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NEW SILK ROAD Fujairah WEEKLY NEWSLETTER

May 30th 2024

Vol. 196

Supported By:

FOIZ منطقة الفجيرة للصناعة البترولية Fujairah Oil Industry Zone

Port of Fujairah ميناء الفجيرة United Arab Emirates

SOUNDING

US ECONOMY

"US gasoline demand is not as high as many would have expected it to be at this time of the year. Perhaps the post-COVID spending spree and resilience to high prices is coming to an end, so that will be something to consider when looking at oil demand in the US."

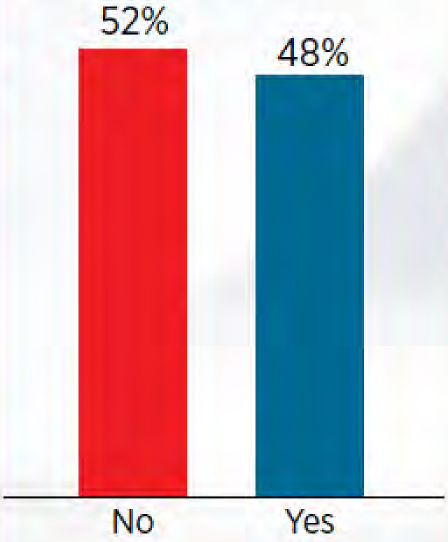
Dr. Carole Nakhle
Chief Executive Officer
Crystol Energy

"Geoeconomic Fragmentation Creating Dynamic Shifts in Global Logistics!"

H.E. Khamis Juma Buamim
Chairman, Dubai Council for Marine & Maritime Industries
Chairman & Group CEO, KBI-UAE

TOP SURVEY

Will oil supply/demand market tightness in H2 allow OPEC+ to start unravelling cuts?



PODCAST OF THE WEEK

FUJAIRAH WEEKLY OIL INVENTORY DATA

6,980,000 bbl
Light Distillates

3,267,000 bbl
Middle Distillates

10,116,000 bbl
Heavy Distillates & Residues

THE WEEK IN NUMBERS

WEEKLY AVERAGE OIL PRICES

BRENT CRUDE	WTI CRUDE	DME	MURBAN
$83.05/bl	$78.69bl	$83.59/bl	$83.73/bl

*Time Period: Week 5, May 2024
Source: IEA, OilPrice.com, GI Research

FUJAIRAH WEEKLY BUNKER PRICES

VLSFO	MGO	IFO380
High = $618.00/mt	High = $872.50/mt	High = $516.00/mt
Low = $599.50/mt	Low = $856.00/mt	Low = $497.50/mt
Average = $607.00/mt	Average = $863.00/mt	Average = $508.50/mt
Spread = $18.50/mt	Spread = $16.50/mt	Spread = $18.50/mt

*Source: Ship and Bunker, *Time Period: May 24 - May 29, 2024*

FUJAIRAH BUNKER SALES VOLUME (M^3)

742 180cst Low Sulfur Fuel Oil	434,918 380cst Low Sulfur Fuel Oil	171,841 380cst Marine Fuel Oil
634 Marine Gasoil	30,825 Low Sulfur Marine Gasoil	3,734 Lubricants

Source: FEDCom & S&P Global Platts

H.E. Khamis Juma Buamim, Chairman, Dubai Council for Marine & Maritime Industries, Chairman & Group CEO, KBI-UAE

The geopolitical tensions we are witnessing in the Middle East are not a new phenomenon, and we don't see that the derailment of shipping routes will be long lasting. In some cases, the impact on global trade and mobility has been overestimated. We've also seen many countries impacted positively in that it has opened the opportunity to have new bilateral economic agreements. This is a phenomenon that has been happening for quite a while due to the geoeconomic fragmentation that's happening around the globe. As we speak, countries and regions are implementing more modifications and mitigating these new dynamics in transportation, whether by sea or by land. The UAE has always been at the forefront of reducing trade restrictions and has placed a lot of importance on infrastructure investment in this regard. This is part of the evolution of trade and economy, and of creating added value for the future.

How critical is the maritime sector in shaping the future of the UAE economy?

A notable new dynamic, particularly within the maritime and energy industries, is a growing emphasis on building clusters to foster integration and synergies. This trend spans both regional and international levels. The UAE stands out as a dynamic player in this arena, consistently leading change, to bolster economic and sustainable growth. One unique aspect of the UAE is its geographical advantage, straddling the Red Sea and the Arabian Gulf, with access to the Gulf of Oman and the Indian Ocean. This strategic positioning facilitates faster and more efficient global trade. The development of clusters around the UAE is poised to generate added value. Globally, there's a concerted effort to enhance such strategic thinking, transitioning from traditional modes of operation to a more clustered approach.

What new technologies do you envisage will disrupt logistics next?

The presence of technology, whether it's AI, software, or systems, has always been pervasive. This holds true not only in the UAE but across the Middle East. These capabilities have been steadily integrated into various sectors. A key focus has been on streamlining supply chain processes, with a significant shift from paper-based to digital exchanges. The advent of AI further enhances this connectivity, enabling remote access and benefiting areas such as data management and blockchain applications. These advancements have the potential to greatly optimize our ports, cities, supply chain, and overall logistics and shipping operations, adding substantial value to our industry. Embracing technology in this manner is pivotal for ensuring the sustainability of our future endeavors. It's a concept we're actively implementing and refining.

How are trends like 'near-shoring' impacting the maritime industry?

Regulatory changes in various countries and regions, often occur in response to economic, geopolitical, or environmental triggers. Interestingly, such changes can inadvertently create opportunities for other nations to explore mitigation strategies. The most pressing issue we face today is the fragmentation of the global landscape that has unfolded over the past few years. This affects trade, supply chains, logistics, and overall economic structures, with associated costs. We're experiencing a shift from the traditional West to East trade dynamic, to a new paradigm where the focus is transitioning from North to South. This shift is particularly significant in the energy sector and the sourcing of raw materials such as minerals, and regions like the GCC, MENA, and Africa are poised for substantial growth. Ensuring the smooth flow of trade and economic activity in our region is paramount, both for our own prosperity and for the global economy.

What's your view on sharing best practice with countries the UAE invests in?

This is perhaps the most crucial aspect. We firmly believe in the power of knowledge sharing, embracing best practices, and fostering transformation processes. Our approach is distinct in that we advocate for a holistic perspective, striving to create value for all stakeholders involved. For example, the success of Africa's transformation journey is intertwined with our own, and we are committed to supporting and enhancing this process from within. Rather than imposing external solutions, we prioritize empowering in-country processes. The UAE has long-standing ties with regions such as the subcontinent, East Africa, and the Arabian Gulf. This historical interconnectedness underscores the potential for further enhancement. The question today is how we can amplify it and add more value.

Are maritime services for the region becoming overcrowded?

Competition will continue to be a driving force within the industry, spurring innovation and enhancing value creation. However, it's essential that competition remains fair and equitable and leads to better services and ensures the sustainability of the industry. Ultimately, it's the end user who bears the costs, so fair competition is imperative. Collaboration is equally vital, and this is why we advocate for the formation of maritime clusters, particularly among neighbouring regions. The UAE serves as a prime example, with numerous agreements facilitating interaction with countries, while circumventing unnecessary restrictions from global trade regulations. The ongoing transformation within the industry, encompassing port operations, logistical advancements, technological innovations, and enhanced mobility, is substantial and is set to continue.

What progress do you envisage for sustainable fuels this decade?

Excessive regulation tends to stifle innovation rather than foster it. Ideally, it should support processes rather than constrain them with overly specific targets. Thankfully, the UAE has been proactive and flexible in its approach to regulation, particularly in the realm of fuels. We're witnessing a shift towards cleaner, more sustainable fuels, aimed at minimizing carbon emissions. In Fujairah, for instance, initiatives are underway to explore alternative fuel sources and technologies, such as slow-speed processes that reduce shipping emissions. While the fuels of the future are still not all there, there's a collective effort towards innovation and adaptation. But despite this progress, oil will likely remain a primary energy source for years to come, so it's crucial to embrace technological advancements that can create value, enhance efficiency in fuel consumption and reduce environmental impact.

THE MULTI PURPOSE PORT

ONE OF THE WORLD'S LEADING ANCHORAGE AND BUNKERING LOCATIONS

Port of Fujairah

ميناء الفجيرة

Port of Fujairah
United Arab Emirates

Dry Bulk Cargo - Key regional aggregate export hub

Stategically situated on the East Coast of the UAE outside the Straits of Hormuz.

Fujairah Oil Tanker Terminals (FOTT) - The Middle East's premier hub location for oil trading activities.

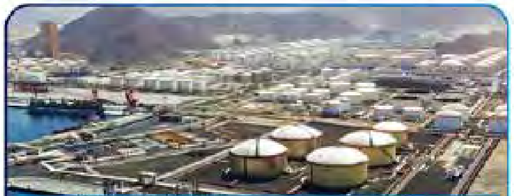
Bunkering at Fujairah Offshore Anchorage Area - Fujairah is the world's third largest Bunkering Hub.

Fujairah Terminals "FT" - FT provides a full range of container, general and project cargo services.

Extensive pipeline infrastructure connecting the Tank Storage Terminals with FOTT

Liquid Bulk Tank Storage Terminals - The Middle East's largest oil storage hub.

Fujairah Grain Silos - Strategic & commercial grain storage and trading.



FOTT Matrix Manifold System - This unique system provides terminals access to all berths as well enable ITTs between Terminals.

VLCC Berth - The first VLCC Berth on the Indian Ocean, which accommodates oil tanker up to 330,000 DWT.

Service Harbour - A Key facility to support one the world's biggest maritime service hubs.

FUJAIRAH SPOTLIGHT

National Bank of Fujairah hosts knowledge-sharing platform focused on maximizing investment horizons

The National Bank of Fujairah (NBF) has hosted the latest in its successful series of knowledge-sharing events, providing insights on investment management. The event was curated for NBF Priority and Priority Plus customers, from different business segments across the UAE, and was also attended by businesses who are not existing NBF customers.

Source: ZAWYA

BUNKER HUB PRICE WATCH: FUJAIRAH

High sulphur fuel oil (HSFO), very low sulphur fuel oil (VLSFO) and low sulphur marine gasoil (LSMGO) prices decreased week-on-week at the Port of Fujairah, according to Bunkerspot Price Index (BPi) data.

Source: Bunkerspot

FUJAIRAH DATA: OIL PRODUCT STOCKS REBOUND FROM 2-MONTH LOW AS SHIP FUEL DEMAND SLOWS

Stockpiles of oil products at the UAE's Port of Fujairah climbed for the first time in six weeks, snapping the longest losing streak since 2020, as ship fuel demand slowed, leading to gains in heavy distillates used as a ship fuel and for power generation, according to data from the Fujairah Oil Industry Zone and ship tracking.

Source: S&P Global Commodity Insights

MENA TERMINALS

MENA TERMINALS FUJAIRAH FZC

MTF Storage Terminal

Profile

MENA Terminals Fujairah is an independently owned and operated storage terminal located within the Fujairah Oil Industry Zone at the Port of Fujairah. Established in 2012, the terminal has been effectively catering to the storage requirements of major trading houses, multinational corporations, and medium-sized traders.

The terminal comprised of 14 tanks with a total capacity of 352,000 cbm, is capable of handling Class I, Class II, and Class III products ranging from light distillates like Gasoline all the way up to Middle and Heavy distillates like Gas Oils and Fuel Oils, respectively.

Equipped with the state-of-the-art technologies, the terminal can accomplish operations such as vessels and bunker barges loading and discharge, pipeline transfers with other terminals, inter-tank transfers, additive blending, cargo heating, circulation, and truck loading services.

MENA Terminals Fujairah is part of the Mercantile & Maritime Group, which specializes in oil and gas marketing & trading, shipping, logistics and consultancy services. The group offers a comprehensive range of services across the oil and gas value chain.

MENA Terminals Fujairah has a sizable landbank with the potential to add more than 1 million cbm of new storage capacity to its existing infrastructure. Anticipated developments within the Port of Fujairah and region are expected to create substantial storage demand going forward.

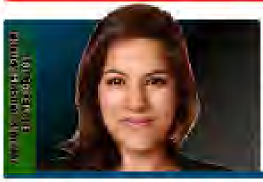
Terminal Highlights

- State-of-the-Art engineered Class-I Oil Storage Terminal.
- Strategically located at Port of Fujairah (PoF) - One of the largest bunkering ports in the world.
- Current operational capacity of 352,200 m³ with 14 tanks (Phase 1 & 2) with truck loading facility.
    - o 230,246 m³ - Black Products (6 tanks).
    - o 121,954 m³ - Clean Products (8 tanks).
- Connectivity with all berths of Port facilitating Vessel operations and Inter-terminal trade.
- Consistently best performing terminal in shipping operations against Port KPIs.
- Zero claim on contamination, product loss or vessel delays
- Zero Operational downtime given to effective Preventive maintenance.
- Efficient control on product loss.
- Pre-qualified by Oil Majors for storage.
- Dedicated team of well experienced and qualified oil industry professionals.

Operational Excellence

- Multipurpose Class-I switchable tanks with Internal Floating Roofs
- State-of-the-Art Terminal Automation System
- Best in class pumping capacity amongst FOIZ terminals with 4,500 and 3,000 m³/hr flowrates for black and clean products, respectively.
- Two jetty lines (30" each) for black products capable of 4,500 m³/hr flowrates per line
- Four jetty lines (24" each) for clean products capable of 3,000 m³/hr flowrates per line
- End-to-end piggable pipeline between the Port Jetties and the terminal
- Cone-bottom and fully strippable product tanks
- Efficient product blending and heating capability
- Dedicated matrix manifold for positive segregation of black and clean products
- All pumps equipped with Variable Frequency Drives for optimized flow rates.
- Redundant critical utilities & equipment in place to ensure business continuity.

ENERGY MARKETS VIEWS YOU CAN USE



Maleeha Bengali
Founder
MB Commodity Corner

The oil market is stuck in a range primarily because demand has been muted.
Prices should have been lower, but since OPEC+, have kept 3 to 5 million barrels off the market, they've stayed stable. Most sell-side equity and commodity analysts predict a massive recovery, including OPEC, but those demand expectations are just not coming to fruition. If you take a step back and look at other sectors like copper, nickel, or uranium, there's a lot of activity in those commodities because they are primarily very supply-driven markets. The oil market, on the other hand, doesn't have a shortage. Oil products demand has been quite weak, demonstrated by the gasoline and middle distillate inventories levels.

What's next for Fed rate cuts?
Having started this year with 6 or 7 rate cuts projected, today we're oscillating between 1 and 2, which probably will start between September to December. We think the Fed prematurely flip-flopped in December and went very dovish when there was no reason to do so. Now the data is looking weak on the GDP side. The employment market is holding up well, but the actual PMI and ISM services are rolling over. Inflation is ticking up, stabilizing around 2.8% to 2.9%, and by some metrics 3.9%. The rate of change is lower from last year, but we're not going lower, and services inflation is high. Add to that copper, nickel, and other commodities prices, and we're going to see inflation pick up. The question is, what can the Fed do? The data indicates stagflation. Banks and consumers need a cut, and the US interest expense on debt is $1.2 trillion. But who bears the burden, the consumer or inflation?

What about central banks elsewhere?
We think others, like the ECB, are probably going to start cutting rates, as their economies are weaker. That's what's driving the dollar right now. And look at the Bank of Japan and the Yen, and bond yields going above 1%. There's a lot happening also with the Yuan and the PBoC. There's a currency crisis of sorts. The entire world is waiting for the Fed to cut

Is it a soft landing for the US economy?
The Fed may need to cut eventually, but under the wrong circumstances. The labour market is showing signs of stabilizing and slightly weakening, with a lag effect that the Fed might not fully comprehend. So, we think there could be a downgrade if we go into a recession at the end of this year or early next year, which is not being priced in. People are very bullish across the board. And on equities, the technology sector has a lot of cash, but SMEs are suffering; they can't afford these high rates and we're seeing bankruptcies even higher than 2008 levels.

Michal Meidan
Head of China Research Programme
The Oxford Institute for Energy Studies

What should we conclude from the IMF's raised growth forecasts for China?
The IMF is fundamentally aligning with the Chinese government, forecasting around 5% GDP growth for the year. However, it is becoming harder to read because the traditional drivers of growth, like the real estate sector, are no longer driving economic activity and sentiment in China. The reality is that the recovery remains relatively weak and very complex. The government is looking to stabilize the real estate sector, but that's very difficult. There's a problem with employment and consumption. The 'new productive forces'—this big industrial push for EVs, batteries, and solar panels—are maintaining growth but probably not enough to keep a very bullish outlook for the Chinese economy.

Has China made any progress on resolving its real estate sector issues?
It's a very fine balance between trying to stabilize the sector, without inflating a bubble. Also, although real estate is one of the elements because people's wealth and the economy are so tied in, the government is equally or more worried about local government debt. This debt fuels the economy, employment, job creation, and social security, which they need to establish for sustainable long-term growth. They're also concerned about the securitization of the economy amid a very negative external environment, both geopolitically and economically. So, what the IMF might suggest as economic goals is not necessarily what the Chinese government is prioritizing.

How big a deal are the most recent tariffs from the US on Chinese EVs?
It could be seen as a symbolic signal, but it's going to make decarbonization and the US energy transition harder, as Chinese goods and components are lower cost and abundant. Chinese capacity now is likely enough to supply the world in various goods two times over, depending on which part of the new energy supply chains you're looking at. China will probably retaliate symbolically, targeting something like agricultural products from electorally important states, to send a message without hurting the Chinese economy too much. But this tit-for-tat will likely escalate, adding costs and logistical constraints, feeding into inflationary pressures, and slowing down the energy transition. Another impact is that third countries could possibly benefit, as Chinese companies relocate supply chains into FTA countries or other locations, where their goods can then enter the US.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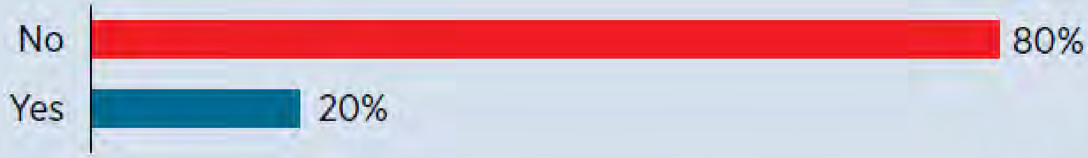
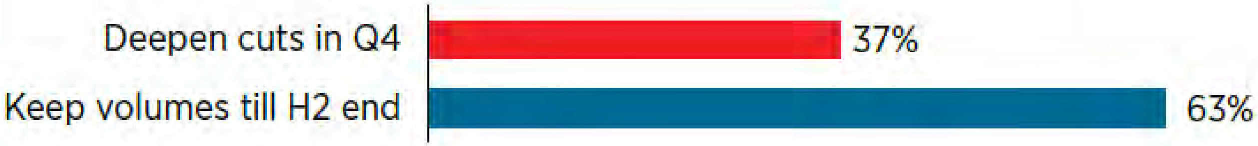
GI WEEKLY SURVEYS

In keeping with the tradition that OPEC+ like to surprise the market -- what could be top of list of possibilities?

Will OPEC now look to unravel cuts after IMF upgrades China's 2024, 2025 GDP growth forecasts after 'strong' Q1?



What's OPEC+ likely to do if prices don't hit the desired $90+ during Q3?



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ENERGY MARKETS VIEWS YOU CAN USE

Brian Pieri
Founding Member
Energy Rogue

US production today is about 13.1mn b/d, the same level as in October.
We've essentially plateaued at this rate, with declines offsetting new production. To significantly increase oil output, we'd need to expand rigs. However, the economics are challenging due to current pricing. One notable observation is that ten years ago, both Brent and WTI prices were similar. Drilling costs have surged by about 300% since then, while oil prices remain stagnant. Consequently, operators are facing difficulties in bringing new production online, contributing to rig discipline and limited expansion compared to last year, which was still recovering from the effects of Covid. I anticipate US production to either remain flat or decrease, possibly reaching 12mn b/d by year-end.

Outlook for increased Venezuelan production?
Despite the reimplementation of US sanctions, Chevron and Repsol continue their operations in Venezuela. I don't foresee a near-term slowdown or rapid growth in Venezuelan oil production. It may take up to 24 months for significant additional barrels to enter the market.

Will there be a significant difference in energy policy between Biden or Trump?
The Democrats and Biden's policies lean towards renewables, some of which could prematurely shut down up to 40-50% of US oil and gas production if strictly enforced. Conversely, Republicans, likely led by Trump, may offer more favourable policies. Yet, any significant changes would entail a lengthy process of unwinding previous policies, meaning immediate impacts are unlikely in 2025. What's disheartening is the polarization between fossil fuels and renewables, neglecting the potential synergy between them.

What are gasoline and diesel consumption indicating about the US economy?
In various regions, gasoline and diesel prices have converged, a stark departure from the past 24 months. This convergence suggests two possibilities for the driving season: either increased gasoline demand or weakened diesel demand, each signalling different economic scenarios. While strong gasoline demand indicates robust consumer activity, soft diesel demand could hint at underlying economic fragility, with broader implications. So, while I'm not offering a clear bullish or bearish outlook, these conflicting indicators warrant close observation in the weeks ahead.

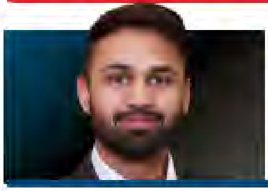
Ilia Bouchouev, Ph.D.
Managing Partner
Pentathlon Investments

The consensus suggests OPEC+ will extend the output cuts.
They are doing an excellent job of keeping prices stable and defending against aggressive short speculators. Surprisingly, the price has held up well against that. In my opinion, OPEC wants to exit the cuts into a position of price strength, which hasn't yet materialized for several reasons. One is the transition from weak seasonal demand to strong demand in the second half of the year. Financial speculators are more likely to reduce their significant short positions during this period, which is what OPEC wants. OPEC aims to sell into strength to demonstrate their market control. Although that strength hasn't arrived yet, there is a higher probability it will in Q3.

When could they start loosening supply tightness?
It has more to do with price than with the calendar. Whenever we see oil prices sustain above $90 for any period of time, they could start unwinding voluntary cuts. But the assumption is that the voluntary cuts would need to be extended at least until the end of the year for this strength to happen. If so, we could see a price spike of $10 between now and then due to a seasonal demand upswing, which is what OPEC is betting on. We're moving into the summer, where demand is picking up. In the next three months, we could see a $10-$15 rally, and that's when they might announce the start of unwinding the voluntary cuts. That's my base case scenario.

Are oil prices having an impact on interest rate policy?
Inflation remains a significant risk, and high oil prices can materially contribute to inflation, along with other commodities like copper. If hedge funds start allocating more money to commodities, including oil—which is currently very cheap—that's going to be inflationary. High inflation is very difficult to bring down, and we might see interest rates stay at 5% for much longer.

ENERGY MARKETS VIEWS YOU CAN USE



Janiv Shah
Vice President, Oil Markets;
Refinery and Crude Balances Lead, Rystad Energy

We are looking at extreme tightness coming into Q3 in terms of the crude balance.

The market consensus is looking at a complete rollover of OPEC+ cuts, or at least for most of the 2.2mn b/d. OPEC+ is looking at deeper backwardation, such that no stock builds occur. We're already seeing some tipping points of stock builds here and there. We're looking at crude exports being high, and crude on the water extremely high as well. Light sweet availability within Europe is extremely high, making tradable volumes low. OPEC+ and its member countries are seeing a reduction in their market share and revenue by continuing cuts, but they are increasing revenue from products exports. Q3 is the real demand period for gasoline in the US and diesel in Europe, which are at opposite ends of the scale. This is where OPEC+ can create revenue growth, and I think that's where their targets lie.

Are Russian oil exports into Asia consistent?

China is taking a significant amount of Russian and Iranian barrels. Recently, Russia inked a deal with Reliance Industries in India to supply up to 3mn barrels monthly, with a guaranteed one million and an option for an additional 2 million at a discount of around $3.00. Russia is entering the market in different phases and will likely continue to do so due to the types of barrels needed and significant OPEC+ cuts.

A strong seasonal outlook for products in Q3?

We are seeing some weakness in US gasoline on a real-time basis, with limited growth expected for the rest of 2024 compared to 2023. This is influenced by macroeconomic factors, political considerations, and pricing. Potential SPR releases from the US could ease prices and spur consumption. While refinery run ramp-ups in the US might slightly reduce gasoline yields, supply will remain relatively stable. And in the wider Atlantic basin, new refinery projects like Dangote in Nigeria and Pemex in Mexico are set to start up, though on varying timelines. Jet fuel demand growth this year is significantly skewed, with Asia as the main driver, at about 600,000 b/d. In the Atlantic basin, including Europe and the US, year-on-year growth is muted, following seasonal patterns. All eyes are on China, its forecasted run rates, continued outages, and the oversupply of diesel and its effect on crack spreads compared to last year.

GI GULF NOCS & ENERGY MINISTRIES PROFILE SERIES - SUBSCRIPTION

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Fujairah Weekly Oil Inventory Data

منطقة الفجيرة للصناعة البترولية
Fujairah Oil Industry Zone

TOP TAKEAWAYS

- Total oil product stocks in Fujairah were reported at 20.363 million barrels with a build of 858,000 barrels or rise of 4.4% week-on-week. The stocks movement saw builds in light distillates and heavy residues while middle distillates showed a draw.

- Stocks of light distillates, including gasoline and naphtha, rose by 421,000 barrels or 6.4% on the week to 6.980 million barrels. The East of Suez gasoline complex strengthened, tracking a widening US RBOB-Brent crack and amid a fire at a refinery in Indonesia. Indonesia's Pertamina has halted operations of the No. 4 crude distillation unit at its Balikpapan refinery following a fire incident May 25, a senior official said May 27. Due to ongoing inspections, the state-owned refinery is unable to ascertain when operations at the CDU will resume. In tenders, India's Hindustan Petroleum Corp. Ltd. was seeking 55,000 mt of 91 RON gasoline for delivery over June 20-30 to Ennore and Visakhapatnam, via a tender.

- Stocks of middle distillates, including diesel and jet fuel, fell by 438,000 barrels or 11.8% on the week to 3.267 million barrels. The East of Suez gasoil complex was under downward pressure from fresh cargoes from the Middle East and India, while demand remained poor in India. "Only after India's monsoon season there could be a slight uptick, but overall, I still see sufficient supplies since Chinese demand is not picking up," said a trader. In the tender market, KPC offered a 80,000-mt cargo of 10 ppm sulfur gasoil loading over June 16-18, FOB.

- Stocks of heavy residues rose by 875,000 barrels, up 9.5% on the week as they stood at 10.116 million barrels returning above the 10-million-barrel level. Spot trading activity around the bunker hub of Fujairah was seen to be average as some buyers sought for early-June requirements, despite a stronger flat price environment. Fujairah-delivered marine fuel 0.5%S was heard offered at $594-$600/mt on May 28, with lower range of offers for product deliverable from June 2 onward. Platts assessed the grade at $594/mt on the day up $8/mt day on day.

Source: S&P Global Commodity Insights

ENERGY MARKETS NEWS

1. Oil mostly steady ahead of U.S stockpile data amid downward pressure
2. Kuwait Amir inaugurates Al-Zour refinery – diwan
3. Gold prices drop as strong US dollar, yields dim bullion's shine
4. Global shift to renewables slowed in 2023, policy group says
5. Goldman Sachs remains selectively bullish on commodities
6. Stocks, bonds slump over global rates angst
7. API shows US crude, gasoline stockpiles fell last week, market sources say
8. Natgas firms fall on rising output, high stockpiles
9. Iran to Launch $4.6 Billion Worth of Oil Projects
10. ConocoPhillips to Buy Marathon Oil in $22.5-Billion All-Stock Deal

RECOMMENDED READING

Alito rejects call to skip Trump cases after flags row
Former Pioneer CEO Hits Back at FTC Over OPEC Collusion Allegations
Norway Holds Firm on Oil Drilling Ban in Protected Region
China hosts Arab leaders at summit focused on trade and the Israel-Hamas war
Syrian refugee crisis continues to haunt EU ahead of European Parliament elections
Saudi Arabia's real GDP to grow by 2.5% in 2024 driven by non-oil activities: World Bank
Is a Tipping Point Approaching for America's Most Prolific Oil Basin

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12th Anniversary #EMFWEEK24

ITINERARY

ENERGY MARKETS FORUM

October 1st - 2nd, 2024 | Fujairah, UAE

Consultancy Intelligence Publishing

DAY 1 OCT. 1st

Time: 11:00AM
What: Open Registration

Time: 1:00PM
What: Welcome Lunch
Host: *H.H. Sheikh Saleh Al Sharqi, Chairman of Port of Fujairah*

Time: 2:30PM - 4:30PM
What: ENOC Oil Markets Workshop

Time: 2:30PM - 4:30PM
What: "Energy & Geopolitics" Briefings *x 4*

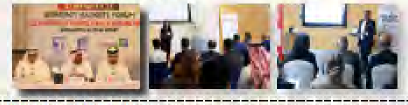
Time: 2:30PM - 4:30PM
What: TOUR of FOIZ Oil Storage Terminals

Time: 7:00PM - 9:00PM
What: Aramco Trading Gala Awards Dinner
Host: *H.H. Sheikh Saleh Al Sharqi, Chairman of Port of Fujairah*

Time: 9:30PM - 10:30PM
What: GI Networking Social Hour

DAY 2 OCT. 2nd

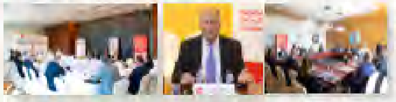
INDUSTRY FORUM
Time: 8:00AM - 2:30PM
What: Breakfast Briefings *x 5*



What: Plenary Session
Hosts: *H.H. Sheikh Mohammed Al Sharqi, Crown Prince of Fujairah & H.H. Sheikh Saleh Al Sharqi, Chairman of Port of Fujairah*

International Energy Journalism Awards

What: Industry Roundtables *x 6*



Time: 2:30PM - 4:30PM
What: BOAT TOUR of Port of Fujairah

5:00PM - END OF EMFWEEK24

FOIZ
منطقة الفجيرة للصناعة البترولية
Fujairah Oil Industry Zone

The Gateway to the World's Fastest Growing Energy Consumers!

As the UAE's only emirate on the Arabian Sea coast, Fujairah is at the heart of the new energy corridor opening up East of Suez to Asia. The emirate is already established as a world-scale storage and bunkering center alongside Rotterdam and Singapore and is set to benefit in the next few years from companies' plans to expand crude and petroleum product facilities to avail of the state-of-the-art physical infrastructure on offer.

STRATEGY

Developing the petroleum strategy for investment in the region

REGULATORY AUTHORITY

Regulating all aspects associated with the Oil and Gas Industry

ADMINISTRATIVE SERVICES

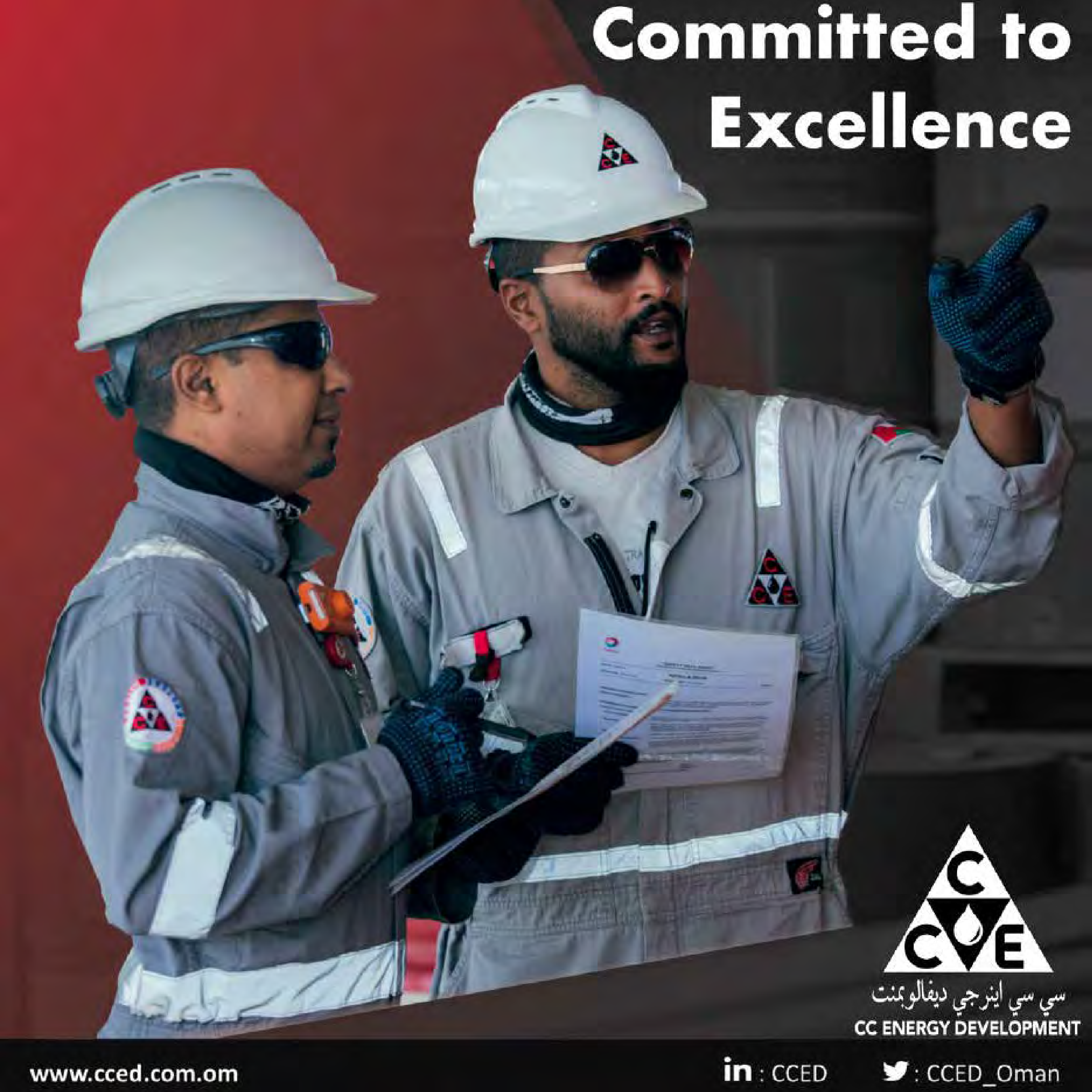
Providing administrative services to stakeholders for smooth operation of the business

INFRASTRUCTURE

Infrastructure enablement & provisioning for companies investing in the region.

Energy Markets Commentary
Week in Review

LISTEN ON Spotify APPLE PODCAST SOUNDCLOUD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GI SOUNDINGS WEEK IN REVIEW

"Tighter Market Seen in Q3, but Caution Prevails on a Stronger H2 Materialising!"

Over the last week, Gulf Intelligence has held high-level interviews with energy experts in the Middle East, Asia, Europe, and the US. This intel is harvested from the exclusive briefings.

EUROPE

"The political mood in Europe is centered around migration, security issues, and there's high pressure on how to become economically competitive again. We have elections in early June, so we'll see what happens after that with policy, on things like the Green Deal."

Laury Haytayan, MENA Director, Natural Resource Governance Institute

OPEC+ POLICY

"The only thing that OPEC+ is going to worry about is maximizing profits, not market share. Just as the Fed controls interest rates, the price of oil more than ever is controlled as a base, by OPEC+. They want that price of oil to go higher."

Omar Najia, Global Head, Derivatives, BB Energy

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GI SOUNDINGS WEEK IN REVIEW

NORTH AFRICAN GAS

"Many big majors, such as Exxon, Chevron, and Total, are moving to invest heavily in natural gas in North Africa. We know there is a gap in gas supply in Europe. Instead of investing in the US, extracting the gas there and liquefying it for transport to Europe, it makes more sense to invest close to market."

Choeib Boutamine, Energy Advisor & CEO, Ranadrill Consulting

CHINA CRUDE DEMAND

"In the second half of the year, we're looking at the start-up of a large independent refinery in Shandong, expected to be the largest contributor to crude runs this year. It has quotas for 8.3 million metric tons of crude imports for 2024 and is expected to use it all up."

Victor Yang, Senior Analyst, JLC Network Technology

SAUDI FISCAL BUDGET

"The expectation is that the cuts will be maintained. Saudi needs higher oil prices - they're not even close to their budget breakeven level, which is closer to $100 or a bit above. They will need to continue issuing debt if they want to maintain their planned spending, which they are committed to."

Daniel Richards, MENA economist, Emirates NBD

CHINA DEMAND

"Despite the positive GDP outlook, steel consumption in China looks a bit flat, so I'm somewhat skeptical about the country's growth rate. And while crude imports and refinery runs have been good, there's been a bit of product stock build up, so we'll have to see how demand is going to hold up."

Ram Narayanan, Director/ VP - Strategic Market & Business Development, Vedanta