



Market Summary

Will a dump follow the squeeze?

“What is the point of a Benchmark if two players can dictate it” one analyst said ruefully as if at a sick bay following a night of too many. And this got us thinking, what if a time of excessive ingestion of physical cargoes is followed by some amount of sickness when the cargoes are regurgitated again? These are physical things that need to be put to bed properly, into a refinery and not into a storage tanks when the market is in backwardation. What if, the thinking went, traders squeeze a market after having loaded with paper and then later barf the cargoes in the periods that...yes, you guessed it, they are short the paper?

It appears the oil market is like a spinning top, which might be losing its momentum. When so much is focused on one point, a drying market, the ability to steer by a minority of actors is elevated. But inertia eventually wins and the tops falls or the bottom falls out of the market. You choose your metaphor.

Trafigura and Gunvor continued to goose up the North Sea benchmark, bidding for more cargoes, whilst Repsol continued to bid but found no seller. Gunvor pulled two Midland cargoes from the chains, whilst Trafigura bought yet another Midland cargo from Glencore. Gunvor is now believed to be holding 30 cargoes, 21mbbls or almost \$1.8bn in today's market. Gunvor was also financing Gabon's Assala Energy acquisition from Carlyle. Good to have generous banking lines. According to traders, Trafigura has been seen selling paper post window, some speculate perhaps early profit taking, whilst other analysts are attributing more to Hawthorne effects. Another analyst foresees the dump coming on Friday, who knows...But today diffs for dated went up around 5 cts.

Short traders, by definition, find little reason to be bullish. Extremes in the prompt have been driving heightened volatility, with traders expecting “an aggressive sell off to come in futures / dated”.

Upward pressure in Brent certainly seems to be easing, with August Brent futures falling 27 cts since yesterday. M1/M2 spreads were little changed at \$0.88/bbl, gaining only 4 cts against the close yesterday. Implied diffs were pricing around 40 cts lower for next week, traders reported.

See 'In Detail' section overleaf.

Summary			25-Jun-24	1-Day Change	7-Day Change
Physical and Futures					
Brent Aug (fut)	(\$/bbl)	85.610	-0.270	+0.560	
WTI Aug (fut)	(\$/bbl)	81.340	-0.160	+0.840	
Dubai Aug (phys)	(\$/bbl)	85.030	+0.145	+1.725	
Crude Swaps Jul					
Brent	(\$/bbl)	84.740	-0.260	+0.610	
DFL	(\$/bbl)	0.670	-0.060	-0.160	
WTI	(\$/bbl)	81.090	-0.160	+0.845	
Dubai	(\$/bbl)	84.920	-0.270	+0.950	



In detail

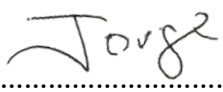
As at 16:30 BST, August WTI and Brent futures closed at \$81.34/bbl and \$85.61/bbl respectively. The Brent front month futures contract eased by \$0.27/bbl whilst the WTI contracts fell by \$0.16/bbl, against the same time yesterday. Conversely, our Dubai physical increased by 14.5 cts to \$85.03/bbl. The M1/M2 spreads for Brent futures marginally edged up by 4 cts compared with yesterday's close, to 88 cts/bbl. With Dubai now strengthening relative to Brent, it feels as if we are coming to tipping point, but who knows where the cargoes are destined for...Apparently not China, as runs are reportedly at a 20 month low.

The EU has today implemented a new set of sanctions on shipping companies and vessels participating in the trade of Russian oil, this comes after crude exports from Russia fell by the most in more than three months last week, printing an 18% drop in shipments. Much of the decline in seaborne crude was driven by maintenance at Kosmino and Primorsk, two of Russia's busiest ports. Loadings have since restarted at both ports, so a rebound in exports is expected. It seems Russia are largely unphased by western sanctions.

In Russian ports, 27 tankers loaded a combined total in excess of 20m bbls of Russian crude last week and Sovocomflot PJSC have loaded 3 out of 21 tankers, after a number of idle months. Through complex networks of offshore cargo switching, tracking cargoes and enforcing sanctions becomes a very difficult and costly exercise.

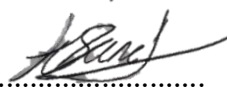
Concerns over future investment in north sea oil have emerged after the Labour party, who are set to replace the UK's current government at the next election on July 4, have pledged to issue no more licenses for oil exploration in the North Sea. Now, the Banking sector is also following suit after a number European banks have backed out of dealings with the oil and gas industry. Just last year Lloyds (the UK's largest bank) said it would no longer provide direct financing for the development of new oil and gas. But the denouncement of oil and gas among banks is not an isolated case, across Europe many other banks have also echoed this sentiment, and as a result, almost 30% of financing to oil and gas companies has been cut.

Barclays have taken a different stance. Banks 'cannot go cold turkey' on the oil industry, said Barclays CEO in London on Tuesday. Nevertheless the Bank did pledge earlier in the year to discontinue new financing for oil and gas. It certainly seems the banking sector is somewhat trapped between listening to due diligence, or listening to public protest.

Jorge Montepeque: 

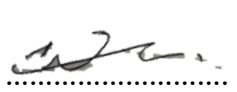
Managing Director for Benchmarking

jmontepeque@onyxcapitalgroup.com

Harinder Sandhu: 

Quantitative Research Analyst

hsandhu@onyxcapitaladvisory.com

Will Cunliffe: 

Research Analyst

wcunliffe@onyxcapitaladvisory.com



Front Month Outrights				
July Swaps		25-Jun-24	1-Day Change	7-Day Change
Crude				
Brent	(\$/bbl)	84.740	-0.260	+0.610
WTI	(\$/bbl)	81.090	-0.160	+0.845
Dubai	(\$/bbl)	84.920	-0.270	+0.950
Distillates				
Gasoil 0.1 NWE	(\$/mt)	784.150	+4.000	+5.830
NWE Jet	(\$/mt)	840.650	+1.000	+1.830
Singapore 10ppm	(\$/bbl)	101.500	+0.470	+0.620
Sing Kero	(\$/bbl)	100.050	+0.440	+0.470
Gasoline				
RBOB	(c/gal)	250.825	+0.695	+5.185
EBOB	(\$/mt)	833.370	-0.910	+11.510
Singapore 92	(\$/bbl)	90.940	-0.250	+1.330
Singapore 95	(\$/bbl)	95.440	+0.040	+1.670
Naphtha				
US C5 ENT	(c/gal)	155.290	+0.150	+2.120
NWE Naphtha	(\$/mt)	680.320	+0.180	+14.960
MOPJ Naphtha	(\$/mt)	697.320	+0.250	+14.460
Fuel Oil				
3.5% barges	(\$/mt)	481.270	-5.080	-2.660
Singapore 380	(\$/mt)	499.640	-4.460	+3.210
Singapore 180	(\$/mt)	505.450	-4.400	+2.020
0.5% barges	(\$/mt)	557.090	-0.380	+5.210
Singapore 0.5%	(\$/mt)	604.390	+2.160	+8.700
NGLs				
US Propane LST	(c/gal)	80.290	+0.430	+1.200
NWE Propane	(\$/mt)	552.420	+5.350	+15.860
Saudi Propane CP	(\$/mt)	584.920	-1.150	+4.860
Asian Propane FEI	(\$/mt)	633.420	-0.650	+8.360
US Butane ENT	(c/gal)	96.690	-0.550	+1.850
Saudi Butane CP	(\$/mt)	563.920	-1.150	+2.860



Long Tenor Swaps

		Balmo	Jul-24	Aug-24	Sep-24	Oct-24	Q3-24	Q4-24
Crude								
Brent	(\$/bbl)	85.395	84.740	84.060	83.475	82.915	84.092	82.390
WTI	(\$/bbl)	81.335	81.090	80.270	79.560	78.855	80.307	78.228
Dubai	(\$/bbl)	84.920	84.920	84.250	83.580	82.920	84.250	82.293
Distillates								
Gasoil 0.1 NWE	(\$/mt)	785.125	784.150	783.280	783.430	780.150	783.620	775.182
NWE Jet	(\$/mt)	839.620	840.650	840.280	840.430	837.150	840.453	832.180
Singapore 10ppm	(\$/bbl)	101.450	101.500	101.570	101.490	101.140	101.520	100.690
Sing Kero	(\$/bbl)	99.950	100.050	100.220	100.260	100.150	100.177	99.907
Gasoline								
RBOB	(c/gal)	252.430	250.825	247.625	228.985	223.485	242.478	220.718
EBOB	(\$/mt)	832.870	833.370	831.620	818.370	773.870	827.787	756.787
Singapore 92	(\$/bbl)	90.440	90.940	90.910	90.360	89.630	90.737	88.893
Singapore 95	(\$/bbl)	94.240	95.440	95.210	94.610	93.630	95.087	92.843
Naphtha								
US C5 ENT	(c/gal)	154.040	155.290	155.790	156.290	157.040	155.790	156.790
NWE Naphtha	(\$/mt)	690.820	680.320	670.320	663.320	659.320	671.320	654.820
MOP-Japan Naphtha	(\$/mt)	705.320	697.320	688.070	680.820	675.820	688.737	670.903
Fuel Oil								
3.5% barges	(\$/mt)	485.020	481.270	478.770	472.120	463.870	477.387	458.870
Singapore 380	(\$/mt)	506.390	499.640	492.390	481.890	471.640	491.307	466.807
Singapore 180	(\$/mt)	508.450	505.450	500.950	492.700	484.450	499.700	480.367
0.5% barges	(\$/mt)	558.340	557.090	554.090	550.590	546.340	553.923	542.220
Singapore 0.5%	(\$/mt)	606.890	604.390	596.890	590.390	586.140	597.223	582.140
NGLs								
US Propane LST	(c/gal)	79.040	80.290	81.040	81.420	82.540	80.917	82.913
NWE Propane	(\$/mt)	559.420	552.420	549.420	550.920	553.920	550.920	555.587
Saudi Propane CP	(\$/mt)	584.920	584.920	580.920	583.920	591.920	583.253	598.087
Asian Propane FEI	(\$/mt)	637.420	633.420	631.420	633.920	638.920	632.920	640.420
US Butane ENT	(c/gal)	96.190	96.690	97.190	97.190	98.690	97.023	98.983
Saudi Butane CP	(\$/mt)	563.920	563.920	562.920	574.920	584.420	567.253	591.087



Front Month Spreads				
July/Aug		25-Jun-24	1-Day Change	7-Day Change
Crude				
Brent	(\$/bbl)	0.680	-0.035	-0.085
WTI	(\$/bbl)	0.820	+0.000	-0.015
Dubai	(\$/bbl)	0.670	-0.050	-0.060
Distillates				
Gasoil 0.1 NWE	(\$/mt)	0.870	+0.345	-0.510
NWE Jet	(\$/mt)	0.370	-0.660	-1.510
Singapore 10ppm	(\$/bbl)	-0.070	+0.000	-0.070
Sing Kero	(\$/bbl)	-0.170	+0.010	-0.110
Gasoline				
RBOB	(c/gal)	3.200	+0.015	-0.020
EBOB	(\$/mt)	1.750	-0.250	-2.000
Singapore 92	(\$/bbl)	0.030	+0.000	-0.020
Singapore 95	(\$/bbl)	0.230	+0.100	+0.180
Naphtha				
US C5 ENT	(c/gal)	-0.500	+0.000	+0.000
NWE Naphtha	(\$/mt)	10.000	+0.500	+3.250
MOP-Japan Naphtha	(\$/mt)	9.250	+0.500	+2.500
Fuel Oil				
3.5% barges	(\$/mt)	2.500	-0.500	-2.500
Singapore 380	(\$/mt)	7.250	-0.750	-1.500
Singapore 180	(\$/mt)	4.500	-0.750	-1.750
0.5% barges	(\$/mt)	3.000	+0.000	-0.620
Singapore 0.5%	(\$/mt)	7.500	+1.000	+1.250
NGLs				
US Propane LST	(c/gal)	-0.750	+0.000	+0.000
NWE Propane	(\$/mt)	3.000	+1.500	+1.500
Saudi Propane CP	(\$/mt)	4.000	-0.500	-3.000
Asian Propane FEI	(\$/mt)	2.000	-0.500	-1.000
US Butane ENT	(c/gal)	-0.500	+0.000	+0.120
Saudi Butane CP	(\$/mt)	1.000	-1.000	+0.000



Front Month Cracks and Diffs			
July	25-Jun-24	1-Day Change	7-Day Change
Crude			
Brent/Dubai (\$/bbl)	-0.180	+0.010	-0.340
WTI/Brent (\$/bbl)	-3.650	+0.110	+0.240
Distillates			
Gasoil 0.1 NWE crack (\$/bbl)	20.520	+0.880	+0.180
NWE Jet crack (\$/bbl)	21.940	+0.460	-0.380
NWE Jet Diff (\$/mt)	56.500	-3.000	-4.000
Gasoil E/W (\$/bbl)	-28.000	-0.500	-1.250
Regrade (Sing Kero vs Sing 10ppm) (\$/bbl)	-1.450	-0.030	-0.150
Gasoline			
TA Arb (RBOB vs EBOB) (c/gal)	12.600	+0.900	+1.850
EBOB crack (\$/mt)	15.310	+0.160	+0.800
Singapore 92 crack (\$/bbl)	6.200	+0.010	+0.750
Gasoline E/W (Sing 92 vs EBOB) (\$/bbl)	-9.100	-0.140	-0.050
European Gasnaph (EBOB vs Naphtha) (\$/mt)	153.050	-1.190	-3.480
Asian Gasnaph (Sing 92 vs MOPJ) (\$/mt)	60.210	-2.670	-3.460
Naphtha			
US C5 ENT vs WTI Crack	-15.860	+0.220	+0.080
NWE Naphtha Crack (\$/bbl)	-8.300	+0.300	+1.100
MOPJ Naphtha Crack (\$/bbl)	-6.390	+0.330	+1.040
Naphtha E/W (NWE vs MOPJ) (\$/mt)	17.000	+0.250	-0.500
Fuel Oil			
3.5% barges crack (\$/bbl)	-8.950	-0.500	-1.000
Singapore 380 crack (\$/bbl)	-6.040	-0.390	-0.060
Singapore 180 crack (\$/bbl)	-5.130	-0.380	-0.250
Visco (180-380) (\$/mt)	5.750	+0.000	-1.250
HSFO E/W (380 vs 3.5% barges) (\$/mt)	18.500	+0.750	+6.000
0.5% barges crack (\$/bbl)	3.000	+0.250	+0.250
Singapore 0.5% crack (\$/bbl)	10.450	+0.650	+0.800
VLSFO E/W (Sing 0.5% vs 0.5% barges) (\$/mt)	47.300	+2.540	+3.480
European Hi5 (0.5% barges vs 3.5% barges) (\$/mt)	75.880	+4.760	+7.940
Asian Hi5 (Sing 0.5% vs 380) (\$/mt)	104.690	+6.560	+5.430
0.5% barges/gasoil (\$/mt)	-227.000	-4.610	-0.560
Sing 0.5% vs Sing 10ppm (\$/mt)	-151.710	-1.560	+4.220
NGLs			
US Propane LST vs NWE Propane (\$/mt)	-134.000	-3.000	-9.500
US Propane LST vs Asian Propane FEI (\$/mt)	-215.000	+3.000	-2.000
Asian Propane FEI vs NWE Propane (\$/mt)	81.000	-6.000	-7.500
Asian Propane FEI vs Saudi Propane CP (\$/mt)	48.500	+0.500	+3.500
European Pronap (NWE Propane vs NWE Naphtha) (\$/mt)	-127.990	+5.310	+0.810
Asian Pronap (FEI vs MOPJ) (\$/mt)	-112.470	-1.420	-9.670



Long Tenor Cracks / Diffs

	Balmo	Jul-24	Aug-24	Sep-24	Oct-24	Q3-24	Q4-24
Crude							
Brent/Dubai (\$/bbl)	0.480	-0.180	-0.190	-0.120	-0.020	-0.163	0.083
WTI/Brent (\$/bbl)	-4.060	-3.650	-3.790	-3.910	-4.060	-3.783	-4.167
Distillates							
Gasoil 0.1 NWE crack (\$/bbl)	19.99	20.52	21.08	21.68	21.80	21.09	21.66
NWE Jet crack (\$/bbl)	21.15	21.94	22.57	23.17	23.32	22.56	23.21
NWE Jet Diff (\$/mt)	54.50	56.50	57.00	57.00	57.00	56.83	57.00
Gasoil E/W (\$/bbl)	-29.32	-28.00	-26.58	-27.33	-26.68	-27.30	-25.06
Regrade (Sing Kero vs Sing 10ppm) (\$/bbl)	-1.50	-1.45	-1.35	-1.23	-1.00	-1.34	-0.79
Gasoline							
TA Arb (RBOB vs EBOB) (c/gal)	14.350	12.600	9.900	-4.950	2.270	5.850	4.387
EBOB crack (\$/mt)	14.590	15.310	15.780	14.790	10.000	15.293	8.470
Singapore 92 crack (\$/bbl)	5.040	6.200	6.850	6.900	6.720	6.650	6.497
Gasoline E/W (Sing 92 vs EBOB) (\$/bbl)	-9.540	-9.100	-8.920	-7.880	-3.270	-8.633	-1.957
European Gasnaph (EBOB vs Naphtha) (\$/mt)	142.050	153.050	161.300	155.050	114.550	156.467	101.967
Asian Gasnaph (Sing 92 vs MOPJ) (\$/mt)	48.050	60.210	69.210	71.880	70.800	67.100	69.580
Naphtha							
US C5 ENT vs WTI Crack	-16.620	-15.860	-14.830	-13.910	-12.900	-14.867	-12.373
NWE Naphtha Crack (\$/bbl)	-7.780	-8.300	-8.740	-8.930	-8.820	-8.657	-8.807
MOPJ Naphtha Crack (\$/bbl)	-6.160	-6.390	-6.770	-6.980	-6.990	-6.713	-7.017
Naphtha E/W (NWE vs MOPJ) (\$/mt)	14.500	17.000	17.750	17.500	16.500	17.417	16.083
Fuel Oil							
3.5% bgs crack (\$/bbl)	-9.020	-8.950	-8.670	-9.120	-9.860	-8.913	-10.133
Singapore 380 crack (\$/bbl)	-5.620	-6.040	-6.500	-7.540	-8.620	-6.693	-8.853
Singapore 180 crack (\$/bbl)	-5.320	-5.130	-5.160	-5.880	-6.620	-5.390	-6.743
Visco (180-380) (\$/mt)	2.000	5.750	8.500	10.750	12.750	8.333	13.500
HSFO E/W (380 vs 3.5% bgs) (\$/mt)	21.500	18.500	13.750	9.900	7.900	14.050	8.067
0.5% bgs crack (\$/bbl)	2.530	3.000	3.200	3.240	3.120	3.147	2.993
Singapore 0.5% crack (\$/bbl)	10.170	10.450	9.940	9.510	9.390	9.967	9.287
VLSFO E/W (Sing 0.5% vs 0.5% bgs) (\$/mt)	48.550	47.300	42.800	39.800	39.800	43.300	39.920
European Hi5 (0.5% bgs vs 3.5% bgs) (\$/mt)	73.380	75.880	75.380	78.530	82.530	76.597	83.410
Asian Hi5 (Sing 0.5% vs 380) (\$/mt)	100.440	104.690	104.440	108.440	114.440	105.857	115.273
0.5% bgs/gasoil (\$/mt)	-226.720	-227.000	-229.130	-232.630	-233.760	-229.587	-232.920
Sing 0.5% vs Sing 10ppm (\$/mt)	-148.840	-151.710	-159.740	-165.490	-167.280	-158.980	-167.927
NGLs							
US Propane LST vs NWE Propane (\$/mt)	-147.52	-134	-127.1	-126.62	-123.78	-129.24	-123.503
US Propane LST vs Asian Propane FEI (\$/mt)	-225.52	-215	-209.1	-209.62	-208.78	-211.24	-208.337
Asian Propane FEI vs NWE Propane (\$/mt)	78	81	82	83	85	82	84.833
Asian Propane FEI vs Saudi Propane CP (\$/mt)	52.5	48.5	50.5	50	47	49.667	42.333
European Pronap (\$/mt)	-131.49	-127.99	-120.99	-112.49	-105.49	-120.49	-99.323
Asian Pronap (FEI vs MOPJ) (\$/mt)	-120.47	-112.47	-107.22	-96.97	-83.97	-105.553	-72.887



Inter-month Crack Spreads			
July/Aug	25-Jun-24	1-Day Change	7-Day Change
Crude			
Brent/Dubai (\$/bbl)	0.010	+0.010	-0.050
WTI/Brent (\$/bbl)	0.140	+0.050	+0.080
Distillates			
Gasoil 0.1 NWE crack (\$/bbl)	-0.560	+0.120	+0.030
NWE Jet crack (\$/bbl)	-0.630	-0.020	-0.100
NWE Jet Diff (\$/mt)	-0.500	-1.000	-1.000
Gasoil E/W (\$/bbl)	-1.420	-0.570	-0.050
Regrade (Sing Kero vs Sing 10ppm) (\$/bbl)	-0.100	+0.010	-0.040
Gasoline			
TA Arb (RBOB vs EBOB) (c/gal)	2.700	+0.080	+0.550
EBOB crack (\$/mt)	-0.470	+0.010	-0.140
Singapore 92 crack (\$/bbl)	-0.650	+0.040	+0.080
Gasoline E/W (Sing 92 vs EBOB) (\$/bbl)	-0.180	+0.030	+0.220
European Gasnaph (EBOB vs Naphtha) (\$/mt)	-8.250	-0.750	-5.250
Asian Gasnaph (Sing 92 vs MOPJ) (\$/mt)	-9.000	-0.500	-2.660
Naphtha			
US C5 ENT vs WTI Crack	-1.030	-0.010	+0.010
NWE Naphtha Crack (\$/bbl)	0.440	+0.090	+0.450
MOPJ Naphtha Crack (\$/bbl)	0.380	+0.120	+0.390
Naphtha E/W (NWE vs MOPJ) (\$/mt)	-0.750	+0.000	-0.750
Fuel Oil			
3.5% barges crack (\$/bbl)	-0.280	-0.030	-0.300
Singapore 380 crack (\$/bbl)	0.460	-0.080	-0.150
Singapore 180 crack (\$/bbl)	0.030	-0.080	-0.180
Visco (180-380) (\$/mt)	-2.750	+0.000	-0.250
HSFO E/W (380 vs 3.5% barges) (\$/mt)	4.750	-0.250	+1.000
0.5% barges crack (\$/bbl)	-0.200	+0.050	+0.000
Singapore 0.5% crack (\$/bbl)	0.510	+0.210	+0.300
VLSFO E/W (Sing 0.5% vs 0.5% barges) (\$/mt)	4.500	+1.000	+1.860
European Hi5 (0.5% barges vs 3.5% barges) (\$/mt)	0.500	+0.500	+1.880
Asian Hi5 (Sing 0.5% vs 380) (\$/mt)	0.250	+1.750	+2.750
0.5% barges/gasoil (\$/mt)	2.130	-0.560	-0.280
Sing 0.5% vs Sing 10ppm (\$/mt)	8.030	+1.010	+1.780
NGLs			
US Propane LST vs NWE Propane (\$/mt)	-6.900	-1.490	-1.490
US Propane LST vs Asian Propane FEI (\$/mt)	-5.900	+0.510	+1.010
Asian Propane FEI vs NWE Propane (\$/mt)	-1.000	-2.000	-2.500
Asian Propane FEI vs Saudi Propane CP (\$/mt)	-2.000	+0.000	+2.000
European Pronap (NWE Propane vs NWE Naphtha) (\$/mt)	-7.000	+1.000	-1.750