

# Global LNG exports shrink a 3rd month as virus curbs demand



The liquefied natural gas market contracted a third month in July as countries continue to struggle with the economic fallout from the coronavirus pandemic.

Global exports of the fuel last month dropped 9.4% from the previous year, the steepest year-over-year decline since at least December 2017, according to ship-tracking data compiled by Bloomberg. The biggest cuts came from the US and Australia. On a monthly basis, exports inched up 2.5% from June levels.

The pandemic has thrown cold water on the fastest-growing fossil fuel, with demand seen possibly extending its decline through 2021. A slew of once-promising export projects are struggling to find financing as the LNG market's breakneck expansion stalls, threatening a worse supply glut over the next decade.

Royal Dutch Shell Plc and Total SE are among the world's top LNG suppliers, and have invested billions of dollars into export facilities in order to capture the fuel's burgeoning

demand.

Some of the world's biggest buyers of LNG have struggled to make room for contracted shipments this summer as Covid-19 stalled economic activity and left stockpiles near capacity. This has forced exporters to make the difficult decision to lower output and withhold cargoes from the market in a bid to balance global supplies.

US exports fell about 40% from a year earlier due to customers potentially cancelling over 50 cargoes slated to load from Gulf Coast projects after the arbitrage opportunities to Europe and Asia collapsed.

Spot prices in Asia, the biggest demand region for the fuel, have started to recover from record low levels amid speculation that onset of the winter heating season will boost consumption.

Meanwhile, imports of the fuel fell by 5.1% from a year earlier as Covid-19 measures forced buyers to reduce deliveries. It was the second-straight month for declining imports, after June marked the first year-over-year drop since at least December 2017.

South Korea's imports for July dropped by more than 800,000 tonnes compared to last year, the most of any nation, as its top buyer requested to delay shipments on high inventory levels. While Japan imported nearly 5.7mn tonnes last month, the most since March, it is still lagging 2019 levels by about 9.3%.

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## **Barzan project, North Field expansion to boost Qatar's**

# growth: Lloyds Ban



The expected commissioning of Barzan natural gas facility could support domestic gas production and contribute positively to Qatar's growth, Lloyds Bank has said in an overview.

In the medium term, the expansion of North Field gas projects is expected to be completed by 2024, further boosting gas output, it said.

Qatar has been implementing an economic diversification programme to lower its dependency on the hydrocarbon sector, and in December 2018 the country announced it would leave Opec (Organisation of the Petroleum Exporting Countries) in January 2019 to focus its efforts on natural gas.

New projects are planned in infrastructure and telecommunications, and various construction projects are in progress in preparation for the World Cup in 2022. Inflation was estimated to have fallen to -0.6% last year from 0.2% in 2018, Lloyds Bank said.

IMF estimated inflation to decrease to -1.2% in 2020 and

increase to 2.4% in 2021 in its latest World Economic Outlook of April 2020; indeed, Qatar has postponed plans to introduce a VAT to 2021 the earliest, suggesting inflation will continue to remain weak this year.

Qatar's economy started to grow faster after the first quarter of 2019 as government spending rose, particularly with regards to wages in the public sector. This helped boost the economy later in the year, which had showed signs of a slowdown as most major infrastructure and construction projects in relation to the World Cup came to completion, it said.

Nonetheless, general government debt was also estimated to have grown to 53.2% of GDP in 2019, from 48.6% a year earlier, as the country continued to borrow in international markets.

The International Monetary Fund anticipates a debt reduction in the coming years, 48% in 2020 and 43.1% in 2021. Current account surplus narrowed to 2.4% of GDP in 2019 from 8.7% a year earlier as global energy prices fell.

However, the IMF expects this trend to be heavily affected by the negative economic impact of the Covid-19 pandemic and the fall in oil prices. The current account balance should be negative in 2020 and 2021 (-1.9% and -1.8%, respectively), Lloyds Bank said.

Qatar is the world's leading exporter of liquefied natural gas and holds the third largest gas reserves in the world (estimated at 16% of the global total). The country's economy is thus heavily concentrated in the gas industry, which represents two-thirds of its GDP and almost 80% of export earnings.

Like other Gulf countries, Qatar has been hit by the global decline in oil prices since 2014.

"However, the economic results have been better than that of its neighbours, due to successful economic diversification,

namely via the development of large-scale projects,” Lloyds Bank said.

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## **Qatar, Australia frontrunners in global LNG exports: IGU**



Qatar retained the top LNG export spot in 2019 but its share in the global supply market is now “tied” with Australia, International Gas Union (IGU) has said in a report.

In its latest ‘Global Gas Report 2020’ released recently, IGU noted Qatar and Iran remain “supply growth engines” for the Middle East, but it is Iraqi gas production that is expected to see the largest increase, at 12.1% per annum from a low base.

After growing by more than 2% in 2019, global gas use is set to fall by around 4% in 2020, as the Covid-19 pandemic reduces energy consumption across the global economies, IGU said.

However, the resulting low gas prices, as well as “clean” air and climate policies, will “promote” further switching to gas from other more polluting energy sources, such as oil and

coal.

This trend was already underway before the pandemic, thanks to cost-competitive gas in key sectors including power, industry and transport, and major regions including Europe, North America and Asia.

The Global Gas Report 2020, published by the International Gas Union, research company BloombergNEF (BNEF) and Snam, the Italian-headquartered international gas infrastructure company reviews key global gas industry developments over the last year, provides a high-level outlook for future gas market developments, and examines the potential of hydrogen as a clean fuel to help meet climate goals.

The report shows that medium-term growth will come from increasing cost-competitiveness and increased global access to gas.

A particular growth opportunity exists in liquefied natural gas. LNG imports reached 482bn cubic meters in 2019, up 13% from 2018, and while this figure is expected to fall by around 4.2% in 2020, it could rebound quickly to previous levels as soon as 2021, depending on the persistence and longevity of the pandemic.

Ample natural gas resources exist to support demand growth, but greater gas infrastructure development is needed to support growth in the medium term.

The report said India is planning to almost double the length of its gas transmission grid, while China will grow its gas network about 60% by 2025.

Ashish Sethia, global head (commodities) at BNEF, commented: "The pandemic has created disruption in the global energy sector, but low gas prices will ultimately stimulate demand growth as the economy recovers. We have already seen unprecedented coal-to-gas switching in Europe, and clean air policies in major growth markets such as India and China will drive more gas adoption in the next few years."

Joe Kang, president, IGU, said: "This pandemic crisis comes at great cost to the industry, the economy and society at large. It also reminded the world about the value of clean air and healthy environment for wellbeing, providing a unique opportunity to rebuild better.

"Gas is an abundant, clean, accessible and flexible substitute to more polluting energy sources, and supporting greater fuel

switching from coal and oil to gas in the immediate term, while ensuring infrastructure is ready to accommodate progressively greater scale of clean gas technologies in the coming decade, is the way to secure a sustainable and prosperous future.”

In the longer term, there are major opportunities to scale up the use of low-carbon gas technologies, but these depend on substantial policy action and infrastructure investment in the coming years.

Clean hydrogen could abate up to 37% of energy-related greenhouse gas emissions, according to BNEF estimates. However, this would require a range of meaningful steps, including emissions pricing linked to clear, Paris-aligned long-term climate targets; harmonised standards governing hydrogen use; coordinated strategies regarding regional and global infrastructure roll-out, and the deployment of hydrogen-ready equipment, such as pipelines, gas turbines and end-use appliances.

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## **Qatar's second gas boom about to get underway: PwC**



The long-term outlook for Qatar's second gas boom does not fundamentally change whatever the eventual economic impact of Covid-19 be, on both the energy market and the country's non-hydrocarbons economy, a new report has shown.

According to PwC, the current crisis may even work to Qatar's advantage as potential competitors, particularly in the US, delay or cancel major LNG investments.

"The most important economic development in many years was the surprise announcement by Qatar Petroleum in November that new appraisals had extended estimates of both the geographic scope and volume of North Field," PwC said in the "Qatar Economy Watch".

The field, which was previously thought to be only offshore, has been found to extend at least 10 miles onshore and the reserves had been increased to 1,760tcf of gas and 70bn barrels of condensates (oil mixed in with the gas).



This is a “doubling” of gas reserves and more than a “tripling” in oil, compared with Qatar’s most recently published estimates. On the basis of the larger reserves, QP upsized its plans for the North Field Expansion project by 50%, to six new LNG trains, which will add 49mn tonnes/year (tpy) of capacity, about a 64% increase on the currently rated capacity of 77mn tpy.

“This is the fourth time the project has been upsized since the 12-year moratorium on new projects was lifted in 2017,” PwC noted.

However, some private firms have cancelled or delayed final investment decisions on new LNG projects as spot prices have dipped to record lows in recent months, threatening their margins and financing, the report noted.

The current crisis is likely to reduce the new supply that comes onstream in the mid-to-late 2020s but the underlying dynamics for demand growth – as gas replaces coal as a cleaner source of baseline electricity generation – remain unchanged.

The previous LNG expansion phase in 2007-2011 provided “significant opportunities” for firms across many sectors involved directly in the project implementation or indirectly providing services.

“Once in place, the boost to Qatar’s fiscal revenue provided wider spillover benefits to the non-oil economy through government spending,” PwC noted.

“Similar impacts are expected in the new expansion phase, which is of a similar magnitude. Even at current production levels, analysis from the IMF and ratings agencies give Qatar the lowest breakeven oil price in the region and the Minister of Finance has said the breakeven price should fall further to under \$40 after 2022, even before the new LNG capacity comes online.

“The revenue from the LNG expansion therefore provides clear visibility for Qatar’s long-term finances that enables local firms to develop their post-Covid-19 business plans with minimal risks related to potential changes in tax or spending policy, unlike in other Gulf States where significant changes are required to balance budgets,” PwC said.

## الحدود البحرية الجنوبية الأشد تعقيداً بارودي: يحقّ للبنان أكثر ممّا يُعرض عليه في المفاوضات



من خلال خط يتوسّط الخطّين الأحاديين المعلنين من الطرفين، يتبيّن أنّ من حقّ لبنان بسط سيادته على رقعة أكبر من تلك التي حدّدها خط

هوف، أو التي عرضت خلال المفاوضات مع الجانب الأميركي، ويمكنه بالقانون الاستحصال على ما لا يقل عن 55% من المنطقة المتنازع عليها.

في الأول من كانون الثاني 2007، وقّع لبنان وقبرص معاهدة ثنائية لترسيم الحدود المواجهة للدولتين، لكنها لم تقرّ في مجلس النواب اللبناني اعتراضاً على اتفاق ترسيم الحدود البحرية بين قبرص وإسرائيل الموقع في كانون الأول 2010 ولا سيّما النقطة 23 جنوباً، وبالتالي لم تدخل حيّز التنفيذ. يبلغ طول خط الحدود البحرية بين لبنان وقبرص نحو 158.8 كلم ويتألف من 6 نقاط تحوّل أساسية، وحدثت من خلال اعتماد الخط ذاته الإحداثيات المتساوية في المساحة البحرية المواجهة لكل من لبنان وقبرص، واستخدمت مخطّات بحرية دقيقة وقاعدة بيانات متطورة للمعلومات الجغرافية.

في دراسة وضعها الرئيس التنفيذي لشركة الطاقة والبيئة القابضة والخبير في صناعة الطاقة رودي بارودي ونشرها معهد عصام فارس في الجامعة الأميركية، يغوص بارودي في تاريخ ملف ترسيم الحدود البحرية اللبنانية، فلبنان أعلن ترسيماً أحاديّاً لحدوده البحرية الشمالية مع سوريا خلال عملية تقسيم المياه الإقليمية إلى بلوكات، وتمّ ايداع نسخة من الترسيم في مكتب شؤون المحيطات وقانون البحار في الأمم المتحدة على رغم عدم توقيع سوريا اتفاق الأمم المتحدة لقانون البحار واتفاق جنيف 1958، ويعتقد بارودي الذي تحدث لـ"النهار" أنّّه تمّ استخدام قواعد الخط ذات الاحداثيات المتساوية خلال ترسيم الحدود، واعتماد (Strict Equidistance geodetic line) للبنان وعلى الأرجح (Basic Normal Baselines) خطوط الأساس العادية لسوريا (Basic Coastlines) خطوط السواحل.

تظهر الخرائط المرفقة تداخل البلوكات البحرية لكلا البلدين، إذ تخرق البلوكات اللبنانية المياه الإقليمية السورية بنحو 1.7 كلم، فيما تخرق البلوكات السورية المياه الإقليمية اللبنانية بنحو 15.3 كلم، وينتج من ذلك مساحة متداخلة تقدّر بنحو 832 كلم<sup>2</sup> بحاجة إلى إعادة ترسيم.

يفصل بين الدولتين النهر الكبير شمالاً، وفي حالات مماثلة تحدّد القوانين الدولية منتصف النهر (أو فم النهر المطلّ على البحر) كمركز للحدود الفاصلة بين البلدين. وبالتالي، أعادت الدراسة التي يفندها بارودي لـ"النهار" تحديد نقطة التقاء البرّ بالبحر أو النجمة الصفراء كمناطق لترسيم (Land Terminus Point) المعروفة بـ

الحدود البحرية، وليس السياج التقني الحدودي الفاصل بين لبنان وسوريا (النجمة الزرقاء)، الذي يبعد نحو 40 متراً شمالاً ويقع داخل الأراضي السورية وتحديداً عند المعبر الحدودي من الجهة الشمالية للنهر. بعد ذلك، تنطلق الدراسة من هذه النقطة لتحديد خط الحدود البحري بين لبنان وسوريا، الذي يبلغ طوله نحو 131.4 كلم ويتألف من 20 نقطة تحوّل أساسية وصولاً إلى نقطة الالتقاء الثلاثية trijunction point.

لبنان - إسرائيل

تُعتبر الحدود البحرية بين لبنان والعدو الإسرائيلي الأشد تعقيداً، ليس فقط لأن إسرائيل لم توقع اتفاق الأمم المتحدة لقانون البحار فحسب، بل أيضاً لأن الدولتين في حالة حرب، وهو ما يرتب اللجوء إلى وساطة دولية لترسيم الحدود الجنوبية اللبنانية، وأخذ الخط الأزرق المرسم من قبل الأمم المتحدة على البر في الاعتبار. في العام 2007، اعتمد لبنان في مباحثاته مع قبرص على خط "مبهم البداية والنهاية" بحجة موافقة الطرف الثالث (أي إسرائيل)، ولم تمّ تحديد النقطة المتساوية الأبعاد ما بين قبرص ولبنان وفلسطين بشكل دقيق، والتي عُرفت بالنقطة (Trijunction point) المحتلّة 23. عام 2010، اقتنص العدو الفرصة خلال المفاوضات مع الجانب القبرصي، فثبّت النقطة 23 في مكانها، ما خلق منطقة متنازعا عليها مساحتها نحو 879 كلم<sup>2</sup>.

منذ ذلك الحين، بدأت الوساطات الدولية لحلّ النزاع، وكُرّس الجانب الأميركي كوسيط مفاوض من خلال نائب وزير الخارجية الأميركي لشؤون الطاقة في حينه فريديريك هوف وخليفته أموس هوكشتاين، فزيارات مكوكية للسفير ديفيد هيل وصولاً إلى مساعد وزير الخارجية لشؤون الشرق الأوسط ديفيد شنكر، وتمحورت جميعها حول عروض لتقاسم المنطقة بين الدولتين بأشكال مختلفة من دون التوصل إلى حلّ، إلى أن أعلن شنكر أخيراً أن "الكرة في الملعب اللبناني وأن على اللبنانيين أن يتنازلوا عن رفضهم لإطار الاتفاق ويتحرّكوا إلى الأمام".

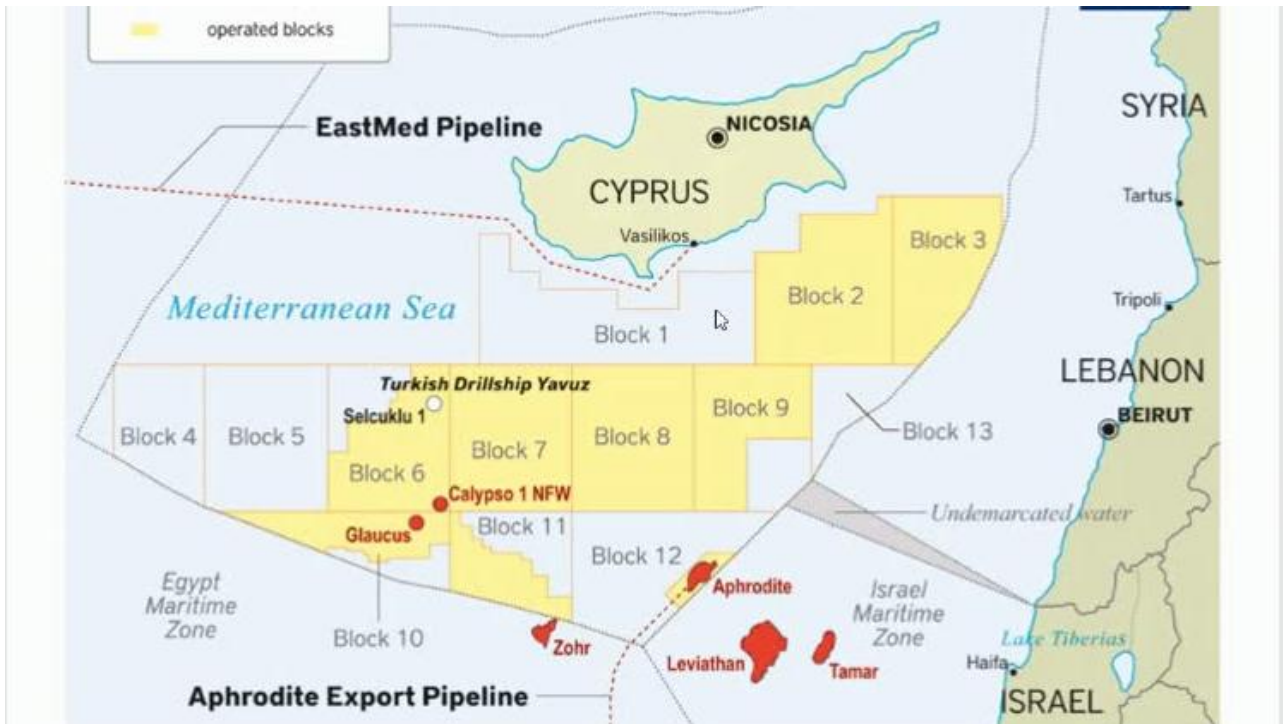
تنطلق الدّراسة من إعادة تحديد نقطة التقاء البرّ بالبحر أو وترتكز على نقطة بداية الخطّ Land Terminus Point، والمعروفة بـ وامتدادها BP.1 الأزرق على البرّ في أعالي تلة صخرية معروفة بـ في البحر. وتظهر الصورة المرفقة نقطة الالتقاء هذه باعتبارها المنطلق نحو ترسيم الحدود البحرية، في حين أن النقطة التي حدّتها إسرائيل (النقطة 31 البحرية) تقع على مسافة 38م شمال غرب

هذه النقطة داخل الأراضي اللبنانية، بينما النقطة التي يحدّها المعتمد في هذه الدراسة. من هنا يؤكد LTP لبنان تبعد 62 م عن الـ بارودي الدور المهم الذي يمكن أن تلعبه قبرص في تحديد نقطة من الجهة المقابلة لحسم خط trijunction point الالتقاء الثلاثية الحدود الفاصل. ولكن باستخدام قواعد الخط ذات الاحداثيات التي تعتمد عليها (Strict Equidistance geodetic line) المتساوية المحاكم الدولية ونقطة ارتكاز أي وساطة، وكذلك أحدث الصور والخرائط والوسائل التقنية، تمّ تحديد حدود بحرية افتراضية بين وامتدادها نحو الحدود البحرية مع قبرص LTP البلدين تربط بين الـ بطول يبلغ نحو 128.1 كلم وفيه 6 نقاط تحوّل أساسية. بالنتيجة، تقسّم المنطقة المتنازع عليها بين 475 كلم<sup>2</sup> (54%) للبنان و400 كلم<sup>2</sup> (46%) لإسرائيل، من خلال خط يتوسّط الخطّين الأحاديين المعلنين من الطرفين. وبالتالي، يتبيّن أنّ من حق لبنان بسط سيادته على رقعة أكبر من تلك التي حدّها خط هوف، أو التي عرضت خلال المفاوضات مع الجانب الأميركي، ويمكنه بالقانون الاستحصال على ما لا يقل عن 55% من المنطقة المتنازع عليها.

من هنا، تبيّن هذه الدراسة الدور الذي يمكن أن تلعبه السلطات اللبنانية من خلال القنوات الدبلوماسية والحوار مع جميع الوسطاء على أساس علمي وعادل، استباقاً لأي شروط قد تفرض خلال المحادثات مع صندوق النقد الدولي.

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## Différends Maritimes en Méditerranée Orientale: Comment en Sortir



Les différents de frontières maritimes en Méditerranée orientale empêchent l'exploitation raisonnée des récentes découvertes énergétiques dans la région : un nouveau livre montre comment résoudre pacifiquement les conflits frontaliers maritimes.

L'ouvrage se présente comme une feuille de route pour aider les pays côtiers à exploiter les ressources offshore

Un nouveau livre de l'expert en politique de l'énergie Roudi Baroudi met en lumière des mécanismes souvent négligés qui pourraient aider à désamorcer les tensions et débloquer des milliards de dollars en pétrole et en gaz.

“Maritime Disputes in the Eastern Mediterranean: the Way Forward” («Différends Maritimes en Méditerranée Orientale: Comment en Sortir») -distribué par Brookings Institution Press- décrit le vaste cadre juridique et diplomatique dont disposent les pays qui cherchent à résoudre les conflits de frontières maritimes. Dans ce livre, M. Baroudi passe en revue l'émergence et l'influence (croissante) de la Convention des Nations unies sur le droit de la mer (CNUDM), dont les règles et les normes sont devenues la base de pratiquement toutes les

négociations et de tous les accords maritimes. Il explique également comment les progrès récents de la science et de la technologie, notamment dans le domaine de la cartographie de précision, ont accru l'impact des lignes directrices de la CNUDM en éliminant les conjectures de tout processus de règlement des différends fondé sur celles-ci.

Comme le titre l'indique, l'ouvrage se concentre en grande partie sur la Méditerranée orientale, où les récentes découvertes de pétrole et de gaz ont souligné le fait que la plupart des frontières maritimes de la région restent discutées. L'incertitude qui en résulte ralentit non seulement l'utilisation des ressources en question (et le réinvestissement des recettes pour lutter contre la pauvreté et d'autres problèmes de société), mais augmente également le risque d'un ou plusieurs conflits meurtriers. M. Baroudi fait toutefois remarquer que, tout comme ces problèmes et leurs conséquences existent dans le monde entier, leur résolution juste et équitable dans une région pourrait contribuer à restaurer la croyance qu'ont les peuples et leurs dirigeants dans le multilatéralisme, et servir ainsi d'exemple.

Si les pays de la Méditerranée orientale acceptaient, en vertu des règles de la CNUDM, de régler leurs différends de manière juste et équitable, écrit-il, "cela donnerait une chance de démontrer que l'architecture de sécurité collective de l'après-guerre reste non seulement une approche viable mais aussi une approche vitale... Cela montrerait au monde entier qu'aucun obstacle n'est trop grand, aucune inimitié si ancrée et aucun souvenir si amer qu'il ne puisse-t-être surmonté en suivant les règles de base auxquelles tous les États membres des Nations unies ont souscrit en y adhérant: la responsabilité de régler les différends sans violence ou menace de violence".

Le livre rappelle, de manière générale et spécifique, qu'il existe des leviers permettant d'uniformiser les règles du jeu diplomatique, une contribution utile à un moment où l'ensemble

du concept de multilatéralisme est attaqué par certains des pays qui ont autrefois défendu sa création. L'ouvrage est écrit dans un style engageant, empruntant à plusieurs disciplines -de l'histoire et de la géographie au droit et à la cartographie- le rendant accessible et d'intérêt pour tous, des universitaires et des décideurs politiques aux ingénieurs et au grand public.

En attendant sa parution papier, ainsi que sa traduction en français prévue dans les prochaines semaines, le livre est disponible au format e-book. Dans le contexte actuel qui a forcé les maisons d'édition à adapter leur stratégie de lancement, l'ouvrage a fait l'objet ce jeudi d'un lancement organisé par TLN via zoom, avec la participation autour de l'auteur, de deux représentants éminents du Département d'État américain – Jonathan Moore (premier sous-secrétaire adjoint principal, Bureau des océans et des affaires environnementales et scientifiques internationales) et Kurt Donnelly (sous-secrétaire adjoint pour la diplomatie énergétique, Bureau des ressources énergétiques).

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**Palestinian Authority 'ready to sign maritime exclusive economic zone deal with Turkey'**





A pact with Palestine could strengthen Turkish oil and gas claims in the Mediterranean

The Palestinian Authority (PA) is ready to negotiate a maritime delimitation deal with Turkey and cooperate with Ankara on natural resources in the eastern Mediterranean, a PA envoy told Turkish media on Monday.

Faed Mustafa, Palestine's ambassador to Ankara, said in an interview that the PA could follow Turkey's maritime delimitation deal with Libya and sign its own pact.

"We are open for every idea to deepen our relations with Turkey, and this includes a deal on exclusive economic zones," Mustafa told the Aydinlik newspaper.

"We also have rights in the Mediterranean. Palestine has shares in oil and gas located in the eastern Mediterranean. We are ready to cooperate in these areas and sign a deal."

With the Gaza Strip, the Palestinian territories have a

coastline along the eastern Mediterranean that makes it eligible for maritime rights. Since 2007, Gaza has been ruled by the Hamas movement, which has fractious relations with the Fatah-dominated, West Bank-based PA.

Mustafa said Israel had been restricting Palestinian efforts to conduct exploration and drilling activities in the Gaza Marine gas field, which was discovered in 1999 approximately 30km off the besieged coastal enclave's shore.

With Israel and Egypt keeping Gaza under strict blockade, and conflicts and flare-ups common, the field, which is estimated to contain one trillion cubic feet of gas, has remained dormant for nearly 20 years since its discovery.

"We couldn't benefit from the gas due to Israeli pressure," Mustafa said.

Turkey and Libya's UN-recognised Government of National Accord last November signed a memorandum of understanding to delimit maritime zones in the eastern Mediterranean in an attempt to block further Greek and Cypriot energy drilling activities in the area.

A deal with the PA could further embolden Turkish attempts to minimise Greek ambitions to restrict Turkish activity into a tight coastline.

Turkey and Greece are Nato allies but have long been at loggerheads over Cyprus, which has been ethnically split between Greek and Turkish Cypriots since 1974, when the island was divided after a brief Greek-inspired coup triggered a Turkish invasion.

The Republic of Cyprus in the south of the island is a member state of the EU, while the north of the island is controlled by the Turkish Republic of Cyprus, which is only recognised by Turkey. Several peacemaking efforts have failed and the discovery of offshore resources in the eastern Mediterranean

in the 2000s has complicated the negotiations.

According to the UN Law of the Sea, coastal states have a right to 320km of maritime territory from their shoreline where they can declare an “exclusive economic zone” (EEZ), and where they have the right to explore and exploit natural resources.

However, because of the concave shape of the eastern Mediterranean, there is an overlap between the areas that each country can claim, requiring negotiations and compromise – and opportunity, some say, for leverage in ongoing conflicts.

Neither Turkey nor Greece have made official EEZ claims, but that has not stopped them from fighting over the territory they envision to be their own.

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## **PARIS : Webinaire, La Méditerranée Orientale à la Croisée des Chemins**



**Le Transatlantic Leadership Network annonce la publication de Maritime Disputes in the Eastern Mediterranean : The Way Forward, de Roudi Baroudi.**

La Méditerranée orientale à la croisée des chemins : Les questions énergétiques au premier plan

**Jeudi 11 juin 2020 9 H 30 – 11 H 00 EST**

Avec la participation de : Dr. Roudi Baroudi, directeur général, Energy & Environment Holding ; Jonathan Moore, U.S. Department of State ; Senior Bureau Official/Principal Deputy Assistant Secretary, Bureau of Oceans and International Environmental and Scientific Affairs ; Kurt Donnelly, U.S. Department of State. Deputy Assistant Secretary for Energy

Diplomacy, Bureau of Energy Resources. Sous-secrétaire adjoint pour la diplomatie énergétique, Bureau des ressources énergétiques.

**Remarques préliminaires :** John B. Craig, Ambassadeur, Senior Fellow, Transatlantic Leadership Network.

**Modéré par :** Debra Cagan, Distinguished Energy Fellow, Transatlantic Leadership Network

*« Un commentaire d'expert et un travail de fond ».*

John B. Craig, ambassadeur, ancien assistant spécial du président George W. Bush pour la lutte contre le terrorisme, et ancien ambassadeur des États-Unis à Oman

*« Baroudi plaide avec force pour un compromis afin que les États de la région puissent dépasser leurs différends coûteux et récolter les bénéfices de la coopération. L'approche de M. Baroudi a beaucoup à nous apprendre et, espérons-le, contribuera à des progrès pacifiques, si seulement les parties adverses l'écoutent ».*

Andrew Novo, professeur associé d'études stratégiques à l'Université de la défense nationale

*« ...Les pays de la région, ainsi que les États-Unis et l'Union européenne, devraient adopter l'approche de Baroudi pour réduire les tensions et profiter des avantages de cette manne d'énergie ».*

Douglas Hengel, maître de conférences dans le cadre du programme sur l'énergie, les ressources et l'environnement de l'université Johns Hopkins, SAIS et chercheur au German Marshall Fund

### **À propos de l'auteur**

Roudi Baroudi a 40 ans d'expérience dans les domaines du pétrole et du gaz, de la pétrochimie, de l'électricité, de la

réforme du secteur de l'énergie, de la sécurité énergétique, de l'environnement, des mécanismes de commerce du carbone, de la privatisation et des infrastructures. Ses avis sur ces questions et d'autres questions connexes sont fréquemment sollicités par des entreprises locales et internationales, des gouvernements et des médias.

# Ενα Νέο Βιβλίο Δείχνει τον Δρόμο για την Ειρηνική Επίλυση των Διαφορών Αναφορικά με τα Θαλάσσια Σύνορα

THE TRANSATLANTIC LEADERSHIP NETWORK IS PLEASED TO ANNOUNCE THE PUBLICATION OF MARITIME DISPUTES IN THE EASTERN MEDITERRANEAN: THE WAY FORWARD, BY ROUDI BAROUDI



TLN TRANSATLANTIC LEADERSHIP NETWORK Through BROOKINGS PRESS

**Ενας Οδικός Χάρτης Μπορεί να Βοηθήσει τα Παράκτια Κράτη να Επωφεληθούν του Υποθαλάσσιου Πλούτου**

ΟΥΑΣΙΓΚΤΟΝ: Ο ειδικός σε θέματα ενέργειας, Ρούντι Μπαρούντι, στο νέο του βιβλίο αναδεικνύει μηχανισμούς μείωσης της έντασης, οι οποίοι συχνά ξεχνιούνται αλλά μπορούν να βοηθήσουν

στην εκμετάλλευση πετρελαίου και φυσικού αερίου αξίας δισεκατομμυρίων δολλαρίων.

Το βιβλίο *Διαφωνίες επί των θαλασσιών Συνόρων στην Ανατολική Μεσόγειο: Μια Πρόταση Επίλυσης* διανέμεται από το Ινστιτούτο Μπρούκινγκς και σκιαγραφεί το εκτενές νομικό και διπλωματικό πλαίσιο το οποίο διατίθεται για χώρες με διαφιλονεικούμενα θαλάσσια σύνορα. Ο συγγραφέας Ρούντι Μπαρούντι συζητά την αυξάνουσα επιρροή του Διεθνούς Δικαίου της Θάλασσας υπό την αιγίδα των Ηνωμένων Εθνών (United Nations Convention on the Law of the Sea – UNCLOS), οι κανόνες του οποίου αποτελούν πια την βάση για την επίλυση όλων, σχεδόν, των διαπραγματεύσεων και συμφωνιών στην θάλασσα. Εξηγεί, επίσης, πως οι πρόσφατες εξελίξεις στον επιστημονικό και τεχνολογικό τομέα – και ειδικά στην χαρτογράφηση ακριβείας – έχουν αυξήσει περαιτέρω την επιρροή των κανόνων του Διεθνούς Δικαίου της Θάλασσας, αφαιρώντας κάθε ενδεχόμενη ασάφεια από οποιαδήποτε διαπραγμάτευση που βασίζεται στους κανόνες του Δικαίου.

Το βιβλίο εστιάζει στην ανατολική Μεσόγειο, όπου οι πρόσφατες ανακαλύψεις υδρογονανθράκων ανέδειξαν το γεγονός ότι τα περισσότερα θαλάσσια σύνορα της περιοχής παραμένουν ακαθόριστα. Η αβεβαιότητα την οποία δημιουργεί αυτή η κατάσταση όχι μόνο καθυστερεί την εκμετάλλευση των πόρων και την διοχέτευση του πλούτου προς όφελος των κοινωνιών, αλλά δημιουργεί και κινδύνους θερμών επεισοδίων και πολέμων. Τέτοιου είδους προβλήματα υπάρχουν σε όλη την Γή. Ο Μπαρούντι σημειώνει, ωστόσο, ότι η δίκαιη επίλυσή τους σε μία περιοχή μπορεί να ενδυναμώσει την εμπιστοσύνη στους πολύπλευρους μηχανισμούς σε κάθε περιοχή.

Σε περίπτωση, σημειώνει, που οι χώρες της ανατολικής Μεσογείου συμφωνούσαν σε μια δίκαιη επίλυση των διαφορών τους με βάση το Διεθνές Δίκαιο, «θα ήταν μια έμπρακτη απόδειξη ότι η μεταπολεμική αρχιτεκτονική συλλογικής ασφάλειας παραμένει όχι μόνο εφικτή αλλά και απαραίτητη... θα απεδείκνυε σε όλον τον κόσμο ότι κανένα εμπόδιο δεν είναι τόσο μεγάλο και καμμία ιστορική εχθρότητα τόσο βαθιά ριζωμένη ώστε να μην

υπερσκελίζεται από τον βασικό κανόνα στον οποίο συναίνεσαν όλα τα μέλη των Ηνωμένων Εθνών με την συμμετοχή τους σε αυτόν – την ευθύνη να επιλύουν τις διαφορές τους χωρίς την χρήση ή την απειλή βίας.»

Το βιβλίο μας υπενθυμίζει πως υπάρχουν μοχλοί οι οποίοι μπορούν να αμβλύνουν τις διπλωματικές ανισότητες, και αυτό είναι ιδιαίτερα χρήσιμο σε μια εποχή όπου η όλη ιδέα της πολυπλευρικής προσέγγισης βάλλεται από τις ίδιες χώρες οι οποίες την δημιούργησαν. Ο τρόπος γραφής του βιβλίου ζωντανεύει ένα θεματικό πλέγμα ιστορίας, γεωγραφίας, δικαίου και χαρτογραφίας, καθιστώντας τα θέματα αυτά προσιτά στο ευρύ κοινό στο οποίο απευθύνεται, καθώς και σε πολιτικούς και διπλωμάτες.

Ο Μπαρούντι εργάζεται εδώ και τέσσερις δεκαετίες στον ενεργειακό τομέα. Ανάμεσα στις πολυεθνικές εταιρείες, κυβερνήσεις και διεθνείς θεσμούς που έχει συμβουλέψει στο διάστημα αυτό συγκαταλέγονται τα Ηνωμένα Έθνη, η Ευρωπαϊκή Επιτροπή, το Διεθνές Νομισματικό Ταμείο και η Παγκόσμια Τράπεζα. Οι εξειδικευμένες γνώσεις του βρίσκονται στους τομείς του πετρελαίου και φυσικού αερίου, τα πετροχημικά, τον ηλεκτρισμό, την ενεργειακή ασφάλεια και την μεταρρύθμιση του ενεργειακού τομέα για να αντιμετωπίσει περιβαλλοντικά ζητήματα, την αγορά του άνθρακα, τις ιδιωτικοποιήσεις, και τις υποδομές. Είναι Διευθύνων Σύμβουλος της ανεξάρτητης συμβουλευτικής εταιρείας Qatar Energy and Environment Holding, με έδρα την Ντόχα του Κατάρ.

Το βιβλίο αυτό είναι απόσταγμα πολυετούς προσωπικής έρευνας, ανάλυσης και υπεράσπισης θέσεων του Μπαρούντι. Την επιμέλεια του κειμένου ανέλαβε η Debra L. Cagan, (Distinguished Energy Fellow, Transatlantic Leadership Network) και ο Sasha Toperich (Senior Executive Vice President, Transatlantic Leadership Network).

Το βιβλίο *Διαφωνίες επί των θαλασσίων Συνόρων στην Ανατολική Μεσόγειο: Μια Πρόταση Επίλυσης* εκδίδεται από το Transatlantic



Leadership Network (TLN), μια ένωση δικηγόρων, παικτών του ιδιωτικού τομέα και αναλυτών οι οποίοι στοχεύουν στον διαρκή εκσυγχρονισμό των σχέσεων Ηνωμένων Πολιτειών και Ευρωπαϊκής Ένωσης. Η αρχική μορφή του βιβλίου ήταν ηλεκτρονική. Τώρα διανέμεται από τις Εκδόσεις του Ινστιτούτου Μπρούκινγκς, που ιδρύθηκαν το 1916 για την έκδοση ερευνών του Ινστιτούτου, το οποίο θεωρείται από πολλούς ως το πιο αξιόσεβαστο ινστιτούτο έρευνας των ΗΠΑ.

Πολλοί εξειδικευμένοι παρατηρητές πλέκουν το εγκώμιο του βιβλίου. Παραθέτουμε λίγα αποσπάσματα:

Douglas Hengel, Professional Lecturer in Energy, Resources and Environment Program, Johns Hopkins University School of Advanced International Studies, Senior Fellow at German Marshall Fund of the United States, and former State Department official: “Μέσα από αυτό το στοχαστικό και γλαφυρό βιβλίο, ο Ρούντι Μπαρούντι μας δίνει ένα πλαίσιο... το οποίο μας δείχνει τον δρόμο προς μια δίκαιη και ειρηνική λύση... οι χώρες της περιοχής, καθώς και η Ευρωπαϊκή Ένωση και οι Ηνωμένες Πολιτείες, θα έπρεπε να ασπαστούν την προσέγγιση του Μπαρούντι.

Andrew Novo, Associate Professor of Strategic Studies, National Defense University: “... Ένα καλά ισορροπημένο, καινοτόμο και θετικό μήνυμα το οποίο μπορεί να βοηθήσει πολλά θέματα να προοδεύσουν που δεν φαίνονται να επιδέχονται επίλυση. Χρησιμοποιώντας το Διεθνές Δίκαιο, γεω-στοιχεία υψηλής ακρίβειας και μια ισχυρή οικονομική λογική, ο Μπαρούντι προσφέρει ένα πειστικό επιχειρήμα υπέρ ενός συμβιβασμού, εφόσον, φυσικά, οι εμπλεκόμενες πλευρές θέλουν να ακούσουν.”

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# Betting against Qatar's Energy Sector Ignores a lot of history



By Roudi Baroudi

Some of the latest punditry has it that Qatar's economy is teetering on the brink of disaster because of the COVID-19 crisis, which has been steadily eroding demand for the country's most important export, natural gas. Obviously the situation is less than ideal, but much of the doom and gloom stems from a failure to appreciate just how well prepared the country is for all manner of obstacles.

Journalists and other observers have watched the market for crude oil collapse to the point where prices for some futures contracts recently went into negative territory – i.e. producers in some parts of North America actually had to pay customers to take oil off their hands. This, in turn, is causing a slew of US and Canadian oil companies, especially smaller ones, to stop extracting crude, and many are going bankrupt. Similar pressures will arise for gas producers, these folks argue, and since Qatar is the world's leading producer and exporter of liquefied natural gas (LNG), it will face the biggest problems.

To be sure, the global crisis caused by COVID-19 has subjected the entire world to some freakish pressures, including unprecedented drop-offs in demand for certain goods and services, among them several energy products previously soaked up by (now idled) planes, trains, and automobiles (not to mention cruise ships, factories, hotels, etc.). Thus far the consequences for LNG have been less dramatic than those for crude oil, but nor can they be ignored, especially for developing countries whose economies and financial stability are heavily dependent on constant flows of gas revenues from exports.

For multiple reasons, however, Qatar has to be considered far more resilient than other major LNG producers. For one thing, it has much deeper pockets that give it considerable wherewithal to withstand even a prolonged period of lower gas revenues. For another, Qatar's energy interests go far beyond the extraction of its gas resources for export. It is now fully engaged at several points along the hydrocarbon value chain, and this in multiple countries, all of which provide diversification of revenues and therefore dilution of negative impacts. Perhaps most importantly, for almost three years now, the country has been fortifying itself against the effects of an illegal economic and transport blockade led by Saudi Arabia and followed by several other Gulf Cooperation Council (GCC) member states, plus Egypt and others. To say the least, Qatar has proved a tough nut to crack: in fact, the experience has made the whole country much more efficient, far more self-sufficient, and even more self-confident than ever before.

One of the drivers of this success has been government-owned Qatar Petroleum (QP), one of the strongest and most influential companies on the planet, and it has not got to this position by simply opening a spigot in the sand and then spending the proceeds. Instead, QP reached its current lofty status by, first, making its bet on LNG at precisely the right time in history, just as the environmental concerns associated

with oil made natural gas a more palatable choice and the world's energy mix started transitioning to a higher proportion of renewables and other alternative technologies. Second, Qatar then used its role as the world's most important LNG exporter to become a force for stability in a burgeoning global gas market, maintaining safe and reliable supplies that have allowed customers around the world to grow their economies.

Second, QP has not remained a one-trick pony. Instead, it and its subsidiaries have diversified with gusto – and not just in the usual sense of producing petrochemicals, aluminum, and fertilizers on their home turf. Rather, the company has reached far beyond Qatar, the GCC countries, and even the broader Middle East and North Africa region to make acquisitions around the globe. Acting alone or in concert with major partners like Britain's Shell, France's Total, Italy's ENI, and the USA's Chevron and ExxonMobil, the past couple of years have seen QP take up or renew stakes in exploration, production, and/or processing assets in at least a dozen countries, including Argentina, Brazil, Cyprus, Congo Brazzaville, Guyana, Ivory Coast, Kenya, Mexico, Morocco, Mozambique, Namibia, Oman, South Africa, and even the United Arab Emirates.

Perhaps the biggest play of the past few years has been in the United States, where QP's activities have included partnering with ExxonMobil (Qatar's single largest foreign investor) for a \$10 billion project to build a two-train LNG export facility adjacent to the existing Golden Pass import terminal in Texas. QP also added to its footprint in the USA by teaming with Chevron Phillips Chemical, a joint venture between Chevron and Phillips 66, to develop what could be the world's largest ethane cracker and derivatives units somewhere on the US Gulf Coast. QP will have a 49% stake in the \$8 billion complex, and Chevron Phillips Chemical has agreed to build virtual twin of it at Ras Laffan – hub of Qatar's gas

industry.

Alongside its solid American investments, the company also continues to consolidate its access to existing markets in Europe and Asia, and to increase its capacity to supply those markets. It has recently signed long-term processing and/or storage contracts at terminal facilities serving key LNG markets, including Montoir-de-Bretagne, France (3 million tons per annum [MTA] until 2035), and Zeebrugge, Belgium (100% of regasification capacity until 2044). In addition, QP subsidiaries hold stakes in major terminals like the United Kingdom's South Hook (67.5%) and Italy's offshore Adriatic facility (23%). In April, it signed a \$3 billion contract to book a Chinese shipbuilder for the construction of new LNG carriers, some 100 of which it expects to need in the coming few years.

All the while, QP has continued to rack up agreements with both new and existing customers, including LNG sales to Kuwait and Vietnam; naphta deals with Japan's Marubeni Corporation, Shell, Thailand Chemicals, and Vietnam; condensate feedstock sales to ExxonMobil in Singapore; and liquefied petroleum gas contracts with China's Oriental Energy and Wanhua Chemicals.

And all this is not to mention QP's massive undertaking to expand LNG output from 77 MTA to more than 110 MTA. When the COVID crisis hit, far from fretting the short- and medium-term obstacles, the company's response was to double down and take advantage of lower prices for construction materials by increasing capacity to a whopping 126 MTA by 2027.

It should be recalled, too, that QP has managed all of these feats while its home country has been fending off the aforementioned Saudi-led siege. Qatar's public and private sectors alike have demonstrated world-class resilience since the blockade was imposed in 2017, so there is no reason to believe they will shrink before this new challenge. On the contrary, Qatar is – and will remain – a trusted source of

stabilization in global markets.

Whatever the temporary inconveniences caused by the pandemic, both Qatar and QP remain bullish on the future – and with good reason. They did not get to where they are by accident, rather by well-timed investments and a commitment to ensuring stable markets for their customers. In fact, it could be fairly stated that Qatar and its flagship gas company created the modern global gas market, and they did so in such a way as to deliberately avoid much of the volatility associated with crude oil – for instance by eschewing the establishment of a cartel like OPEC. The current crisis could well require Qatar to make uncomfortable decisions, but its long-term trajectory – to keep expanding its role as a force for good in energy circles by providing win-win scenarios – is unlikely to be affected.

Roudi Baroudi is a four-decade veteran of the energy industry who currently serves as CEO of Energy and Environment Holding, an independent consultancy based in Doha.