Qatar warns war will force Gulf to stop energy exports ‘within days’

Brent crude tops $90 after gas producer says it will take ‘weeks to months’ to restore deliveries

Qatar’s energy minister has warned that war in the Middle East could “bring down the economies of the world”, predicting that all Gulf energy exporters would shut down production within days and drive oil to $150 a barrel. Saad al-Kaabi told the FT that even if the war ended immediately it would take Qatar “weeks to months” to return to a normal cycle of deliveries following an Iranian drone strike at its largest liquefied natural gas plant. Qatar, the world’s second-largest producer of LNG, was forced to declare force majeure this week after the strike at its Ras Laffan plant. While Qatar only exports a small proportion of its gas to Europe, the energy minister said the continent would feel significant pain as Asian buyers outbid Europeans for whatever gas is available on the market, and as other Gulf countries find themselves unable to meet

their contractual obligations. “Everybody that has not called for force majeure we expect will do so in the next few days that this continues. All exporters in the Gulf region will have to call force majeure,” Kaabi said. “If they don’t, they are at some point going to pay the liability for that legally, and that’s their choice.” Kaabi’s comments reflect rising concern in the Gulf about the economic repercussions of the US and Israel’s war with Iran, which has wreaked havoc across the oil-rich region. Brent crude rose 5.5 per cent to $90.13 a barrel on Friday following the publication of this article, the highest level since the start of the conflict. European gas prices gained 5 per cent, but were still below this week’s peak. “This will bring down the economies of the world,” Kaabi said. “If this war continues for a few weeks, GDP growth around the world will be impacted. Everybody’s energy price is going to go higher. There will be shortages of some products and there will be a chain reaction of factories that cannot supply.” He said while there had been no damage to Qatar’s offshore operations, the aftermath onshore was still being reviewed. “We don’t yet know the extent of the damage, as it is currently still being assessed. It is not clear yet how long it will take to repair,” he said.

Qatar’s $30bn development to increase production capacity at its vast North Field gasfield from 77mn to 126mn tonnes a year by 2027 would also be delayed, he added. The first production was to begin in the third quarter of this year. “It will delay all our expansion plans for sure,” Kaabi said. “If we come back in a week, perhaps the effect is minimal; if it’s a month or two, it is different.” Saudi Arabia and the UAE both have pipelines that can redirect a portion of their oil exports to be loaded at ports outside the Strait, but significant production volumes remain trapped. He forecast that crude prices could soar to $150 a barrel in two to three weeks if tankers and other merchant vessels were unable to pass through the Strait of Hormuz, a key maritime trade route through which a fifth of the world’s oil and gas passes. He predicted that

gas prices would rise to $40 per million British thermal units (€117 per MWh) – almost four times the level they were before the war began. He added that the impact of the disruption of maritime trade through the strait would reverberate far beyond energy markets and hit multiple industries as the region produces much of the world's petrochemicals and fertiliser feedstocks. Traffic through the waterway has slowed to a halt since the US and Israel launched their attack on Iran on Saturday. At least 10 ships have been hit, insurance premiums have soared and shipping owners have been unwilling to risk their vessels and crews. US President Donald Trump and Israeli officials have warned that the war could last weeks as they seek to destroy the Islamic regime. Trump said this week that the US navy will escort ships through the strait and has offered to provide additional insurance to shipping companies. But Kaabi said it would still be unsafe for vessels to pass through the strait, which is just 24 miles wide at its narrowest point and traces the Iranian coastline, as long as the war was ongoing. "The way that we are seeing the attacks, bringing ships into the strait . . . it's too dangerous. It's too close to the shore to bring ships in. It will be difficult to convince ships to go in," he said. "Most of the ship owners will see that they become a bigger target because they're [Iran] targeting the military ships." Kaabi added: "In addition to energy, there will be a halt on all other trade in between the [Gulf] and the world, which will have a significant effect on the economies of the [Gulf] and all the trading partners around the world." Qatar, which hosts the biggest American military base in the region, has traditionally had good relations with Iran. But the Islamic republic has fired multiple barrages of missiles and drones at it and other Gulf states as Tehran sought to raise the stakes for the US by targeting energy facilities, airports, American bases and embassies.

Kaabi, who is also chief executive of QatarEnergy, said the company had no choice but to declare force majeure after Ras

Laffan was hit in an Iranian drone attack on Monday. He cited safety reasons, adding that the company's offshore facilities were also facing the threat of attack, although they were not damaged. "We were actually informed by our military that there is an imminent threat on the facilities offshore. So we shut down operations safely, as safely as we can, and we mobilised around 9,000 people in 24 hours and brought them back," he said. "When we have our people in danger and we're actually being hit in a military zone and we can't work anymore, and we can't put our people in harm's way, we have to declare force majeure." Production in Qatar will not restart until there is a complete cessation of hostilities, he said. "So the signal is when our military says there is a complete stop of hostilities and we are not being attacked anymore," Kaabi said. "We are not going to put our people in harm's way."

After the restart, he predicted huge logistical issues on top of the restoration of the machinery that cools and compresses gas into liquid that can be shipped. "Our ships are all over the place," he said, adding that only six or seven out of Qatar's fleet of 128 tankers were at hand. "Each ship takes a day or two and you can load six or seven at a time," he added, explaining the length of time it would take to restore normality. He rejected the idea that Qatar's decision to invoke force majeure and miss shipments would damage the country's long-cherished reputation as the most reliable supplier of LNG. "We don't think anybody would dare to come to us and say we are not reliable because you were being bombed and you did not deliver," he said. Even if it wanted to, Qatar was unable to find gas in the market to make good the lost deliveries to its clients, he said. "Let's assume you want to buy 77 million and deliver it to customers, there is no 77 million tonnes lying around for you to buy."

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خاص – حرب الطاقة تنفجر إقليميا ولبنان اكبر الخاسرين… بارودي يكشف…

إيمان شويخ

بدأت تداعيات الحرب الدائرة في المنطقة تضرب أسواق الطاقة العالمية. فالمواجهة العسكرية التي بدأت في إيران ونُقلت سريعًا إلى الخليج تؤثر بشكل سلبي كبير على الاقتصاد العالمي، مع انتقال الاستهدافات إلى منشآت الطاقة وممرات الملاحة، في مشهد يربك الأسواق ويرفع منسوب القلق حيال إمدادات الطاقة والغاز، ما ينذر بحرب طاقة تضرب الممرات البحرية وخطوط الإمداد.

في حديثٍ لموقع الكلمة أونلاين، اعتبر خبير النفط د. رودي بارودي أن الحرب الراهنة وحالة الاضطراب بين إيران وجيرانها الدول

الخليجية، العراق والكويت والمملكة العربية السعودية وقطر والإمارات العربية المتحدة وسلطنة عمان، حتمًا ستؤثر على أسعار الطاقة العالمية، بالنسبة للنفط الخام أو الغاز الطبيعي المسال (LNG).

وهم قلة وعلى (LNG) وفي حال بقي مضيق هرمز مغلقًا، فإن منتجي الـ رأسهم دولة قطر وأستراليا والولايات المتحدة الأمريكية وروسيا وماليزيا والجزائر، فإن الأسعار سترتفع حوالي 50%. وفي حال بقي المضيق على حاله ولم تتمكن الناقلات من المرور، فإن هذا الارتفاع مرجح للتصاعد.

أما بالنسبة للنفط، يقول بارودي إنه هناك 20 مليون برميل في اليوم تمر من مضيق هرمز، وبالتالي من أجل تعويض هذه الكمية يجب الذهاب إلى الولايات المتحدة وروسيا وكندا والصين، إضافةً إلى البرازيل، لأن المملكة العربية السعودية لن تعد قادرة على أن تمد من مضيق هرمز خلال العراق. أما السعودية، فتمتلك خط أنابيب شرق-غرب 1 وخط أنابيب شرق-غرب 2، الذي يمر من المنطقة الشرقية في المملكة، وهي تستطيع نقل 7 براميل نفط يوميًا، ولكن مع ذلك فهذا لا يكفي للتعويض عن النقص في النفط، بل يجب البحث عن بدائل أخرى.

وعن أسعار النفط، أشار الخبير النفطي رودي بارودي إلى أنها قفزت من 70 إلى 85 دولارًا للبرميل، وهي قفزة كبيرة جدًا. وإذا بقي مضيق هرمز مقفلاً، فهي سترتفع إلى 100 دولار للبرميل الواحد، وهذا يعني أن أسواق الطاقة العالمية ستتعرض لارتفاعات جنونية في الأسعار.

وبالنسبة للبنان، اعتبر بارودي أن صفيحة البنزين أساسًا قد ارتفعت 20 دولارًا، وهي حتمًا سترتفع إلى 25 دولارًا للصفيحة الواحدة متأثرةً بأسعار النفط العالمية. كذلك فإن أسعار النقل والسلع الغذائية والخضروات والكهرباء و غيرها، بالإضافة إلى كلفة بطاقات السفر، ستقفز بشكل جنوني.

وفي حال ارتفعت هذه الأسعار بالوتيرة التي ترتفع بها الأسعار في العالم، وبقيت المداخيل على حالها، فإن هذا الأمر سيؤدي إلى كارثة اقتصادية في لبنان تضاف إلى الأزمة الاقتصادية التي يعيشها لبنان منذ سنوات.

Hormuz: No one has the right to choke out the global economy

The past few days have served up multiple reminders of why armed conflict is almost never a good option, let alone the best one: war is dangerous, expensive, and unpredictable,

making it the last resort for prudent leaders.

The entire region is on edge, with Iran seeking to internationalize the conflict so that other states will put pressure on the United States and Israel to halt their air and missile offensive. We are now on the precipice, however, of developments whose impacts will effect virtually everyone, everywhere.

I refer, or course, to the Strait of Hormuz, the narrow, shallow, and uniquely vital waterway that connects the Gulf to the open seas and haunts the dreams of risk analysts everywhere.

About a fifth of the world's oil – worth more than half a trillion dollars annually – transits this passage, and while Saudi Arabia and the United Arab Emirates have pipelines that avoid the strait, they can't handle nearly the same volumes. In addition, approximately the same share of the world's liquefied natural gas passes through the same corridor, most of it Qatari LNG outbound for Asia. For good measure, Hormuz is also the route by which some 200 million people, including most of the six-nation Gulf Cooperation Council (GCC), receive most of their food and other imports.

For decades, the Iranian government has claimed the right, boasted the ability, and vowed the willingness to close this waterway in response to various forms of military or other pressure from the US. Then as now, its reasoning has been both subtle and brutal.

Outwardly, Iranian officials have denied targeting GCC and

other states with missiles and drones, insisting that their forces were aiming instead at US military assets on their soil, even though most of these countries have not allowed their airspace to be used for the US/Israeli offensive. Even if it were true, the Iranian interpretation would certainly be a distinction without a difference for those mourning lost loved ones, but there have now been countless attacks drone and missile attacks on homes and residential buildings, port facilities, oil and gas infrastructure and other civilian targets in several GCC countries. Either way, the Iranians seem to have calculated that inflicting some degree of pain on their neighbors will cause more voices – in this case from within US-allied countries – to demand an end to the war.

A similar arithmetic makes Hormuz the world's ultimate choke point. The mere possibility of lasting disruption there has caused energy prices to rise on countless occasions, including the current crisis, and an actual closure for any length of time would be highly corrosive to the global economy. And since energy prices get baked into virtually everything else, the pain would be felt virtually everywhere.

The number of countries that Iran can hit with missiles or drones is relatively limited. But close Hormuz and no country on earth would be immune to the consequences, causing many of them to demand a return to diplomacy.

The fact of the matter is that Iran administers only a small section of the strait, specifically a strip of the northern channel usually used for entering the Gulf, and international law gives it no legal authority to suspend shipping there for more than a few hours without compelling reasons. Article 44 of the 1982 Law of the Sea specifically mentions that innocent

passage cannot be denied. This is one reason why Tehran has been so cagey about its intent, for instance by having its parliament pass and illegal legislation supposedly authorizing closure, but then leaving the activation to the executive branch.

In legal terms, then, it is difficult to conceive of circumstances in which Iran could justify closing the strait and imposing so much hardship on so many people around the world. Whatever its stated intentions, its actions would amount to little more than sabotage and extortion.

In reality, Iran is already getting some of what it wants. Information published by Navionics and other ship tracking services indicates that until the current interruption, increasing numbers of ships were avoiding Iranian waters altogether, sailing entirely or almost entirely in Omani waters. But several ships have already been damaged, putting instant upward pressure on insurance rates and convincing most shipping companies that the risk is too great. Dozens of hulls – carrying oil, LNG, and all manner of general cargo – are now waiting to leave the Gulf, and dozens more are piling up outside it. Prices are already starting to rise, and each day that passes makes energy scarcer and more expensive.

It won’t take long for the consequences of this kind of disruption to grow in size and severity. Traders and speculators may be able to stave off the full impact for a few days, and other oil producers can pump more to compensate, but eventually most of the GCC states will run out of storage and have to halt production. The situation for LNG could be even worse because there are so few producers, and Qatar has already halted production over safety concerns, idling almost a fifth of global output.

For all of these reasons, this war involves far more than the official belligerents. The region’s geography and geology mean that anyone who uses energy in any way has a direct stake in the outcome. Even countries that export oil and gas have a vested interest in a return to stability: rising prices might be tempting in the short term, but they inevitably damage economies and weaken demand over time. For this reason in particular, all responsible participants, willing or otherwise, need to be pushing for a negotiated solution.

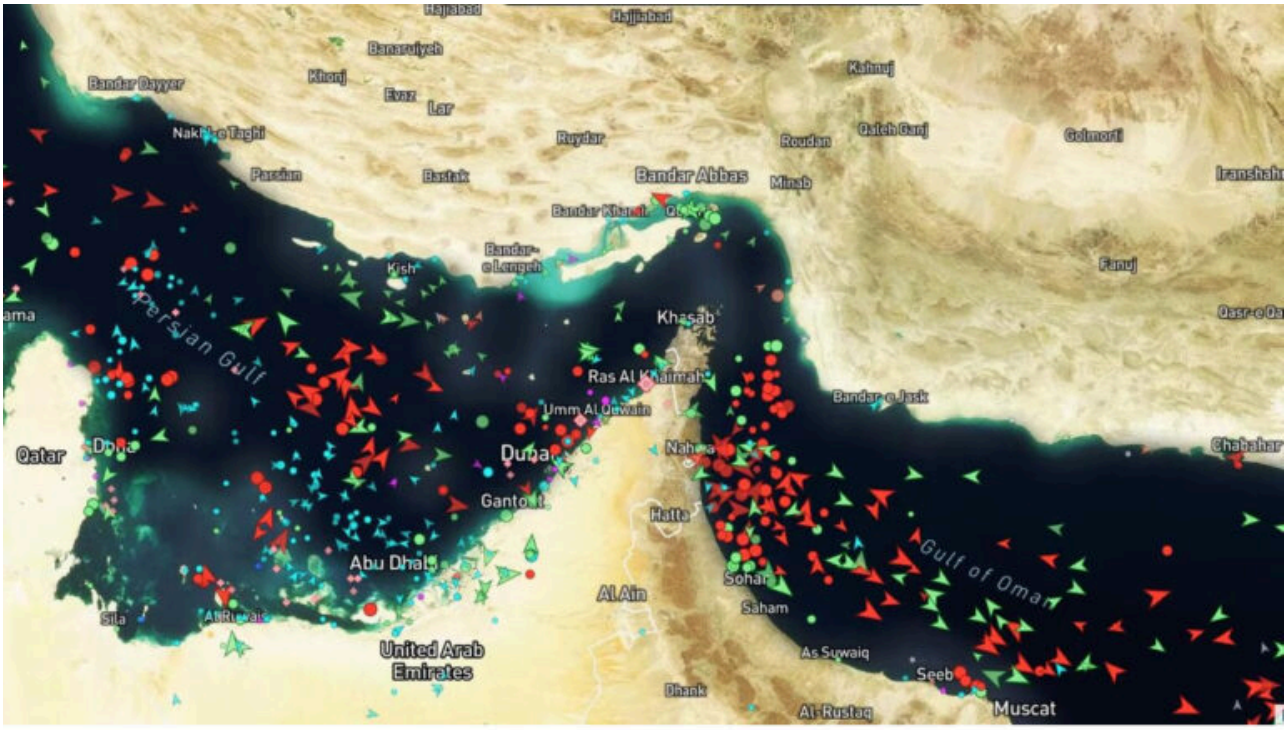
Dialogue and diplomacy are never wasted efforts. Even when they fail to prevent or end a conflict, discussions carried out in good faith can leave behind the building blocks for a future understanding. The mere fact of direct or indirect contacts can also attenuate the intensity of operations – therefore limiting potential casualties and renewed impetus for more war – as planners start considering the repercussions for diplomacy.

As human beings, therefore, we should never give up on the possibility of peace. But nor can we sit and say nothing as Iran lashes out at peoples and countries who have nothing to do with this conflict, destabilizing the entire region and undermining standards of living the world over. This is especially true of Qatar and Oman, both of which have left no stone unturned in trying to keep Iran out of a war in the first place.

Roudi Baroudi is the author of several books about maritime boundaries and has worked in the international energy business since the 1970s. He currently serves as CEO of Energy and

Environment Holding, an independent consultancy based in Doha.

BAROUDI SOUNDS ALARM ON HORMUZ, SAYS OIL COULD HIT $150



A picture of the shipping traffic in the Strait of Hormuz.

March 2, 2026, DOHA, Qatar: In a televised interview with Al Jazeera's main Arabic channel, international energy expert Roudi Baroudi said that no country had the right to close the Strait of Hormuz.

The United Nations Convention on the Law of the Sea (UNCLOS), Baroudi told Al Jazeera, is clear on this matter, specifically Article 38, which explicitly guarantees the "right of transit passage, which shall not be impeded" for all foreign vessels transiting through the strait, and Article 44, which holds that states bordering straits "shall not hamper transit passage".

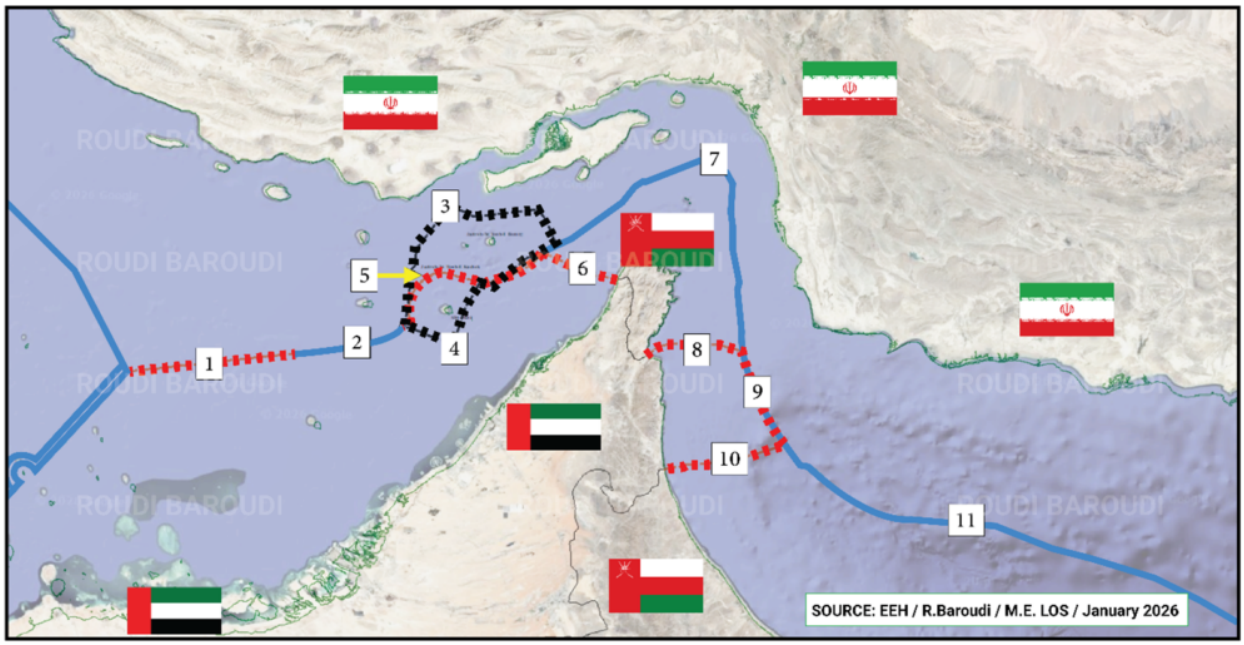
Baroudi also warned that if traffic through Hormuz were halted, oil prices would quickly soar past $100 – and even $150 if the interruption persisted for any length of time.

While the strait is commonly described as being 30-45 kilometers wide, he explained, most of it is too shallow for large vessels, and the transit lane – designated for the passage of all types of shipping, from oil tankers and LNG tankers to container ships and bulk food and other commercial cargos – is only 3 kilometers wide. Even here the depth is just 200-300 meters, and many of the oil tankers that use the strait are more than 325 meters long, and Qatar's Q-Max LNG carriers are 345 meters.

Baroudi also noted that while Iran and Oman have had a maritime border agreement in place since 1974, only Oman has fully ratified UNCLOS. Iran – like the UAE, whose coast also touches the strait – has signed but not fully implemented all of the provisions. Nonetheless, he said, UNCLOS' principles have become part of customary international law, making them enforceable on all coastal states, so all civilian vessels enjoy the right of passage without obstruction, inspection, or arbitrary restrictions.

Regarding the impact of current tensions, Baroudi noted that

LNG prices were already rising and that $100 or even $150 oil was a distinct possibility if the conflict continued beyond a week or two. Any prolongation of exorbitant energy costs, he added, would have a direct and deleterious impact on the global economy, increasing inflationary pressures and the cost of living worldwide.



LEBTALKS INTERVIEW: INTERNATIONAL ENERGY EXPERT ROUDI BAROUDI APPLAUDS 'HISTORIC' LEBANON-CYPRUS DEAL, DISMISSES 'BASELESS'

CRITICISMS FROM NEIGHBORS

Following criticism of the Lebanon-Cyprus Maritime Boundary Agreement (MBA) by the governments of Israel and Turkiye, LebTalks spoke with energy and policy expert Roudi Baroudi, who has authored several books and studies on sea borders in the Eastern Mediterranean. Baroudi praised the pact as “full of positives” for the interests of both parties and stressed the words of Lebanese President Joseph Aoun, who pledged after signing the MBA that “this agreement targets no one and excludes no one.”

LebTalks: How significant is the signing of the maritime boundary agreement between Lebanon and Cyprus?

RB: The official signing of the Lebanon-Cyprus deal is a major achievement, one that confers important advantages on both parties. This process was delayed for a very long time for no good reason, so President Joseph Aoun and the government deserve congratulations for having seized the initiative, and

for having seen the job through to completion. So do Cypriot President Nikos Christodoulides and his team, because they did the same thing. What made this historic agreement possible – after an impasse lasting almost two decades – was that Lebanon finally had a president who both understood the need for an MBA and made achieving it a top priority.

LebTalks: What does Lebanon gain by signing this deal?

RB: The agreement, which was reached by the negotiating teams in September, provides several benefits for both countries in the short, medium, and long terms.

The new equidistance line between the two states, defined according to the rules and guidelines of the United Nations Convention on the Law of the Sea (UNCLOS), provides a fair and largely uniform boundary between the two brotherly countries' maritime zones. Most of the new turning points used to draw the line have moved in Lebanon's favor compared to the earlier negotiation in 2011, giving it an extra 10,200 meters on its western front while Cyprus received 2,760 meters.

Crucially, the MBA wipes away all overlapping claims caused by previous uncertainty over the precise location of the border. Accordingly, this eliminates 108 km2 of (map attached) Lebanese offshore blocks that were actually in Cypriot waters, as well as 14 km2 of Cypriot blocks which were also on the wrong side of the line.

Apart from removing a key risk for would-be investors, the agreement also contributes to stability and security by providing clarity and thereby enabling easier cooperation, not just bilateral, but also, potentially, involving other states as well. It really is full of positives for both Lebanon and Cyprus, and therefore for the region as a whole.

LebTalks: What should Lebanon do to follow up on this agreement?

RB: To make the most of this clearer playing field, the logical next step is for Lebanon and Cyprus to immediately start drafting a joint development agreement, which would allow them to have a smooth partnership in place for any hydrocarbon reserves which are found to straddle their maritime boundary.

Perhaps the most important feature of the Lebanon-Cyprus MBA is that it provides a clear and stable starting point, putting Lebanon in ideal position to finish defining its maritime zones. The new line means that Lebanon's existing maritime boundary arrangements with Israel, signed in 2022, should be tweaked a little, but it also makes it easier to do that – and to negotiate a similar agreement in the north with Syria when that country's new leadership is ready to do so.

LebTalks: What about the objections voiced by Irael and Turkiye?

RB: With all due respect, these claims and complaints are completely baseless. As President Aoun has stressed from the very day it was signed, this accord targets no one, excludes no one, challenges no one else's borders, and undermines no

one else’s interests. I know there has been some negative commentary from both Israel and Turkiye, but there really is nothing here for anyone to be upset about. The line agreed to by Lebanon and Cyprus, which Turkiye has claimed is ‘unfair’ to residents of the self-styled ‘Turkish Republic of Northern Cyprus’, is literally several kilometers away from any waters claimed by the TRNC. Beirut and Nicosia were very careful to make sure of this.

As for the Israelis, the only material change relating to the Lebanon-Cyprus line is that it pushes the Israel-Cyprus line in Cyprus’ favor. But that’s not Lebanon’s fault. Or Cyprus’ or anyone else’s. It’s just a fact of new mapping technologies, which today are far more precise and more accurate than those used when the Israel-Cyprus line was drawn in their 2011 treaty.

On that subject, I would also note for all stakeholders in the East Med that while Lebanon and Cyprus are the region’s only full-fledged members of UNCLOS, all states are subject to its rules and precedents, which have become part of Customary International Law. Since the Lebanon-Cyprus deal adheres strictly to those rules and the science behind them, the criticisms haven’t got a legal leg to stand on. This is especially true with regard to Israel, whose own treaty with Cyprus was negotiated on the basis of the very same laws, rules, and science.

I have to assume that a lot of this is posturing, that both Israel and Turkiye will settle down once they’ve had more time to analyze the deal and see that, far from damaging them in any way, it could help all concerned by contributing to regional stability and economic growth. And again, I would go back to Aoun’s words on signing day, when he declared that “this agreement should be a foundation for wider regional cooperation, replacing the language of violence, war, and ambitions of domination with stability and prosperity.”

Lebanon and Cyprus Seal Landmark Maritime Boundary Agreement

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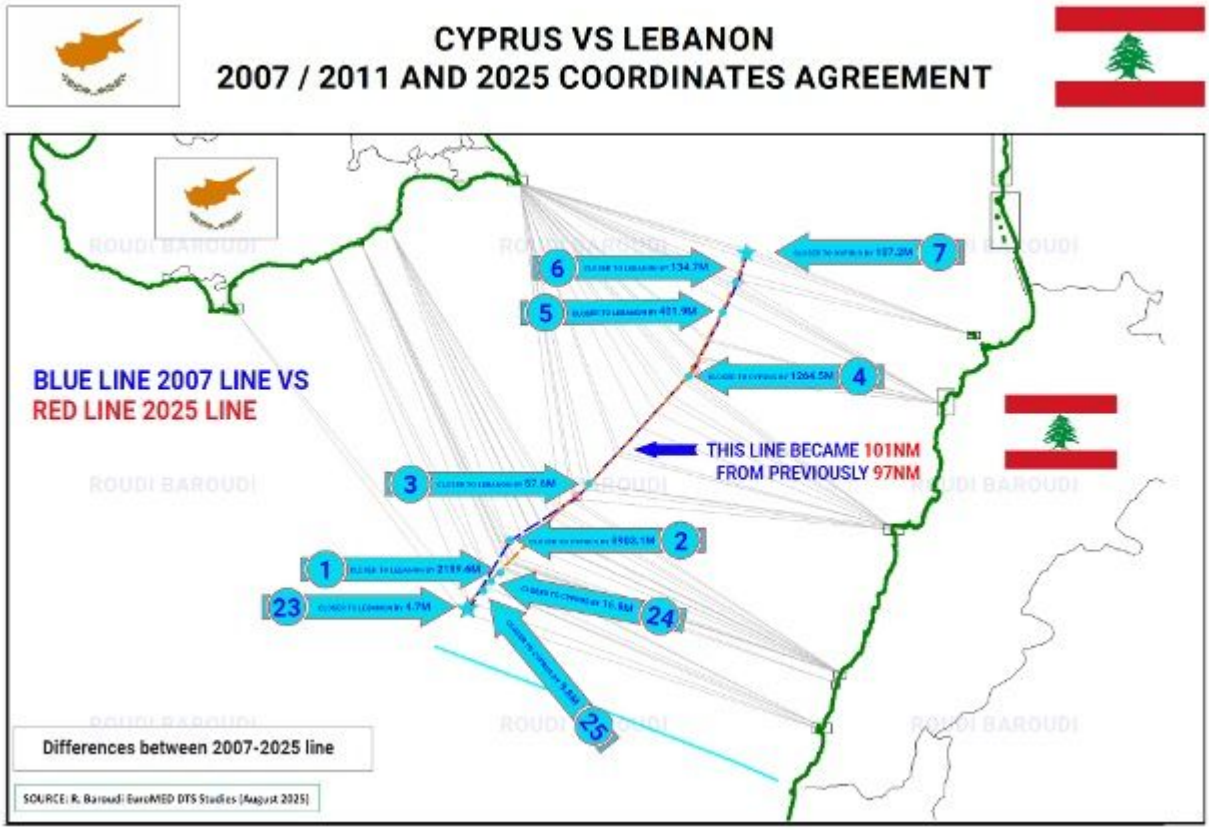

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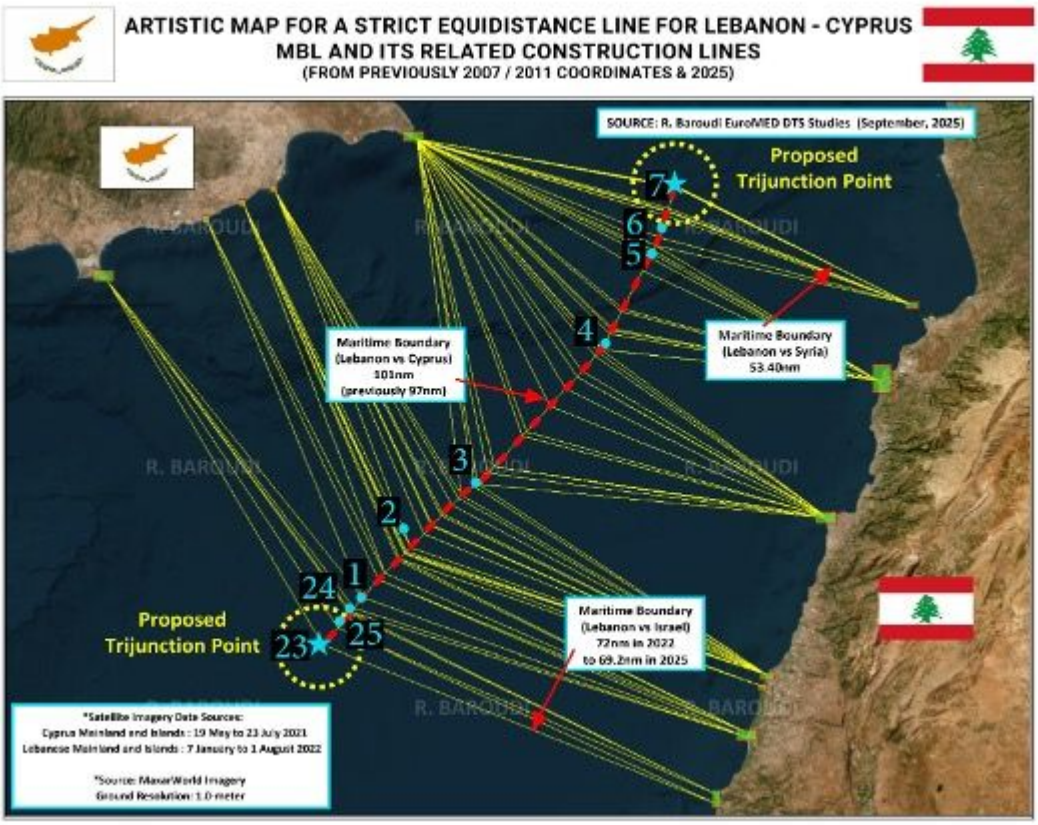

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اتفاية ترسيم الحدود البحرية مع قبرص

https://euromenaenergy.com/wp-content/uploads/2025/11/WhatsApp-Video-2025-11-05-at-21.02.16_2f318946.mp4

What Africans want from COP30

The upcoming UN Climate Change Conference (COP30) will be the first to take place in the Amazon, sending a powerful symbolic message about the central role developing economies must play in the global response to the climate crisis. But at a time of geopolitical fragmentation and low trust in multilateralism, symbolism is not enough. Developing economies must plan and propel the green transition. Africa is no exception.

So far, Africa's climate narrative has been one of victimhood: the continent contributes less than 4% of global greenhouse-gas emissions, but it is highly vulnerable to the effects of climate change. This disparity fuelled the calls for "climate justice" that helped to produce ambitious climate-financing pledges from the industrialised economies at past COPs. But with those pledges going unfulfilled, and Africa's climate-finance needs rising fast, moral appeals are clearly not enough.

A shift to a more strategy-oriented discourse is already underway. The Second Africa Climate Summit (ACS2), which took place in Addis Ababa last month, positioned the continent as a

united actor capable of shaping global climate negotiations. It also produced several initiatives, such as the Africa Climate Innovation Compact and the African Climate Facility, that promise to strengthen Africa's position in efforts to ensure a sustainable future.

Instead of continuing to wait for aid, Africa is now seeking to attract investment in its green transition, not because rich countries "owe" Africans – though they do – but rather because Africa can help the world tackle climate change. But success will require progress on four fronts, all of which will be addressed at COP30.

The first is the cost of capital. Because systemic bias is embedded in credit-rating methodologies and global prudential rules, African countries face the world's highest borrowing costs. This deters private capital, without which climate finance cannot flow at scale. While multilateral development banks (MDBs) can help to bridge the gap, they typically favour loans – which increase African countries' already-formidable debt burdens – rather than grants.

At COP29, developed economies agreed to raise "at least" $300bn per year for developing-country climate action by 2035, as part of a wider goal for all actors to mobilise at least $1.3tn per year. If these targets are to be reached, however, systemic reform is essential. This includes changes to MDB governance, so that African countries have a greater voice, and increased grant-based financing. Reform also must include recognition of African financial institutions with preferred creditor status, and the cultivation of a new Africa-led financial architecture that lowers the cost of capital.

The second area where progress is essential is carbon markets. Despite its huge potential for nature-based climate solutions, Africa captures only 16% of the global carbon-credit market. Moreover, the projects are largely underregulated and poorly priced, with limited community involvement. Africa is now at

risk of falling into a familiar trap: supplying cheap offsets for external actors' emissions, while reaping few benefits for its people.

While some African countries are developing their own carbon-market regulations, a fragmented system will have limited impact. What Africa needs is an integrated carbon market, regulated by Africans, to ensure the quality of projects, set fair prices, and channel revenues toward local development priorities, including conservation, renewable energy, and resilient agriculture. This system should be linked with Article 6 of the Paris climate agreement, which aims to facilitate the voluntary trading of carbon credits among countries.

The third imperative for Africa at COP30 is to redefine adaptation. Rather than treating it primarily as a humanitarian project, governments must integrate adaptation into their industrial policies. After all, investment in climate-resilient agriculture, infrastructure, and water systems generates jobs, fosters innovation, and spurs market integration.

By linking adaptation to industrialisation, Africa can continue what it started at ACS2, shifting the narrative from vulnerability to value creation. Africa should push for this approach to be reflected in the indicators for the Global Goal on Adaptation, which are set to be finalised at COP30. The continent's leaders should also call for adaptation finance to be integrated into broader trade and technology frameworks.

The final priority area for Africa at COP30 is critical minerals. Africa possesses roughly 85% of the world's manganese, 80% of its platinum and chromium, 47% of its cobalt, 21% of its graphite, and 6% of its copper. In 2022, the Democratic Republic of the Congo alone accounted for over 70% of global cobalt production.

But Africa knows all too well that natural-resource wealth does not necessarily translate into economic growth and development. Only by building value chains on the continent can Africa avoid the “resource curse” and ensure that its critical-mineral wealth generates local jobs and industries. This imperative must be reflected in discussions within the Just Transition Work Programme at COP30.

These four priorities are linked by a deeper philosophical imperative. The extractive logic of the past – in which industrialisation depended on exploitation and destruction – must give way to a more holistic, just, and balanced approach, which recognises that humans belong to nature, not the other way around. Africa can help to lead this shift, beginning at COP30.

The barriers to progress are formidable. China likes to tout South-South solidarity, but it does not necessarily put its money where its mouth is. The European Union is struggling to reconcile competing priorities and cope with political volatility. The US will not attend COP30 at all, potentially emboldening others to resist ambitious action. If consensus proves elusive, parties might pursue “mini-lateral” deals, which sideline Africa.

When it comes to the green transition, Africa’s interests are everyone’s interests. If the continent is locked into poverty and fossil-fuel dependency, global temperatures will continue to rise rapidly. But if Africa is empowered to achieve green industrialisation, the rest of the world will gain a critical ally in the fight for a sustainable future. – Project Syndicate

- *Carlos Lopes, COP30 Special Envoy for Africa, is Chair of the African Climate Foundation Board and a professor at the Nelson Mandela School of Public Governance at the University of Cape Town.*

Σε συνομιλίες η Κύπρος για την ΑΟΖ με τον Λίβανο. Οι επαφές που κάνει ο πρόεδρος της Κύπρου

Οι τεταμένες σχέσεις Ισραήλ-Λιβάνου και οι ραγδαίες εξελίξεις στη Μέση Ανατολή έχουν κινητοποιήσει τη Λευκωσία για επαφές υψηλού επιπέδου για την επικύρωση της ΑΟΖ με το Λίβανο. Ετσι ο πρόεδρος της Κύπρου Νίκος Χριστοδουλίδης συναντήθηκε με τον εμπειρογνώμονα περιφερειακής πολιτικής Ρούντι Μπραούντι, μακροχρόνιος υποστηρικτής του διαλόγου, της διπλωματίας και της ειρηνικής ανάπτυξης, ως προς τις ασφαλέστερες διαδρομές

προς μεγαλύτερη σταθερότητα για ολόκληρη την Ευρω-Μεσογειακή περιοχή και άτυπο διαμεσολαβητή των δύο χωρών. Μάλιστα έχει γράψει και σχετικά βιβλία, όπως την «οριστικοποίηση θαλάσσιων Συνόρων στην Ανατολική Μεσόγειο: Ποιος Θα Ειναι ο Επόμενος;» και «Ένα Κλειδί, Πολλαπλά Έπαθλα: Οριστικοποίηση θαλάσσιων Συνόρων ανάμεσα στην Κύπρο, το Λίβανο και τη Συρία».

Ο κ. Χριστοδουλίδης και ο ομόλογός του από το Λίβανο, ο πρώην Γενικός Τζόζεφ Αουν, συμφώνησαν τον Ιούλιο να διαπραγματευτούν και να οριστικοποιήσουν μια γραμμή θαλάσσιων συνόρων . Και οι δύο χώρες αναμένουν ότι θα αποκομίσουν πολλά οφέλη από μια τέτοια συμφωνία, και η κατοχύρωση εδαφικών συνόρων στη θάλασσα θα καταστήσει ευκολότερη την προσέλκυση ξένων επενδυτών για την ανάπτυξη των ενεργειακών πηγών τους.

«Η επίτευξη συμφωνίας θα ανοίξει όλες τις πόρτες για την Κύπρο και το Λίβανο», δήλωσε ο κ. Μπαρούντι μετά από τη συνάντηση. «Οι τάσεις πηγαίνουν στη σωστή κατεύθυνση, και όχι μόνο σε σχέση με το Λίβανο. Ο πρόεδρος της Κύπρου έχει φιλόδοξα σχέδια εξωτερικής πολιτικής, ιδιαίτερα σχετικά με τις δραστηριότητες της Κύπρου τους πρώτους έξι μήνες του 2026, όταν θα έχει την προεδρία του συμβουλίου της Ευρωπαϊκής Ένωσης».

«Εκμεταλλεύτηκα επίσης την ευκαιρία να ευχηθώ στο πρόεδρο της Κύπρου καλή επιτυχία σε αυτή την αποστολή», πρόσθεσε, «ειδικά καθώς αναμένεται να εστιάσει όχι μόνο στην ενίσχυση της συνοχής της Ευρώπης, αλλά και στην ενίσχυση του ρόλου της Κύπρου ως γέφυρα μεταξύ Ευρώπης και γειτονικών χωρών.»

Πράγματι, η Λευκωσία έχει ένα φιλόδοξο πρόγραμμα για την προεδρία της και συνεργάζεται στενά με τη Δανία, που ασκεί την προεδρία αυτό το εξάμηνο , και την Πολωνία, που θα διαδεχθεί την Κύπρο. Η λεγόμενη«τριπλή προεδρία» βοηθά στη διασφάλιση συνέχειας από τη μία προεδρία στην επόμενη.

Ο κ. Μπαρούντι έχει γράψει αρκετά βιβλία και μελέτες σχετικά με το πώς τα υπάρχοντα εργαλεία του ΟΗΕ μπορούν να βοηθήσουν τις παράκτιες χώρες να συμφωνήσουν δίκαια και ισότιμα θαλάσσια

σύνορα, να μειώσουν τις εντάσεις και να αποκομίσουν σημαντικά οικονομικά και κοινωνικά οφέλη. Έχει επίσης γράψει και μιλήσει δημόσια για διάφορες ευκαιρίες περιφερειακής συνεργασίας, από διασυνδεδεμένα ενεργειακά δίκτυα και υπεράκτια αιολικά πάρκα μέχρι κοινή διαχείριση θαλάσσιων προστατευόμενων περιοχών.

Το 2023, απονεμήθηκε στον κ. Μπαρούντι το Βραβείο Ηγεσίας από το Transatlantic Leadership Network, ένα think-tank της Ουάσινγκτον, για τη «πολύτιμη συμβολή του στην οικοδόμηση μιας ειρηνικής και ευημερούσας Ανατολικής Μεσογείου».

Σε δεκάδες άρθρα, μελέτες, εμφανίσεις στα μέσα ενημέρωσης και ομιλίες, για παράδειγμα, ο βετεράνος της κλάδου έχει τεκμηριώσει την επιχειρηματική βάση για το νησιωτικό κράτος να γίνει κέντρο επεξεργασίας και διανομής φυσικού αερίου για τους γείτονές του. Αυτό θα περιελάμβανε την Κύπρο να δημιουργήσει έναν υπόθαλάσσιο αγωγό φυσικού αερίου προς την ευρωπαϊκή ενδοχώρα, ένα εργοστάσιο υγροποιημένου φυσικού αερίου (LNG) που θα ήταν το μεγαλύτερο έργο που έχει ποτέ η χώρα, ή και υπεράκτια πλωτά συστήματα αποθήκευσης και υγροποίησης για την εξυπηρέτηση απομακρυσμένων χωρών δια θαλάσσης.

«Όλες αυτές οι μελέτες και οι παράγοντες που ανέδειξαν παραμένουν επίκαιροι σήμερα», δήλωσε ο κ. Μπαρούντι. «Η Κύπρος διαθέτει την εγγύτητα, τις τιμές γης και τις σχέσεις με τους γείτονές της για να γίνει ο συνεταιριστής όλων στις εξαγωγές ενέργειας, αλλά και να λειτουργήσει ως θεμέλιος λίθος για μια πιο σταθερή και ευημερούσα περιοχή.»

Amid Maritime Boundary Talks

in the Region, Cypriot President Receives International Energy Expert, Roudi Baroudi, on UN Demarcation Tools

NICOSIA – 29, September 2025: Cypriot President Nikos Christodoulides met today with the international energy policy expert, Roudi Baroudi, who presented copies of his two latest books, “Settling Maritime Boundaries in the Eastern Mediterranean: Who Will Be Next?” and “One Key, Multiple Prizes: Settling Maritime Boundaries Among Cyprus, Lebanon, and Syria”.

Baroudi, a long-time advocate of dialogue, diplomacy, and

peaceful development as the surest routes to greater stability for the entire Euro-Med region, said he felt “honored to have been received by the President.”

Christodoulides and his Lebanese counterpart, former General Joseph Aoun, agreed in July to have their respective teams negotiate and finalize a maritime boundary line (MBL). Both countries expect to derive numerous benefits from such a pact, and having treatied borders at sea will make it easier to attract the foreign investors required to develop their respective offshore oil and gas resources.

Reaching a deal “will open up all sorts of doors for Cyprus and Lebanon,” Baroudi said after the meeting. “The trends are going in the right direction, and not just vis-à-vis Lebanon. The President has ambitious foreign-policy plans, particularly with regard to Cyprus’ activities for the first six months of 2026, when it will hold the rotating presidency of the European Union.”

“I also took the opportunity to wish His Excellency every good fortune on that mission,” he added, “especially since it is expected to focus not only on shoring up Europe’s cohesion, but also on beefing up Cyprus’ role as a bridge between Europe and its neighbors.”

Indeed, Nicosia does have an ambitious agenda for its time in the presidency, and is working closely with Denmark, the current holder, and Poland, which will follow Cyprus’ term. The so-called “trio presidency” helps to ensure continuity from one presidency to the next.

Baroudi has published several books and studies on how existing United Nations tools can help coastal states to agree fair and equitable maritime boundaries, reduce tensions, and reap significant economic and social rewards in the bargain. He also has written and spoken publicly about a variety of opportunities for regional cooperation, from interconnected

power grids and offshore wind farms to joint management of marine protected areas. In 2023, he was awarded the Transatlantic Leadership Award by the Transatlantic Leadership Network, a Washington think-tank, for what it described as “his valuable contribution in building a peaceful and prosperous Eastern Mediterranean.”

In addition to these works, ever since 2011, when the full potential of the East Med’s offshore hydrocarbon deposits began to emerge, Baroudi’s advocacy role has seen him provide thought leadership for a variety of projects and proposals that would transform Cyprus into a regional energy hub. In dozens of articles, studies, media appearances, and speaking engagements, for example, the industry veteran has made the business case for the island nation to become a gas processing and distribution center for its neighbors. This would include Cyprus hosting one end of an undersea gas pipeline to the European mainland, a liquified natural gas (LNG) plant that would be the country’s largest-ever project, and/or offshore floating storage and gasification units(s) to serve more distant customers by ship.

“All of these studies and the factors they highlighted are still relevant today,” Baroudi said. “Cyprus has the proximity, the land prices, and the relationships with its neighbors to make it everyone’s partner for energy exports, but also to serve as the bedrock for a stabler and more prosperous region.”