Oil and Gas News Briefs
Compiled by Larry Persily
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U.S. oil and gas industry may need 'a new playbook'

(Wall Street Journal; April 10) - Free trade fueled the U.S. rise as an oil and gas leader. President Trump's America First era is set to force a painful readjustment. Globalization has been a boon to U.S. oil and gas companies, which have been able to export their abundant surplus. This has blown the lid off domestic production, allowing America to lap Saudi Arabia and Russia as the world's top producer of oil and gas — and narrow its trade deficit. Now, Trump's tariffs could put the gains at risk by hurting demand for U.S. products. It could also create an opening for U.S. energy rivals to regain market share.

Although the president's tariff increases exempt energy, fears of a global recession have damped crude oil prices. Since Trump's tariff unveiling last week, U.S. oil prices have fallen 16% to about $60 a barrel. Despite the 90-day pause that he declared on some tariffs April 10, oil prices are still at levels that will likely cause domestic production to flatline — if not decline — this year. The trade war has also ensnared U.S. sales of liquefied natural gas just as American firms are building new export facilities.

China's retaliatory tariffs against the U.S. hit all of its products, including LNG. Although some countries such as Japan and South Korea might increase their purchases of U.S. natural gas to placate Trump, a global downturn could imperil export projects. The U.S. retreat from world commerce will be especially brutal for oil and gas firms, which have long drilled in international fields, refined foreign crude, and shipped petroleum and natural gas across the world. "The oil industry is by nature a global industry," said Dan Yergin, vice chairman of S&P Global. "They're going to have to find a new playbook."

U.S. oil and gas execs uneasy about the president they helped elect

(Bloomberg; April 9) - The angry mutterings at the Permian Basin Petroleum Association's "Spring Swing" golf tournament this week weren't all about missed putts or lost balls. The Texas oilmen on the fairways had a more serious concern: The president they helped elect was tanking oil prices. The market rout sparked by President Donald Trump's trade war is touching almost every part of the economy. But there are probably few industries feeling more aggrieved right now than U.S. shale oil.

Over the past 15 years, it has made America the world's top crude producer, lowered energy costs and fueled a boom in petrochemicals and natural gas exports. The industry contributed heavily to Trump's election. And yet half of the 20 worst-performing

stocks on the S&P 500 Index since Trump announced his tariffs April 2 are in the oil, gas and petrochemical sector, while crude prices have plunged to a four-year low.

"I don't know an industry that was more supportive of Trump than the oil and gas industry," said Kirk Edwards, a former chairman of the petroleum association. "People are in shock at how quickly he can get the price of oil down." The growing unease reflects how Trump's effort to rewrite global trade rules is undermining his goal to supercharge U.S. fossil fuel production and achieve "energy dominance." Executives are loathe to boost U.S oil supply with West Texas Intermediate down about 27% since Trump's inauguration less than three months ago. It's now hovering around $57.

The president has long made it clear where he stands on oil prices. On the campaign trail, he said he didn't "give a damn" if oil companies drilled themselves out of business as long as prices fell. Now, as oil executives watch plunging prices with alarm, Trump is gleefully celebrating the fact. Gasoline, he predicts, could fall to the lowest in years.

U.S. profited from shale boom and oil exports; low prices could kill it

(Bloomberg columnist; April 10) - Here's an economic truth that fossil fuel detractors rarely talk about: The U.S. oil industry has done more to reduce its country's trade deficit than any other. Thanks to geological luck, engineering prowess and shrewd capitalism, the shale revolution turned what two decades ago was a nearly $400 billion-a-year oil trade deficit into a $45 billion surplus in 2024. Now, President Donald Trump, in theory the champion of "drill, baby, drill," risks killing it.

Back in the mid-2000s, petroleum imports accounted for nearly half of the U.S. trade deficit. The shale revolution erased it, creating a surplus. The White House is pushing oil prices toward $50 a barrel, and perhaps even lower. As oil prices plunged 17% in a week, Treasury Secretary Scott Bessent was on television cheerleading the crash. Part of the decline is collateral damage from the recent tariff drama, but the White House's fingerprints are all over the other part: diplomatic pressure on OPEC+ to boost output.

The Trump administration seems to be motivated by a desperate attempt to cushion the inflationary impact of the trade war with cheap oil. Yet, $50 oil will have another consequence: widening the trade deficit that Trump attacks. Drill, baby, drill doesn't work at $50-a-barrel — and if the U.S. doesn't drill, it must import. Total U.S. oil production — including crude, condensates and other liquids — boomed, rising to 20.1 million barrels a day last year, up from 6.7 million in 2008, while oil imports collapsed.

The 11 million barrels a day of net oil imports during the late Bush presidency turned into net exports of more than 2 million barrels a day by the time Joe Biden left the White House. The oil export boom reduced the overall trade deficit, created thousands of blue-collar jobs. Now, the U.S. oil patch is getting a taste of what a free market looks like. It's difficult to feel a lot of sympathy for it. The sector got what it voted for: Trump won.

Goldman Sachs forecasts oil prices in the mid-$50s in 2026

(Reuters; April 13) - Goldman Sachs expects oil prices to decline through the end of this year and next year because of the rising risk of a recession and higher supply from the OPEC+ group. The bank expects Brent and WTI oil prices to edge down, averaging $63 and $59 a barrel, respectively, for the rest of 2025, and $58 and $55 in 2026. With the weak growth outlook amid a global trade war, the bank expects that oil demand will rise by only 300,000 barrels per day between the end of last year and the end of 2025.

The bank has cut its global demand growth forecasts for the fourth quarter of 2026 by 900,000 barrels-per-day since mid-March due to an escalating trade war between the U.S. and China. Beijing increased its tariffs on U.S. imports to 125% on April 11, hitting back against President Donald Trump's decision to raise duties on Chinese goods and raising the stakes in a trade war that threatens to upend global supply chains.

The Wall Street brokerage forecasts that large oil surpluses of 800,000 barrels per day in 2025 and 1.4 million in 2026 will continue to exert downward pressure on prices. In a scenario of a global economic slowdown or a complete reversal of voluntary cuts by the Organization of the Petroleum Exporting Countries and allies, together called OPEC+, Brent oil prices could likely fall into the $40 range in 2026 and potentially drop below $40 in an extreme combined scenario, the bank said.

OPEC reduces forecast for oil demand growth

(Reuters; April 14) - OPEC cut its 2025 global oil demand growth forecast on April 14 for the first time since December, citing the impact of data received for the first quarter and U.S. trade tariffs. The Organization of the Petroleum Exporting Countries, in a monthly report, said world oil demand would rise by 1.3 million barrels per day in 2025 and by 1.28 million in 2026. Both forecasts are down 150,000 from last month's figures.

U.S. President Donald Trump's trade tariffs as well as a plan for higher output by OPEC+, which includes OPEC and allies such as Russia, have put downward pressure on oil prices this month and raised concern about economic growth. In the report, OPEC lowered its world economic growth forecast this year to 3% from 3.1% and reduced next year's to 3.1% from 3.2%. Last month, OPEC said trade concerns would contribute to volatility but had kept forecasts steady, saying the global economy would adjust.

"Recent trade-related dynamics have introduced higher uncertainty to the short-term global economic growth outlook," OPEC said in its report. Regardless, the group is scheduled to raise output in April and again in May as part of a plan to unwind its most recent layer of oil production cuts, which were put in place to support the market. But the report also showed, ahead of the scheduled hikes, that Kazakhstan, which has persistently exceeded its OPEC+ output target, increased production further in March by 37,000 barrels per day, breaching the restrictions again.

Korea Gas Corp. may not be capable of large Alaska LNG investment

(Korea JoongAng Daily; April 14) - With South Korea's participation in a liquefied natural gas project in Alaska a key bargaining chip in tariff negotiations with the U.S., one sticking point is whether Korea Gas Corp. can even buy a seat at the table after years of financial battering. Should Seoul move forward with the investment, the state-run energy company is expected to take a leading role. However, KOGAS' financial condition may not be strong enough to support such a large investment.

As of the end of last year, the company's unpaid charges for city gas services stood at 14 trillion won ($9.55 billion), up 1 trillion won from the previous year. Its total debt reached 47 trillion won, and its debt ratio exceeded 400%. Years of supplying gas below cost have taken a toll on the company's balance sheet. Without substantial government backing, participation in the Alaska project would be difficult. Yet with a significant revenue shortfall, government support may also be limited.

One possible alternative would be for KOGAS to form a consortium with private-sector companies. But Kang Chun-ku, an adjunct professor in the Department of Energy Resources Engineering at Inha University, said private companies at home and abroad "view the Alaska project as highly risky, which could complicate matters." Major global energy firms such as ExxonMobil have already backed out after considering investment. The project is expected to cost $44 billion, but the actual cost could rise even further.

Oh Seong-ik, director general at the Ministry of Land, Infrastructure and Transport, warned "this project could place a significant financial burden on the public," stressing the need for thorough consultation with the National Assembly and other stakeholders before making decisions. "If avoiding the Alaska project is not feasible, Korea should consider partnering with countries like Japan or Taiwan to share the risks," he said.

Trump's demand for European purchases of U.S. energy 'a fantasy'

(Wall Street Journal; April 11) - President Trump made an offer to Europe this week. Buy our energy — a lot of our energy — and we can call off the trade war. In reality, it isn't so simple. The proposal would require a wholesale reorientation in the way Europe buys energy. It would tether the region's energy security to what is seen as an increasingly unreliable partner. After the European Union offered to slash tariffs to zero for industrial goods with the U.S., Trump said that wasn't enough. The bloc, he said, should close its trade surplus with the U.S. by buying $350 billion of U.S. energy products.

That amount, nearly equal to the value of all the oil and gas the EU imported last year, would make the U.S. the continent's dominant supplier. The EU has already increased its purchases of U.S. energy sharply and has little appetite to buy more. The limitations indicate that other concessions — such as the purchase of agricultural goods and the

reduction of nontariff barriers, including taxes on U.S. tech giants and health and safety regulations that box out American food products — might be needed to satisfy Trump.

“The possibility of the EU buying more American energy to get tariff relief is a myth that needs to be debunked,” said Simone Tagliapietra, a senior fellow at Bruegel, a Brussels-based think tank. “It’s a fantasy.” The bloc imported around $420 billion of oil, gas and coal last year, including a substantial amount from the U.S. To reach Trump’s $350 billion target means the U.S. would replace most of the EU’s other suppliers in Norway, North Africa and the Mideast. Anna-Kaisa Itkonen, European Commission spokeswoman, said: “We want to avoid overdependence on any single supplier.”

More U.S. energy would not make big dent in Japan’s trade imbalance

(Reuters columnist; April 10) - Amid the market carnage and turmoil created by U.S. President Donald Trump's chaotic global tariff rollout and retreat, there are likely some clear trends that will emerge. One of these is that countries seeking to cut a deal with Trump will try to purchase more U.S. goods in order to lower their trade surpluses with the United States. The problem is that for many countries, there is little that they want from the United States in terms of manufactured goods.

But there is one area where countries can try to up their imports from the U.S., and that's energy commodities such as crude oil, liquefied natural gas and coal. The obvious problem is that if every country wanting to cut a deal with Trump commits to buying more energy, the United States will very soon run out of capacity to supply the demand. This means that early movers may actually be the ones who secure energy supplies from the U.S. and may gain some leverage in talks with the Trump administration.

Japan and South Korea are two countries that may well try to buy more U.S. energy. Both are major importers of crude, LNG and coal, both have wide trade surpluses with the U.S. and both are traditional U.S. allies, although whether this counts for anything with Trump is uncertain. But even if both nations pivot to buying U.S. energy, it wouldn’t make much difference to their trade balance with the U.S. For example, even if Japan tripled its imports of U.S. LNG and crude oil from 2024 levels, it would reduce its $68 billion trade imbalance with the United States by only 10%.

Crashing prices pressure oil-dependent governments

(Reuters; April 11) - Oil-dependent governments are coming under pressure from the lowest crude prices since the COVID-19 pandemic, with officials preparing policy responses for a drop in revenue such as issuing more debt and reducing spending. Brent crude plunged more than 15% in the days following U.S. President Donald

Trump's aggressive tariffs, as the escalating trade war between the U.S. and China spurred worries about recession and weakened energy demand.

The same week, the OPEC+ cartel put forward a plan to increase supply next month. Brent at one point sank below $60 a barrel, falling to the lowest level since February 2021. It closed April 11 under $65. Past crashes have forced painful reforms for nations that rely on income from crude exports. A decade ago, when Saudi Arabia sparked a price war with the U.S. shale industry and Brent fell to $36 a barrel, Riyadh slashed spending and cancelled energy subsidies. Libya burned through central bank reserves and scrapped projects, while Iraq had to turn to international aid to stay afloat.

"The oil price drop we've seen over the last week has taken us into territory where for a lot of oil-dependent economies it's not going to be what they need to balance their budgets, nowhere close," said Richard Bronze, head of geopolitics at Energy Aspects. "For some of them, that puts at risk core public spending, raising the risk for political instability and unrest." Other producer countries are planning to plug their shortfalls with debt. Kuwait passed a law last month to allow its government to tap international debt markets for the first time since 2017.

Goldman Sachs says low oil prices could double Saudi budget deficit

(CNBC; April 10) - Crashing oil prices triggered by waning demand, global trade war fears and growing crude supply could more than double Saudi Arabia's budget deficit, a Goldman Sachs economist warned. The outlook spotlights the pressure on the kingdom to make changes to its mammoth spending plans and fiscal measures. "The deficits on the fiscal side that we're likely to see in the GCC (Gulf Cooperation Council) countries, especially big countries like Saudi Arabia, are going to be pretty significant," Farouk Soussa, Middle East and North Africa economist at Goldman Sachs, told CNBC.

Spending by the kingdom has ballooned due to Vision 2030, a sweeping campaign to transform the Saudi economy and diversify its revenue streams away from hydrocarbons. Saudi Arabia needs oil at more than $90 a barrel to balance its budget, the International Monetary Fund estimates. Goldman Sachs this week lowered its year-end 2025 oil price forecast to $62 a barrel for Brent crude, down from a previous forecast of $69 — a figure that the bank's economists say could more than double Saudi Arabia's 2024 budget deficit of $30.8 billion.

"We estimate that we're probably going to see the deficit go up from around $30 to $35 billion to around $70 to $75 billion, if oil prices stayed around $62 this year," Soussa said. "That means more borrowing, probably means more cutbacks on expenditure, it probably means more selling of assets, all of the above, and this is going to have an impact both on domestic financial conditions and potentially even international."

[Venezuela orders Chevron to return nearly 1 million barrels of crude]

(Bloomberg; April 11) - Chevron was ordered to return nearly 1 million barrels of Venezuelan oil to Petroleos de Venezuela in a blow to the oil major, which was working to secure crude before wrapping up operations in the country when a U.S. sanctions deadline hits in May. Venezuela's state producer Petroleos de Venezuela, known as PDVSA, ordered Chevron to return the ships Carina Voyager and Dubai Attraction, currently off the country's coast, to port and discharge their load, according to sources.

"Chevron has returned crude oil shipments to PDVSA given the impossibility and restrictions imposed on it to pay for them to Venezuela," Venezuela Vice President Delcy Rodriguez said in a statement April 11, adding that the crude would be sold in international markets. All remaining cargoes that Chevron had scheduled to load this month, a combined 5 million barrels of crude, were canceled, said the people, who asked not to be named because they aren't authorized to discuss the matter publicly.

The move comes in the face of the U.S. seeming return to a "maximum pressure" strategy with the South American country. The Trump administration has been sharply critical of the regime of Venezuelan President Nicolas Maduro. Houston-based Chevron was ordered by the U.S. to halt its operation in Venezuela by May 27. The surprise move of the Venezuelan government seemed to take Chevron off guard as the major had sent four other empty ships that were scheduled to load in coming days.

[Louisiana LNG developer has earned billions in spot market sales]

(Reuters; April 10) - Venture Global is about to start selling LNG from a Louisiana export terminal to long-term customers rather than the highest global bidders, but it plans to use the controversial but lucrative practice at a new and bigger terminal that it is starting up. On April 15, Venture Global will finally complete commissioning Calcasieu Pass LNG, which binds it to contractual obligations it signed while developing the facility.

Commissioning, or making sure a new plant's systems are functioning as designed, takes months at many LNG facilities. It took three years at Calcasieu Pass, allowing Venture Global to sell cargoes to high bidders on the red-hot global market instead of to customers whose contracts called for them to pay less. Shell, BP, Orlen, Edison and Repsol have filed arbitration claims saying Venture Global deliberately failed to fulfill supply contracts, stalling commissioning of the plant so it could profit from higher spot prices. Venture Global argued that a faulty power system delayed normal operations.

With commissioning of Calcasieu Pass imminent, Venture Global's larger Plaquemines plant is ramping up production for the lucrative spot market. It started producing in mid-December. Venture Global says it will commission the plant in two-year phases, which analysts say will boost its profits. The company has sold 29 cargoes in three months on the spot market and earned an average liquefaction fee of $7.26 per million Btu,

according to an SEC filing April 3. The company expects to sell 550 cargoes on the spot market during the commissioning period, at a margin of $5 to $6 per million Btu.

Venture Global earned more than $19 billion from LNG sales on the spot market over the past three years, almost entirely from its Calcasieu Pass facility, Securities and Exchange Commission filings show. That terminal's margins will shrink starting April 15, when it will start supplying long-term customers. Contracted liquefaction fees at Calcasieu Pass are among the lowest on the Gulf Coast at around $1.75 per million Btu, two people familiar with the agreements told Reuters.

India LNG importer seeks bids to buy stake in U.S. export project

(Reuters; April 12) – GAIL India issued a tender on April 11 to buy up to a 26% stake in a U.S. liquefied natural gas project combined with a 15-year gas import deal, aiding New Delhi's efforts to narrow its trade surplus with Washington. India is racing to become one of the first to sign a trade deal with the U.S., as President Donald Trump's announcement of sweeping tariffs has triggered a trade war with China and efforts by other nations to negotiate. Trump has made clear that U.S. gas is a bargaining chip.

India's largest gas distributor GAIL has invited initial bids from companies as it seeks to buy equity in an existing LNG liquefication project or a new project that would be commissioned by 2030 at the latest, the document published on its website showed. The U.S. is already the second biggest supplier to India, one of the fastest growing economies in the world. Qatar is the biggest LNG supplier to India.

State-run GAIL wants 1 million tonnes per year of LNG from a U.S. plant for a period of 15 years, it said, adding the deal could be extended by five to 10 years. The document also showed GAIL wants to start taking the LNG by 2029-2030. The last date for U.S. projects to submit bids is April 28. To boost its U.S. imports, India is also considering scrapping its import tax on U.S. LNG to make it more price competitive and help trim its $45.7 billion trade surplus with the U.S. India is the world's fourth-largest LNG importer and aims to more than double the share of gas in the country's energy mix by 2030.

Pipeline CEO says Canada needs political will to build LNG industry

(The Canadian Press; April 10) - The chief executive of pipeline operator TC Energy says he believes Canada can be the No. 1 exporter of liquefied natural gas to Asia, but political leadership is crucial to making it happen. “We have the supply, we have a transportation cost advantage and the demand is there for the taking,” François Poirier said in a speech Thursday to Canadian Club Toronto. “Our leaders need to unite on this ambition — and show the world that Canada is back in business.”

Gas produced in Western Canada could sell for a much higher price in Asia than if it were to remain landlocked, and securing new buyers would reduce Canada's reliance on U.S. markets. The initial phase of Canada's first LNG export terminal is set to start up mid-year in Kitimat, British Columbia. The Shell-led LNG Canada project said last week that a ship carrying imported LNG arrived at the facility for equipment testing.

TC Energy built the pipeline, Coastal GasLink, which ships natural gas across British Columbia to Kitimat. Poirier said for Canada to be a global LNG leader, it will take political will as well as "big and bold" thinking. "Fifteen years ago, Canada was at the starting blocks with the U.S. in pursuing LNG exports. At one point, Canada had 18 proposed LNG projects off the West Coast of Canada," he said. "We had the opportunity then to be No. 1 — and now we're playing catch up. Canada today is commissioning its first LNG facility, while the U.S., well, they've become the largest exporter in the world."

LNG project in British Columbia selects local company for pipeline

(Pipeline & Gas Journal; April 10) - Cedar LNG has selected Ledcor Haisla Limited Partnership to construct the 5-mile connector line for its liquefied natural gas export project near Kitimat, British Columbia. LHLP, a joint venture between the Haisla Nation and Ledcor formed more than a decade ago, has delivered multiple projects while supporting employment and training opportunities for Haisla members and the local community. The short pipeline will link with the longer Coastal GasLink pipe that delivers gas from vast shale reserves in northeastern British Columbia.

Pipeline construction planning is underway, including hiring, safety orientation and site preparation. Construction is expected to begin in the second quarter of 2025. LHLP will handle hiring for labor needs, with preference given to Haisla and other Indigenous members, subject to qualifications. Since making a final investment decision in June 2024, Cedar LNG has completed clearing of the marine terminal site and pipeline route.

The $4 billion LNG project, at an annual liquefaction capacity of 3.3 million tonnes, is a 50-50 partnership between the First Nation and Calgary-based Pembina Pipeline. Construction of the marine terminal is slated to begin in the second quarter, with peak activity expected in 2026. The floating LNG production facility is under development overseas, with the project targeting an in-service by late 2028.

EU plans to cut target for refilling gas storage in bid to save money

(Politico; April 9) - The European Union is planning to slash its natural gas purchase targets — even as President Donald Trump insists that buying more gas is the only way to end his trade war. On April 8, EU nations advanced plans to loosen mandatory goals for refilling storage facilities ahead of winter — a bid to pay less for supplies, four

diplomats told Politico. The move flouted White House demands that the EU spend a colossal $350 billion more on American gas to address a perceived trade imbalance.

But Trump has issued the dictate before, only to essentially ignore European overtures toward a deal and impose tariffs anyway. Those tariffs are now exacerbating the economic anxiety that is driving Europe to explore energy cost savings. Seven countries — France, Germany, Italy, Austria, Hungary, Slovakia and the Netherlands — led the charge to rein in gas purchase goals, advocating lowering the 90% target for filling storage down to 80% in certain circumstances. They say 90% locks the EU into buying huge volumes of gas, much of it from the U.S., at a time when it's most expensive.

Lower industrial demand "might be one of the potential consequences" of Trump's tariffs, making it harder for the EU to buy more U.S. LNG, Lithuanian Energy Minister Žygimantas Vaičiūnas said in an interview. "The EU will have to buy more American gas to make up for lost Russian supplies," said Laura Page, a leading market analyst at intelligence firm Kpler. "Reducing the storage target will put less pressure on Europe's gas imports this summer, which weighs on prices — meaning a better deal for the EU."

Australian government faces tough political decision on LNG project

(Bloomberg; April 9) - Just four days before he called a federal election last month, Australian Prime Minister Anthony Albanese's government quietly pushed back a decision that will set the country's energy path for decades to come. Few will wonder why. A ruling on whether or not to extend the life of Australia's biggest and oldest liquefied natural gas export facility, North West Shelf (NWS), will help determine how the country will fuel itself and its growth for decades. It also guaranteed to create backlash.

As head of a government that touts its green credentials, should Albanese win May's election, many voters will expect his party to turn the project down — incurring the wrath of fossil fuel powerhouses that account for a chunk of Australia's exports and of overseas gas buyers. If Albanese or Liberal Party opponent Peter Dutton approve the project, there will be the ire from Indigenous groups and environmental campaigners seeking to protect cultural heritage and move the country toward cleaner alternatives.

The project is a symbol of the difficult choices facing one of the world's largest energy exporters. Even by Australian standards, the Woodside-operated North West Shelf facility is large. The A$34 billion ($20 billion) project has shipped more than 6,000 LNG cargoes since 1989. But that is now nearing an end. The fields are depleted. As soon as this year, Woodside and its partners face the prospect of being forced to shut one of the project's five production units. That is, unless a decision is taken to prolong its life.

Woodside is developing a deposit called Browse to supply the plant through a 620-mile pipeline. To move this forward, Woodside and its partners need permission for NWS to operate beyond 2030. An extension would allow operations until around 2070. The state

of Western Australia approved the plan in December after lengthy delays. That left the last decision with the federal government, right before a tightly contested election.

Keystone oil line declares force majeure after spill forces shutdown

(Bloomberg; April 9) - The Keystone Pipeline declared force majeure on scheduled oil shipments after a leak spilled an estimated 3,500 barrels of crude in a North Dakota field. Keystone warned customers that it may not be able to meet obligations to send oil through the line, according to a notice from owner South Bow seen by Bloomberg. The company said it has started planning for repairs as it evaluates a timeline for restart.

Digging near the site of the spill commenced April 9 to determine the precise location of the leak, a state official said. The 2,689-mile-long pipe system hauls more than 620,000 barrels of crude daily from Canada to U.S. markets. It shut down early April 8 after crude was released in a remote area of North Dakota. Workers are putting down a land bridge so that heavy equipment can move to the site, Marty Haroldson of the North Dakota Department of Environmental Quality said by phone.

A prolonged Keystone outage could raise retail gasoline and diesel prices, especially in the Midwest, where refiners rely on Canadian crudes. Gasoline inventories in the region have been declining for the past four weeks and are at the lowest since late January, according to U.S. Energy Information Administration data released April 9.