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COURSE BROCHURE

Liquefied Natural Gas Delivered Cost and Netback Training Course

18 – 22 October 2027
Singapore

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Ref: 2782_106519 **Date:** 18 – 22 October 2027 **Location:** Singapore **Fees:** 9300 GBP

Liquefied Natural Gas Delivered Cost and Netback is a 1-week training course for commercial analysts and planning engineers who trace what a cargo costs from feed gas to receiving terminal, with a delivered cost and netback model as the work product. Buyers and sellers now judge every cargo against rival routes and shifting hub prices, so pricing each leg matters. Jupiter Prime Training delivers this liquefied natural gas delivered cost and netback course.

Why Liquefied Natural Gas Delivered Cost and Netback Matters Now

Three forces shape gas trade: new liquefaction capacity chasing the same importing utilities, price formulas moving between oil indexation and hub linkage, and buyers asking about cargo carbon intensity. A seller that knows its netback by destination steers flexible volumes to the strongest market; a buyer that knows delivered cost by source negotiates from evidence. Teams that guess these numbers sign contracts with hidden exposure and lose margin whenever freight or hub prices move.

Who Gains Most from Liquefied Natural Gas Delivered Cost and Netback

- Commercial analysts who price cargoes and compare supply offers for importing utilities
- Business developers who screen new export or import opportunities
- Planning engineers who estimate liquefaction, shipping and terminal costs
- Gas marketers who allocate flexible volumes between receiving markets

A gas marketing group gains most when its analysts and engineers attend together and share one costing method.

Liquefied Natural Gas Delivered Cost and Netback Capabilities

Participants turn tariffs, freight quotes and price clauses into one chain of numbers showing where value is earned or lost.

- Build a delivered cost stack from feed gas to terminal outlet — supply source selection
- Calculate the netback to the loading port for several destinations — cargo diversion decisions
- Weigh oil-indexed price formulas against hub-linked ones — long-term contract negotiation
- Test delivered cost sensitivity to freight, fuel and capital recovery — investment committees
- Compare gas against competing fuels for power and industrial users — demand forecasts
- Communicate netback findings to commercial leadership — portfolio choices

Key Liquefied Natural Gas Delivered Cost and Netback Terms

- Delivered cost — the full cost of a cargo at the terminal outlet, covering supply, liquefaction, shipping and regasification.
- Netback — the destination price minus shipping and delivery costs, measured at the loading port.
- Tolling model — a plant owner charging a fee to liquefy gas its customers own.
- Slope — the percentage of an oil price that sets the gas price in an oil-indexed formula.
- Boil-off — gas evaporating from cargo tanks during a voyage, burnt as fuel or reliquefied.
- Take-or-pay — a term making the buyer pay for agreed volumes whether lifted or not.

Liquefied Natural Gas Delivered Cost and Netback Day by Day

Day 1: Mapping the Gas Chain Economics

- Upstream Feed Gas Supply Cost — Wellhead Price Assumptions for Export Projects
- Liquefaction Tolling and Integrated Models — Choosing Who Carries Plant Margin
- Shipping Leg and Charter Rate Build — Freight Exposure Between Seller and Buyer
- Regasification Terminal Capacity Fees — Access Cost for Importing Utilities
- Delivered Cost Stack Diagram — Comparing Supply Sources on One Basis

Day 2: Building the Delivered Cost Stack

- Capital Recovery Per Unit of Energy — Tariff Levels That Repay Liquefaction Trains
- Fuel Gas, Boil-Off and Shrinkage Allowances — Volumes Lost Before Delivery
- Voyage Distance and Canal Routing Costs — Destination Choice for Flexible Cargoes
- Port Charges, Insurance and Agency Fees — Hidden Items in Cargo Budgets
- Sensitivity Tornado for Cost Drivers — Which Assumption Moves Delivered Cost Most

Day 3: Netback Calculation and Destination Choice

- Netback From Receiving Hub to Loading Port — Value Left for the Seller
- Oil-Indexed Versus Hub-Linked Price Formulas — Revenue Behaviour Under Market Swings
- Slope, Constant and Price Review Clauses — Long-Term Contract Value Exposure
- Delivery Terms Ex-Ship Versus Loading Port Sale — Allocation of Freight Risk
- Diversion and Cargo Swap Economics — Capturing Spread Between Basins

Day 4: Commercial Decisions on Supply and Offtake

- Spot, Short-Term and Long-Term Volume Mix — Portfolio Balance for Buyers
- Take-or-Pay and Flexibility Tolerances — Penalty Cost of Missed Liftings
- Small-Scale Distribution by Truck and Feeder Vessel — Reaching Off-Grid Industrial Users
- Competing Fuels Parity for Power and Industry — Switching Price for Gas Demand
- Carbon Intensity of Delivered Cargoes — Buyer Demands and Emissions Cost

Day 5: Practising the Delivered Cost and Netback Model

- Cargo Cost Stack Rebuild for a Chosen Route — Applying the Day Two Build
- Netback Comparison Across Three Destinations — Applying Destination Choice Methods
- Price Formula Stress Test Under Low and High Markets — Applying Contract Exposure Checks
- Peer Challenge of Model Assumptions — Defending Inputs to Commercial Colleagues
- Delivered Cost and Netback Model Completion — Final Version Ready for Use

Applying Liquefied Natural Gas Delivered Cost and Netback After the Course

- Rebuild the delivered cost stack for the main supply route and share its sensitivity tornado.
- Run a netback comparison for the next flexible cargo and present the preferred destination.

Liquefied Natural Gas Delivered Cost and Netback Questions FAQ

What is Liquefied Natural Gas Delivered Cost and Netback analysis and why does it matter now?

It is the method of pricing each leg of the gas chain and working back from a destination price to loading port value. New supply and shifting formulas make every cargo choice a margin decision.

Which roles gain most from Liquefied Natural Gas Delivered Cost and Netback skills?

Commercial analysts, business developers, planning engineers and gas marketers gain most, since all need one chain of costs to agree on numbers.

How does a Liquefied Natural Gas Delivered Cost and Netback course differ from a gas trading course?

A trading course covers positions and hedging. Here you cost each physical leg and the netback by destination, supporting supply choices, contract terms and project screening.

What do you bring back from Liquefied Natural Gas Delivered Cost and Netback training?

You bring back a model built on a route you choose, stress-tested and peer-challenged, ready for your next cargo or contract discussion.

Liquefied Natural Gas Delivered Cost and Netback: The Way Forward

The delivered cost and netback model first informs which destination a flexible cargo should take and which supply offer a buyer should accept. Commercial analysts and gas marketers use it before each negotiation round. After first use, revisit the freight and carbon intensity assumptions, which move fastest and reorder routes and sources.