



### Market Summary

**They don't call it expiration for nothing!**



Oil is getting slammed. It is almost the polar opposite of expiry to June; everything is getting crushed. WTI flat price, Asia, and now Brent is finally coming down. Sep/Oct spreads came off to 46c, far lower than the month's average of 89.6c.

But just as the whole oil market crumbles around us, the Scandies are trying to prop up the rubble. They bought a Midlands today for early September at Dated plus \$1.95. This is really expensive, given that much riper cargoes were going for the same premium yesterday, and markets have collapsed further. Equinor bought three cargoes this week to make a total of eight cargoes this month, five of which were Midlands, two Forties, and one Brent. Is anyone wondering why Equinor needs Midland cargoes? Please tell us, we are happy to publish facts. Equinor, do you have anything juicy to tell us?

## Summary

### Physical and Futures

		30-Jul-24	1-Day Change	7-Day Change
Brent Sep (fut)	(\$/bbl)	78.490	-1.510	-2.340
WTI Sep (fut)	(\$/bbl)	74.700	-1.290	-1.980
Dubai Sep (phys)	(\$/bbl)	78.040	-0.735	-2.220

### Crude Swaps Aug

Brent	(\$/bbl)	78.020	-1.150	-1.890
DFL	(\$/bbl)	0.570	-0.210	-0.240
WTI	(\$/bbl)	74.400	-1.190	-1.910
Dubai	(\$/bbl)	77.200	-0.990	-1.820

### Tenor

		Sep-24	Oct-24	Nov-24
<b>Crude Futures</b>				
Brent (fut)	(\$/bbl)	78.490	78.030	77.540
WTI (fut)	(\$/bbl)	74.700	73.830	73.230



## In detail

Crude crumpled, with Brent falling by \$1.51 against Friday to \$78.49/bbl, the lowest close since early June and ahead of expiry tomorrow. Sep WTI fell \$1.29 to \$74.70/bbl. The M1/M2 spreads for Brent finally collapsed, falling by 36c against the close on Friday at \$0.46/bbl, also the smallest backwardation since early June. We have been waiting for this correction for a while; as oil markets deteriorated, spreads became a source of optimism across trading floors. This no longer looks the case.

We had been puzzled first by the strength in Asia as Dubai was marking strong, aided no less by the Asian SuperDragon, Mr Petrochina, who was hoovering any partials they could see in the Asian window. Despite their sucking in 13 cargoes, Dubai 'finally' corrected. We were also wondering what was up with Chevron buying up Midlands, but 'finally', the intermonth WTI spreads narrowed.

And then the last man standing was Brent, almost as if saying, 'I defy gravity, I can take it, shoot me', and well, someone did. But one leg of the pricing is holding up: Dated Brent premiums. The 'Scandies', otherwise known as Equinor, have been buying up prices influencing Dated grades, such as Midland and North Sea. They have been notorious, particularly in the last three days, and bought today what could be considered an expensive cargo. Why? Equinor, please let us know in case we are misunderstanding something. Emails are at the bottom of the page.

As the poor global economics hit growth and thereby energy consumption and other commodities, it is just a matter of days actually before Dated Brent also gives up the ghost and corrects in line with the overall structure. 'Someone is pushing it,' said a trader without going into specifics.

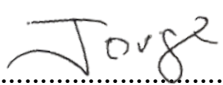
And on the economic front, Germany remains in contraction, printing GDP growth of -0.1% both q-o-q and y-o-y for Q2, disappointing markets. The powerhouse of Europe is looking wobblier in each print. According to the release, a particular weakness was concentrated in investment in equipment and buildings, as the interest rate constrained the industrial sector and continued to wilt. No shock that European diesel markets continue to slide. A European product trader said, 'I don't think this market will recover soon.' And another pointed to Asia and said, 'Diesel consumption is down like 450 kb.'

Almost to add salt in the open wound, German inflation came in higher than expectations at 2.3% y-o-y for July in the preliminary estimate. The double whammy. This will make the next steps from the ECB challenging, to say the least. The interest rates that are the very cause for industrial demise may have to stay elevated to control inflationary pressures.

The broader Euro Area printed languid growth, only 0.3% q-o-q and 0.6% y-o-y. Euro Area industrial sentiment continued to decline in July, falling to -10.5 from -10.2.

And, albeit with a delay, the three-legged stool finally made a pirouette. Fundamental and Macro signals seem to be finally taking effect. Dubai, WTI, and Brent all took a long walk off a short pier, or more appropriately, off the plank.

Venezuela are also thought to have produced around 970kb/d in June, up from 760kb/d at the start of the year. But some expect the years of deferred maintenance, industry neglect from politicians and limited access to capital will likely cap future output growth. More on this tomorrow.

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<b>Front Month Outrights</b>					
<b>August Swaps</b>			<b>30-Jul-24</b>	<b>1-Day Change</b>	<b>7-Day Change</b>
<b>Crude</b>					
Brent	(\$/bbl)	<b>78.020</b>		-1.150	-1.890
WTI	(\$/bbl)	<b>74.400</b>		-1.190	-1.910
Dubai	(\$/bbl)	<b>77.200</b>		-0.990	-1.820
<b>Distillates</b>					
Gasoil 0.1 NWE	(\$/mt)	<b>722.700</b>		-11.660	-15.660
NWE Jet	(\$/mt)	<b>771.700</b>		-14.160	-18.660
Singapore 10ppm	(\$/bbl)	<b>93.740</b>		-1.410	-1.980
Sing Kero	(\$/bbl)	<b>92.810</b>		-1.420	-1.830
<b>Gasoline</b>					
RBOB	(c/gal)	<b>234.080</b>		-4.300	-4.200
EBOB	(\$/mt)	<b>783.620</b>		-11.890	-9.440
Singapore 92	(\$/bbl)	<b>87.120</b>		-1.380	-0.990
Singapore 95	(\$/bbl)	<b>91.610</b>		-1.390	-1.000
<b>Naphtha</b>					
US C5 ENT	(c/gal)	<b>144.160</b>		-2.820	-3.950
NWE Naphtha	(\$/mt)	<b>635.730</b>		-4.980	-17.000
MOPJ Naphtha	(\$/mt)	<b>648.980</b>		-6.050	-20.750
<b>Fuel Oil</b>					
3.5% barges	(\$/mt)	<b>439.230</b>		-6.160	-11.560
Singapore 380	(\$/mt)	<b>463.980</b>		-5.030	-7.160
Singapore 180	(\$/mt)	<b>471.480</b>		-5.600	-6.090
0.5% barges	(\$/mt)	<b>523.110</b>		-7.560	-10.800
Singapore 0.5%	(\$/mt)	<b>567.560</b>		-7.310	-7.940
<b>NGLs</b>					
US Propane LST	(c/gal)	<b>76.405</b>		-1.204	-0.303
NWE Propane	(\$/mt)	<b>560.070</b>		-3.270	+4.920
Saudi Propane CP	(\$/mt)	<b>580.020</b>		-3.320	+3.870
Asian Propane FEI	(\$/mt)	<b>625.520</b>		-6.820	+1.320
US Butane ENT	(c/gal)	<b>95.900</b>		-0.830	+0.680
Saudi Butane CP	(\$/mt)	<b>575.020</b>		+0.680	+7.280



## Long Tenor Swaps

		Balmo	Aug-24	Sep-24	Oct-24	Nov-24	Q4-24	Q1-25
<b>Crude</b>								
Brent	(\$/bbl)	78.270	78.020	77.540	77.130	76.790	76.807	76.003
WTI	(\$/bbl)	74.720	74.400	73.670	73.090	72.640	72.663	71.630
Dubai	(\$/bbl)	78.000	77.200	77.010	76.540	76.130	76.143	75.250
<b>Distillates</b>								
Gasoil 0.1 NWE	(\$/mt)	721.000	722.700	725.050	723.570	719.170	719.927	714.047
NWE Jet	(\$/mt)	774.500	771.700	774.050	773.570	771.670	772.427	771.547
Singapore 10ppm	(\$/bbl)	93.440	93.740	93.900	93.810	93.490	93.490	93.033
Sing Kero	(\$/bbl)	92.610	92.810	92.990	93.070	92.910	92.910	92.543
<b>Gasoline</b>								
RBOB	(c/gal)	238.140	234.080	216.480	210.200	206.200	206.980	212.300
EBOB	(\$/mt)	786.620	783.620	770.120	723.870	703.870	706.037	691.203
Singapore 92	(\$/bbl)	88.070	87.120	85.620	84.420	83.420	83.570	82.503
Singapore 95	(\$/bbl)	92.560	91.610	90.060	88.710	87.610	87.693	86.093
<b>Naphtha</b>								
US C5 ENT	(c/gal)	143.660	144.160	144.780	145.400	145.400	145.317	144.943
NWE Naphtha	(\$/mt)	643.730	635.730	629.230	625.980	621.980	621.980	610.813
MOP-Japan Naphtha	(\$/mt)	653.980	648.980	645.980	642.230	638.230	638.230	625.313
<b>Fuel Oil</b>								
3.5% barges	(\$/mt)	442.730	439.230	432.730	424.230	417.730	418.730	411.480
Singapore 380	(\$/mt)	469.230	463.980	452.230	439.230	429.980	431.480	419.980
Singapore 180	(\$/mt)	476.480	471.480	460.230	448.480	439.980	441.480	432.147
0.5% barges	(\$/mt)	527.110	523.110	515.860	509.610	504.360	504.527	493.193
Singapore 0.5%	(\$/mt)	574.060	567.560	559.560	552.810	547.060	547.310	534.227
<b>NGLs</b>								
US Propane LST	(c/gal)	75.525	76.405	77.025	78.025	78.645	78.398	76.945
NWE Propane	(\$/mt)	565.570	560.070	552.070	543.570	540.570	540.903	518.070
Saudi Propane CP	(\$/mt)	580.020	580.020	580.020	587.020	593.020	592.353	580.853
Asian Propane FEI	(\$/mt)	630.520	625.520	622.520	623.520	624.520	623.353	597.020
US Butane ENT	(c/gal)	95.400	95.900	96.280	96.660	97.040	96.830	93.913
Saudi Butane CP	(\$/mt)	575.020	575.020	575.020	585.520	592.020	591.187	579.520



## Front Month Spreads

Aug/Sep		30-Jul-24	1-Day Change	7-Day Change
<b>Crude</b>				
Brent	(\$/bbl)	0.480	-0.180	-0.180
WTI	(\$/bbl)	0.730	-0.200	-0.090
Dubai	(\$/bbl)	0.190	-0.060	-0.230
<b>Distillates</b>				
Gasoil 0.1 NWE	(\$/mt)	-2.350	-0.780	-0.780
NWE Jet	(\$/mt)	-2.350	-1.280	-1.780
Singapore 10ppm	(\$/bbl)	-0.160	-0.040	-0.030
Sing Kero	(\$/bbl)	-0.180	-0.070	+0.060
<b>Gasoline</b>				
RBOB	(c/gal)	17.600	-1.060	-1.460
EBOB	(\$/mt)	13.500	+0.000	+0.500
Singapore 92	(\$/bbl)	1.500	-0.130	+0.100
Singapore 95	(\$/bbl)	1.550	-0.130	+0.100
<b>Naphtha</b>				
US C5 ENT	(c/gal)	-0.620	+0.000	+0.000
NWE Naphtha	(\$/mt)	6.500	+0.750	-2.500
MOP-Japan Naphtha	(\$/mt)	3.000	+0.000	-4.500
<b>Fuel Oil</b>				
3.5% barges	(\$/mt)	6.500	+0.150	+0.000
Singapore 380	(\$/mt)	11.750	-0.250	-1.750
Singapore 180	(\$/mt)	11.250	-0.250	-0.750
0.5% barges	(\$/mt)	7.250	-0.250	-0.500
Singapore 0.5%	(\$/mt)	8.000	+0.000	+1.000
<b>NGLs</b>				
US Propane LST	(c/gal)	-0.620	+0.130	+0.260
NWE Propane	(\$/mt)	8.000	+1.000	+4.000
Saudi Propane CP	(\$/mt)	0.000	+0.000	+1.000
Asian Propane FEI	(\$/mt)	3.000	+0.000	+2.000
US Butane ENT	(c/gal)	-0.380	+0.120	+0.000
Saudi Butane CP	(\$/mt)	0.000	+6.000	+6.500



<b>Front Month Cracks and Diffs</b>			
<b>August</b>	<b>30-Jul-24</b>	<b>1-Day Change</b>	<b>7-Day Change</b>
<b>Crude</b>			
Brent/Dubai (\$/bbl)	0.840	-0.140	-0.050
WTI/Brent (\$/bbl)	-3.630	-0.060	-0.040
<b>Distillates</b>			
Gasoil 0.1 NWE crack (\$/bbl)	18.990	-0.410	-0.210
NWE Jet crack (\$/bbl)	19.910	-0.650	-0.480
NWE Jet Diff (\$/mt)	49.000	-2.500	-3.000
Gasoil E/W (\$/bbl)	-24.500	+1.000	+0.750
Regrade (Sing Kero vs Sing 10ppm) (\$/bbl)	-0.930	+0.000	+0.150
<b>Gasoline</b>			
TA Arb (RBOB vs EBOB) (c/gal)	10.100	-0.900	-1.500
EBOB crack (\$/mt)	16.030	-0.290	+0.710
Singapore 92 crack (\$/bbl)	9.080	-0.250	+0.860
Gasoline E/W (Sing 92 vs EBOB) (\$/bbl)	-6.950	+0.050	+0.150
European Gasnaph (EBOB vs Naphtha) (\$/mt)	147.820	-7.160	+7.450
Asian Gasnaph (Sing 92 vs MOPJ) (\$/mt)	76.650	-5.520	+12.420
<b>Naphtha</b>			
US C5 ENT vs WTI Crack	-13.840	+0.020	+0.240
NWE Naphtha Crack (\$/bbl)	-6.600	+0.600	-0.050
MOPJ Naphtha Crack (\$/bbl)	-5.110	+0.460	-0.470
Naphtha E/W (NWE vs MOPJ) (\$/mt)	13.250	-1.250	-3.750
<b>Fuel Oil</b>			
3.5% barges crack (\$/bbl)	-8.850	+0.200	+0.050
Singapore 380 crack (\$/bbl)	-4.950	+0.360	+0.750
Singapore 180 crack (\$/bbl)	-3.770	+0.280	+0.900
Visco (180-380) (\$/mt)	7.500	-0.500	+1.000
HSFO E/W (380 vs 3.5% barges) (\$/mt)	24.750	+1.000	+4.400
0.5% barges crack (\$/bbl)	4.360	-0.040	+0.160
Singapore 0.5% crack (\$/bbl)	11.370	+0.030	+0.620
VLSFO E/W (Sing 0.5% vs 0.5% barges) (\$/mt)	44.510	+0.440	+2.920
European Hi5 (0.5% barges vs 3.5% barges) (\$/mt)	83.890	-1.510	+0.710
Asian Hi5 (Sing 0.5% vs 380) (\$/mt)	103.640	-2.090	-0.780
0.5% barges/gasoil (\$/mt)	-199.710	+4.010	+4.680
Sing 0.5% vs Sing 10ppm (\$/mt)	-130.710	+3.440	+6.840
<b>NGLs</b>			
US Propane LST vs NWE Propane (\$/mt)	-162.000	-3.000	-6.500
US Propane LST vs Asian Propane FEI (\$/mt)	-227.500	+0.500	-3.000
Asian Propane FEI vs NWE Propane (\$/mt)	65.500	-3.500	-3.500
Asian Propane FEI vs Saudi Propane CP (\$/mt)	45.500	-3.500	-2.500
European Pronap (NWE Propane vs NWE Naphtha) (\$/mt)	-75.570	+1.890	+22.010
Asian Pronap (FEI vs MOPJ) (\$/mt)	-68.690	+3.270	+24.800



<b>Long Tenor Cracks / Diffs</b>							
	Balmo	Aug-24	Sep-24	Oct-24	Nov-24	Q4-24	Q1-25
<b>Crude</b>							
Brent/Dubai (\$/bbl)	0.290	0.840	0.530	0.610	0.680	0.680	0.763
WTI/Brent (\$/bbl)	-3.570	-3.630	-3.870	-4.040	-4.150	-4.137	-4.363
<b>Distillates</b>							
Gasoil 0.1 NWE crack (\$/bbl)	18.51	18.99	19.78	19.99	19.74	19.82	19.83
NWE Jet crack (\$/bbl)	20.02	19.91	20.69	21.04	21.14	21.22	21.91
NWE Jet Diff (\$/mt)	53.50	49.00	49.00	50.00	52.50	52.50	57.50
Gasoil E/W (\$/bbl)	-25.02	-24.50	-25.64	-24.59	-22.69	-23.39	-21.02
Regrade (Sing Kero vs Sing 10ppm) (\$/bbl)	-0.83	-0.93	-0.91	-0.76	-0.58	-0.59	-0.50
<b>Gasoline</b>							
TA Arb (RBOB vs EBOB) (c/gal)	13.300	10.100	-3.640	3.300	5.020	5.177	14.733
EBOB crack (\$/mt)	16.150	16.030	14.910	9.760	7.700	7.947	6.977
Singapore 92 crack (\$/bbl)	9.790	9.080	8.080	7.280	6.620	6.757	6.500
Gasoline E/W (Sing 92 vs EBOB) (\$/bbl)	-6.360	-6.950	-6.830	-2.480	-1.080	-1.190	-0.477
European Gasnaph (EBOB vs Naphtha) (\$/mt)	142.820	147.820	140.820	97.820	81.820	83.987	80.320
Asian Gasnaph (Sing 92 vs MOPJ) (\$/mt)	79.560	76.650	67.150	60.910	56.580	57.827	61.853
<b>Naphtha</b>							
US C5 ENT vs WTI Crack	-14.360	-13.840	-12.850	-12.020	-11.570	-11.630	-10.753
NWE Naphtha Crack (\$/bbl)	-5.950	-6.600	-6.830	-6.800	-6.910	-6.917	-7.367
MOPJ Naphtha Crack (\$/bbl)	-4.800	-5.110	-4.970	-4.980	-5.090	-5.107	-5.747
Naphtha E/W (NWE vs MOPJ) (\$/mt)	10.250	13.250	16.750	16.250	16.250	16.250	14.500
<b>Fuel Oil</b>							
3.5% bgs crack (\$/bbl)	-8.540	-8.850	-9.370	-10.320	-11.010	-10.867	-11.197
Singapore 380 crack (\$/bbl)	-4.370	-4.950	-6.300	-7.950	-9.080	-8.850	-9.840
Singapore 180 crack (\$/bbl)	-3.230	-3.770	-5.040	-6.490	-7.490	-7.270	-7.937
Visco (180-380) (\$/mt)	7.250	7.500	8.000	9.250	10.000	10.000	12.167
HSFO E/W (380 vs 3.5% bgs) (\$/mt)	26.500	24.750	19.500	15.000	12.250	12.750	8.500
0.5% bgs crack (\$/bbl)	4.750	4.360	3.720	3.130	2.650	2.660	1.673
Singapore 0.5% crack (\$/bbl)	12.150	11.370	10.590	9.940	9.370	9.393	8.143
VLSFO E/W (Sing 0.5% vs 0.5% bgs) (\$/mt)	47.010	44.510	43.760	43.260	42.760	42.843	41.093
European Hi5 (0.5% bgs vs 3.5% bgs) (\$/mt)	84.390	83.890	83.140	85.390	86.640	85.807	81.723
Asian Hi5 (Sing 0.5% vs 380) (\$/mt)	104.890	103.640	107.390	113.640	117.140	115.890	114.307
0.5% bgs/gasoil (\$/mt)	-194.010	-199.710	-209.310	-213.730	-214.760	-215.293	-220.807
Sing 0.5% vs Sing 10ppm (\$/mt)	-122.040	-130.710	-139.970	-146.270	-149.560	-149.287	-158.740
<b>NGLs</b>							
US Propane LST vs NWE Propane (\$/mt)	-172.08	-162	-150.77	-137.06	-130.83	-132.447	-117.187
US Propane LST vs Asian Propane FEI (\$/mt)	-237.08	-227.5	-221.27	-217.06	-214.83	-214.947	-196.187
Asian Propane FEI vs NWE Propane (\$/mt)	65	65.5	70.5	80	84	82.5	79
Asian Propane FEI vs Saudi Propane CP (\$/mt)	50.5	45.5	42.5	36.5	31.5	31	16.167
European Pronap (\$/mt)	-78.07	-75.57	-77.07	-82.32	-81.32	-80.987	-92.653
Asian Pronap (FEI vs MOPJ) (\$/mt)	-73.69	-68.69	-65.69	-54.94	-44.94	-45.607	-44.19





<b>Inter-month Crack Spreads</b>			
<b>Aug/Sep</b>	<b>30-Jul-24</b>	<b>1-Day Change</b>	<b>7-Day Change</b>
<b>Crude</b>			
Brent/Dubai (\$/bbl)	0.310	-0.100	+0.060
WTI/Brent (\$/bbl)	0.240	-0.030	+0.080
<b>Distillates</b>			
Gasoil 0.1 NWE crack (\$/bbl)	-0.790	+0.080	+0.080
NWE Jet crack (\$/bbl)	-0.780	+0.010	-0.040
NWE Jet Diff (\$/mt)	0.000	-0.500	-1.000
Gasoil E/W (\$/bbl)	1.140	+0.470	+0.540
Regrade (Sing Kero vs Sing 10ppm) (\$/bbl)	-0.020	-0.030	+0.090
<b>Gasoline</b>			
TA Arb (RBOB vs EBOB) (c/gal)	13.740	-1.050	-1.600
EBOB crack (\$/mt)	1.120	+0.170	+0.220
Singapore 92 crack (\$/bbl)	1.000	+0.030	+0.270
Gasoline E/W (Sing 92 vs EBOB) (\$/bbl)	-0.120	-0.130	+0.040
European Gasnaph (EBOB vs Naphtha) (\$/mt)	7.000	-0.750	+3.000
Asian Gasnaph (Sing 92 vs MOPJ) (\$/mt)	9.500	-1.070	+5.330
<b>Naphtha</b>			
US C5 ENT vs WTI Crack	-0.990	+0.200	+0.090
NWE Naphtha Crack (\$/bbl)	0.230	+0.240	-0.110
MOPJ Naphtha Crack (\$/bbl)	-0.140	+0.200	-0.310
Naphtha E/W (NWE vs MOPJ) (\$/mt)	-3.500	-0.750	-2.000
<b>Fuel Oil</b>			
3.5% barges crack (\$/bbl)	0.520	+0.180	+0.160
Singapore 380 crack (\$/bbl)	1.350	+0.120	-0.110
Singapore 180 crack (\$/bbl)	1.270	+0.120	+0.040
Visco (180-380) (\$/mt)	-0.500	+0.000	+1.000
HSFO E/W (380 vs 3.5% barges) (\$/mt)	5.250	-0.400	-1.750
0.5% barges crack (\$/bbl)	0.640	+0.130	+0.090
Singapore 0.5% crack (\$/bbl)	0.780	+0.200	+0.350
VLSFO E/W (Sing 0.5% vs 0.5% barges) (\$/mt)	0.750	+0.250	+1.500
European Hi5 (0.5% barges vs 3.5% barges) (\$/mt)	0.750	-0.400	-0.500
Asian Hi5 (Sing 0.5% vs 380) (\$/mt)	-3.750	+0.250	+2.750
0.5% barges/gasoil (\$/mt)	9.600	+0.540	+0.280
Sing 0.5% vs Sing 10ppm (\$/mt)	9.260	+0.370	+1.290
<b>NGLs</b>			
US Propane LST vs NWE Propane (\$/mt)	-11.230	-0.320	-2.650
US Propane LST vs Asian Propane FEI (\$/mt)	-6.230	+0.680	-0.650
Asian Propane FEI vs NWE Propane (\$/mt)	-5.000	-1.000	-2.000
Asian Propane FEI vs Saudi Propane CP (\$/mt)	3.000	+0.000	+1.000
European Pronap (NWE Propane vs NWE Naphtha) (\$/mt)	1.500	+0.250	+6.500