

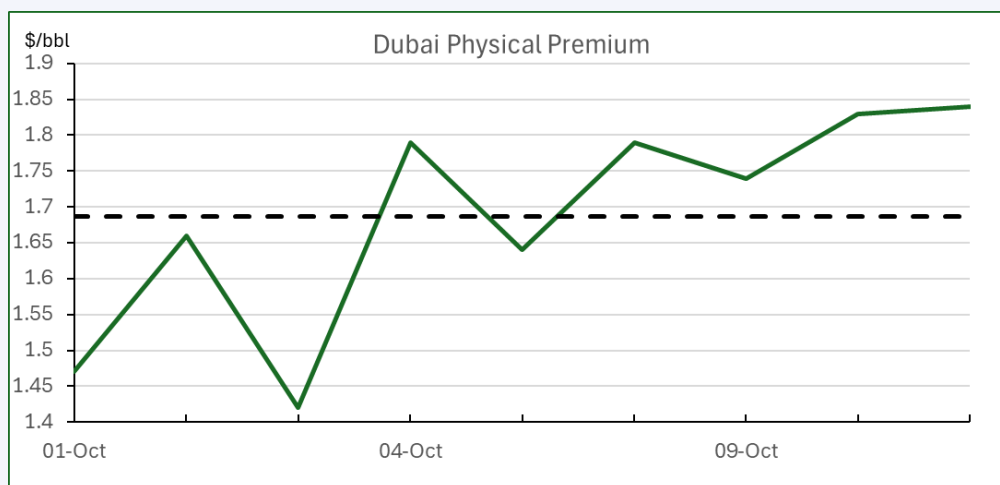
The Officials

The Benchmark Publication

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Calm before the storm?



Dubai's physical premium remained almost unchanged, just 1c up at \$1.84. Dubai's run out of steam after the mania of the last couple of weeks while everybody's been running about like headless chickens on RedBull. This morning, paper has been "like watching paint dry" for traders who are, in some ways, glad for a hiatus in the carnage of recent weeks. In crude, in products, it doesn't matter, everyone's waiting with bated breath. We'll see if that tranquillity lasts or if Middle Eastern belligerents decide to kick up a ruckus again. It's a tense atmosphere as everyone waits for Israel's next move.

The Officials heard on the grapevine that today could be the day of the Israeli attack. But we laughed because we hear the same rumour every day. The truth is nobody really knows but everyone is positioning like they know something no-one else does. We also laughed at unsubstantiated rumours that Iran could abandon Hezbollah in exchange for no Israeli retaliation – never gonna happen! Markets are still nervy and awaiting a big move, whether it comes from the Middle East or from China on Saturday. All benchmarks gained today, as Asian trading closed for the week. Brent was up near the \$79/bbl level again, while Dubai and WTI also surged upwards. Is the market expecting some bold moves by China in terms of fiscal policy tomorrow? Traders seem to be positioning for the big boom boom time.

Even though nobody really knows which way it will go, it's going to be a big weekend for oil markets; with China's economic fate in the balance, to be determined at tomorrow's reveal of fiscal policy and weariness with waiting for Israel's 'well-timed' retaliation against Iran, it's the time of reckoning. If China fails to impress with its fiscal policy, the tidal wave of optimism that followed immediately in the wake of its monetary policy announcements will surely crash on the rocks and leave those who went long washed up as the tide retreats again.

Summary					
Physical and Futures		11-Oct-24	1-Day Change	7-Day Change	
Brent Dec (fut)	(\$/bbl)	78.910	+1.580	+0.650	
WTI Dec (fut)	(\$/bbl)	74.670	+1.350	+0.940	
Dubai Dec (phys)	(\$/bbl)	78.590	+1.450	+0.710	
OBI Continuous		78.910	+1.580	+0.650	
Crude Swaps Nov					
Brent	(\$/bbl)	78.350	+1.530	+0.690	
DFL	(\$/bbl)	0.200	+0.060	-0.060	
WTI	(\$/bbl)	74.520	+1.360	+0.920	
Dubai	(\$/bbl)	77.310	+1.430	+0.670	
Tenor		Dec-24	Jan-25	Feb-25	
Crude Futures					
Brent (fut)	(\$/bbl)	78.910	78.370	77.870	
WTI (fut)	(\$/bbl)	74.670	74.100	73.590	



In detail

Fear of Middle Eastern calamity and decisive Chinese fiscal action sent benchmarks up for another day. Dubai kept up its flat price momentum, gaining \$1.45/bbl to reach \$78.59/bbl. The physical premium moved up only marginally, gaining 1c to reach \$1.84, creeping to a new high for October. Brent also gained significantly, up \$1.59/bbl, closing at \$78.92/bbl. The gains seen by WTI lagged below those of its counterparts: with a \$1.35/bbl rise, it ended the day at \$74.67/bbl.

The window closed with a succession of consistent \$78.59 trades; the market had decided that was the good price and stayed the course. As ever, Totsa liked those numbers and kept up its buying strategy, while Mitsui and Gunvor were also keen participants on the buy-side. The sellside remained fragmented as usual: Sietco came in as a significant seller, the first time we've seen them in a while, and October's usual suspects, Trafi, Exxon and Hengli were also active.

Activity should be able to resume shortly at the Tampa Bay port, which seems to have escaped Hurricane Milton with minimal disruption. Officials expect it to return to normal operations quickly. The absence of refineries in Florida and minimal pipelines to other states make the Port of Tampa all the more critical for importing the fuel the state needs from Padd 3. This will be crucial, as the state's massive number of empty fuel stations will need to drink from the generosity of the Texans and Louisianans. The Floridians must be glad the longshoreman port strikes have been called off! Just don't look at the financial bill for repairing the carnage wrought by the mildly named Milton.

After we documented Shell's financial difficulties in Asia 1.89, it is now the turn of BP to announce it is suffering the consequences of weak refining margins. Today, the major's Q3 Trading Statement noted major weakness in products: BP expects weaker realised refining margins than expected to hinder revenues by between \$0.4 and \$0.6 billion in Q3, as well as referring to expectations that the company's oil trading result will be weak. Investors didn't like this and BP's share value slipped slightly on open today following the announcement, even after the major recently rolled back on its commitments to energy transition by 2030 to try and reassure investors.

Of course, we've seen BP coming in as a seller in the Dubai and North Sea windows. When refiners start selling back crude, we have to wonder why. Why not refine it all...? Due to its weaker performance due to tight refining margins, BP anticipates its net debt to be higher, but didn't provide estimates as to the figures. As we alluded to in yesterday's Euro report, the likelihood of higher for longer interest rates in the US, and elsewhere, could also pressure BP and its refining pals if they need to roll over debt soon. An increase in net debt with higher rates will compound this issue even further.

The weak margins aren't just hitting BP and Shell. Repsol's refinery margin in Spain has also narrowed to around \$4/bbl, down over 70% from a year ago, according to their Q3 2024 trading statement. Pay attention to the quarterly reports of all these big players come the end of October, just don't expect some magical recovery.

Meanwhile, markets in Asia are holding their breath. Investors are widely hoping for around \$2 trillion yuan in fiscal support to be announced on Saturday at China's Ministry of Finance Briefing. It's set to be a boom or bust. If the Ministry cannot deliver the quantity of stimulus markets desire, expect those fresh gains in Asian equities to be eroded quickly. The CSI 300 index remains 22% higher than it was a month ago, despite being set for its first weekly loss in four trading weeks. DCE iron ore futures are still 13% above prices from a month ago despite their slip on Monday. The market is really holding its breath.

Elsewhere in Asia, the Bank of Korea joined the monetary easing party, cutting its base rate by a quarter percentage point to 3.25%. Far from the Chinese cutting mania, so likely to provide markets with more stability.

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Front Month Outrights					
November Swaps			11-Oct-24	1-Day Change	7-Day Change
Crude					
Brent	(\$/bbl)	78.350		+1.530	+0.690
WTI	(\$/bbl)	74.520		+1.360	+0.920
Dubai	(\$/bbl)	77.310		+1.430	+0.670
Distillates					
Gasoil 0.1 NWE	(\$/mt)	705.330		+12.250	+1.160
NWE Jet	(\$/mt)	749.580		+15.750	-0.090
Singapore 10ppm	(\$/bbl)	91.160		+1.450	+0.500
Sing Kero	(\$/bbl)	91.110		+1.600	+0.330
Gasoline					
RBOB	(c/gal)	211.210		+5.070	+3.510
EBOB	(\$/mt)	720.920		+16.340	+14.760
Singapore 92	(\$/bbl)	83.950		+1.770	+0.930
Singapore 95	(\$/bbl)	88.960		+2.180	+1.840
Naphtha					
US C5 ENT	(c/gal)	157.060		+1.670	-0.580
NWE Naphtha	(\$/mt)	670.620		+9.170	-4.800
MOPJ Naphtha	(\$/mt)	692.370		+8.670	-5.980
Fuel Oil					
3.5% barges	(\$/mt)	449.200		+7.110	+10.990
Singapore 380	(\$/mt)	444.950		+8.110	+6.990
Singapore 180	(\$/mt)	457.260		+8.170	+10.170
0.5% barges	(\$/mt)	528.950		+11.300	+10.850
Singapore 0.5%	(\$/mt)	579.180		+11.050	+8.700
NGLs					
US Propane LST	(c/gal)	78.020		-1.930	-5.507
NWE Propane	(\$/mt)	608.480		+3.940	-9.700
Saudi Propane CP	(\$/mt)	636.980		+0.440	-7.200
Asian Propane FEI	(\$/mt)	675.980		-2.560	-15.150
US Butane ENT	(c/gal)	115.520		+2.070	+3.000
Saudi Butane CP	(\$/mt)	626.980		+0.440	-5.150



Long Tenor Swaps

		Balmo	Nov-24	Dec-24	Jan-25	Feb-25	Q1-25	Q2-25
Crude								
Brent	(\$/bbl)	78.890	78.350	77.840	77.460	77.120	77.133	76.297
WTI	(\$/bbl)	75.070	74.520	73.950	73.430	73.040	73.047	72.013
Dubai	(\$/bbl)	78.410	77.310	76.750	76.320	75.950	75.993	75.233
Distillates								
Gasoil 0.1 NWE	(\$/mt)	707.000	705.330	704.350	704.430	704.500	704.143	701.050
NWE Jet	(\$/mt)	746.250	749.580	751.350	753.180	753.250	752.893	751.300
Singapore 10ppm	(\$/bbl)	91.510	91.160	90.930	91.040	91.130	91.127	91.323
Sing Kero	(\$/bbl)	90.930	91.110	91.110	91.120	91.080	91.070	90.880
Gasoline								
RBOB	(c/gal)	214.150	211.210	209.490	209.640	210.960	216.367	226.870
EBOB	(\$/mt)	741.920	720.920	700.920	698.170	700.170	700.837	738.503
Singapore 92	(\$/bbl)	84.150	83.950	83.530	83.300	83.440	83.447	82.950
Singapore 95	(\$/bbl)	87.810	88.960	87.540	87.010	87.150	87.190	86.560
Naphtha								
US C5 ENT	(c/gal)	156.560	157.060	157.310	158.060	157.440	157.230	152.607
NWE Naphtha	(\$/mt)	672.370	670.620	665.370	660.370	654.370	654.370	637.787
MOP-Japan Naphtha	(\$/mt)	698.370	692.370	686.370	680.120	673.620	673.620	655.287
Fuel Oil								
3.5% barges	(\$/mt)	476.450	449.200	432.700	426.450	424.450	425.117	423.950
Singapore 380	(\$/mt)	452.200	444.950	437.450	431.950	429.450	430.533	429.950
Singapore 180	(\$/mt)	468.010	457.260	448.260	442.950	440.510	441.657	441.760
0.5% barges	(\$/mt)	540.950	528.950	520.450	515.700	512.200	512.283	502.450
Singapore 0.5%	(\$/mt)	591.930	579.180	569.180	561.430	555.680	556.013	542.430
NGLs								
US Propane LST	(c/gal)	74.020	78.020	80.020	80.770	80.645	79.895	75.187
NWE Propane	(\$/mt)	615.480	608.480	597.980	584.980	571.480	568.313	514.813
Saudi Propane CP	(\$/mt)	636.980	636.980	635.480	632.480	628.980	625.480	568.813
Asian Propane FEI	(\$/mt)	680.980	675.980	670.230	660.480	647.480	644.147	588.313
US Butane ENT	(c/gal)	115.560	115.520	111.770	109.020	105.900	104.607	92.813
Saudi Butane CP	(\$/mt)	626.980	626.980	625.980	627.480	625.480	620.147	567.147



Front Month Spreads				
Nov/Dec		11-Oct-24	1-Day Change	7-Day Change
Crude				
Brent	(\$/bbl)	0.510	+0.060	+0.000
WTI	(\$/bbl)	0.570	+0.020	+0.070
Dubai	(\$/bbl)	0.560	+0.020	+0.010
Distillates				
Gasoil 0.1 NWE	(\$/mt)	0.980	+0.090	-0.960
NWE Jet	(\$/mt)	-1.770	+1.090	-1.710
Singapore 10ppm	(\$/bbl)	0.230	-0.010	+0.080
Sing Kero	(\$/bbl)	0.000	+0.100	-0.020
Gasoline				
RBOB	(c/gal)	1.720	+0.420	+0.350
EBOB	(\$/mt)	20.000	+2.250	+6.500
Singapore 92	(\$/bbl)	0.420	+0.020	+0.070
Singapore 95	(\$/bbl)	1.420	+0.520	+1.070
Naphtha				
US C5 ENT	(c/gal)	-0.250	+0.000	+0.000
NWE Naphtha	(\$/mt)	5.250	+0.250	-1.500
MOP-Japan Naphtha	(\$/mt)	6.000	+0.000	-0.750
Fuel Oil				
3.5% barges	(\$/mt)	16.500	-1.250	+3.500
Singapore 380	(\$/mt)	7.500	+0.250	+2.000
Singapore 180	(\$/mt)	9.000	+1.000	+4.000
0.5% barges	(\$/mt)	8.500	+0.250	+2.000
Singapore 0.5%	(\$/mt)	10.000	+0.500	+1.250
NGLs				
US Propane LST	(c/gal)	-2.000	-1.250	-1.500
NWE Propane	(\$/mt)	10.500	+2.000	+0.500
Saudi Propane CP	(\$/mt)	1.500	+0.500	+0.500
Asian Propane FEI	(\$/mt)	5.750	-0.750	-1.750
US Butane ENT	(c/gal)	3.750	+0.250	+1.130
Saudi Butane CP	(\$/mt)	1.000	-2.000	+4.000



Front Month Cracks and Diffs			
November	11-Oct-24	1-Day Change	7-Day Change
Crude			
Brent/Dubai (\$/bbl)	1.060	+0.120	+0.030
WTI/Brent (\$/bbl)	-3.850	-0.180	+0.210
Distillates			
Gasoil 0.1 NWE crack (\$/bbl)	16.300	+0.110	-0.560
NWE Jet crack (\$/bbl)	16.750	+0.480	-0.710
NWE Jet Diff (\$/mt)	44.250	+3.500	-1.250
Gasoil E/W (\$/bbl)	-26.000	-1.250	+2.750
Regrade (Sing Kero vs Sing 10ppm) (\$/bbl)	-0.050	+0.150	-0.170
Gasoline			
TA Arb (RBOB vs EBOB) (c/gal)	5.150	+0.400	-0.700
EBOB crack (\$/bbl)	8.200	+0.440	+1.120
Singapore 92 crack (\$/bbl)	5.600	+0.230	+0.270
Gasoline E/W (Sing 92 vs EBOB) (\$/bbl)	-2.600	-0.200	-0.850
European Gasnaph (EBOB vs Naphtha) (\$/mt)	50.300	+7.180	+19.960
Asian Gasnaph (Sing 92 vs MOPJ) (\$/mt)	6.930	+6.060	+13.960
Naphtha			
US C5 ENT vs WTI Crack	-8.530	-0.630	-1.160
NWE Naphtha Crack (\$/bbl)	-3.000	-0.500	-1.250
MOPJ Naphtha Crack (\$/bbl)	-0.560	-0.560	-1.370
Naphtha E/W (NWE vs MOPJ) (\$/mt)	21.750	-0.500	-1.000
Fuel Oil			
3.5% barges crack (\$/bbl)	-7.600	-0.400	+1.050
Singapore 380 crack (\$/bbl)	-8.270	-0.240	+0.420
Singapore 180 crack (\$/bbl)	-6.340	-0.240	+0.890
Visco (180-380) (\$/mt)	12.250	+0.000	+3.000
HSFO E/W (380 vs 3.5% barges) (\$/mt)	-4.250	+1.000	-4.000
0.5% barges crack (\$/bbl)	4.950	+0.250	+1.000
Singapore 0.5% crack (\$/bbl)	12.860	+0.210	+0.660
VLSFO E/W (Sing 0.5% vs 0.5% barges) (\$/mt)	50.230	-0.250	-2.160
European Hi5 (0.5% barges vs 3.5% barges) (\$/mt)	79.690	+4.120	-0.320
Asian Hi5 (Sing 0.5% vs 380) (\$/mt)	134.170	+2.870	+1.520
0.5% barges/gasoil (\$/mt)	-176.550	-1.160	+9.370
Sing 0.5% vs Sing 10ppm (\$/mt)	-99.960	+0.190	+4.790
NGLs			
US Propane LST vs NWE Propane (\$/mt)	-202.000	-14.000	-19.000
US Propane LST vs Asian Propane FEI (\$/mt)	-269.500	-7.500	-13.500
Asian Propane FEI vs NWE Propane (\$/mt)	67.500	-6.500	-5.500
Asian Propane FEI vs Saudi Propane CP (\$/mt)	39.000	-3.000	-8.000
European Pronap (NWE Propane vs NWE Naphtha) (\$/mt)	-62.190	-5.100	-4.670
Asian Pronap (FEI vs MOPJ) (\$/mt)	-55.390	-8.050	-1.120



Long Tenor Cracks / Diffs							
	Balmo	Nov-24	Dec-24	Jan-25	Feb-25	Q1-25	Q2-25
Crude							
Brent/Dubai (\$/bbl)	0.480	1.060	1.100	1.160	1.190	1.163	1.067
WTI/Brent (\$/bbl)	-3.820	-3.850	-3.910	-4.050	-4.090	-4.100	-4.273
Distillates							
Gasoil 0.1 NWE crack (\$/bbl)	16.00	16.30	16.68	17.07	17.45	17.37	17.80
NWE Jet crack (\$/bbl)	15.80	16.75	17.49	18.10	18.48	18.40	19.05
NWE Jet Diff (\$/mt)	39.25	44.25	47.00	48.75	48.75	48.75	50.25
Gasoil E/W (\$/bbl)	-24.93	-26.00	-26.54	-26.19	-25.77	-25.33	-20.74
Regrade (Sing Kero vs Sing 10ppm) (\$/bbl)	-0.58	-0.05	0.18	0.08	-0.05	-0.06	-0.44
Gasoline							
TA Arb (RBOB vs EBOB) (c/gal)	2.080	5.150	9.150	10.070	10.830	16.037	15.773
EBOB crack (\$/bbl)	10.190	8.200	6.310	6.350	6.930	6.997	12.387
Singapore 92 crack (\$/bbl)	5.270	5.600	5.690	5.840	6.320	6.310	6.673
Gasoline E/W (Sing 92 vs EBOB) (\$/bbl)	-4.920	-2.600	-0.610	-0.510	-0.610	-0.683	-5.710
European Gasnaph (EBOB vs Naphtha) (\$/mt)	69.550	50.300	35.550	37.800	45.800	46.467	100.717
Asian Gasnaph (Sing 92 vs MOPJ) (\$/mt)	2.600	6.930	9.430	13.770	21.440	21.493	35.687
Naphtha							
US C5 ENT vs WTI Crack	-9.280	-8.530	-7.850	-7.030	-6.900	-6.997	-7.913
NWE Naphtha Crack (\$/bbl)	-3.330	-3.000	-3.080	-3.260	-3.610	-3.617	-4.610
MOPJ Naphtha Crack (\$/bbl)	-0.410	-0.560	-0.720	-1.040	-1.440	-1.450	-2.643
Naphtha E/W (NWE vs MOPJ) (\$/mt)	26.000	21.750	21.000	19.750	19.250	19.250	17.500
Fuel Oil							
3.5% bgs crack (\$/bbl)	-3.840	-7.600	-9.690	-10.290	-10.280	-10.183	-9.500
Singapore 380 crack (\$/bbl)	-7.660	-8.270	-8.940	-9.430	-9.490	-9.330	-8.553
Singapore 180 crack (\$/bbl)	-5.180	-6.340	-7.250	-7.690	-7.760	-7.583	-6.703
Visco (180-380) (\$/mt)	15.750	12.250	10.750	11.000	11.000	11.083	11.750
HSFO E/W (380 vs 3.5% bgs) (\$/mt)	-24.250	-4.250	4.750	5.500	5.000	5.417	6.000
0.5% bgs crack (\$/bbl)	6.310	4.950	4.120	3.750	3.530	3.533	2.853
Singapore 0.5% crack (\$/bbl)	14.340	12.860	11.800	10.950	10.380	10.420	9.147
VLSFO E/W (Sing 0.5% vs 0.5% bgs) (\$/mt)	50.980	50.230	48.730	45.730	43.480	43.730	39.980
European Hi5 (0.5% bgs vs 3.5% bgs) (\$/mt)	64.440	79.690	87.690	89.190	87.690	87.107	78.440
Asian Hi5 (Sing 0.5% vs 380) (\$/mt)	139.670	134.170	131.670	129.420	126.170	125.420	112.420
0.5% bgs/gasoil (\$/mt)	-165.860	-176.550	-183.900	-188.730	-192.360	-191.907	-198.577
Sing 0.5% vs Sing 10ppm (\$/mt)	-89.800	-99.960	-108.250	-116.970	-123.070	-122.873	-137.890
NGLs							
US Propane LST vs NWE Propane (\$/mt)	-229.84	-202	-181.08	-164.17	-151.32	-152.063	-123.09
US Propane LST vs Asian Propane FEI (\$/mt)	-295.34	-269.5	-253.33	-239.67	-227.32	-227.897	-196.593
Asian Propane FEI vs NWE Propane (\$/mt)	65.5	67.5	72.25	75.5	76	75.833	73.5
Asian Propane FEI vs Saudi Propane CP (\$/mt)	44	39	34.75	28	18.5	18.667	19.5
European Pronap (\$/mt)	-56.89	-62.19	-67.44	-75.51	-82.89	-86.097	-123.093
Asian Pronap (FEI vs MOPJ) (\$/mt)	-61.43	-55.39	-50.89	-47.64	-44.64	-48.14	-86.473



Inter-month Crack Spreads			
Nov/Dec	11-Oct-24	1-Day Change	7-Day Change
Crude			
Brent/Dubai (\$/bbl)	-0.040	+0.050	+0.000
WTI/Brent (\$/bbl)	0.060	-0.030	+0.070
Distillates			
Gasoil 0.1 NWE crack (\$/bbl)	-0.380	-0.020	-0.120
NWE Jet crack (\$/bbl)	-0.740	+0.120	-0.190
NWE Jet Diff (\$/mt)	-2.750	+1.000	-0.750
Gasoil E/W (\$/bbl)	0.540	-0.530	+1.390
Regrade (Sing Kero vs Sing 10ppm) (\$/bbl)	-0.230	+0.110	-0.100
Gasoline			
TA Arb (RBOB vs EBOB) (c/gal)	-4.000	-0.240	-1.500
EBOB crack (\$/bbl)	1.890	+0.210	+0.770
Singapore 92 crack (\$/bbl)	-0.090	-0.050	+0.070
Gasoline E/W (Sing 92 vs EBOB) (\$/bbl)	-1.990	-0.260	-0.720
European Gasnaph (EBOB vs Naphtha) (\$/mt)	14.750	+2.000	+8.000
Asian Gasnaph (Sing 92 vs MOPJ) (\$/mt)	-2.500	+0.160	+1.330
Naphtha			
US C5 ENT vs WTI Crack	-0.680	-0.030	-0.080
NWE Naphtha Crack (\$/bbl)	0.080	-0.040	-0.170
MOPJ Naphtha Crack (\$/bbl)	0.160	-0.070	-0.090
Naphtha E/W (NWE vs MOPJ) (\$/mt)	0.750	-0.250	+0.750
Fuel Oil			
3.5% barges crack (\$/bbl)	2.090	-0.270	+0.550
Singapore 380 crack (\$/bbl)	0.670	-0.030	+0.310
Singapore 180 crack (\$/bbl)	0.910	+0.090	+0.630
Visco (180-380) (\$/mt)	1.500	+0.750	+2.000
HSFO E/W (380 vs 3.5% barges) (\$/mt)	-9.000	+1.500	-1.500
0.5% barges crack (\$/bbl)	0.830	-0.020	+0.320
Singapore 0.5% crack (\$/bbl)	1.060	+0.010	+0.190
VLSFO E/W (Sing 0.5% vs 0.5% barges) (\$/mt)	1.500	+0.250	-0.750
European Hi5 (0.5% barges vs 3.5% barges) (\$/mt)	-8.000	+1.500	-1.500
Asian Hi5 (Sing 0.5% vs 380) (\$/mt)	2.500	+0.250	-0.750
0.5% barges/gasoil (\$/mt)	7.350	-0.080	+2.640
Sing 0.5% vs Sing 10ppm (\$/mt)	8.290	+0.570	+0.650
NGLs			
US Propane LST vs NWE Propane (\$/mt)	-20.920	-8.510	-8.310
US Propane LST vs Asian Propane FEI (\$/mt)	-16.170	-5.760	-6.060
Asian Propane FEI vs NWE Propane (\$/mt)	-4.750	-2.750	-2.250
Asian Propane FEI vs Saudi Propane CP (\$/mt)	4.250	-1.250	-2.250
European Pronap (NWE Propane vs NWE Naphtha) (\$/mt)	5.250	+1.750	+2.100