Doha and New Delhi should explore possibilities of a natural gas pipeline: Official

Doha and New Delhi should explore possibilities of a natural gas pipeline and Qatar could be India's "strategic food reserve"; according to Suresh Prabhu, India's Sherpa to the G20 and a former Commerce Minister.

"One area that needs to be refocused is how to get natural gas into India through the pipeline (from Qatar)," Prabhu told a webinar hosted by Doha Bank.

Highlighting that the efforts should be to explore ways in a manner that is beneficial to both the countries; he said there should be negotiations in price in such a way that it could meet the energy requirement; while not affecting Qatar's coffers too much.

Prabhu's call regarding this comes in the wake of India's ambitious programme to reduce greenhouse gas emissions.

India currently has almost two-third of its electricity generation from thermal, and gas addition can reduce the coal output and will lead to lower emissions, he said, adding

sourcing more natural gas from Qatar to India will be a win-win for both the countries.

Highlighting that Qatar and India can work bilaterally on food security, he said just as India's energy security is important, food security of the Gulf is far more important.

"India could create a hub in Qatar so that we can have strategic food reserves in Qatar. We can have meat, dairy, marine, agri and horticulture products exported to Qatar and make it strategic reserves," he said, reasoning this made sense in a time that has seen disruptions to trade and supply chain.

Suggesting that Qatar look at India' pharmaceutical sector, the investments in molecules would have far higher returns than those from the US treasury papers, where interest rate is near zero.

"The investment in pharmaceutical sector can be a game changer," Prabhu said.

Atul Punj, chairman, Confederation of Indian Industry National Committee on Construction and chairman, Punj Lloyd; said construction industry accounts for 40% to 50% of India's capital spend.

In order to attract Qatari capital, India needs to set up a contract regime which is universal in nature and time-bound dispute resolution, whereas for the Indian companies to participate in Qatar's construction it has to have best in class services, supply of labour and manpower, he said.

In the infrastructure sector, high end real estate development and affordable housing are the key areas where Qatar can invest in India.

Chandrakant Salunkhe, founder and president SME (small and medium enterprises) Chamber of India, said Indian SMEs and Doha Bank work together to establish their presence which makes them competitive.

In this regard, Doha Bank chief executive Dr R Seetharaman said together they can explore mezzanine financing and partially guaranteeing debt.

OPEC trims 2020 oil demand, sees doubts about 2021 on virus fallout

OPEC said on Wednesday that world oil demand will fall more steeply in 2020 than previously forecast due to the pandemic and there were uncertainties about next year's recovery.

World oil demand will fall by 9.06 million barrels per day (bpd) this year, the Organization of the Petroleum Exporting Countries said in a monthly report, more than the 8.95 million bpd decline expected a month ago.

Oil prices have collapsed as the coronavirus curtailed travel and economic activity. While some countries have eased lockdowns allowing demand to recover, concern over new outbreaks has kept a lid on prices and OPEC expects this to persist.

"Crude and product price developments in the second half of 2020 will continue to be impacted by concerns over a second wave of infections and higher global stocks," OPEC said in the

report.

OPEC stuck to its forecast that in 2021 oil demand would rebound by 7 million bpd but said the view was subject to large uncertainties that may result in “a negative impact on petroleum consumption,” such as demand for air travel, more fuel-efficient cars and more competition from other fuels.

“Almost all forecasters expect jet fuel in 2021 to struggle making up for lost demand,” OPEC said. “Gasoline demand will face pressure to return to 2019 levels.”

To tackle the drop in demand, OPEC and its allies, known as OPEC+, agreed to a record supply cut of 9.7 million bpd that started on May 1, while the United States and other nations said they would pump less.

In the report, OPEC said its output rose by 980,000 bpd to 23.17 million bpd in July, largely because Saudi Arabia and other Gulf members ended extra voluntary cuts they had made in June.

That amounted to 97% compliance with the pledges, according to a Reuters calculation – lower than June’s figure of well above 100%.

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%.

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.

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.

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.

US shale explorers park more drilling rigs as rebound stalls

13Bloomberg/Houston

Shale explorers parked more rigs last week as oil’s rebound proves insufficient to boost drilling work from the lowest level in more than a decade.
The number of active oil rigs in the US fell by four to 181, the least since June 2009, according to Baker Hughes Co data

released on Friday.
With crude still well below its pre-pandemic peak earlier this year, producers are focusing on wells that were already drilled and waiting to be fracked as a cheaper alternative for adding production.
“Declines in drilling activity have continued, though at a decelerating rate in the latter half of” the second quarter, Connor Lynagh, an analyst at Morgan Stanley, wrote last week in a note to investors. But, as activity appears to stabilise, the “recovery path remains a key debate.”
Worldwide lockdowns to prevent the spread of Covid-19 had a devastating impact on crude demand at a time when shale explorers were already struggling with too much debt and shareholders were urging them to spend less. While benchmark US oil futures have roughly doubled to $40 a barrel since the start of May, prices are still down by more than 30% for the year.
The rig count is a closely watched metric because it’s long been considered indicative of future crude production. The relationship is imperfect, however, because of the time lag between drilling a well and commencing production, as well as other factors such as the turning off of existing wells in response to price movements.

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 حق 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 الأوّل 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 الموقّع في كانون الأوّل 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، وحُدّدت من خلال اعتماد الخط ذاته الإحداثيات المتساوية في المساحة البحرية المواجهة لكل من لبنان وقبرص، واستخدمت مخطّطات بحرية دقيقة وقاعدة بيانات متطوّرة 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 المتّحدة على رغم عدم توقيع سوريا اتفاق الأمم المتحدة لقانون البحار واتفاق جنيف 1958، ويعتقد بارودي الذي تحدث لـ"النهار" أنّه تمّ استخدام قواعد الخط ذات الاحداثيات المتساوية (Strict Equidistance geodetic line) خلال ترسيم الحدود، واعتماد (Basic Normal Baselines) خطوط الأساس العادية للبنان وعلى الأرجح (Basic Coastlines) خطوط السواحل لسوريا.

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 كلم2 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 كمنطلق 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 من20 نقطة تحوّل أساسية وصولاً إلى نقطة الإلتقاء الثلاثية trijunction point.

لبنان – إسرائيل

تُعتبر الحدود البحرية بين لبنان والعدو الإسرائيلي الأشد تعقيداً، ليس فقط لأن إسرائيل لم توقّع اتفاق الأمم المتحدة لقانون البحار فحسب، بل أيضاً لأن الدولتين في حالة حرب، وهو ما يرتّب اللجوء إلى وساطة دولية لترسيم الحدود الجنوبية اللبنانية، وأخذ الخط الأزرق المرسّم من قبل الأمم المتحدة على البر في الاعتبار. في العام 2007، اعتمد لبنان في مباحثاته مع قبرص على خط "مبهم البداية والنهاية" بحجّة 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 كلم2.

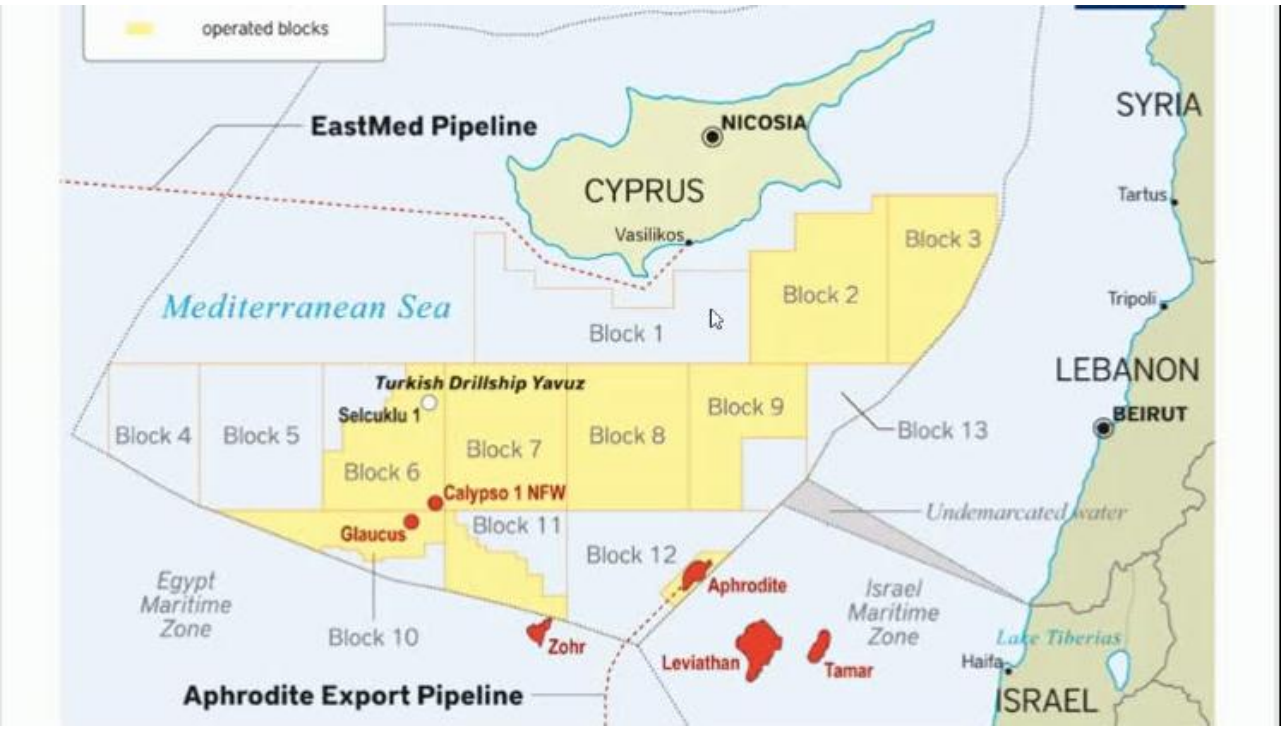
منذ ذلك الحين، بدأت الوساطات الدولية لحلّ النزاع، وكُرّس الجانب الأميركي كوسيط مفاوض من خلال نائب وزير الخارجية الأميركي لشؤون الطاقة في حينه فريديريك هوف وخليفته آموس هوكشتاين، فزيارات مكّوكية للسفير ديفيد هيل وصولاً الى مساعد وزير الخارجية لشؤون الشرق الأوسط ديفيد شنكر، وتمحورت جميعها حول عروض لتقاسم 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 المعروفة بـLand Terminus Point، وترتكز على نقطة بداية الخطّ الأزرق على البرّ في أعالي تلّةٍ صخريّة معروفة بـBP.1 وامتدادها في البحر. وتظهر الصورة المرفقة نقطة الالتقاء هذه باعتبارها المنطلق نحو ترسيم الحدود البحرية، في حين أن النقطة التي حدّدتها اسرائيل (النقطة 31 البحرية) تقع على مسافة 38م شمال غرب هذه النقطة داخل الأراضي اللبنانية، بينما النقطة التي يحدّدها 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 خطّ trijunction point الالتقاء الثلاثية الحدود الفاصل. ولكن باستخدام قواعد الخط ذات الاحداثيات المتساوية (Strict Equidistance geodetic line) التي تعتمد عليها المحاكم الدّولية ونقطة ارتكاز أي وساطة، وكذلك أحدث الصور والخرائط والوسائل التقنية، تمّ تحديد حدود بحرية افتراضية بين البلدين تربط بين الـ LTP وامتدادها نحو الحدود البحريّة مع قبرص بطول يبلغ نحو 128.1 كلم وفيه 6 نقاط تحوّل أساسية. بالنتيجة، تقسّم المنطقة المتنازع عليها بين 475 كلم2 (54%) للبنان و400 كلم2 (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 حدّدها 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.

Différends Maritimes en Méditerranée Orientale: Comment en Sortir



Les différends 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).

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.