



Your Monthly Update on Oil & Gas Integrity & Energy Developments

# EIM INSIGHTS

JUNE 2026 EDITION



Latest Industry Highlights & Trends



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Keeping You Informed, Connected & Industry-Ready



## Gulf Shut-Ins Hit 10.5 mb/d — Largest Supply Loss in Oil History

The global oil market is navigating its most severe supply shock on record. The prolonged closure of the Strait of Hormuz has shut in over 10 million b/d of oil — the largest supply disruption in the history of the oil market.

Triggered by US-Israeli strikes on Iran in March 2026, the closure has caused export losses representing roughly 10% of global supply. Major production curtailments are concentrated in Iraq, Qatar, Kuwait, UAE, and Saudi Arabia, with several refineries and gas processing facilities also shut down due to attacks or safety concerns.

Alternative export routes via Saudi Arabia's west coast, UAE's Fujairah terminal, and the ITP pipeline to Ceyhan have ramped up to 7.2 mb/d — but overall export losses still exceed 13 mb/d.

Global observed oil inventories fell 85 million barrels in March alone, with analysts warning stocks could hit all-time lows by late April or June. Recovery timelines remain deeply uncertain.

The Hormuz crisis has shattered every historical benchmark for oil supply disruption, dwarfing the 1979 Iranian Revolution at barely half the current loss. With 600 tankers stranded inside the Gulf and 100 million barrels lost every passing week, the physical damage to supply chains is compounding faster than any diplomatic or reserve response can offset. Even an immediate reopening would not deliver quick relief — damaged wells, full onshore storage, and a dislocated tanker fleet mean months of recovery lie ahead. This is not a temporary price spike but a structural supply rupture whose consequences will define the industry for years to come.





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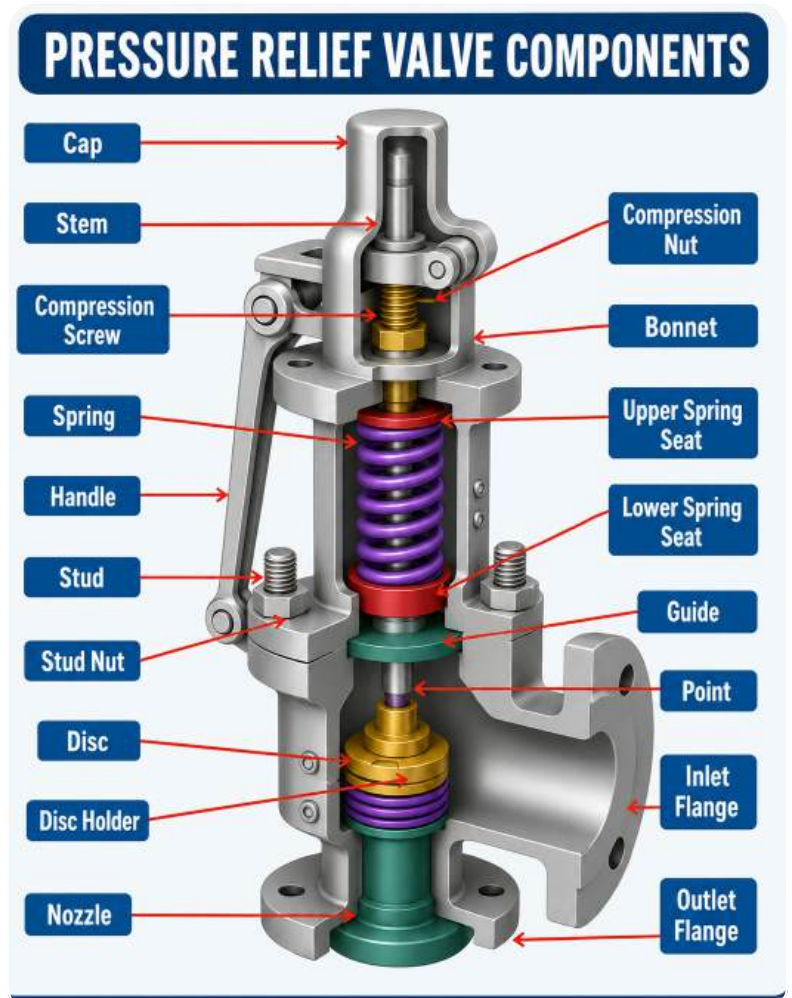


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7-9 PM (UAE Time)



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## Trump Declares Hormuz Deal "Largely Negotiated" — Markets React

President Donald Trump announced a peace deal with Iran — including the reopening of the Strait of Hormuz — is "largely negotiated" and will be announced shortly, a development that could end a conflict that has choked global energy markets and pushed U.S. inflation to its highest level in years.

Trump said he held calls from the Oval Office with the leaders of Saudi Arabia, UAE, Qatar, Pakistan, Turkey, Egypt, Jordan, and Bahrain, as well as Israeli PM Netanyahu, all focused on finalizing terms with Tehran. According to a senior administration official, the framework gives both parties 60 days to reach final deal points, with the first phase focused on reopening the Strait and the second addressing Iran's nuclear program and other outstanding issues.

As of May 28, the U.S. and Iran reached a tentative memorandum of understanding that would lift constrictions on the Strait of Hormuz — allowing unrestricted vessel navigation and ending the U.S. blockade — while launching a 60-day negotiation period on Iran's nuclear stockpile. However, Trump has not yet signed off, and sources cautioned that any progress could be upended quickly.

Significant sticking points remain. Tehran has not agreed to hand over its highly enriched uranium stockpile, and Iran's senior sources confirmed the nuclear issue is not part of the preliminary agreement. Meanwhile, Iranian negotiators claimed success in securing the release of approximately \$12 billion in blocked assets as part of the MOU terms.

Markets have been on a rollercoaster. Benchmark prices swung from a high of \$144/bbl to below \$100/bbl before rebounding to around \$110/bbl, as conflicting signals whipsawed traders. WTI fell over 5% to \$88.68/bbl and Brent shed over 5% to \$94.29/bbl on diplomatic optimism, but analysts urge caution. Over 1 billion barrels lost, U.S. inventories at 23-year lows — IEA warns of a market "red zone" if Hormuz stays closed.





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**Mr. Nilanjan Sen**

Experience: 38+ Years.

- 20 years at Kuwait National Petroleum Company as Asset Integrity Professional
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## OPEC+ First Meeting Without UAE — 188,000 bpd Hike for June

OPEC+ agreed to raise oil output by 188,000 barrels per day for June 2026 in its first meeting since the shock departure of the United Arab Emirates, the group's third-largest producer. The seven participating countries — Saudi Arabia, Russia, Iraq, Kuwait, Kazakhstan, Algeria, and Oman — moved forward with the increase, keeping the alliance's supply path unchanged despite the UAE's exit.

The UAE's departure caps years of frustration with a group that proved unable to accommodate the ambitions of the world's seventh-largest oil producer. Abu Dhabi had boosted its production capacity to 4.85 million bpd and is targeting 5 million bpd by 2027, yet OPEC+ quotas kept its output constrained to just 3.4 million bpd — nearly 30% below what it was actually capable of producing. Critically, the decision to leave was taken without prior consultation with Riyadh, signaling a clear break from established norms of Gulf coordination and deepening a structural rift between Abu Dhabi and Saudi Arabia over the future architecture of Gulf energy policy.

The 188,000 bpd figure was arrived at simply by subtracting the UAE's approximate 18,000 bpd share from the prior month's agreed increase of 206,000 bpd. The remaining members chose not to redistribute that share, signaling the alliance's intent to maintain its planned supply trajectory regardless of membership changes.

With the Persian Gulf conflict continuing to choke regional shipments, the planned hike is widely viewed as a symbolic gesture, as actual physical delivery remains limited by Strait of Hormuz disruptions. "The increase is more about optics than actual barrels hitting the market," one OPEC+ delegate said anonymously. Notably, the official communiqué made no mention of the UAE's withdrawal — the group's most significant membership loss in decades.





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## (CUI) In Oil And Gas Industry



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7-9 PM (UAE Time)



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## UAE Fast-Tracks West-East Pipeline to Double Fujairah Capacity by 2027

The United Arab Emirates will accelerate construction of a new oil pipeline to double its export capacity through Fujairah by 2027, the Abu Dhabi Media Office confirmed, vastly expanding its ability to bypass the Strait of Hormuz. The directive was issued by Abu Dhabi Crown Prince Sheikh Khaled bin Mohamed bin Zayed, who chaired a meeting of the executive committee of the ADNOC board of directors and directed the company to accelerate delivery of the project as it moves into a new phase of world-scale infrastructure execution to meet global energy demand.

The West-East Pipeline runs 360 kilometres from Habshan in Abu Dhabi to the port of Fujairah on the Gulf of Oman, allowing crude exports to bypass the Strait of Hormuz entirely. The new pipeline adds a second major export corridor along the same strategic route, and together the two pipelines are expected to give the UAE a combined Fujairah export capacity of around 4 million barrels per day by 2027. The UAE's existing Abu Dhabi Crude Oil Pipeline, also known as the Habshan-Fujairah pipeline, currently carries up to 1.8 million barrels per day and has been a vital asset as the country seeks to maximise exports from its Gulf of Oman coastline.

The project underscores a broader strategic shift among Gulf energy powers, who are moving away from treating Strait of Hormuz disruptions as short-term shipping challenges and instead investing in permanent infrastructure to reduce long-term exposure to the chokepoint. Crude exports routed through Fujairah have already increased significantly during the current disruption to Gulf shipping lanes, validating the strategic logic of the expansion.

The acceleration also aligns directly with the UAE's recently announced exit from OPEC, which freed Abu Dhabi from production quota constraints and cleared the path toward its ambitious target of 5 million barrels per day of production capacity by 2027. The UAE and Saudi Arabia remain the only two Gulf producers with pipeline infrastructure capable of routing crude exports around the Strait entirely, giving both nations a critical structural advantage over other regional producers in any prolonged Hormuz disruption scenario.





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- ✓ Explore inspection planning and optimization using API 580/581 guidelines.

### INSPECTION FACTOR (IF)

PROBABILITY OF FAILURE (PoF)	5	0.7	0.5	0.5	0.3	0.3
	4	0.7	0.7	0.5	0.5	0.3
	3	0.9	0.7	0.7	0.5	0.5
	2	0.9	0.9	0.7	0.7	0.5
	1	0.9	0.9	0.9	0.7	0.7
			1	2	4	6
		A	B	C	D	E
CONSEQUENCE OF FAILURE (CoF)						



**29th June - 2nd July 2026**

7-9 PM (UAE Time)



Cost: 60 USD

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**Mr. Deepak Rawtal**

M.Tech IIT Kanpur

Experience: 46+ Years.

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## IEA May Report: Global Oil Demand to Contract 420,000 bpd in 2026

The International Energy Agency's May Oil Market Report projects world oil demand will average 104 million bpd in 2026 — a contraction of 420,000 bpd year-on-year and 1.3 million bpd lower than the IEA's own pre-conflict forecast. It marks a dramatic reversal from a market that was still expected to post modest demand growth at the start of the year.

The sharpest decline is concentrated in the second quarter of 2026, when demand is projected to plunge by 2.45 million bpd year-on-year, with OECD countries accounting for 930,000 bpd of the drop and non-OECD nations contributing 1.5 million bpd. The petrochemical and aviation sectors are currently the worst hit, while higher fuel prices, slowing economic growth, and energy-saving measures are expected to further suppress consumption in the months ahead.

On the supply side, the picture is equally severe. Global oil supply is projected to fall by 3.9 million bpd across 2026, with approximately 10.5 million bpd of Gulf production currently offline. Refinery throughput is expected to fall by 4.5 million bpd in the second quarter alone, with global crude runs declining by 1.6 million bpd to an average of 82.3 mb/d for the full year as operators battle infrastructure damage and severe feedstock shortages.

The IEA's latest supply and demand estimates imply that the market will remain severely undersupplied through the end of the third quarter of 2026, even assuming the conflict ends by early June. The second-quarter supply deficit alone is projected at a staggering 6 million bpd, and global inventories are expected to keep falling until Q4 — leaving markets tight well beyond 2026. The cumulative oil liquids deficit is estimated to reach 900 million barrels by September, with a prolonged conflict scenario potentially doubling that figure.

The Strait of Hormuz crisis has delivered the worst supply shock in oil history, and a lasting US-Iran resolution remains elusive despite diplomatic signals. OPEC+ is structurally weakened by the UAE's exit, while its output hikes remain largely symbolic given ongoing disruptions. Gulf producers are now investing in permanent Hormuz bypass infrastructure, signaling a fundamental shift in regional energy strategy. With inventories at 23-year lows and demand contracting, tight markets and elevated prices are set to persist well into 2027.





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 15th - 18th June 2026

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 22nd - 25th June 2026

## Risk Based Inspection

 29th June - 2nd July 2026



## Brent Averaged \$117/bbl in April — EIA Forecasts \$106 for May-June

The Brent crude oil spot price averaged \$117 per barrel in April — \$46/bbl higher than the February average and the highest monthly average since June 2022, following Russia's invasion of Ukraine. Daily Brent spot prices reached as high as \$138/bbl on April 7, driven by the effective closure of the Strait of Hormuz and the resulting dramatic reduction in global oil supply availability.

Brent implied volatility has averaged 78% since the conflict began in late February — the highest level since the onset of the COVID-19 pandemic in early 2020 — underscoring the extreme uncertainty gripping energy markets.

Looking ahead, the EIA expects global oil inventories to fall by an average of 8.5 million b/d in the second quarter of 2026, keeping Brent prices around \$106/bbl in May and June. The EIA's current base case assumes the Strait of Hormuz remains effectively closed through late May, with shipping traffic beginning to resume in June. The EIA cautioned that if the reopening were delayed by a further month, crude prices could run more than \$20/bbl above current near-term forecasts.

Beyond the near term, the EIA expects oil prices to ease as Middle East production gradually recovers, dropping to an average of \$89/bbl in Q4 2026, with most shut-in production fully restored by January 2027 and prices averaging \$79/bbl through that year.

On the spare capacity front, the EIA now expects OPEC's spare capacity to average just 2.5 million b/d in 2027 — significantly below its previous forecast of 3.8 million b/d — largely due to the UAE's exit from OPEC+, which held a material share of the group's available buffer capacity.

With Brent hitting \$138/bbl intraday and averaging \$117/bbl in April, markets remain severely undersupplied and acutely sensitive to every Hormuz headline. The EIA's \$106/bbl forecast for May-June hinges entirely on Hormuz traffic resuming in June — any delay could push prices \$20/bbl higher. For oil and gas professionals, the pace of strait reopening remains the single most critical variable to watch.





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##### DAYS

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##### START DATE

5th June Onwards



##### PRICE

150 USD



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#### YOUR INSTRUCTOR



##### Mr. Deepak Rawtal

Senior Corrosion Specialist

- M.Tech IIT Kanpur
- 46 Years of Experience
- 15 years at Indian Oil Corporation Ltd.
- 30 years at Kuwait National Petroleum Company (KNPC)



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## Atlantic Basin Exports Surge 3.5 mb/d to Fill Gulf Supply Gap

Atlantic Basin crude oil exports, now heading primarily to hard-hit East of Suez markets, have increased by 3.5 mb/d since February, with notable gains from the United States, Brazil, Canada, Kazakhstan, and Venezuela, according to the IEA's May Oil Market Report. Supply growth expectations from the Americas alone have been revised up by more than 600,000 b/d since the start of the year, to 1.5 mb/d on average. Russia's crude exports have also risen, as repeated attacks on its refineries cut domestic use and led to higher shipments, while the United States temporarily waived sanctions on Russian oil on water.

The Port of Corpus Christi — previously the third-largest oil export terminal in the world behind Ras Tanura in Saudi Arabia and Basra in Iraq — recorded the busiest first quarter in its history, as tankers from across Asia flocked to the U.S. Gulf Coast to load crude that bypasses the blocked Strait of Hormuz entirely. Refined product exports from Corpus Christi are surging too, with the port shipping more gasoline, diesel, and jet fuel to the Middle East in just the first quarter of 2026 than in all of 2025 combined.

Brazil has emerged as another significant beneficiary, with Petrobras increasingly redirecting exports towards Asia. China and India in particular have ramped up purchases of Brazilian crude to secure barrels not exposed to Gulf shipping disruptions.

However, the Atlantic surge has clear structural limits. U.S. light sweet crude is a poor substitute for the medium sour barrels that Asian refineries are specifically designed to process — a fundamental mismatch that means the hole left by the Hormuz closure simply cannot be fully plugged by Atlantic Basin supply alone. With 20% of global oil supplies previously exported through the Strait, analysts at Kpler have bluntly assessed: "It's a hole that can't be plugged."

Atlantic Basin producers have stepped up impressively, but a 3.5 mb/d export surge cannot realistically substitute for the 14 mb/d still shut in from the Gulf. The crude grade mismatch — light sweet Atlantic barrels flowing to refineries built for medium sour Gulf crude — means Asian refiners are running on an imperfect fix. Until Hormuz reopens, the Atlantic surge remains a bridge, not a solution.





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## Instructor



**Mr. K. Riyazuddin Ahmed**  
**36+ Years Experience**

- Senior Rotating Equipment Supervisor, Qatar Energy - Mesaieed Refinery (1998-2023)
- Senior Field Supervisor, Kuwait - National Petroleum Co. (1987-1998)



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## ADNOC Sends Second LNG Carrier Through Hormuz to India

Another tanker carrying liquefied natural gas from Abu Dhabi National Oil Co. has exited the Strait of Hormuz, adding to a recent uptick in energy flows through the vital waterway. The Umm Al Ashtan, managed by ADNOC Logistics and Services, reappeared northwest of Muscat, Oman, loaded with a cargo and listing its destination as India, according to ship-tracking data compiled by Bloomberg.

The passage was far from routine. ADNOC has been using its own fleet of tankers to ship oil and gas through the Strait in so-called "dark mode," where vessels switch off their geolocation indicators to remain unnoticed. The Umm Al Ashtan had stopped sending its signal around May 2, when it was empty and idling near the eastern entrance to Hormuz. Satellite imagery subsequently confirmed that LNG tankers, including the Umm Al Ashtan, continued docking at ADNOC's Das Island export plant during the blackout period, even though no vessels broadcast their positions near the facility.

ADNOC's Das Island export terminal — its primary LNG gateway — sits entirely within the Persian Gulf behind the Hormuz chokepoint, making every single ADNOC LNG shipment categorically dependent on this single corridor. ADNOC Gas has made temporary operational adjustments to LNG production and export-traded liquids in response to the ongoing shipping disruptions, working with customers and partners on a shipment-by-shipment basis to meet contractual commitments.

While the passage adds to a small flurry of vessels recently transiting Hormuz, these shipments represent only a tiny fraction of pre-war volumes, when roughly three LNG tankers exited Hormuz daily — mostly carrying Qatari fuel — before the conflict effectively closed the strait to normal LNG traffic in late February. Iran has proposed making individual deals with Gulf governments and importing nations to secure safe passage for vessels, a development that could gradually ease LNG flow restrictions even before a broader diplomatic settlement is reached.

These dark-mode transits signal cautious progress, but sporadic individual shipments are a far cry from restoring the three LNG tankers a day that passed through Hormuz before the war.





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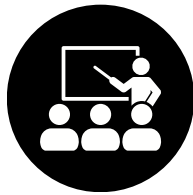
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## US Sends First SPR Tanker to Philippines — 172 Million Barrel Release Underway

A cargo of crude oil from the U.S. Strategic Petroleum Reserve is heading to the Philippines — the first shipment of U.S. emergency reserve oil to Asia since November 2022. The Greek-flagged Very Large Crude Carrier *Arosa* loaded 616,000 barrels of sour crude from the Bryan Mound Strategic Petroleum Reserve in Texas in early May and is set to arrive in Bataan, Philippines, in early July, according to Kpler shipping data.

Prior to the war, Asia sourced as much as 80% of its crude from the Middle East, with the Philippines specifically importing from Saudi Arabia, Iraq, and the UAE. The Southeast Asian nation had not imported oil from the United States since 2020. The Philippine shipment reflects just how fundamentally the Hormuz crisis has reshaped global crude trade flows.

The U.S. Department of Energy, authorised by President Trump, began releasing 172 million barrels of crude oil from the SPR on the week of March 16, 2026, with full delivery expected over approximately 120 days. The U.S. release is the single largest national contribution to a coordinated IEA action totalling 400 million barrels across 32 member countries — the largest emergency oil reserve deployment in the IEA's history since its founding in 1974.

However, the scale of relief is being tested by the sheer magnitude of the disruption. The entire 400-million-barrel coordinated IEA release represents roughly just four days of global oil consumption, while an estimated 11–16 million barrels of daily Gulf supply remains disrupted. Once the full 172-million-barrel drawdown is complete, the SPR will fall to roughly 243 million barrels — its lowest level since February 1982 — significantly reducing America's cushion against any future supply shock.

The SPR shipment to the Philippines underscores how dramatically the Hormuz crisis has redrawn global oil trade, forcing the U.S. to send emergency barrels to markets it hadn't supplied in years. Yet the relief is structurally limited — a 400-million-barrel IEA release covering just four days of global consumption cannot substitute for 14 mb/d of lost Gulf supply. More concerning for the long term, the SPR will hit its lowest level since 1982 once the drawdown completes, leaving the U.S. with a significantly depleted emergency buffer. Until Hormuz fully reopens and Gulf production recovers, strategic reserves are being consumed faster than any realistic replenishment timeline can restore them.





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## Gulf States Race to Build Hormuz Bypass Routes — UAE, Saudi Arabia Lead

The UAE has already completed nearly 50% of a second pipeline that will bypass the Strait of Hormuz, ADNOC CEO Sultan Ahmed Al Jaber confirmed, adding that the new West-East Pipeline will double ADNOC's export capacity through Fujairah — a port sitting just outside the Strait on the Gulf of Oman — and is expected to be operational by 2027. Al Jaber did not mince words on the broader issue: "Right now, too much of the world's energy still moves through too few chokepoints. This is not just an economic problem — it sets a dangerous precedent once you accept that a single country can hold the world's most important waterway hostage."

Saudi Arabia's 1,200-kilometre East-West pipeline, known as Petroline, connects the oil-rich eastern coast to the Red Sea port of Yanbu with an estimated total design capacity of 7 million barrels per day following recent expansions, and Aramco confirmed it expected the network to reach full capacity within days of the crisis escalating.

However, both bypass routes have faced real vulnerabilities under wartime conditions. Saudi Arabia's East-West pipeline was attacked by Iran in April, cutting throughput by roughly 700,000 barrels per day, while Fujairah port also came under Iranian drone strikes, disrupting oil loading operations at its crude export terminal.

Together, existing bypass infrastructure is currently delivering around 3.5 to 5.5 million barrels per day of crude capacity — still nowhere near enough to offset Hormuz, which handled nearly 20 million barrels per day before the war. Saudi officials are now weighing expansions to Petroline and construction of new export terminals along the Red Sea, while broader regional ambitions include a potential "web of corridors" linking Iraqi oil fields to the Mediterranean via Jordan or Turkey — though analysts warn multi-country corridors could cost upwards of \$20 billion to build.

The Hormuz crisis has transformed bypass infrastructure from a theoretical contingency into an urgent operational priority, but even at full combined capacity, existing routes can move barely a quarter of pre-war Strait volumes — making Hormuz reopening, not pipeline building, the only near-term solution.





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## Russia's Oil Revenues Hit Two-Year High as Druzhba Pipeline Resumes

Russia's fossil fuel export revenues climbed to EUR 733 million per day in April 2026 — the highest level in two and a half years — even as export volumes fell by 7%, demonstrating how surging crude prices driven by the Hormuz crisis are more than compensating for physical production losses.

Russia's oil export revenues reached \$19.18 billion in April — a massive jump of \$6.28 billion compared to April 2025 — despite total oil output falling by 460,000 bpd to 8.8 million bpd due to relentless Ukrainian drone strikes on refineries and Baltic export terminals at Primorsk and Ust-Luga.

Two factors supercharged the revenue surge. First, the closure of the Strait of Hormuz pushed global oil prices sharply higher, eliminating the Urals discount that had suppressed Russian revenues since 2022 and pushing the price Russia received for its crude from \$44.59 per barrel in February to \$77 per barrel in March. A concurrent U.S. Treasury sanctions waiver allowing legal purchases of Russian crude amplified the effect, with monthly revenues climbing from \$9.75 billion to \$19 billion within a single month.

On the pipeline front, flows through the southern section of the Druzhba pipeline to Hungary and Slovakia resumed on April 23, following almost three months of inactivity after a Russian drone strike damaged infrastructure near the Brody hub in western Ukraine in January. The resumption drove a 36% month-on-month surge in Russian pipeline crude exports, generating EUR 27 million per day in additional revenues.

However, the U.S. Treasury declined to renew the Russian oil sanctions waiver beyond May 16, reimposing restrictions that had temporarily enabled countries such as India to continue purchasing Russian crude — adding a fresh layer of uncertainty to Russia's near-term revenue outlook.

Russia has emerged as an unlikely financial beneficiary of the Hormuz crisis, but with the U.S. sanctions waiver now expired and Ukrainian drone strikes continuing, the revenue windfall remains deeply fragile.



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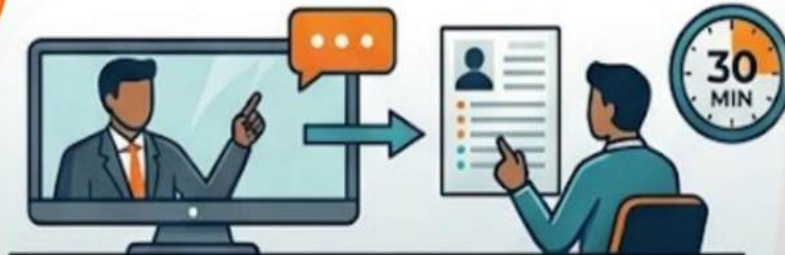


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## US LNG Exports Near Record as Asia Scrambles for Alternative Supply

The closure of the Strait of Hormuz has disrupted over 10 billion cubic feet per day of global LNG supplies — approximately 20% of the world's traded LNG — mostly from Qatar's Ras Laffan export facility. QatarEnergy declared force majeure on March 4, 2026, forcing Asian buyers who import over 80% of Qatari gas to compete frantically for spot cargoes on global markets to replace lost contract volumes. According to Kpler, no laden LNG tankers crossed the Strait between March 1 and April 24.

The United States has stepped up as the market's primary stabilising force. U.S. LNG exports reached an estimated 17.9 Bcf/d in March — the second-highest monthly export volume on record, behind only December 2025's record 18.4 Bcf/d — with terminal capacity utilisation running at 94% of the maximum DOE-approved level. Between January and April 2026, U.S. LNG exports are tracking toward 32.15 million tonnes — a 28% year-on-year increase — with the approximately 7 million-tonne surge in American shipments nominally exceeding the estimated Qatari decline over the same period.

The price divergence has been stark. Asian JKM benchmark prices surged 51% to \$16.02/MMBtu by late April, while European TTF rose 35% to \$14.80/MMBtu. Meanwhile, U.S. Henry Hub prices actually fell 9% as domestic supply remained ample and terminal capacity was already stretched near its physical ceiling.

However, the U.S. response has structural limits. With terminal utilisation already running at 94% and available incremental capacity limited, the U.S. simply cannot materially increase exports beyond current levels in the near term. An additional 2.4 Bcf/d of capacity is expected to come online between April and December 2026 through Golden Pass Trains 1–2 and Corpus Christi Stage 3 Trains 5–7 — though analysts warn these additions will arrive too slowly to meaningfully bridge the immediate supply gap.

With U.S. terminals running at 94% capacity and Qatar's force majeure still in force, global LNG markets face a supply gap that no single exporter — not even the world's largest — can fully close until Hormuz reopens.





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## Iran War Accelerates Permanent Shift to Renewables Across Asia

IEA chief Fatih Birol has said the global energy crisis sparked by the Hormuz closure will "profoundly transform" the geopolitics of energy, with the current shock accelerating investment in cleaner energy sources across the world. "There are reasons to be optimistic," Birol said, adding that renewables such as solar and wind could be deployed relatively quickly, enabling countries to begin shifting away from fossil fuels within months — though he cautioned a full transition "will take years."

The head of Ember, a clean energy think tank, described the crisis as "Asia's Ukraine moment — in the same way Ukraine compelled Europe to cut gas dependency, Hormuz will push Asia to cut oil dependency, but with even cheaper technology available." He estimated that scaling up electric vehicles alone could save Asian importers more than \$600 billion a year in oil imports, describing the switch as a "security superlever."

Governments across the region are already responding. South Korean President Lee Jae Myung described the Iran conflict as "a great opportunity to rapidly and comprehensively transition to renewables," while the Philippines declared a national energy emergency and announced plans to accelerate renewable deployment. ASEAN has reaffirmed its commitment to a 45% renewable energy target by 2030, and China — the world's largest producer of solar panels, EVs, wind turbines and batteries — has immediately felt a surge in global demand for its clean energy products, positioning Beijing to extend its strategic reach across Southeast Asian energy markets.

However, the short-term picture is more complicated. Governments are simultaneously looking backwards, with Thailand restarting decommissioned coal plants, South Korea removing its 80% operating cap on coal-fired generation, and Japan lifting restrictions on older coal units for up to a year — all as emergency measures to keep the lights on while renewable infrastructure catches up.

The Hormuz crisis is forcing Asia to move in two directions at once — backwards to coal for immediate survival and forwards to renewables for long-term energy security. For oil and gas professionals, the strategic message is clear: every week Hormuz stays closed accelerates the very energy transition that will structurally reduce future demand for Gulf hydrocarbons.





# Coal Demand Surges Across Asia, As LNG Crisis Tightens Energy Markets

Global coal imports surged sharply in March and April 2026 as the Middle East crisis disrupted oil and gas supplies, with shipments to South Korea, Japan, and the EU jumping 27% year-on-year according to BIMCO, the world's largest shipowners' association. The pivot marks a dramatic reversal of years of deliberate policy across Asia to phase out coal in favour of LNG as a cleaner transition fuel.

Thailand restarted two coal plants decommissioned just last year. South Korea removed its 80% operating cap on coal-fired generation. Japan confirmed it would lift caps on coal power, allowing older and less-efficient plants to operate at full capacity for up to a year from April. In Japan, coal power generation rose 11.1% in April — the biggest increase in a year — while gas power output simultaneously slumped by 13%. In South Korea, the coal surge was even more pronounced, with April coal-fired power supply soaring 40%, the biggest jump since August 2019.

The price dynamics are driving the switch. LNG prices in north Asia have spiked by more than 60% since the war began, while international seaborne coal prices have risen by a more modest 13% — making coal the economically rational short-term choice for power generators scrambling to keep the lights on.

Wood Mackenzie cut its annual forecast for Asian LNG imports to approximately 5 million metric tonnes from 12.4 million tonnes, assuming a two-month supply disruption. "The conflict will significantly reduce Asian LNG demand growth in 2026," said Lucas Schmitt, an analyst at Wood Mackenzie. The concern, as analysts note, is not just the immediate decision to return to coal — it is the precedent it sets for energy policy long after the crisis resolves.

Asia's coal comeback is a direct indictment of how fragile the LNG-as-transition-fuel strategy always was — one chokepoint closure was enough to unravel a decade of decarbonisation progress. The 27% surge in coal shipments and South Korea's 40% spike in coal-fired output are not just emergency statistics — they represent a structural regression that will be difficult to reverse once mothballed plants are back online and coal supply chains are rebuilt. For oil and gas professionals, the key long-term risk is that LNG's role as Asia's preferred transition fuel is now under serious challenge from both coal and renewables simultaneously.

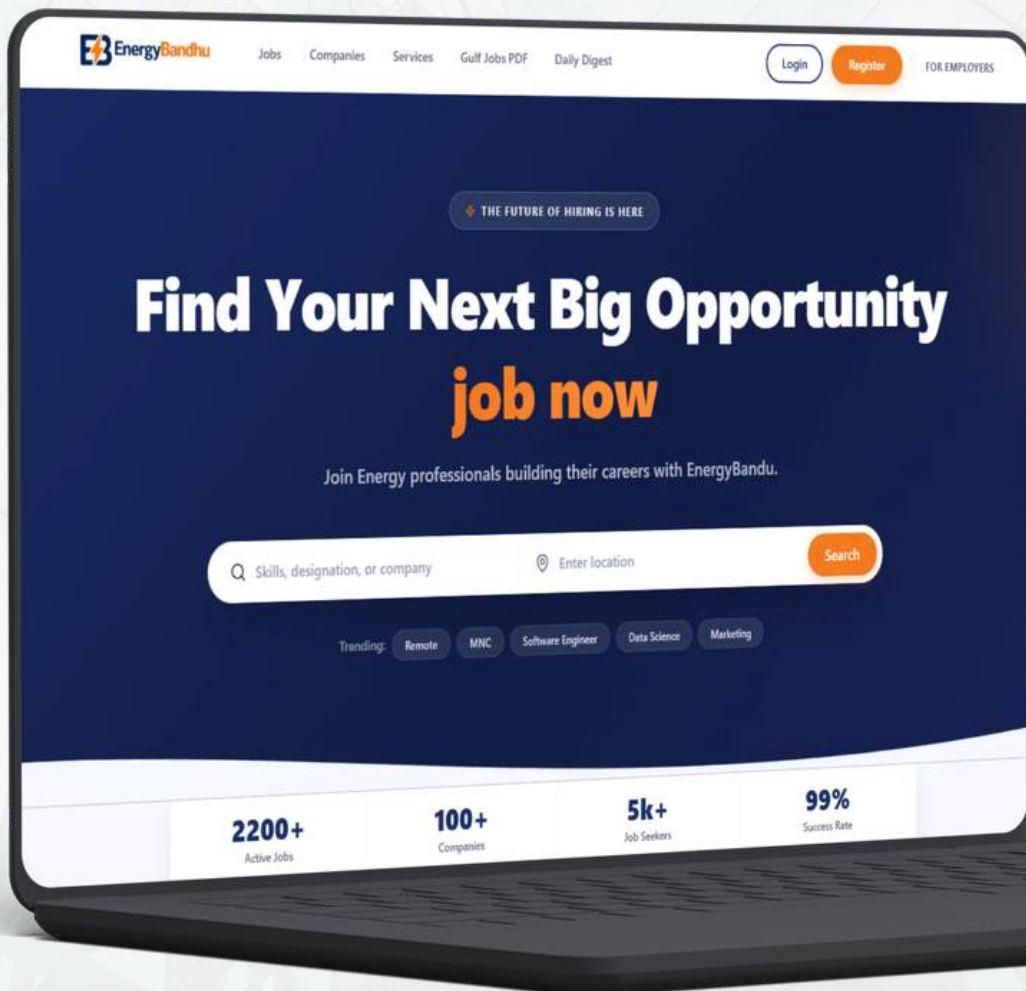




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