Notably, the 0.06mmt Angolan cargo aboard the Malanje – formerly Hazira LNG-bound – was snapped up by Kuwait Petroleum Corp. over the weekend, presumably at a very attractive price. The vessel has now been diverted to Mina al Ahmadi LNG following a 2-day wait outside Hazira's OPL, our LNG Market Tracker indicates.

…though average Chinese prices still higher than Asian spot in March

The question remains, however, to what extent Chinese buyers can benefit since much of their supply is locked into long-term contracts with Australian suppliers in particular. The latest price data published by China's customs authority – featured in our China Monthly – indicates the country's landed LNG price averaged c. $8.85/mmBtu in March. In our view, U.S. LNG exports to China thus still stand a chance of being profitable if costs are managed carefully and LNG remains tariff exempt.

Profitability possibly as much a consideration as chance of re-opening door to China

Meanwhile, if the three vessels indeed end up arriving in China, the trades will have re-opened the door to a major market where U.S. LNG portfolios were forced by tariffs to cede vital market share. Short-term profitability may thus have been as much a consideration as the chance of gaining a foothold for the sellers' respective U.S. LNG portfolios in China ◆

Expected Deliveries this Week

China tops list for this week's LNG deliveries with 1.05mmt

Pacific Basin

We are currently expecting 5.14mmt to be delivered within the Pacific Basin by the end of this week, constituting an increase of 10% over our expectation at this point last week. At least 53% are destined for China (1.05mmt), Japan (0.88mmt) and South Korea (0.77mmt) whilst 1.24mmt are still without a confirmed destination within the Basin.

China

Current market visibility suggests the largest share of LNG scheduled to arrive in China within this week is coming from Australia (0.59mmt, 56%) under contracts with Australia Pacific LNG (0.15mmt, 15%), followed by NWS LNG (0.14mmt, 14%). Among LNGCs currently under way, the Kinisis and the CESI Wenzhou are scheduled to dock at the Guangdong Dapeng LNG and Tianjin LNG terminals by Friday. China's current import schedule suggests offtakes are likely to increase by 0.32mt (44%) week-on-week and 0.12mmt (13%) year-on-year.

Japan

The largest single source of LNG destined to arrive in Japan within this week is Australia's Gorgon LNG (0.14mmt, 16%), followed by Russia's Sakhalin-2 LNG (0.13mmt, 15%). Of LNGCs currently en route, the Bishu Maru will dock at Higashi-Ogishima LNG on Tuesday whilst the Methane Patricia Camila is expected at Joetsu LNG on Thursday. Nevertheless, as China's LNG imports are likely to overtake Japan's this week, the latter's imports are likely to decrease by 0.76mmt (-46%) week-on-week and 0.09mmt (-10%) year-on-year.

South Korea

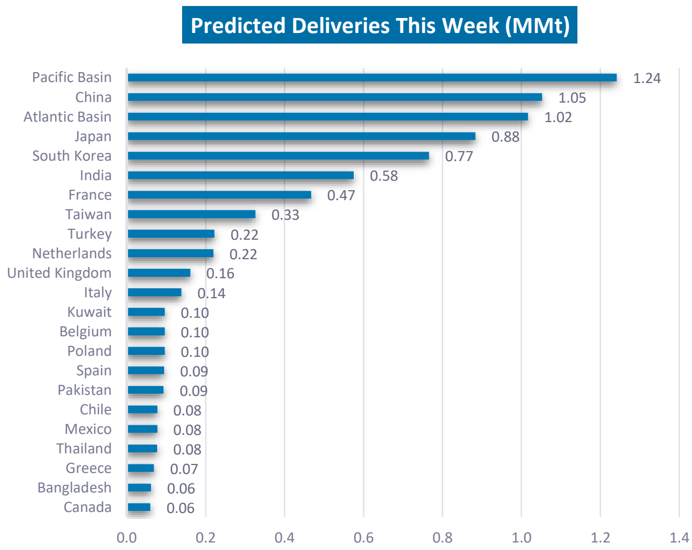
Meanwhile, expected deliveries to South Korea are mainly coming from Qatar (0.24mmt, 32%), in addition to a total of 8 cargoes from Australia, Angola, Indonesia, Malaysia, Oman and the United States. For example, the SK Sunrise is scheduled to dock at Pyeongtaek by Monday whilst the Umm Slal is expected at Tongyeong on Wednesday. South Korea's imports are thus likely to increase by 0.17mmt (28%) week-on-week but decrease by 0.15mmt (-16%) year-on-year.

Atlantic Basin

The Atlantic Basin is currently expected to receive 2.72mmt by the end of this week, constituting a decrease offtakes week-on-week. Roughly 1.02mmt are still without a clear destination within the Basin, whilst 33% are destined for France (0.47mmt), Turkey (0.22mmt) and the Netherlands (0.22mmt).

France

France's currently expected LNG deliveries within this week are mainly coming from Russia's Yamal LNG (0.23mmt, 49%) aboard the Yakov Gakkel, the Nikolay Yevgenov and the Vladimir Rusanov. They are expected at Montoir-de-Bretagne and



Source: LNG Journal

Dunkerque Le Clipton at the weekend, respectively.

The country is also anticipating 0.10mmt to arrive from Qatar aboard the Q-Flex Al Shamal, which our data indicates will arrive at Fos-sur-Mer on Friday. We are also expecting to see a Nigerian cargo via the LNG Ondo (0.07mmt) at Montoir-de-Bretagne – also on Friday – and a cargo from Corpus Christi LNG aboard the Magellan Spirit (0.07mmt) to arrive at Dunkerque Le Clipton on Tuesday.

Consequently, France's weekly LNG imports are likely to remain broadly steady at 0.46mmt, growing only marginally by 0.01mt (1%) week-on-week.

Turkey

Concurrently, market visibility indicates Turkey's imminent LNG deliveries of 0.22mmt consist of two Algerian cargoes (0.13mmt., 58%) as well as one Qatari shipment (0.09mmt). The two vessels sailing from Arzew are the Lalla Fatma N'Soumer – scheduled to arrive at Marmara Ereglisi on Saturday – whilst we have yet to confirm the Methane Jane Elizabeth's destination in Turkey. Meanwhile, the Fraiha is carrying its Qatari shipment to Marmara Ereglisi, too.

The country's imports, therefore, are likely to increase by both 0.07mmt (44%) week-on-week and year-on-year.

Netherlands

The Atlantic Basin's third largest importer this week – the Netherlands – is anticipating its imminent LNG deliveries of 0.22mmt to derive via one shipment each from Trinidad & Tobago, Russia and Norway. The Atlantic LNG cargo aboard the British Contributor from Trinidad is expected to arrive Friday whilst the Russian Yamal shipment aboard the Rudolf Samoylovich and the Norwegian Snøhvit cargo aboard the Arctic Princess are expected on Monday and Tuesday, respectively.

Based on the current delivery horizon, the Netherlands are likely to see LNG imports increase by 0.06mmt (42%) week-on-week whilst maintaining broadly steady year-on-year imports.

Middle East

In the Middle East, we are anticipating three cargo arrivals this week, with the Qatari Q-Flex Mesaimeer carrying a cargo (0.10mmt) to Kuwait's Mina al Ahmadi LNG. This cargo would mean for Kuwait's LNG imports to remain stable week-on-week whilst also implying robust year-on-year growth since the country did not receive a cargo same week last year.

Meanwhile, the Al Oraiq is carrying a Qatari shipment (0.09mmt) to Pakistan's Port Qasim terminal by Tuesday. Market visibility therefore suggests Pakistan's LNG offtake this week will decrease by 0.04mmt (-47%) week-on-week as well as by 0.08mmt (-46%) year-on-year ◆

LNG in Transit

Currently 15.92mmt of LNG on the water

Total LNG volumes currently in transit amount to 15.92mmt, representing an increase of 0.78mmt (5.2%) week-on-week. Current market visibility pegs the delivery horizon at 05 September.

Pacific Basin

There are currently 8.85mmt destined for the Pacific Basin, whereby Japan's Futtsu terminal is in the lead with 0.35mmt and a delivery horizon of 24 April, inter alia via the Alto Acrux sailing from Malaysia's Malaysia LNG plant.

Notably, of the 8.85mmt currently in transit, 2.73mmt have yet to have a firm destination, which are broadly destined for the Pacific by 10 May.

At the time of writing, Gorgon LNG tops the list of export plants in the Pacific with 0.60mmt currently in transit, followed by NWS LNG with 0.56mmt and Malaysia LNG with 0.42mmt via, inter alia, the Maran Gas Achilles (0.08mmt), the British Sponsor (0.08mmt) and the Sevilla Knutsen (0.08mmt). The delivery horizon for Pacific in-transit exports by the Basin's top 3 plants above is currently 17 April.

Atlantic Basin

The Atlantic Basin, meanwhile, can expect to receive 4.95mmt by 02 May. Confirmed Atlantic deliveries are led by 0.35mmt worth of orders destined for France's Montoir-de-Bretagne with a delivery horizon of 2 May.

As with the Pacific Basin, there are still roughly 2.33mmt of in-transit LNG that have yet to confirm their destination. Around 1.83mmt are currently broadly destined for Europe by 22 April.

Among Atlantic exporters with LNG deliveries currently pending, Sabine Pass LNG is in the lead with 1.60mmt, followed by Bonny Island with 1.05mmt and Freeport LNG with 0.83mmt. These cargoes are onboard, inter alia, the Nohshu Maru (0.08mmt), the Prism Brilliance (0.08mmt) and the Castillo de Caldelas (0.08mmt). The delivery horizon for Atlantic in-transit exports was 5 September at the time of writing.

Middle East

Meanwhile, there are 3 cargoes – 0.26mmt – headed for Pakistan and Kuwait, two of which are the shipments outlined above. In addition, the Solaris is currently carrying a cargo of 0.07mmt from Equatorial Guinea's EG LNG to Pakistan, with a currently delivery horizon of 19 April.

In terms of Middle Eastern cargoes currently under way to destinations outside the Basin, 4.04mmt have a delivery horizon of 28 April, including 3.79mmt that originated in Qatar, with a further 0.32mmt coming from Oman's Qalhat terminal and 0.12mmt from the UAE's Das Island facility via, inter alia, the Zarga (0.12mmt), the Ibri LNG (0.07mmt) and the Al Khaznah (0.06mmt). Egypt's Idku LNG had no cargo at sea at the time of writing ◆

Expected Cargo Liftings

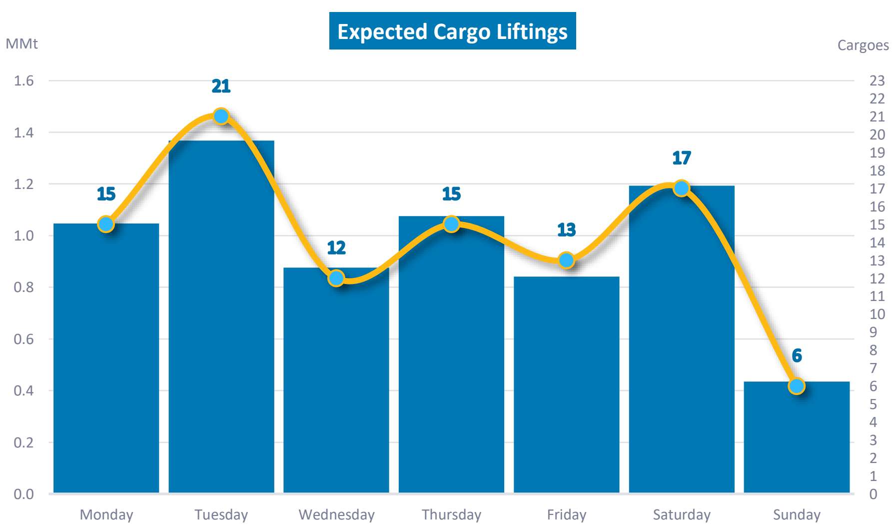
99 cargo liftings expected this week

According to today's vessel schedule, the end of this week will have seen 99 cargo liftings amounting to 6.84mmt, representing a 1.16mmt (21%) increase week-on-week. We highlight that there is still some uncertainty surrounding the eventual number of exports from US LNG plants and Qatar's Ras Laffan, with vessels waiting at respective anchorages for more than a week in some cases. Moreover, there are currently 5 vessels idling in waiting areas off Singapore.

Pacific Basin

The Pacific Basin is expected to account for 51 of this week's liftings, meaning that roughly 3.24mmt are expected to be exported throughout the Basin by Sunday.

In Australia, Gorgon LNG is expected to lead the continent's export terminals this week, with 7 cargoes (c. 0.49mmt) likely to be lifted, followed by Gladstone LNG (5 cargoes, 0.34mmt) and NWS LNG (5 cargoes, 0.32mmt). Meanwhile,



Source: LNG Journal

Pluto LNG, Australia Pacific LNG, Ichthys LNG, Wheatstone LNG and Darwin LNG are expected to ship a total of 10 cargoes amounting to 0.70mmt by Sunday.

In Southeast Asia, Malaysia LNG is scheduled to export up to 8 cargoes amounting to 0.43mmt whilst Petronas' FLNG barge PFLNG Satu is not scheduled to load a cargo. Across the border, Indonesia is looking to export 5 cargoes amounting to 0.23mmt from Tangguh and Bontang.

Other LNG export plants within the Basin, namely Russia's Sakhalin-2 LNG at Prigorodnoye on Sakhalin Island and PNG LNG in Papua New Guinea are expected to export 6 cargoes, totalling 0.40mmt.

Atlantic Basin

Meanwhile, the Atlantic Basin is expected to see 25 cargo liftings, with up to 1.78mmt exported throughout the Basin by Sunday night.

A significant share of those liftings is going to materialise in the United States, where we see Sabine Pass LNG, Freeport LNG, Cove Point LNG and Corpus Christi LNG preparing for a total of 7 cargoes (0.50mmt) to be lifted aboard, inter alia, the Golar Seal (Sabine Pass), the Bushu Maru (Freeport) and the Adam LNG (Cove Point) and the GasLog Santiago (Corpus Christi LNG).

In South America and the Caribbean, we currently expect 2 cargo liftings (0.15mmt) from Trinidad's Atlantic LNG via the Sean Spirit and the British Emerald by Friday.

On the other side of the Atlantic, we expect up to 14 cargoes (0.98mmt) to be lifted during this week. Nigeria's Bonny Island facility is going to export up to 4 cargoes, amounting to 0.29mmt, whilst Algeria is expected to load 4 cargoes totalling 0.23mmt at Arzew. Market visibility, meanwhile, suggests to us Angola's Soyo will export one cargo of 0.07mmt via the Sonangol Sambizanga this week.

In the Arctic, Norway's Snøhvit LNG is currently expected to ship 1 cargo via the Patris whilst Yamal LNG is likely going to load 4 cargoes amounting to 0.31mmt by Sunday.

Middle East

Middle Eastern cargo liftings this week are likely to amount to 19 (1.56mmt) by Sunday, most of which (1.36mmt) are going to take place at Qatar's Ras Laffan LNG complex, inter alia via the Seri Balqis and the Hanjin Ras Laffan. Market visibility currently also suggests to us Oman is looking to load 2 cargoes (0.14mmt) via the Hoegh Gallant and the Hanjin Sur by Sunday. We also anticipate ADNOC LNG's Das Island plant in the UAE to ship a cargo via the Umm Al Ashtan early this week whilst we do not currently expect an export from Egypt's Idku LNG this week.

The current schedule therefore suggests peak loading activity of 21 cargoes on Tuesday, followed by 17 on Saturday, whilst Sunday is looking to be least active with 6 liftings ◆

Expected Cargo Liftings (MMt)

Country	Plant	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Algeria	Arzew	-	0.03	-	0.08	-	0.12	-
	Skikda	-	-	-	-	-	-	-
Argentina	Tango FLNG	-	-	-	-	-	-	-
Angola	Angola LNG	-	-	-	-	0.07	-	-
Australia	Australia Pacific	-	-	-	-	0.07	-	0.08
	Darwin LNG	-	0.06	-	-	-	0.06	-
	Gladstone LNG	0.06	0.15	-	-	-	0.14	-
	Gorgon LNG	0.07	-	0.14	0.13	-	0.15	-
	Ichthys LNG	-	0.08	-	-	-	0.06	-
	NWS LNG	-	-	0.07	0.07	0.06	0.06	0.06
	Pluto LNG	-	0.08	-	-	-	0.08	-
	Queensland Curtis	-	-	-	-	-	-	-
	Wheatstone LNG	-	-	-	0.07	-	0.06	-
	Prelude FLNG	-	-	-	-	-	-	-
Brunei	Brunei LNG	-	-	-	-	-	-	0.13
Cameroon	Cameroon FLNG	-	-	-	-	-	-	-
Canada	Tilbury LNG	-	-	-	-	-	-	-
Equatorial Guinea	EG LNG	-	-	0.08	0.08	-	-	-
Egypt	Damietta SEGAS	-	-	-	-	-	-	-
	Idku LNG	-	-	-	-	-	-	-
Indonesia	Bontang	0.01	0.03	-	0.06	-	-	-
	Donggi-Senoro LNG	-	0.06	-	-	-	-	-
	Tangguh	-	0.06	-	-	0.07	-	-
Malaysia	Malaysia LNG	0.06	0.10	0.07	0.13	0.07	-	-
	PFLNG Satu	-	-	-	-	-	-	-
Nigeria	Bonny Island	0.08	-	-	0.07	0.07	0.08	-
Norway	Snøhvit LNG	-	-	-	0.08	-	-	-
Oman	Oman LNG	-	0.06	-	-	0.08	-	-
Peru	Pampa Melchorita	-	0.06	-	-	0.07	-	-
Papua New Guinea	PNG LNG	0.06	-	0.08	-	-	-	-
Qatar	Ras Laffan	0.36	0.18	0.16	0.25	0.06	0.25	0.09
Russia	Sakhalin-2 LNG	-	0.13	-	-	0.07	-	0.06
	Yamal LNG	0.08	0.15	0.08	-	-	-	-
Singapore	Singapore LNG	-	-	-	-	-	-	-
Trinidad & Tobago	Atlantic LNG	-	-	-	-	0.15	-	-
UAE	Das Island	0.06	-	0.06	-	-	-	-
United States	Elba Island LNG	-	-	-	-	-	-	-
	Cove Point LNG	-	0.07	0.07	-	-	-	-
	Cameron LNG	-	-	-	-	-	-	-
	Freeport LNG	-	-	-	-	-	0.08	-
	Sabine Pass LNG	0.14	-	0.07	0.06	-	-	-
	Corpus Christi LNG	0.07	-	-	-	-	0.07	-
	Total	1.05	1.30	0.88	1.08	0.84	1.19	0.43

Source: LNG Journal

Trade Last Week

Global LNG trade stood at 14.44mmt last week

Last week's global LNG trade stood at 14.44mmt, having thus decreased by 1.45mmt (-9.1%) week-on-week. Notably, around 6.47mmt had been shipped in previous weeks but were only delivered last week.

Overall regional trade in the Pacific stood at 6.82mmt last week, resulting in a 1.67mmt (-20%) trade decrease week-on-week. Last week's trade in the Atlantic Basin increased by 0.47mmt (9.5%) whilst the Middle East saw negative trade growth of 0.25mmt (-10%) over the same period.

The Pacific ended last week with 0.45mmt (-14%) less in exports, down from 3.18mmt the week prior. This in turn translated into capacity utilisation of 84% for last week, a decrease of 14pp over the week prior.

Meanwhile, the Basin's demand – including domestic re-exports in Indonesia and China – reduced by 1.22mmt (-23.0%) to 4.08mmt. As a result, Pacific import capacity utilisation decreased by 15.5pp to 52%.

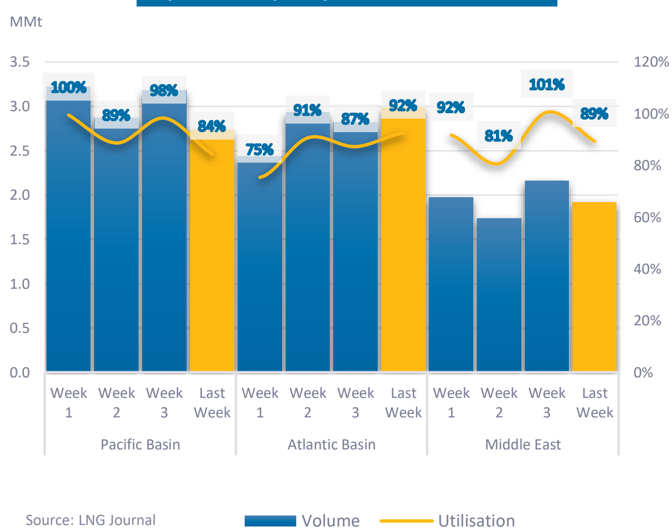
Atlantic Basin exports had amounted to 2.99mmt by midnight on Sunday, a 6% increase compared to the week prior. This in turn translated into regional export capacity utilisation of 92% for the week, an increase of 5pp week-on-week.

Over the same one-week period, the Basin's imports increased by 0.30mmt (14%) to 2.48mmt. As a result, Atlantic import capacity utilisation stood at 52% for the week, an increase of 6.4pp over the week prior.

As for the Middle East, the region's exports had fallen by 0.24mmt by midnight on Sunday, a 11% reduction compared to the week prior. As such, regional export capacity utilisation stood at 89% for the week, a decrease of 11pp over the week prior.

Concurrently, the Middle East's imports also saw negative weekly growth, though decreasing only marginally by 0.007mmt (-3.1%) to 0.23mmt. The region's import capacity utilisation thus stood at 38% for the week, constituting a decrease of 1.2pp over the week prior.

Exports & Capacity Utilisation Last Week



Pacific Basin

The Pacific Basin's most significant exporter – Australia – shipped 1.73mmt last week, seeing a robust increase of 0.20mmt (13%) in exports compared to the week prior. On a year-on-year basis, Australia thus also grew LNG shipments by a healthy margin of 0.24mmt (16%). However, the Pacific Basin's second largest exporter by capacity – Malaysia – shipped 0.30mmt last week, and thereby reduced exports 0.31 (-51%) week-on-week, whilst its neighbour Indonesia saw a reduction of 0.03mmt to 0.30mmt (-9%) over the same period. On a year-on-year basis, both Malaysia and Indonesia thus also had to accept a reduction in exports by 0.22mmt (-42%) and 0.02mmt (-7%), respectively.

Meanwhile, the remaining Pacific LNG producers saw combined exports of 0.40mmt by the end of last week compared to 0.70mmt the week prior. Whilst Papua New Guinea reduced weekly shipments only modestly by 0.01mmt (-5%), essentially maintaining steady weekly exports, Russia's Sakhalin-2 LNG and Brunei saw exports plummet by a total of 0.27mmt. Peru's Pampa Melchorita plant, meanwhile, did not ship a cargo. Finally, Singapore exported a small cargo aboard the LNG Lerici to China's Dongguan LNG.

In line with lower exports, weekly Pacific demand fell considerably by 1.22mmt (-23%) as China curtailed offtakes by 0.59mmt (-45%), followed by 0.42mmt fewer exports seen in India where one of the largest importers – Petronet – is currently seeking a freeze to contracts via force majeure as the country remains in total lockdown in response to the coronavirus pandemic. Concurrently, weekly South Korean demand fell by 0.24mmt (-29%). As such, even broadly steady demand in Japan of 1.65mmt as well as in Taiwan with 0.27mmt could not change the picture.

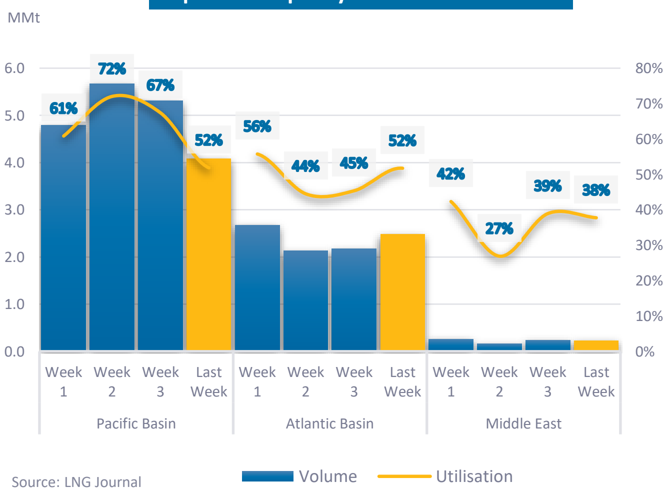
Elsewhere in the Pacific, lack of demand growth also meant offtakes remained only steady week-on-week. Among the Pacific Basin's roster of smaller buyers Chile imported one cargo (0.06mmt) after having been absent from the market the week prior, though this only compensated for a similar reduction in Bangladeshi demand. Similarly, Thailand's doubling of LNG imports only managed to cover for the lack of Mexican demand last week. Meanwhile, Singapore kept weekly offtakes steady at 0.08mmt.

Atlantic Basin

In the Atlantic Basin, African exporters increased their overall shipped amount robustly by 0.53mt (104%) week-on-week. Algeria's Arzew terminal boosted exports by 0.26mmt (245%) to 0.36mmt whilst the continent's largest LNG exporter – Nigeria – saw its weekly LNG exports grow by 0.13mmt (49%). Equatorial Guinea and Cameroon, meanwhile, also each shipped a cargo and thus also supported African exports by sending out 0.15mmt of LNG last week. Concurrently, Angola kept shipments steady at 0.14mmt.

In the United States, however, LNG plants overall saw noticeably lower exports, reducing shipments by 0.23mmt (-17%) to 1.16mmt. Weekly US LNG export reductions were led by Sabine Pass and Cameron LNG, which reduced shipments by 0.20mmt (28%) and 0.08mmt (50%), respectively.

Imports & Capacity Utilisation Last Week



Concurrently, Corpus Christi LNG and Cove Point LNG kept exports broadly steady at 0.21mmt and 0.07mmt, respectively. The only exception was Freeport LNG, which grew weekly exports by 0.07mmt (29%). Notably, Elba Island once more was not seen in the market.

Further south, Atlantic LNG on Trinidad saw exports of 0.34mmt, thereby boosting shipments by 0.15mmt (77%) week-on-week. Concurrently, to the very North of the Basin, Novatek's fleet lifted 0.38mmt at Yamal LNG, thus representing steady weekly exports of 0.38mmt.

European buyers, meanwhile, grew imports by c. 0.45mmt (24%) to 2.28mmt last week. Although Spain slashed imports by 0.23mmt (-40%) to 0.34mmt, the United Kingdom, Italy and France boosted offtakes by 0.71mmt, so that relatively minor imports reductions of one cargo each in Belgium and Turkey as well as broadly steady demand in Lithuania, the Netherlands and Greece could not prevent European LNG demand returning to weekly net growth.

Leading the buying roster in Northern Europe was the UK's South Hook LNG terminal, which imported 0.24mmt. In southern Europe, Italy's Rovigo Adriatic LNG terminal was in the lead with 0.19mmt.

Meanwhile, buyers along the eastern coasts of the American continents (including the Caribbean) imported 0.20mmt, thus seeing weekly demand fall back by 0.07mmt week-on-week as Brazil in particular did not see imports following a three-cargo strong amounting to 0.21mmt last week.

Middle East

In the Middle East, Qatar shipped 1.66mmt, thus reducing weekly exports by 0.26mmt (-13%). Its fellow regional exporters the UAE and Oman, meanwhile, saw combined exports of 0.26mmt, thus only maintaining steady week-on-week output as the UAE only shipped one cargo whilst Oman compensated with one additional export of 0.07mmt. Egypt's Idku LNG, meanwhile, did not export a cargo.

Completing the Middle East's LNG trade picture last week were Pakistan and Kuwait which brought regional imports to three cargoes totalling 0.23mmt, thus constituting broadly steady overall Middle Eastern demand ◆