GREEN BUILDING AFRICA · MOZAMBIQUE · LNG

Mozambique clears ExxonMobil's amended Rovuma LNG plan

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Mozambique has approved an amended development plan submitted by ExxonMobil for the Rovuma LNG project, while Eni is separately targeting a third floating liquefaction unit at its own Coral LNG operations offshore the country. The two developments signal continued momentum in Mozambique's deepwater gas sector despite years of project delays and security disruptions in Cabo Delgado province.

The Mozambican government's clearance of ExxonMobil's revised Rovuma LNG plan marks a significant regulatory milestone for a project that has been stalled since ExxonMobil declared force majeure in 2021 following insurgent attacks near the onshore liquefaction site at Afungi. The amended plan reflects adjustments the operator has made to the project's scope or phasing, though the specific changes contained in the revised submission are not detailed in available reporting. ExxonMobil leads the Area 4 Rovuma LNG venture, which is designed as a large-scale onshore LNG export facility drawing on some of the largest gas reserves discovered in sub-Saharan Africa.

Eni, which also holds a stake in Area 4 and operates the Coral South floating LNG vessel — the first FLNG unit to produce and export LNG from African deepwater — is now said to be targeting a third floating liquefaction unit for the block. Coral South FLNG has been producing since 2022, and a second unit, Coral Norte FLNG, is already in development. A third FLNG unit would further expand Eni's floating gas monetisation strategy at Rovuma without relying on the contested onshore infrastructure pathway.

The twin developments underline how the Rovuma basin's two principal development strategies — ExxonMobil's large onshore LNG trains and Eni's sequential floating LNG approach — are both advancing, albeit on different timelines and through different regulatory and commercial mechanisms. Mozambique's approval of the amended ExxonMobil plan suggests the government remains committed to unlocking the full potential of the basin's estimated 100 trillion cubic feet of recoverable gas resources.

Financing and security conditions remain the key variables for Rovuma LNG's onshore component. The project requires substantial infrastructure investment including an LNG plant, marine loading facilities, and extensive subsea tiebacks from ultra-deepwater wells. Eni's FLNG pathway, by contrast, has demonstrated that Mozambican deepwater gas can be commercially produced and exported, providing a proof of concept that may assist broader investor confidence in the basin. The progression of both ExxonMobil's amended plan and Eni's potential third FLNG unit positions Mozambique's Rovuma basin as one of the most active frontier LNG development zones on the continent heading into the late 2020s.

Why this matters to partners and clients of Saga

The Mozambican government's clearance of ExxonMobil's amended plan and Eni's pursuit of a third FLNG unit are pre-FID developments, so Norwegian service companies should focus on monitoring and relationship-building with both operators rather than procurement outreach. When ExxonMobil's Rovuma LNG moves toward FID — requiring deepwater subsea tiebacks, marine loading infrastructure and LNG plant construction — it will represent one of the largest potential scopes for subsea, FPSO/FLNG, pipeline and well-services contractors in Africa. Eni's FLNG expansion pathway offers a nearer-term watch point for Norwegian FLNG equipment, mooring and subsea suppliers already engaged on Coral South or Coral Norte.

PARTNER ANGLES

- **Subsea:** Rovuma LNG's onshore trains will require extensive ultra-deepwater subsea tieback infrastructure; monitor ExxonMobil's FID timeline and early FEED contractor selections.

- **FPSO:** Eni's potential third FLNG unit at Area 4 is a direct opportunity for FLNG hull, topsides and mooring system suppliers active on Coral South and Coral Norte.
- **LNG:** ExxonMobil's amended onshore LNG plan will drive demand for liquefaction plant engineering, cryogenic equipment and marine loading arms when it reaches FEED and procurement stages.
- **Drilling:** Incremental deepwater gas wells needed to supply both onshore trains and additional FLNG capacity will sustain semi-submersible and drillship demand in Rovuma basin.
- **Pipeline:** Subsea flowlines and offshore pipeline infrastructure linking ultra-deepwater wells to onshore and floating facilities represent a significant scope to track as ExxonMobil's plan advances.

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