February 8th 2024
Vol. 181

Fujairah NEW SILK ROAD Weekly Newsletter

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Port of Fujairah
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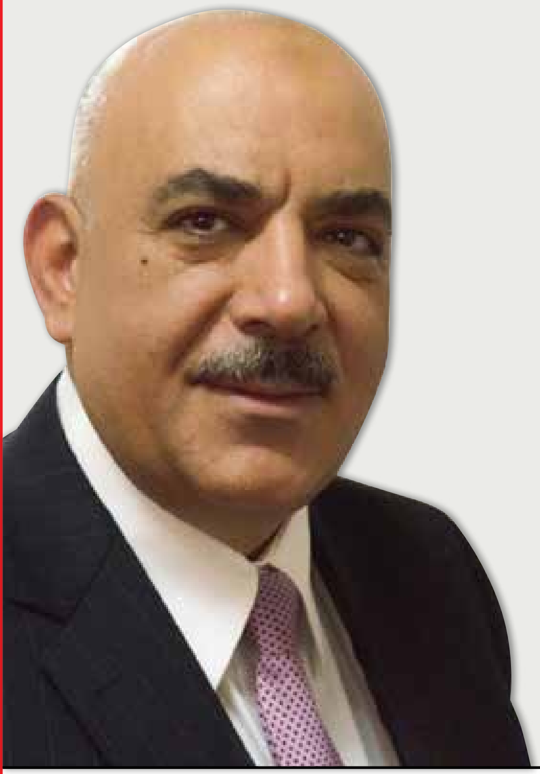
"The Red Sea Has Become the Most Significant Area in the World!"

Dr. Anas Alhajji, Managing Partner, Energy Outlook Advisors LLC



Two years ago, when Russia invaded Ukraine and sanctions were imposed, it had to start sending its' oil through the Red Sea, increasing volumes on that route multi-fold, from a few hundred thousand barrels a day to about 1.7mn b/d. Now Europe is short on oil and the Gulf states are compensating by rerouting some oil from Asia. At the same time, Europe also needed gas, so we have Qatar and Oman rerouting some of their shipments to Europe. The result is more LNG going through the Red Sea, and more US oil going through the Suez Canal and Red Sea also. So, the area in terms of shipments has become extremely significant, regardless of the conflict in the region. As far as escalation and threat to oil supplies is concerned, it is very clear that for the Saudis and their allies, they don't want to make oil a political football in a US election year. The other point to note is that you don't need all this military might in the Red Sea to fight small groups like the Houthis or Hamas in Gaza. The US and UK already have enough firepower in the Bab Al Mandab area. It is very clear in my opinion, that this is a new world order of control of the main waterways, especially with regards to China and Russia. We have more traffic for those two countries in the Red Sea than any other place in the world when you consider the various materials that are being moved. The US retreated internationally during the Trump years and now we are seeing it basically going back to the same old policies of the last 100 years, which is to control strategic global waterways. That is what ensures the safety of shipping for them and their allies and allows control of their enemies in case there is a war. The US does not have to go to the Malacca Straits to try to defend Taiwan if need be - they can do it through the Red Sea.

CONTINUED ON P 3

Fujairah Average Oil Tank Storage Leasing Rates*

BLACK OIL PRODUCTS
Average Range
$3.57 - 4.09/m³

▲ Highest: $4.50/m³
▼ Lowest: $3.30/m³

FUJAIRAH WEEKLY OIL INVENTORY DATA

6,626,000 bbl	2,539,000 bbl	9,590,000 bbl
Light Distillates	Middle Distillates	Heavy Distillates & Residues

Source: FEDCom & S&P Global Platts

THE WEEK IN NUMBERS

WEEKLY AVERAGE OIL PRICES

BRENT CRUDE	WTI CRUDE	DME	MURBAN
$77.82/bl	$73.36/bl	$78.43/bl	$78.43/bl

*Time Period: Week 1, February 2024
Source: IEA, OilPrice.com, GI Research

FUJAIRAH WEEKLY BUNKER PRICES

VLSFO	MGO	IFO380
High = $637.50/mt	High = $919.50/mt	High = $441.50/mt
Low = $611.00/mt	Low = $884.50/mt	Low = $422.50/mt
Average = $621.50/mt	Average = $901.00/mt	Average = $429.50/mt
Spread = $26.50/mt	Spread = $35.00/mt	Spread = $19.00/mt

*Source: Ship and Bunker, *Time Period: Jan. 31 – Feb. 7, 2024*

FUJAIRAH BUNKER SALES VOLUME (M^3)

2,409 180cst Low Sulfur Fuel Oil	457,756 380cst Low Sulfur Fuel Oil	167,321 380cst Marine Fuel Oil
685 Marine Gasoil	30,467 Low Sulfur Marine Gasoil	4,414 Lubricants

Source: FEDCom & S&P Global Platts

GI Consultancy Intelligence Publishing

CONTINUED FROM P.1

Dr. Anas Alhajji, Managing Partner, Energy Outlook Advisors LLC

Given the Red Sea's significance, why don't we see much stress on oil prices?
What we have seen are diversions, which means there will be delays of ten days to two weeks in shipments. We can handle that, and we don't have an actual loss in supply, and therefore no significant rise in oil prices as a result. The question to ask about prices is where they would have been without this tension, and the answer probably would be, about $4 or $5 lower. So, the political premium is already built in but because oil prices were declining, we did not notice it.

Probable OPEC+ policy this year given supply and demand expectations?
In 2022, we had the Russian invasion of Ukraine, the US using its SPR and the OPEC+ response to the market; it was a historic year. Last year was one of new records for the energy industry, and a year in which all forecasts also failed. Looking at 2024, we have the Red Sea situation, US and Venezuelan elections and we will have the highest ever total oil demand with the growth from non-OPEC production large enough to compensate for any demand growth. We believe that Saudi Arabia, Russia, and their allies within OPEC+, will have no choice but to extend the voluntary cuts either to June or to the end of the year. And once we are done with the fixed cuts for the whole group which are due to expire in December, the pattern going forward will most likely be only voluntary cuts because they won't be able to get coordination on anything else.

Will US production in 2024 challenge the market share of OPEC+?
In a way, OPEC and particularly the Gulf states, have benefited greatly from the existence of shale. Imagine the political pressure that could have happened if prices had gone through the roof without US production. We might see a slight slowdown in US output 2024, not because of an intention to do so, but rather because typically after M&A activity, companies tend to first focus on any legal and practical technicalities to do with the consolidation. Also, we should bear in mind that most of the increase in US liquids production in 2023 came from NGLs – about 300,000 barrels. We also had an increase of 400,000 barrels in biofuels, which was one of the biggest surprises.

Your forecast on where prices will average in 2024?
Probably in the high $70s. It is very hard to see $100 oil this year unless we have a major political event that affects capacity. At same time, it seems that the Saudis and the Russians will have to settle on a range that is acceptable to both. Russia is also now going to be focusing on the US LNG story.

WATCH FULL INTERVIEW HERE

Will Europe turn back to Russian gas given the recent move by Biden on LNG?
US LNG has become an integral part of the country's foreign policy and national security, and the Biden administration knows that. They used it to their advantage in Europe by protecting it from yielding to Putin's demands. But it is now an election year in the US, so Biden can play the climate card by delaying giving new licenses to LNG projects. And Europe is in good shape with plenty of gas in storage. Biden's move also does not affect any new projects coming online in 2024, and the market is already struggling with lower prices and oversupply so in a way, his policy is supportive. Moreover, the delayed licenses would be for projects that will take years to come online. After the election, he will resume the licenses because he, among all the people in the government, realizes the strategic value of LNG.

ACCELERATING TOWARDS NET ZERO

Marking a new chapter in ADNOC's transformational journey to a lower carbon future, we have brought forward our Net Zero ambition to 2045 and aim to achieve zero methane emissions by 2030.

FUJAIRAH SPOTLIGHT

Second UAE aid ship sets sail from Fujairah for Gaza with 4,544 tonnes of relief supplies

The second UAE aid ship carrying 4,544 tonnes of humanitarian supplies set sail on Saturday for the city of Al Arish, Egypt, destined for the Gaza Strip. The shipment is part of the 'Gallant Knight 3' humanitarian operation ordered by President His Highness Sheikh Mohamed bin Zayed Al Nahyan, to support the Palestinian people in the Gaza Strip.

Source: Gulf News

FUJAIRAH DATA: Oil product stocks climb as Al-Zour refinery raises production

Stockpiles of oil products at the UAE's Port of Fujairah rose 5.9% in the week ended Feb. 5 after the first fuel oil import from Kuwait in 2024, according to the Fujairah Oil Industry Zone and shipping data. The total rose to 18.755 million barrels as of Feb. 5, up from a five-week low a week earlier, the FOIZ data published Feb. 7 showed. Stockpiles have climbed 8.2% since the end of 2023.

Source: S&P Global Commodity Insights

BUNKER HUB PRICE WATCH: FUJAIRAH

The price of high sulphur fuel oil (HSFO), very low sulphur fuel oil (VLSFO) and low sulphur marine gasoil (LSMGO) decreased week-on-week at the Port of Fujairah, according to Bunkerspot Price Index (BPi) data. The price of HSFO fell $10, from $430 per metric tonne (p/mt) on 30 January to $420 p/mt today (6 February). On 6 February 2023, HSFO at Fujairah was $370 p/mt.

Source: Bunkerspot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ENERGY MARKETS VIEWS YOU CAN USE

Mike Muller
Head, Vitol Asia

A lot of the risk premium has come out of the market.
But we are still having to come to grips with things that weren't expected, such as the attacks in the Bab Al Mandeb area and Ukrainian attacks on Russian energy infrastructure. So, there is concern, but the oil price does not necessarily reflect that as actual producing capability has not been affected. We're seeing more ships taking the long route around the Cape than most people would have expected two weeks ago. That's clearly put a big risk premium into the clean products' markets. Distillate East-West markets have had to re-price quite markedly to ensure that any potential surplus that was building in Asia would be able to afford to make its way around the Cape on the longer route to get to Western markets.

How are other flow disruptions in the Red Sea impacting shipping rates?
Naphtha from the Black Sea, North Africa, the Mediterranean, and from Europe, that comes through the Suez Canal to Asia, has been disrupted and has created a much stronger Asian naphtha market. The second product that moves West to East, is fuel. There was the Russian cargo of fuel that was hit by the Houthis, just days after they had made it clear that they would be avoiding Russian and Chinese targets. As a result, that meant that every tanker was at risk, rather than only ones that had an Israeli, British, European or US nexus. The other big flow is LNG, that goes North through the Suez Canal, best illustrated by Qatari LNG heading to Western markets. There's been a clear decision by GCC producers to divert ships to go around Africa. In normal circumstances, that would have seen LNG shipping rates spike and a possible need to redirect Middle East LNG to Asian markets. But mild weather in Asia has countered this issue and therefore, knocked LNG shipping rates to a point where the Qataris and others from Asia can afford to transit their ships around the Cape. The main impact so far overall has been on clean shipping rates because the number of ton miles added is massive. We can see it in international stock data, with diesel on the water having gone up markedly in the last two weeks, as it takes the long route.

Christof Rühl
Senior Research Scholar - Center on Global Energy Policy
Columbia University

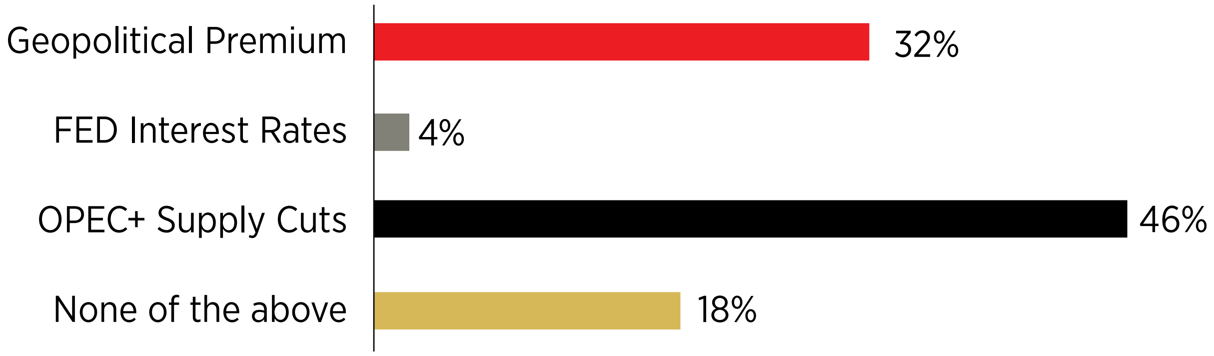
There's strong data on the direction of travel for the real US economy.
From an oil market perspective, the implication would therefore be that demand is relatively high. China also seems likely to find a bottom somewhere at 3-5% growth at least for the real economy, and Europe is dithering along. But it's not economies that are our main concern right now, but rather geopolitical uncertainty. Russia has been attacking Ukrainian energy infrastructure for a long time, and Ukraine has increasingly started to make very targeted attacks on Russian energy infrastructure to disrupt the delivery of refined products to the Russian army. It doesn't affect Russian crude exports though nor probably even to a large extent, product exports.

Where is the risk premium on oil heading with the attacks in the Red Sea?
The risk premium is sometime difficult to gauge, but it's also tied to the excess capacity which we have in the market, and thanks to the OPEC+ cuts, that is above 3 million barrels per day, and that is what has kept a lid on prices. Otherwise, we would have seen them much higher. If the Red Sea tanker attacks were to spread to something like LNG for example, although very unlikely, then we will see huge knock-on effects.

How should we read Saudi's decision not to expand production capacity to 13mbd?
That is a long-term issue but could potentially be a very important development. The question is, are they doing it just to relieve the Saudi budget and expenditure or is it the belief that oil demand is peaking and that they don't need this big capacity to be able to compete.

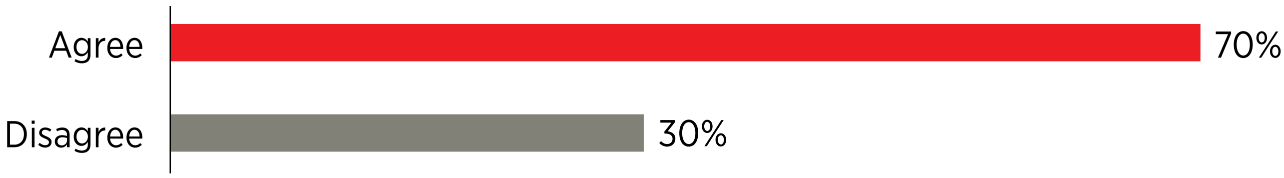
WEEKLY SURVEYS

What will have a bigger bearing on direction for oil prices through rest of Q1 - the outlook for:

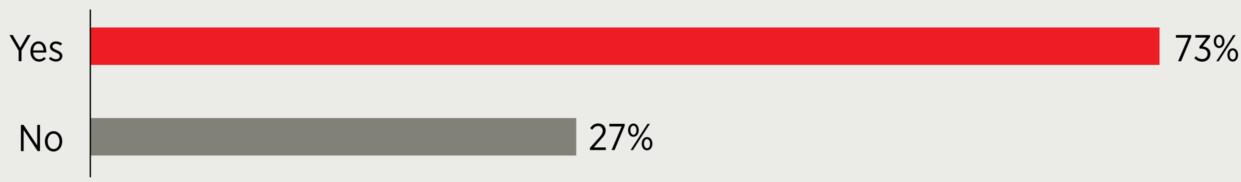


The number of Russian crude oil cargoes carried on Greek ships has collapsed since the US Treasury began to tighten sanctions - from 40 last May to just 8 in Jan - will Russian crude exports be reduced in H1 due to tighter sanctions enforcement?

The Oil markets have absorbed the shipping disruption in Red Sea?



Is it time for EUROPE to start planning a post-Ukraine War Energy policy?



ENERGY MARKETS VIEWS YOU CAN USE

Ali Al Riyami
Consultant & Former Director General of Marketing, Ministry of Energy & Minerals, Oman

Why are oil prices not responding to tensions in the Middle East?
We thought the Houthi attacks on ships in the Red Sea might lead to a jump in prices, but they didn't. And then we thought the interference of the UK and US would escalate the situation. It's been more than a month now and no high jumps – that shows you that the real fundamentals are not supporting prices to rise.

Should we expect Saudi Arabia to continue dropping its OSPs to Asia?
This is partly to do with the reality of increased competition from alternative supply. Nevertheless, what Saudi Arabia did last month and this month again, by lowering OSPs, is make sure they maintain the same level of market share, despite the fact that they also have large shares in Asian refineries to help secure demand. At the end of the day, refineries are commercial entities and will be seeking the cheapest crudes.

Does OPEC+ unity face a challenge this year on production volumes?
There were some cracks in some relationships last year and the issues to be tackled by the group remain, particularly when it comes to continuing with the cuts. But overall, the goal is to see improvement in the oil price, and that's what keeps them together, and $70-80 is not a bad range. Some people say that prices could have been in the $40s or $50s if it wasn't for OPEC+ cuts.

Ole Hansen
Head, Commodity Strategy, Saxo Bank

The oil market is well and truly stuck around the $80 Brent level.
We are not getting close to anything that could resemble a disruption in supplies, and that's why this risk premium continues to deflate, and that also attracts quite a lot of repositioning from traders. We're still noting a backwardation in Brent and distillate markets look tight. The Fed has scaled back a little on the market expectations for rate cuts because economic data continues to surprise to the upside. The EIA also just lowered production estimates for this year and 2025; if that materializes, we could see no growth in US production this year. That will obviously help some of the balances tighten later in the year, so I think we're near a low in the market.

Oil seems to be holding better than other commodities?
The food sector is an extremely shorted market right now. The metals space is still somewhat of a concern, but it's a mixed picture. Industrial metals will try to take their cue from developments in China where we're looking for additional stimulus. But the correction overall in commodities has been stabilizing for the past three months and the next trigger will be a clear signal on rate cuts. That could underpin some restocking for industrial metals, which will add to the positive sentiment.

Will Europe at some point look to import Russian gas again?
Some countries are probably already looking beyond the current conflict and to the next phase. I've said all along that we will be buying Russian gas again someday, obviously in much reduced quantities compared to what we did. We are moving in that direction, but clearly, we need to find a solution first that can be accepted from both sides.

Fujairah Weekly Oil Inventory Data

FOIZ
منطقة الفجيرة للصناعة البترولية
Fujairah Oil Industry Zone

TOP TAKEAWAYS

- Total oil product stocks in Fujairah were reported at 18.755 million barrels with a rise of 1.052 million barrels or 5.9% week-on-week staying below the 20-million-barrel level. The stocks movement saw a drop for light distillates, a rise for middle distillates and heavy residues.
- Stocks of light distillates, including gasoline and naphtha, decreased by 36,000 barrels or 0.5% on the week to 6.626 million barrels. The East of Suez gasoline complex strengthened Feb. 5 on the back of lower Chinese exports expectations in February, sources said. Chinese gasoline exports were seen falling to 600,000 mt in February from an estimated 800,000 mt in January, amid strong domestic demand before the Lunar New Year holidays, sources said. aiwan's motor gasoline consumption edged up 0.8% on the month but fell 7.2% on the year to 166,000 b/d in December, latest data from Ministry of Economic Affairs' Bureau of Energy showed, as retail gasoline prices fell. Gasoline prices at state-owned CPC Corp.'s fuel pumps fell on the week to between T$29.20/l and T$32.70/l (94 cents/l and $1.05/l) across all grades in mid-December, tracking crude oil prices, according to local media reports. In tenders, Pakistan's PSO was heard buying 55,000 mt of 92 RON gasoline for March 1-5 delivery at a premium of around $10/b to the Mean of Platts Arab Gulf 92 RON gasoline assessment, CFR, sources said.
- Stocks of middle distillates, including diesel and jet fuel, rose by 382,000 barrels or 17.7% on the week to 2.539 million barrels. Supply and demand fundamentals in the east of Suez ultra low sulfur gasoil complex is expected to hold steady Feb. 6, ahead of the upcoming Lunar New Year holiday, industry sources said. South Korea's top refiner SK Innovation has no plans to shut down its crude distillation units for maintenance in the first quarter of the year, as it slowly raises crude throughput to meet solid cracking margins, a company official said Feb. 6. The Duqm refinery in Oman, a 50-50 joint venture between Kuwait Petroleum International and Oman's OQ, will mark the official start of commercial operations Feb. 7. The refinery started test runs at its primary crude distillation unit in April 2023. The number of tankers transiting the Bab al-Mandab Strait in January almost halved on the year, with a similar slump in revenue experienced by the Suez Canal, as growing numbers of merchant ships avoided the trouble spot, S&P Global reported Feb. 6, citing data from IMF PortWatch. The drop in numbers through the strait has had a serious effect on the Suez Canal, at the northern end of the Red Sea. The canal's revenues dropped 46.7% on the year in January to $428 million, the Suez Canal Authority's chairman, Osama Rabie, told Kol Youm talk show Feb. 3, in comments carried by local media.
- Stocks of heavy residues increased by 706,000 barrels, up 7.9% on the week as they stood at 9.590 million barrels. Spot trading activity around the key bunker fuel hub of Singapore was healthy with buyers seeking requirements amid a weaker outright price, whereas demand at the port of Fujairah was lackluster as suppliers grapple with bunkering disruptions owing to bad weather events since Feb. 2, market sources said Feb. 5. Strong winds and high sea swells pose challenging conditions around the UAE's bunker fuel hub of Fujairah, triggering delays in downstream bunkering operations and could cap overall demand in the near term, according to local traders Feb. 5. "Most sellers are now clearing backlogs, so estimated earliest bunker delivery periods are toward Feb. 10-12 onward ... The bad weather here caused numerous delays since last Friday, when weather was poor," a Fujairah-based trader said Feb. 5. Off the coast of Fujairah, high northwesterly winds and rough seas are expected to prolong through the early afternoon of Feb. 7 while these less-than-ideal weather conditions began since Feb. 2, according to the latest report by UAE's National Center of Meteorology (NCM) as of Feb. 5.

Source: S&P Global Commodity Insights

ENERGY MARKETS NEWS

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1. Oil edges up on smaller US output growth estimates
2. Oil Market Needs $14 Trillion: OPEC Secretary General
3. Diesel prices primed to rise sharply in 2024: Kemp
4. Austria's OMV Pivots Further From Oil Via $903 Million Sale To TotalEnergies
5. US Crude Oil Production To See Zero Growth This Year: EIA
6. Tucker Carlson to interview Russia's Putin
7. Iraq and US need to return to dialogue over future of coalition force, says Iraq foreign minister
8. Gasoline Inventories Offset Falling Distillates Stocks
9. How the Nigerian Government Can Right Size Its Gas Ambitions for Economic Development
10. Israel-Gaza war: Hamas responds to proposed Gaza ceasefire plan

RECOMMENDED READING

- Energy Security Sentinel
- Biden blames Trump for seeming collapse of border and aid package
- Report: Red Sea Disruption by Kpler
- Measures China has taken to prop up its stock market
- Argentina's YPF seeks to multiply value on Vaca Muerta output surge -source
- Houthis say they fired at two ships in Red Sea, damaging both

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POST FORUM

ENERGY MARKETS VIEWS YOU CAN USE

Henning Gloystein
Director - Energy, Climate & Resources, Eurasia Group

Is the Ukraine War or Middle East more of a concern for energy markets?
It looks like the situation in the Middle East is heading for an escalation, although the Houthi attacks on Red Sea vessels have been almost brushed off by the oil sector, if not the container sector. Still, and we don't have this as our base case, if the Strait of Hormuz were to get affected, then energy markets would react. By contrast, Europe has overcome the initial 'energy crisis' with regards to Russian supply.

Are Ukraine's attacks on Russian energy infrastructure a game changer?
The attack on Russia's Baltic Sea export facility last month was more than 1000km away from Ukraine, which tells us that they have the ability to strike outside of the war zone. The conflict on the ground is stuck, and both sides are looking for other ways to inflict damage, with neither being able to gain or regain territory, so it is metastasizing into different areas.

How critical is it that US funding for Ukraine passes in the House?
It is critical, and if passed, would come hot on the heels of the EU managing to get its €50 billion of aid approved. But both delays have significantly weakened Ukraine and any money that is approved now will only come through later. Whether that is in time to allow Ukraine to strengthen its position, is unclear. Sadly, we think Ukraine is probably headed for a partition.

How would a Trump Presidency impact Europe from a security standpoint?
Europe isn't prepared for that possibility at all. It would have to re-calculate its defense budget in a way that does not include much support from the US, which would then impact debt distress levels. There are some Europeans who think or hope that if Trump comes to power, he will immediately enforce a permanent ceasefire on the ground in Ukraine. Regardless, Putin will still spin the outcome into a full victory. Russia is now in control of more land than at the start of February 2022, and since 2014. The rest of the European Union's eastern border meanwhile would feel very, very destabilised.

Energy Markets Commentary
Week in Review

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SOUNDCLOUD

ENERGY MARKETS VIEWS YOU CAN USE

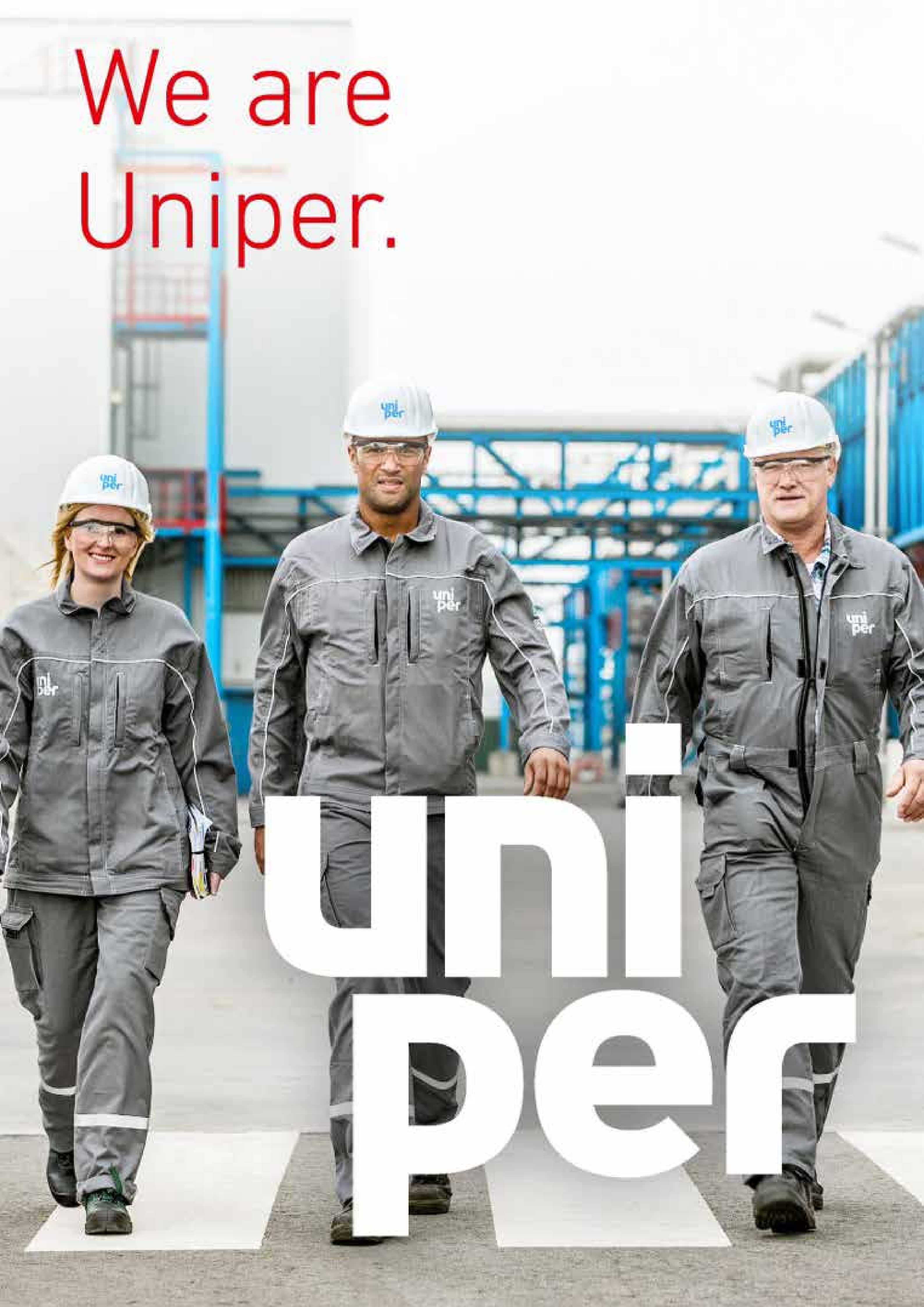
Arne Lohmann Rasmussen
Chief Analyst and Head of Research
Global Risk Management

I'm becoming more positive about oil demand.
The global economy is improving, with very strong non-farm payrolls from the US and the PMI inching higher, and even in Germany, we're seeing things somewhat starting to stabilize, following a 20% drop in energy intensive industrial production in the past two years. Like Germany, China has also been struggling, but we have countries in Asia like India and Vietnam, that are not. So, the global economy may be better placed than people think, and with interest rates probably going down this year, that will support the outlook, although we won't of course go back to 3-4% global growth.

Will Europe have to eventually turn back to Russian gas?
One lesson learned is that Europe can never, ever, be dependent on Russian gas again. There will be a lot of political will to find an alternative and to also boost the green transition. LNG will continue to build globally and will continue to flow from the US to Europe. But if the mainstream political parties in Europe move too fast on the Energy Transition, resulting in higher energy prices and inflation, that may push voters to the Right.

How have Red Sea shipping disruptions impacted middle distillates flows?
Europe imports a lot of distillate especially jet fuel, but also diesel and gasoil, from the Middle East, China and India, all going through the Red Sea. The outlook is tight and has been for a while. If you look at inventories in the US and ARA, they are quite low, and you have a refinery sector in Europe that has already been struggling with changing from heavy sour Russian oil to lighter US oil. And to that equation, flows going south to go around the Cape, and the market looks like it will continue to be relatively tight.

We are Uniper.



GI SOUNDINGS WEEK IN REVIEW

"Still No Sign of Risk Premium in Oil Price as Market Remains Cautiously Bullish!"

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

OIL PRICE

"I would buy WTI at below $68 and if the market gets above the high, which is about $77.50, then I would buy. Right now, my gut feeling is that we go up from here and that we don't test below $68. I think the low that we saw at $71.80 should be it."

Omar Najia , Global Head, Derivatives, BB Energy

CHINA DOMESTIC DEMAND

"Gasoline and jet fuel demand is still growing. We expect travel growth in China this year to be 3.4% above 2019 levels, but after the holidays, transport fuels demand will return to normal and not differ much from 2023 levels. Diesel demand is not growing much further this year because the real estate sector and others that consume diesel, are weak."

Victor Yang, Senior Analyst, JLC Network Technology

US FED POLICY

"The Fed's in a bit of a checkmate right now because we're going to see some horrendous payroll numbers. We've seen every company shed about 10-20% of their workforce, yet the employment numbers show a gain of 300,000. So, there's a big disconnect and we could see a nasty print in February or March, so it's a matter of when, not if."

Maleeha Bengali, Founder, MB Commodity Corner

SAUDI PRODUCTION CAPACITY

"Given the very strong non-OPEC supply at the moment, it looks like the OPEC+ cuts will have to be in place for a while longer. With that in mind, for Saudi Arabia to spend $20 to $25 billion to increase capacity, probably wasn't deemed to be the best use of capital. And it's important to remember that this is a reversible decision if they should see that the demand picture improves."

Salih Yilmaz, Senior Energy Equity Analyst, Bloomberg Intelligence

GI SOUNDINGS WEEK IN REVIEW

LNG SUPPLY

"Biden's announcement on US LNG exports won't have any tangible impact on LNG global balances today, and it will most likely be reversed if there's a change in political leadership. We have a very certain increase in global LNG supply of at least 5% annually through to 2030. Beyond that, it's anybody's guess."

Yiyong He, Founder & CEO, LNG Easy

CAPEX INVESTMENT

"OPEC producers are comfortable with the influence they can bring on supply and comfortable in forecasting that the world will continue to require significantly more quantities of oil. But they also understand that the supermajors might at some point, retract from prioritising shareholder returns, to a strategy of principally hydrocarbon production and CapEx investment."

James McCallum, CEO & Chairman, Xergy Group
Professor of Energy, Strathclyde University

MIDDLE EAST TENSIONS

"It's an election year in the US and Iran doesn't want an escalation. Obviously, the risk of there being a miscalculation is there, but we have to bear in mind what the limiting factors are for the US and Iran, so the consensus that this conflict will be contained, still holds."

Ahmed Mehdi, Managing Director, Renaissance Energy Advisors & Visiting Fellow, Oxford Institute for Energy Studies

EUROPE ENERGY

"The US exported 10 million barrels of liquids last year. That's Europe's energy policy or their kind of get out of jail ticket on this, because the US is very much in a position long term, to replace Russia as Europe's primary energy supplier."

Andrew Critchlow, Head of News, EMEA
S&P Global Commodity Insights

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