LNG Unlimited

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Belgian LNG expert Fluxys moves along coast to be German operator

Fluxys to run the show for Hanseatic Energy in latest import terminal plan for near Hamburg

LNG News Editor

Fluxys, the Belgian natural gas grid company and owner of the Zeebrugge LNG import terminal, has agreed to become a partner and operator for the Hanseatic Energy Hub, the latest German LNG import terminal project to be developed west of the port of Hamburg.

Fluxys will be an industrial partner in Hanseatic Energy whose other additional investor is the Partners Group, a Swiss-listed private asset management firm.

The Zeebrugge LNG terminal owner has growth ambitions

Schedule

Under the development plan, the new German terminal will be located on the Elbe River, about 45 kilometres (28 miles) from Hamburg and be operational by 2026 with capacity of around 8.5 million tonnes per annum of LNG.

The LNG joint venture project is in the port of Stade in the German state of Lower Saxony. The project name recalls Stade's membership of the 13th-century Hanseatic League, a commercial and defensive confederation of towns in Northwest Germany and Europe that dominated regional trade for several hundred years.

The terminal will also have facilities for reloading of LNG carriers, supplying river barges for bunkering as well as truck and rail loading capability.

"The LNG terminal project will provide the largest gas market in Europe with an additional entry point by complementing an existing industrial cluster in Stade," said Fluxys.

"The facility is to offer substantial send-out capacity of natural gas and unlock LNG as alternative fuel in shipping and heavy-duty transport as well," added the Belgian company.

"The project is an opportunity for Fluxys to deliver on its growth ambition in Europe by strengthening and diversifying its infrastructure presence in Germany," stated Fluxys.

Fluxys operates the high-pressure natural gas transmission network in Belgium as well as natural gas storage infrastructure.

The Belgian company's other assets include a stake in the Dunkirk LNG terminal in France.

It is additionally a shareholder in the Trans-Adriatic Pipeline bringing Caspian Sea gas from the Turkish border through Greece, Albania and on to Italy.

Manfred Schubert, Partner and Managing Director for Hanseatic Energy, said the company was pleased to have Fluxys on board.

"We have been on the lookout for a world-class industrial partner to join the development and operate the terminal on a long-term basis, and we found that in Fluxys," explained Schubert.

The terminal's location is in a chemical industry cluster, also positioning it as a player in the development of low-carbon gases.

"The Stade LNG terminal is set to be a key enabler of Germany's energy transition by creating an additional energy entry gate for LNG," said Pascal De Buck, Chief Executive Fluxys.

Fluxys in mid-February 2021 successfully closed an open season for additional regasification capacity and would now go ahead with installing new infrastructure.

During the binding window of the open season, the full 6 million tonnes per annum, or 10.5 gigawatt hours, of capacity on offer, was subscribed.

The company stated that as a result of the regasification take-up it was able to make a final investment decision to build the additional infrastructure required at the Zeebrugge facility.

Fluxys said the additional regasification capacity would be provided in two steps. Firstly, from early 2024, a total of 4.7 MTPS (8.2 GWh/h) of additional regasification capacity will be available.

Secondly, as from early 2026, the full 6 MTPA (10.5 GWh/h) of additional regasification capacity would be taken up.

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UNLIMITED AGENDA

ADNOC LNG awards rejuvenation engineering contract to Australia's Worley for Abu Dhabi

LNG News Editor

The Abu Dhabi National Oil Company's LNG subsidiary has awarded the front-end engineering and design contract for the rejuvenation of two liquefaction Trains at the Das Island export plant in the Arab Gulf to Australian firm Worley Engineering Pty. Ltd.

The LNG Trains are an essential part of the Das Island resources centre for storage and export operations for oil and gas extracted from the offshore fields of Abu Dhabi in the United Arab Emirates.

Scope

The rejuvenation will allow ADNOC LNG to extend the life cycle of Trains 1 and 2 at the facility, enhancing efficiencies through the replacement and maintenance of key operational elements within the LNG processing units.

The scope also includes underground piping, major machinery and sea-water intake. The two Trains account for more than half of ADNOC LNG's current production capacity.

Das Island plant off Abu Dhabi has operated since 1977

"This award further highlights ADNOC LNG's drive to invest responsibly and unlock greater value from our assets and resources," explained Ms Fatema Al Nuaimi, Chief Executive of ADNOC LNG.

"The rejuvenation of these two Trains will ensure the resilience, reliability and safety of our operations, and reinforces ADNOC LNG's commitment to its customers as we continue to work towards our long-term strategy," stated Al Nuaimi.

The Managing Director of Worley in the UAE, Amru Alabidi, said he was delighted to have received the contract for the Australian firm, whose global headquarters are in North Sydney in New South Wales.

"Worley is proud to have been selected to support ADNOC LNG with this important project," declared Alabidi. ADNOC LNG added that the FEED contract was the first of a two-step award.

"Once FEED work is complete, an engineering, procurement, and construction (EPC) contract award will follow, dependent on the results of the FEED study," said ADNOC LNG.

The Das Island plant produces about 6 million tonnes per annum of LNG at its facilities, which first came on stream in 1977, making the plant the oldest in the Arab world after Algeria's Arzew plant.

ADNOC LNG said the Das Island rejuvenation project was one of multiple capital projects that the company was undertaking over the next three years to further upgrade its production assets and "maintain its longstanding position as a reliable and responsible" global energy supplier. ■

Pembina Pipeline of Canada says time may come in future for blocked US Jordan Cove project

Pembina Pipeline Corp., developer of the now blocked Jordan Cove LNG export plant in the US northwest state of Oregon, took a hit in its fourth-quarter earnings after the project was the first hydrocarbon venture stopped by the Biden Administration, though Pembina said Jordan Cove and two other ventures remained in its strategy.

Pembina said Jordan Cove still made economic sense but along with two other ventures was the victim of "evolving political priorities".

The liquefaction plant was proposed for a 200-acre site at Coos Bay in Oregon, comprising five small-scale Trains, each with 1.5 million tonnes per annum of output, for a total of 7.5 MTPA.

The Jordan Cove project also included the separate 230-mile Pacific Connector Pipeline traversing four counties in southern Oregon on the route to the liquefaction plant.

Pembina commented at length on the Jordan Cove issue as it recorded a loss in the fourth quarter of C$1.21 billion (US$960 million) and a loss for the full year of C$316M compared with net income of $150M and $1.50Bln respectively in the same periods in the prior year.

Pembina said that not counting the negative one-time charges its gross fourth-quarter adjusted gross earnings came to $866M and full-year gross income of $3.28Bln was a record, representing a 10 percent and 7 percent increase respectively year-on-year.

"Earnings in both periods were negatively impacted by C$1.6 billion of non-cash after-tax impairments recognized in the Canada-Kuwait Petroleum Corp. (CKPC) joint venture, as well as investments in Ruby pipeline and Jordan Cove LNG," explained Pembina.

"Both periods were also negatively impacted by higher unrealized losses on commodity-related derivatives," added the company, based in Calgary in the Canadian province of Alberta.

Pembina said that excluding impairments and the associated deferred tax recovery, earnings for the fourth quarter and full year would have been $338M and $1.23Bln.

"If there is a silver lining to be found in 2020, it would be a clear validation of our long-term strategy, diversification efforts and steadfast commitment to the company's financial guardrails," said Pembina in its executive overview.

"Some of the challenges we faced in 2020 were related to asset impairments. We were forced to acknowledge that due to Covid-19, alongside changing commodity price dynamics, combined with evolving political priorities, Pembina recognized an impairment in the value of certain assets, including our investments in Ruby, Jordan Cove and our CKPC petrochemical investment," explained Pembina.

"We believe these opportunities remain in strategy, make economic sense when de-risked, and are aligned with Pembina's environmental, social and governance (ESG) priorities," added Pembina.

"We believe the time for these projects may come; however, we can sadly no longer predict with certainty when that time will be and hence were compelled to reflect their impairments in our 2020 financial statements through a non-cash charge," stated the Canadian company. ■

Norway keeps hydrocarbon flow with new licences given

Norway, the main West European supplier of long-term pipeline natural gas directly to Germany, France Belgium and the UK, said seven companies had applied for production licences in the 25th licensing round on the Norwegian shelf with any gas finds providing more competition to LNG cargoes from outside the region.

"The numbered rounds are focused on key parts in our least explored, open areas," said Tina Bru, the Norwegian Minister of Petroleum and Energy.

"They are an important supplement to the APA (awards in pre-defined areas) rounds as exploration activity in immature areas gives the state as a resource owner more knowledge about the resource potential," explained Bru.

Norway, while being the main pipeline natural gas supplier to Europe, along with Russia's Gazprom, is in competition to LNG deliveries from nations such as Qatar, the US, Nigeria, Algeria and Trinidad and Tobago, as well as Russia.

The Norwegians are also the only large-scale producers of LNG in Western Europe from the Hammerfest LNG plant, which has been closed until the third quarter of 2021 because of ongoing repairs from a fire in September 2020.

The plant fire, in which no one was killed nor injured, saw damage mostly from the large amounts of seawater from the extinguishing process downing auxiliary systems such as electrical equipment and cables.

The 25th licensing round comprises nine areas outside the APA area on the Norwegian shelf.

The round was announced on the 19th of November 2020 and includes one area in the Norwegian Sea and eight in the Barents Sea. ■

Shell confirms bunker leadership with Spanish-built vessel charter

LNG News Editor

Royal Dutch Shell has confirmed its leadership in liquefied natural gas supply for LNG-powered ships by chartering another bunkering vessel under construction in Spain.

Shell said the new bunkering vessel, with 5,000 cubic metres of capacity, will be operated by Norwegian company Knutsen OAS Shipping.

Part of Shell's growing worldwide fleet of bunker ships

Delivery

The new vessel when delivered will use the LNG import terminal in Barcelona, operated by Spanish gas network company Enagás, for the loading and supply of LNG.

Shell has completed more than 400 ship-to-ship LNG bunkering operations across a broad range of segments in seven countries and eight ports, including Rotterdam in the Netherlands, Tenerife in Spain, La Spezia in Italy, Gothenburg in Sweden and most recently in the US port of Jacksonville in Florida.

Shell is now starting commercial bunkering operations in Singapore and soon in Port Canaveral in Florida under a supply contact with the Carnival Corp. cruise line.

"Shell plans to double its existing LNG bunkering infrastructure on key international trade routes by the mid-2020s and this vessel will play an important role in that journey as we serve more customers across our global network with LNG," said Tahir Faruqui, General Manager, Shell Global Downstream LNG.

"We completed the first LNG ship-to-ship bunkering in Barcelona in 2019 and look forward to working with our partners in this project on the delivery of this vessel, demonstrating our ability and commitment to providing safe, reliable supplies to meet the growing need for cleaner-burning fuels," added Faruqui.

There were 153 LNG-powered vessels on order and 605 on the water as of early February 2021, according to shipping brokers Clarksons.

Shell has the largest portfolio of LNG bunker vessels and is aiming to double its LNG bunkering network by the mid-2020s, to around 15 major ports on key international trading routes. ■

Singapore Port increases LNG fuel bunkering licence holders to three

The Maritime and Port Authority of Singapore (MPA) has awarded a third LNG bunkering supplier licence to French energy major Total to operate in the Asian city-state supplying ship-to-ship fuel.

The licence was given to subsidiary Total Marine Fuels Private Ltd for a five-year term starting from January 2022.

"Total Marine Fuels Private Limited is a global LNG supplier and an experienced operator providing end-to-end LNG bunkering solutions that will complement the existing two licensees," said an MPA statement.

The other two licence holders are FueLNG Pte Ltd, a joint venture comprising Keppel Offshore and Marine and Shell Eastern Petroleum, and Pavilion Energy, a subsidiary of Singaporean wealth fund Temasek.

FueLNG has seen the debut of the first Singapore-owned LNG bunkering vessel, the 7,500 cubic metres capacity "FueLNG Bellina", which entered service in February 2021.

The vessel is operated for the Keppel-Shell venture in the port by the Japanese shipping company, Kawasaki Kisen Kaisha (K-Line).

The MPA noted that in planning ahead to meet the region's growing demand for LNG as a marine fuel, it had issued a Request for Proposal on 28 October 2020 for parties seeking to supply LNG bunker in the Port of Singapore.

Singapore currently has an LNG bunker supply capacity of up to one million tonnes per annum, offering clean marine fuel to LNG-powered vessels, thus reducing emission such as nitrogen oxides and greenhouse gases.

"We are honoured to be awarded by MPA the licence to supply LNG as a marine fuel in Singapore," said Jérôme Leprince-Ringuet, Vice-President, Marine Fuels at Total.

"This achievement underscores Total's goal to be a leading LNG bunker supplier globally," added Leprince-Ringuet. ■

NEWS NUDGES

Peru supplies for Asia

The Peru LNG export plant at Pampa Melchorita on the Pacific Coast shipped four cargoes to Asia in February 2021, three to South Korea and one to Japan. The first cargo shipped to South Korea left on February 1 on the 170,000 cubic metres capacity carrier "Methane Julia Louise" at a Japan-Korea Marker price of $7.65 per million British thermal units, according to data from Peruvian national energy company PeruPetro. The second shipment headed for Japan on February 6 on the 138,200 cubic metres capacity carrier "Methane Kari Elin" with a similar JKM price.

Spot charters rates fall

Shipping charter rates for LNG carriers in the spot market dropped again this week by as much as $8,000 per day. They settled at an average of between $32,000 per day and $28,000 per day for vessels of between 155,000-165,000 cubic capacity in the West of Suez market as well as the East of Suez charter market, according to various brokers. One-year time charters for the most modern vessels were available for around $48,000 per day.

Oil Search CFO change

Oil Search, the energy company with LNG and oil assets in Papua New Guinea and oil projects in the US state of Alaska, has named Peter Fredricson as its new Chief Financial Officer to replace Stephen Gardiner, who is stepping down after eight years. Gardiner will continue to assist Oil Search as an adviser to the Managing Director Keiran Wulff. The Australian-listed and PNG-based company said that CFO Fredricson had over 30 years of experience in the infrastructure and banking sectors in Australia, New Zealand and Asia.

Beijing Gas orders more storage from France's GTT as Tianjin import terminal set to have eight huge tanks

LNG News Editor

Gaztransport and Technigaz, the French technology and engineering company for LNG storage, has signed an additional cooperation agreement related to the Tianjin Nangang LNG import terminal currently being developed in northeast China.

GTT and the developer, Beijing Gas Group, said their accord is for collaboration for the phase II and phase III parts of the terminal construction beyond phase 1 covered by the current agreement.

Chairwoman Li Yalan said Tianjin project was progressing

Phases

The second and third phases of the Tianjin Nangang construction will include building six additional storage tanks, each of 220,000 cubic metres capacity.

This agreement was signed at a ceremony held at the French Embassy in Beijing in the presence of French Ambassador Laurent Bili, Chairman of Beijing Enterprises Group Tian Zhenqing and Li Yalan, Chairwoman of the board of Beijing Gas, along with Adnan Ezzarhouni, General Manager of GTT in China.

"I am convinced that GTT, a company of excellence in the field of natural gas, has a great future in China, which has resolutely embarked on the path of energy transition," state French Ambassador Bili.

The first firm agreement for Tianjin Nangang LNG followed a November 2019 accord between GTT and Beijing Gas on the occasion of the presidential visit to China of French President Emmanuel Macron for talks with his Chinese counterpart Xi Jinping.

GTT subsequently received an order in June 2020 for the design of two 220,000 cubic metres capacity membrane tanks.

Built as part of the Tianjin Nangang project, located east of the capital Beijing, these two tanks when completed will be the largest in China.

"In this new agreement, GTT will also support Beijing Gas in upgrading the National Standards of LNG onshore tanks," explained GTT.

Beijing Gas Chairwoman Li Yalan said the Tianjin Nangang LNG project was progressing smoothly.

"I hope Beijing Gas and GTT continue to strengthen their cooperation and jointly promote the adoption of the lower carbon footprint membrane full containment technology among Chinese gas companies," added Li.

The Tianjin Nangang terminal will be the third serving the northeast Chinese port supplying the gas needs of Beijing.

The existing facilities currently include the Tianjin North onshore terminal operated by China Petroleum and Chemical Corp. (Sinopec) and a separate floating terminal provided by Norway's Höegh LNG in the form of a floating storage and regasification unit on long-term charter to China National Offshore Oil Corp. (CNOOC).

"We are very pleased to extend our partnership with Beijing Gas, proof that the membrane full containment technology meets expectations in terms of technological performance, cost competitiveness and level of safety," stated Philippe Berterottière, Chairman and Chief Executive of GTT.

Sinopec is also planning to expand its Tianjin North terminal to have a capacity to handle 12MT of imports.

The energy major is intent on doubling its LNG receiving capacities to 41MT by 2025.

It currently has capacity at three Chinese import terminals and is a partner of US major ConocoPhillips in the Australia-Pacific LNG export plant in Queensland.

The Chinese company's regasification capacity in addition to Tianjin is at two other facilities, the Qingdao terminal in Shandong province and the Beihai LNG terminal in the Guangxi autonomous region bordering Vietnam.

China is currently reforming its pipeline and terminal systems by giving more access to third-party shippers.

> "I am convinced that GTT ... has a great future in China, which has resolutely embarked on the path of energy transition"
>
> *- French Ambassador Laurent Bili*

Dutch shipbuilder launches latest LNG-powered tanker for Swedish shipowner Thun Tankers

LNG News Editor

Dutch shipbuilder Ferus Smit has launched the latest LNG-powered oil-chemical tanker for the shipping company Thun Tankers based in southern Sweden.

The vessel, named "Thun Equality" is the third ship in the E-Class series being built for Thun Tankers.

Pressurized

The shipyard based in Westerbroek in the Netherlands noted that the new tanker would be fuelled by LNG with a pressurized tank installed on the tank deck.

The 7,999 deadweight-ton ship has a total of 9,540 cubic metres of capacity and is suitable for International Maritime Organization class II chemical cargoes.

'Thun Equality' takes to the water at Westerbroek yard

"As the delivery of the first Ferus Smit tanker to Erik Thun dates back nearing 20 years, this new ship will be the third unit in renewal of the fleet of 10 coastal tankers that were delivered to Erik Thun by Ferus Smit over the past years," said Ferus Smit.

"We are proud that Ferus Smit had again trusted us to build the succeeding series as well," added the Dutch shipyard.

"The new design is a completely revised and updated version of the existing design, that has proven herself over the years as a benchmark in the coastal tanker market," added Ferus Smit.

"Focus for improvements has been to further optimize efficiency and the ecological footprint," explained the shipyard.

The other main dimensions of the "Thun Equality" are length 115 metres, width 15.87m and draft 6.95m.

The Ice-class will be 1A FS, suitable for year-round service in the Baltic Sea.

Propulsion will be provided by the 2999 kW, 6L34DF main engines supplied by Finland's Wartsila.

Shell India moves to build presence in LNG fuel

Royal Dutch Shell's subsidiary in India is exploring partnerships with other companies to expand the liquefied natural gas fuel market for vehicles and also expects LNG truck-loading bays to increase in number to enable wider distribution of small-scale volumes.

Shell India, owner and operator of the Hazira LNG import terminal, started truck-loading of the fuel from loading bays opened in January 2021.

The Hazira terminal, located in the Surat region of Gujarat state, was opened in 2005 and currently has 5 million tonnes per annum of capacity.

Ajay Shah, Vice President of Shell Energy Asia noted that the Indian Petroleum and Natural Gas Regulatory Board (PNGRB) in June 2020 opened up LNG fuel retailing to all eligible entities, aiming to promote LNG as an alternative fuel for heavy trucks.

"We have an aspiration to build a number of retail sites which will be able to dispense LNG," explained Shah, adding to its petrol and diesel filling stations in India.

"Shell is exploring partnerships with other entities and holders of LNG capacity to expand its reach," he added.

"Infrastructure is currently a bottleneck in the country and it needs partnerships and willingness to take risks," stated Shah.

Analysts note that Shell is one of the few international oil and gas majors operating in India as the nation has many of its own companies involved at state and national level in upstream, integrated gas, downstream and renewable energy projects.

"Today, there are no LNG trucks in India, but we anticipate the market will grow," said Shah.

First LNG terminal on East Coast of India attracts Qatargas supplies

LNG News Editor

Two years after Indian Prime Minister Narendra Modi inaugurated the first Indian East Coast liquefied natural gas import terminal at Kamarajar Port, also known as Ennore, Qatargas has delivered its first and largest commercial cargo as the terminal seeks to boost its capacity utilisation, currently under 12 percent.

Qatargas said the 210,000 cubic metres capacity Q-Flex vessel, the "Al Nuaman", recently discharged 147,000 cubic metres of LNG at the terminal, located 40 kilometres (25 miles) north of the city of Chennai.

Q-Flex vessel 'Al Nuaman' delivered to terminal near Chennai for a subsidiary of Indian Oil Corp.

Ramp-up move

"The cargo was delivered to Indian Oil LNG Private Limited, a subsidiary of Indian Oil Corp., which operates the 5 million tonnes per annum terminal," said Qatargas.

Qatargas had helped commission the East Coast terminal with a February 2019 delivery before the opening of the facility at the start of March 2019 by PM Modi.

The Kamarajar Port terminal has two storage tanks, each with capacity of 180,000 cubic metres, and two 36-inch lines fitted along the jetty trestle that are used for transferring LNG unloaded from ship to the storage tanks.

The Indian Ministry of Oil and Natural Gas issues monthly data for regasification capacity use at each terminal and in the latest numbers, the largest terminal Dahej, owned by Petronet LNG, had the highest utilization at an average of 95.8 percent while Kamarajar had the lowest at 11.9 percent.

The first East Coast terminal is aiming to supply more natural gas to the fertilizers industry in the Manali area of the state of Tamil Nadu.

"India is a key market for Qatargas given its geographical proximity and growth potential," said Qatargas.

"In addition to the Ennore Terminal, another LNG receiving terminal in Mundra, Gujarat state, was commissioned by Qatargas LNG in early 2020," it noted.

"The country is set to commission the Jaigarh LNG receiving terminal in Maharashtra later this year, in addition to undertaking a host of other gas related infrastructure projects," added Qatargas.

Sri Lanka focuses on new tender to become LNG importing nation

Sri Lanka has launched a tender process to secure a floating storage and regasification unit to start imports of liquefied natural gas offshore the port of Kerawalapitiya, located north of Colombo, for use by the power industry.

The island nation's state power company, the Ceylon Electricity Board (CEB), has called for proposals for the development of the FSRU-led terminal on a build, own and operate basis.

Numerous plans to import LNG have made little progress over the past 10 year in contrast to larger neighbours India and Pakistan where LNG has taken off.

Shipping LNG into the country is the only way of introducing gas to Sri Lanka, which has inadequate infrastructure and limited undeveloped offshore natural gas resources.

Under the CEB tender, the proposal also includes securing a compatible mooring system on a build, own, operate and transfer basis.

The deadline for submissions in the tender documents is the 18th of June 2021.

The FSRU is expected to have a regasification capacity of 380 million cubic feet per day and 156,000 cubic metres storage capacity.

Subsea and onshore pipelines will be developed by Ceylon Petroleum Corp. (CPC), according to the documents. The winner of the FSRU tender will be expected to design, finance, procure, build, deliver, commission, operate and maintain the FSRU.

The same applies to the mooring system, which will also have to be transferred to the CEB at the end of the contractual term.

Sri Lanka's government is hoping that gas can make up at least one-third of the country's energy mix by 2030.

The Public Utilities Commission of Sri Lanka has additionally approved the construction of a 300-megawatt gas-fired power plant.

Pakistan expects cost savings from latest Qatar LNG supply deal for more volumes for 10 years

LNG News Editor

Qatar Petroleum entered into a new long-term supply deal with Pakistan State Oil Company (PSO) for the supply of up to an additional 3 million tonnes per annum of cargoes with prices almost one-third lower than in the previous accord.

Under the 10-year agreement, LNG deliveries to Pakistan's receiving terminals will commence in 2022 and continue until the end of 2031.

Venue

The accord was signed in Islamabad between Saad Sherida Al-Kaabi, President and Chief Executive of Qatar Petroleum, and Syed Taha, Head of PSO, in the presence of Pakistani Prime Minister Imran Khan and Saoud bin Abdulrahman Al Thani, Qatar's Ambassador to Pakistan.

PM Khan's Special Assistant on Petroleum Policy, Nadeem Babar, told a later press conference that the volumes in the new Qatari contract will be about 30 percent less expensive than previously.

Pakistani PM Imran Khan (back left) witnesses Qatar accord

"It is the lowest publicly disclosed LNG contract in terms of price in the world," added Babar.

Babar explained that the deal would help the country save a total of up to US$3 billion over 10 years.

"The previous agreement with Qatar was for 15 years under which the price was fixed for 10 years. The new agreement, however, envisages price reopening after four years," said Babar.

Qatar and PSO signed a previous agreement in 2016 for 3.75 MTPA of LNG and the new deal raises the total of long-term LNG volumes to 6.75 MTPA.

Babar added that under the new agreement, Pakistan would receive two LNG shipments on average per month and after a period of three years, the number of cargoes would increase to four.

"We are delighted to enter into this new long-term agreement with Pakistan State Oil Company and to continue our contributions towards meeting Pakistan's increasing energy demand," stated the Qatar Petroleum CEO.

"This agreement further extends Qatar's long-standing LNG supply relationship with Pakistan and highlights our commitment to meeting Pakistan's LNG requirements," he added.

"We are confident that the exceptional reliability of our LNG supplies will provide PSO with the required flexibility and supply security to fuel Pakistan's impressive growth," said Al-Kaabi.

Pakistan currently has two operational floating LNG receiving terminals, the Engro LNG facility and the Pakistan GasPort terminal.

Both use floating storage and regasification units (FSRUs) and are located at Port Qasim, east of the city of Karachi.

In further comments, Al-Kaabi noted that Pakistan had a well-established gas market and distribution system and was strategically important for Qatar.

"We are encouraged by Pakistan's exceptional growth and excellent economic potential as well as by the prospects of it being one of the world's fastest growing LNG markets," added Al-Kaabi.

"I would like to take this opportunity to thank Prime Minister Imran Khan for his support and for his patronage of this special event. I also would like to thank Pakistan's energy officials as well as PSO's management for all their efforts," stated Al-Kaabi.

Qatar and Saudi Arabia speak up for LNG and oil prospects while embracing renewables for power

Qatar and Saudi Arabia have spoken up for the LNG and oil export prospects of the Arab Gulf region and with both countries also embracing technologies for carbon-capture and renewable energies.

Their comments came at the annual CERAWeek conference, normally held live in Houston, Texas, but cancelled in 2020 because of the Covid-19 pandemic and held as a virtual event from March 2-5 in 2021.

Saad Sherida Al-Kaabi, President and Chief Executive of Qatar Petroleum, stated in a panel discussion that the Qataris were pressing ahead with the North Field South (NFS) LNG expansion project with a completion date scheduled for 2026.

Al-Kaabi stated that global natural gas demand was going to be higher than people first forecast several years ago.

"Events that happened recently where you saw some spikes in prices have demonstrated gas is needed for much longer, especially on the Asian side of the world," said Al-Kaabi.

The NFS expansion will add new LNG processing Trains to take the output at Ras Laffan from 77 million tonnes per annum to 110 MTPA.

The second phase of the Qatari LNG expansion would increase liquefaction capacity to 126 MTPA by 2027. International oil and gas partners are expected to participate in about 30 percent of Qatar's LNG expansion.

"We look for ExxonMobil definitely to be one of our partners going forward," said Al-Kaabi, who was part of a panel of oil and gas leadership figures, including the ExxonMobil CEO, Darren Woods.

ExxonMobil is already a stakeholder in most of the LNG Trains at the liquefaction plant, including four of the six largest in the world, each producing 7.8 MTPA.

Qatar's LNG expansion will include its own carbon-dioxide capture and sequestration (CCS) system that would be integrated with a wider CCS project in Ras Laffan.

A significant portion of the expansion's electrical power needs would be provided from the national power grid, including the 800-megawatt solar power plant currently under construction in Al-Kharsaah.

This is in addition to a further 800 MW of solar power which Qatar Petroleum will construct in the near future as part of its plans to have a solar power portfolio of more than 4,000 MW by 2030.

Al-Kaabi also gave his views on other general aspects of the current LNG market.