

Energy Tidbits

Oil Risk Premium: Netanyahu Has Duty to Respond, IDF Plans a Serious & Significant Response and Can Hit Anywhere in Iran

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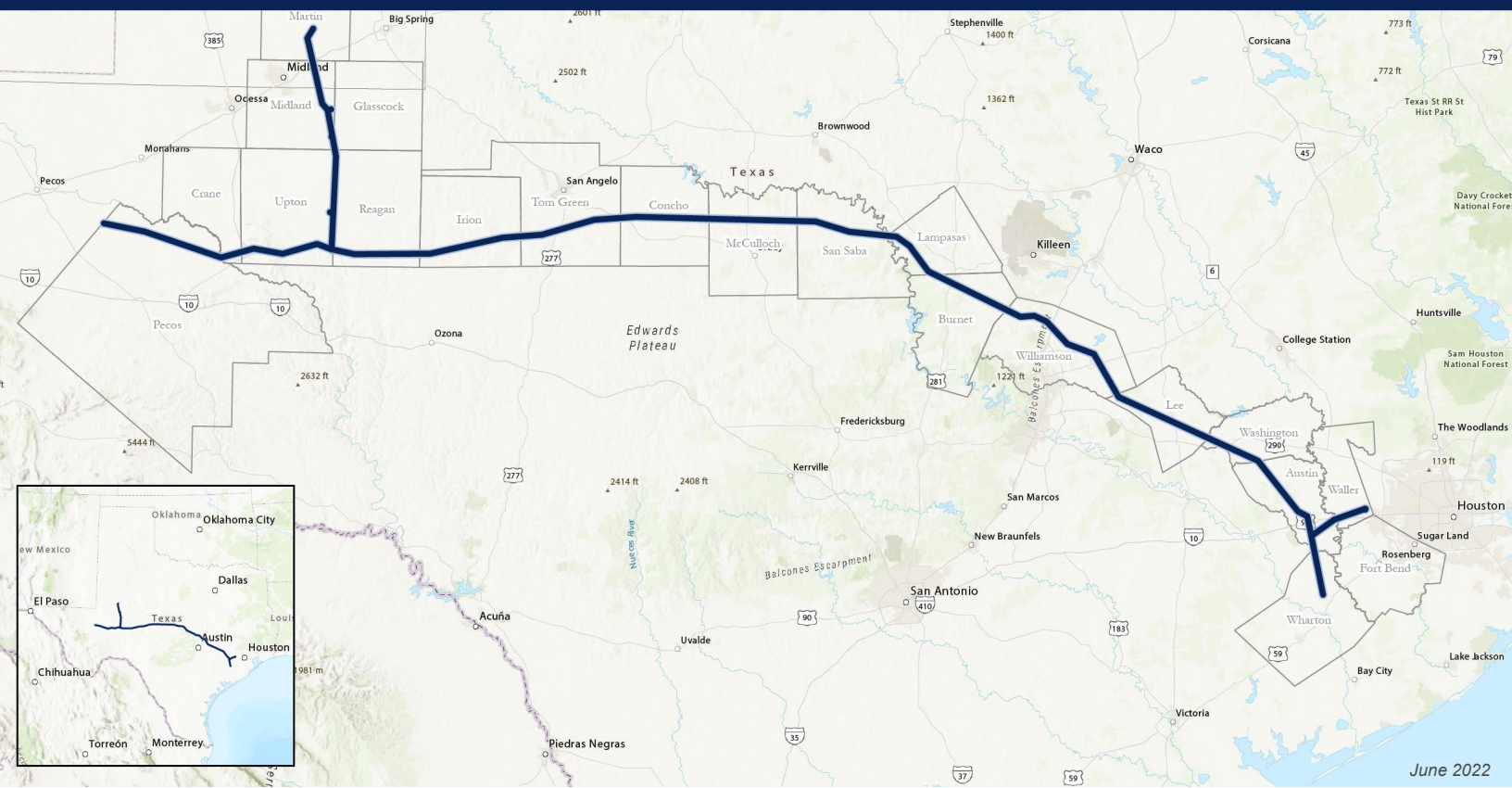
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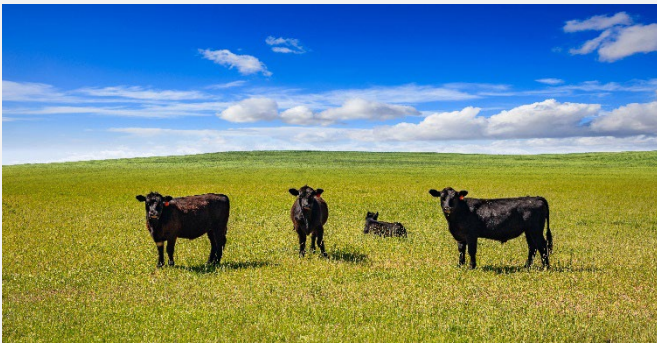
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Matterhorn Express Pipeline Overview



The Matterhorn Express Pipeline is an approximately 580-mile intrastate pipeline designed to transport up to 2.5 billion cubic feet per day of natural gas from the Permian Basin to the Katy area near Houston, Texas. As natural gas production in the Permian Basin continues to grow, the Matterhorn Express Pipeline will provide critical takeaway capacity moving product to market for end use and play a significant role enhancing our nation's energy security, reducing energy costs, and minimizing emissions related to flaring.



Economic Benefits¹

- Designed to deliver energy for up to 2 million homes
- Through the completion of construction, contribute an estimated \$75 million in taxes to state and local governments
- Once fully operational, contribute an estimated \$35 million in taxes to state and local governments annually
- Employ more than 3,500 skilled workers during the construction phase of the project
- Create 50 permanent jobs in Texas once completed

Our Commitment to Landowners

The Matterhorn Express Pipeline is committed to being good neighbors and incorporating feedback from all relevant stakeholders into both the proposed route and the project's overall design.

[1] Words such as "anticipated," "expected," "targeted," "projected," "estimated," and similar expressions are intended to identify forward-looking statements. These forward-looking statements rely on a number of assumptions concerning future events and are subject to a number of uncertainties, factors and risks, many of which are outside the control of the Company, which could cause results to differ materially from those expected by management of the Company.

Table 1. Summary of natural gas supply and disposition in the United States, 2019-2024

billion cubic feet

Year and month	Gross withdrawals	Marketed production	NGPL production ^a	Dry gas production ^b	Supplemental gaseous fuels ^c	Net imports	Net storage withdrawals ^d	Balancing item ^e	Consumption ^f
2019 total	40,780	36,447	2,548	33,899	61	-1,916	-503	-408	31,132
2020 total	40,730	36,521	2,710	33,811	63	-2,734	-180	-357	30,603
2021 total	41,677	37,338	2,809	34,529	66	-3,845	83	-188	30,646
2022									
January	3,628	3,235	252	2,983	6	-315	1,013	-95	3,593
February	3,266	2,914	227	2,687	5	-288	673	-17	3,059
March	3,663	3,282	256	3,026	6	-380	171	-43	2,781
April	3,568	3,199	250	2,950	6	-342	-220	-33	2,360
May	3,695	3,332	260	3,072	6	-386	-412	-39	2,241
June	3,565	3,232	252	2,980	6	-325	-332	-13	2,317
July	3,736	3,375	263	3,112	6	-303	-187	-46	2,583
August	3,730	3,392	265	3,128	6	-322	-213	-39	2,559
September	3,669	3,330	260	3,071	6	-293	-446	-50	2,288
October	3,814	3,438	268	3,170	6	-315	-432	-66	2,364
November	3,712	3,327	259	3,067	6	-308	78	-77	2,767
December	3,755	3,370	263	3,107	6	-304	588	-21	3,376
Total	43,802	39,428	3,075	36,353	73	-3,880	281	-539	32,288
2023									
January	£3,820	£3,429	272	£3,157	7	-333	456	17	3,304
February	£3,456	£3,103	249	£2,854	6	-331	399	20	2,948
March	£3,858	£3,475	286	£3,189	6	-401	224	-4	3,014
April	£3,729	£3,362	281	£3,081	5	-400	-269	3	2,421
May	£3,869	£3,500	290	£3,210	6	-422	-452	-27	2,315
June	£3,720	£3,375	278	£3,097	4	-376	-344	-19	2,363
July	£3,827	£3,495	292	£3,203	6	-378	-134	-31	2,666
August	£3,850	£3,534	295	£3,239	5	-388	-133	-50	2,673
September	£3,761	£3,426	293	£3,133	3	-396	-323	-44	2,373
October	£3,909	£3,537	303	£3,233	3	-421	-321	-56	2,438
November	£3,841	£3,469	293	£3,176	5	-403	65	-21	2,822
December	£3,994	£3,592	296	£3,297	6	-432	284	14	3,169
Total	£45,633	£41,296	3,427	£37,869	63	-4,681	-548	-197	32,506
2024									
January	£3,872	£3,480	269	£3,210	6	-350	844	-15	3,695
February	£3,723	£3,349	276	£3,073	5	-385	263	12	2,968
March	£3,880	£3,487	304	£3,183	6	-424	46	-18	2,793
April	£3,716	£3,353	301	£3,052	6	-345	-256	-62	2,395
May	RE3,834	RE3,462	314	RE3,149	6	R-407	-363	R-57	2,329
June	RE3,732	RE3,387	301	RE3,085	5	-379	-254	R-32	R2,426
July	£3,893	£3,540	307	£3,234	6	-328	-120	-47	2,745
2024 7-month YTD	£26,650	£24,058	2,072	£21,986	39	-2,619	162	-219	19,350
2023 7-month YTD	£26,279	£23,739	1,948	£21,791	41	-2,642	-119	-40	19,030
2022 7-month YTD	25,122	22,571	1,760	20,810	42	-2,338	706	-285	18,934

^a We derive monthly natural gas plant liquid (NGPL) production, gaseous equivalent, from sample data reported by gas processing plants on Form EIA-816, *Monthly Natural Gas Liquids Report*, and Form EIA-64A, *Annual Report of the Origin of Natural Gas Liquids Production*.

^b Equal to marketed production minus NGPL production.

^c We only collect supplemental gaseous fuels data on an annual basis except for the Dakota Gasification Co. coal gasification facility, which provides data each month. We calculate the ratio of annual supplemental fuels (excluding Dakota Gasification Co.) to the sum of dry gas production, net imports, and net withdrawals from storage. We apply this ratio to the monthly sum of these three elements. We add the Dakota Gasification Co. monthly value to the result to produce the monthly supplemental fuels estimate.

^d Monthly and annual data for 2019 through 2022 include underground storage and liquefied natural gas storage. Data for January 2023 forward include underground storage only. Appendix A, Explanatory Note 5, contains a discussion of computation procedures.

^e Represents quantities lost and imbalances in data due to differences among data sources. Net imports and balancing item excludes net intransit deliveries. These net intransit deliveries were (in billion cubic feet): 115 for 2023; 94 for 2022; 184 for 2021; 207 for 2020; and -8 for 2019. Appendix A, Explanatory Note 7, contains a full discussion of balancing item calculations.

^f Consists of pipeline fuel use, lease and plant fuel use, vehicle fuel, and deliveries to consuming sectors as shown in Table 2.

^R Revised data.

^{RE} Revised estimated data.

^E Estimated data.

Source: 2019-2022: U.S. Energy Information Administration (EIA), *Natural Gas Annual 2022*. January 2023 through current month: Form EIA-914, *Monthly Crude Oil and Lease Condensate, and Natural Gas Production Report*; Form EIA-857, *Monthly Report of Natural Gas Purchases and Deliveries to Consumers*; Form EIA-191, *Monthly Underground Gas Storage Report*; EIA computations and estimates; and Office of Fossil Energy and Carbon Management, *Natural Gas Imports and Exports*. Table 7 includes detailed source notes for Marketed Production. Appendix A, Notes 3 and 4, includes discussion of computation and estimation procedures and revision policies.

Note: Data for 2019 through 2022 are final. All other data are preliminary unless otherwise indicated. Geographic coverage is the 50 states and the District of Columbia. Totals may not equal sum of components because of independent rounding.

Table 5. U.S. natural gas exports, 2022-2024

volumes in million cubic feet; prices in dollars per thousand cubic feet

	2024	2023	2022	2024				
	7-month YTD	7-month YTD	7-month YTD	July	June	May	April	March
Exports								
Volume (million cubic feet)								
Pipeline								
Canada	593,557	612,837	560,849	66,314	66,541	66,531	72,529	115,589
Mexico	1,350,710	1,272,031	1,235,482	209,404	203,180	211,481	190,281	181,856
Total pipeline exports	1,944,267	1,884,868	1,796,330	275,718	269,721	278,011	262,810	297,445
LNG								
Exports								
By vessel								
Antigua and Barbuda	42	18	13	6	12	8	5	3
Argentina	47,568	76,921	64,737	11,310	10,114	17,470	8,674	0
Bahamas	298	301	276	54	42	52	39	35
Bangladesh	9,863	10,555	12,663	0	3,294	0	3,289	3,281
Barbados	158	0	92	18	20	17	16	29
Belgium	33,786	34,622	57,027	0	0	0	3,247	6,899
Brazil	39,309	17,755	58,017	3,531	14,000	5,941	1,364	0
Chile	44,168	28,152	26,766	10,640	7,101	7,330	5,441	6,439
China	131,757	91,210	29,214	33,392	20,846	25,863	10,025	17,376
Colombia	24,749	2,847	1,398	1,376	953	436	1,444	7,974
Croatia	33,397	28,829	46,142	0	6,784	3,570	0	10,202
Dominican Republic	51,503	36,323	34,156	3,152	10,812	5,946	12,446	4,552
Egypt	38,607	0	0	24,297	14,310	0	0	0
El Salvador	0	1	0	0	0	0	0	0
Finland	13,181	18,685	0	3,432	3,212	3,321	3,215	0
France	216,290	272,886	348,646	14,207	6,630	19,797	37,672	60,572
Germany	131,034	114,947	0	14,262	17,970	26,177	21,479	17,060
Greece	23,622	24,471	50,553	1,208	3,702	5,182	0	3,240
Haiti	67	64	86	11	20	10	3	0
India	161,277	87,959	70,443	28,326	28,782	45,269	20,843	13,842
Indonesia	1,203	1,902	717	0	771	432	0	0
Italy	92,895	102,283	82,019	3,965	17,597	10,814	14,040	10,256
Jamaica	9,059	2,574	738	1,409	475	83	3	3
Japan	189,096	168,799	126,444	26,761	27,862	41,155	22,227	28,923
Jordan	28,296	3,282	0	13,537	3,954	3,676	3,652	3,477
Kuwait	25,171	25,260	40,265	0	7,574	7,216	0	7,207
Lithuania	22,169	27,776	52,031	3,334	6,938	0	0	3,641
Malaysia	14,532	0	0	7,366	0	7,166	0	0
Malta	2,336	2,592	2,345	2,336	0	0	0	0
Mexico	3,310	8,224	3,292	0	33	3,190	0	0
Netherlands	287,075	360,707	197,144	22,461	34,890	37,694	47,486	57,169
Pakistan	0	0	3,074	0	0	0	0	0
Panama	12,765	12,510	9,676	0	2,375	0	3,265	3,448
Philippines	3,645	0	0	0	3,645	0	0	0
Poland	71,914	75,389	79,170	16,541	17,301	14,363	3,576	3,685
Portugal	42,583	46,787	39,813	6,314	3,743	4,238	6,469	2,932
Singapore	30,915	10,009	16,352	0	3,371	6,851	3,617	7,031
South Korea	168,636	127,183	159,349	24,150	40,772	28,401	17,457	21,023
Spain	122,744	156,546	292,591	12,532	17,364	8,399	10,127	21,849
Taiwan	75,792	60,311	66,249	16,186	5,923	10,256	13,347	10,374
Thailand	78,928	25,746	18,708	14,037	6,811	7,289	19,342	14,737
Turkiye	75,167	78,501	126,866	0	0	0	3,057	8,963
United Arab Emirates	3,064	0	0	0	0	3,064	0	0
United Kingdom	114,797	306,310	199,666	3,703	6,398	7,100	6,887	13,663
By truck								
Canada	40	46	48	7	10	15	8	0
Mexico	100	478	866	12	14	13	14	12
Re-exports								
By vessel								
United Kingdom	607	0	0	0	0	0	0	0
Total LNG exports	2,477,515	2,449,764	2,317,657	323,873	356,423	367,723	303,776	369,898
CNG								
Canada	0	1	1	0	0	0	0	0
Total CNG exports	0	1	1	0	0	0	0	0
Total exports	4,421,781	4,334,633	4,113,989	599,591	626,144	645,734	566,586	667,343

See footnotes at end of table.

Table 5. U.S. natural gas exports, 2022-2024

volumes in million cubic feet; prices in dollars per thousand cubic feet – continued

	2024							2023
	February	January	Total	December	November	October	September	August
Exports								
Volume (million cubic feet)								
Pipeline								
Canada	113,963	92,090	1,025,017	111,267	88,967	66,936	76,619	68,390
Mexico	169,433	185,076	2,241,553	174,602	179,002	200,466	202,402	213,050
Total pipeline exports	283,395	277,165	3,266,570	285,869	267,969	267,402	279,021	281,440
LNG								
Exports								
By vessel								
Antigua and Barbuda	7	2	47	6	4	7	7	5
Argentina	0	0	76,921	0	0	0	0	0
Bahamas	34	42	499	32	34	34	51	47
Bangladesh	0	0	24,147	3,257	3,240	0	0	7,095
Barbados	37	22	11	11	0	0	0	0
Belgium	9,386	14,255	97,017	14,272	10,288	20,775	13,697	3,363
Brazil	6,180	8,292	38,595	3,708	3,563	3,720	6,561	3,287
Chile	3,522	3,696	31,217	0	0	0	0	3,065
China	16,312	7,944	173,247	13,949	25,601	18,013	10,222	14,252
Colombia	6,101	6,465	32,014	7,162	1,844	6,689	10,322	3,149
Croatia	3,377	9,464	55,439	3,050	9,995	0	10,542	3,023
Dominican Republic	7,106	7,489	73,761	3,177	8,647	8,826	6,734	10,055
Egypt	0	0	0	0	0	0	0	0
El Salvador	0	0	1	0	0	0	0	0
Finland	0	0	38,469	2,762	3,335	0	7,057	6,630
France	49,363	28,049	492,906	40,692	58,907	54,072	32,016	34,332
Germany	16,715	17,371	204,605	19,439	14,382	17,901	17,228	20,709
Greece	3,136	7,153	39,426	8,287	0	0	1,968	4,700
Haiti	6	16	113	13	8	8	10	9
India	13,530	10,685	164,325	17,062	7,441	13,698	24,452	13,713
Indonesia	0	0	3,157	0	0	0	489	766
Italy	11,455	24,767	197,816	21,283	23,786	6,850	22,094	21,519
Jamaica	590	6,576	9,048	480	122	1,831	4,038	3
Japan	22,827	19,340	310,190	27,461	24,896	24,357	33,375	31,302
Jordan	0	0	3,282	0	0	0	0	0
Kuwait	3,175	0	35,185	0	0	0	6,636	3,289
Lithuania	7,174	1,083	55,332	3,409	0	6,476	10,666	7,005
Malaysia	0	0	0	0	0	0	0	0
Malta	0	0	2,592	0	0	0	0	0
Mexico	87	0	13,661	3,660	0	1,776	0	0
Netherlands	45,501	41,873	588,557	48,658	36,150	49,701	39,745	53,596
Pakistan	0	0	3,141	3,141	0	0	0	0
Panama	0	3,677	19,565	328	3,530	0	3,196	0
Philippines	0	0	6,823	0	3,445	3,378	0	0
Poland	10,702	5,746	139,635	10,862	14,500	14,213	14,121	10,550
Portugal	9,384	9,503	72,856	2,945	3,204	7,125	6,135	6,660
Singapore	6,851	3,194	23,320	0	0	3,279	6,649	3,384
South Korea	16,193	20,640	275,779	35,187	26,140	28,224	24,112	34,932
Spain	13,660	38,812	269,504	15,629	17,280	49,792	10,234	20,023
Taiwan	13,151	6,555	104,075	6,655	3,104	6,686	13,201	14,117
Thailand	8,809	7,904	59,477	3,818	7,581	7,538	0	14,793
Turkiye	20,454	42,693	156,403	42,304	27,560	4,507	3,531	0
United Arab Emirates	0	0	0	0	0	0	0	0
United Kingdom	34,117	42,928	450,181	60,209	47,642	24,900	7,464	3,655
By truck								
Canada	0	0	85	7	7	0	16	8
Mexico	14	21	604	20	26	27	35	19
Re-exports								
By vessel								
United Kingdom	607	0	0	0	0	0	0	0
Total LNG exports	359,563	396,260	4,343,027	422,935	386,262	384,403	346,604	353,059
CNG								
Canada	0	0	1	0	0	0	0	0
Total CNG exports	0	0	1	0	0	0	0	0
Total exports	642,958	673,426	7,609,597	708,805	654,230	651,805	625,625	634,499

See footnotes at end of table.

Table 5. U.S. natural gas exports, 2022-2024

volumes in million cubic feet; prices in dollars per thousand cubic feet – continued

							2023	2022
	July	June	May	April	March	February	January	Total
Exports								
Volume (million cubic feet)								
Pipeline								
Canada	76,567	75,320	77,984	75,674	106,178	95,691	105,422	959,630
Mexico	208,625	204,115	193,623	169,179	177,653	152,807	166,028	2,078,627
Total pipeline exports	285,193	279,435	271,608	244,853	283,832	248,498	271,450	3,038,257
LNG								
Exports								
By vessel								
Antigua and Barbuda	4	3	3	3	2	2	4	22
Argentina	11,162	22,663	26,930	11,536	2,343	2,287	0	66,939
Bahamas	47	45	45	43	53	27	42	489
Bangladesh	0	3,624	3,561	0	0	0	3,369	12,663
Barbados	0	0	0	0	0	0	0	93
Belgium	0	6,953	3,809	4,844	8,053	7,322	3,640	80,245
Brazil	0	8,628	4,196	3,598	1,334	0	0	71,998
Chile	7,144	4,011	6,419	0	7,271	0	3,307	30,131
China	35,337	20,261	6,593	3,426	5,132	2,565	17,896	96,659
Colombia	0	0	2,847	0	0	0	0	5,703
Croatia	10,121	0	2,932	3,163	3,694	6,006	2,913	77,286
Dominican Republic	6,076	7,443	7,871	6,901	876	3,514	3,643	50,824
Egypt	0	0	0	0	0	0	0	0
El Salvador	1	0	0	0	0	0	0	0
Finland	3,666	1,622	6,935	0	6,462	0	0	329
France	20,589	45,569	51,355	53,211	28,581	39,457	34,124	571,399
Germany	17,245	15,769	16,002	18,546	24,841	8,229	14,314	7,113
Greece	0	2,924	4,498	3,905	3,156	6,781	3,207	69,031
Haiti	8	6	12	11	8	11	8	115
India	20,494	14,488	7,140	14,585	10,230	14,064	6,956	122,518
Indonesia	1,097	0	0	0	0	0	805	6,579
Italy	13,923	13,959	18,845	17,378	13,699	17,555	6,925	116,034
Jamaica	1,443	3	289	31	540	161	107	1,516
Japan	44,016	28,031	31,208	13,687	20,102	14,058	17,696	209,220
Jordan	3,282	0	0	0	0	0	0	0
Kuwait	7,081	10,670	3,802	3,707	0	0	0	57,018
Lithuania	3,375	3,629	7,048	3,412	3,599	0	6,713	77,212
Malaysia	0	0	0	0	0	0	0	0
Malta	0	0	0	0	0	0	2,592	5,273
Mexico	1,954	0	0	0	3,051	0	3,219	3,832
Netherlands	53,296	45,866	64,538	60,234	61,017	39,301	36,453	378,329
Pakistan	0	0	0	0	0	0	0	3,074
Panama	3,295	0	3,289	0	3,209	0	2,718	13,759
Philippines	0	0	0	0	0	0	0	0
Poland	3,635	18,046	17,422	7,165	7,236	10,347	11,538	127,404
Portugal	9,845	3,194	10,424	4,237	6,133	6,138	6,816	69,583
Singapore	0	10,009	0	0	0	0	0	22,980
South Korea	16,462	17,044	10,958	24,734	10,807	22,672	24,507	292,732
Spain	34,106	12,274	12,266	13,680	38,096	32,138	13,987	426,657
Taiwan	13,090	6,848	10,262	9,774	10,311	6,557	3,471	106,738
Thailand	7,463	4,242	0	4,225	4,249	1,829	3,738	25,988
Turkiye	0	0	0	13,908	11,866	13,444	39,283	192,067
United Arab Emirates	0	0	0	0	0	0	0	0
United Kingdom	0	0	25,242	75,836	70,499	71,702	63,032	464,462
By truck								
Canada	8	17	7	7	7	0	0	76
Mexico	25	34	26	58	96	106	133	1,552
Re-exports								
By vessel								
United Kingdom	0	0	0	0	0	0	0	0
Total LNG exports	349,292	327,872	366,774	375,843	366,552	326,275	337,155	3,865,643
CNG								
Canada	0	0	0	0	*	*	*	2
Total CNG exports	0	0	0	0	*	*	*	2
Total exports	634,485	607,307	638,382	620,697	650,384	574,773	608,605	6,903,902

See footnotes at end of table.

Table 5. U.S. natural gas exports, 2022-2024

volumes in million cubic feet; prices in dollars per thousand cubic feet – continued

								2022
	December	November	October	September	August	July	June	May
Exports								
Volume (million cubic feet)								
Pipeline								
Canada	98,718	90,179	72,738	61,926	75,220	69,774	70,105	79,214
Mexico	158,638	160,986	171,766	169,159	182,596	189,652	182,995	186,003
Total pipeline exports	257,355	251,165	244,505	231,086	257,816	259,426	253,100	265,217
LNG								
Exports								
By vessel								
Antigua and Barbuda	1	2	2	3	2	2	3	2
Argentina	0	0	0	0	2,202	9,448	25,246	20,111
Bahamas	42	35	40	43	53	45	47	42
Bangladesh	0	0	0	0	0	0	0	3,346
Barbados	0	1	0	0	0	0	0	0
Belgium	3,274	0	7,190	9,165	3,589	0	7,023	3,441
Brazil	0	0	3,439	0	10,542	5,192	3,857	15,303
Chile	0	0	0	3,365	0	6,917	0	9,943
China	6,992	17,308	22,598	10,275	10,272	784	7,329	0
Colombia	0	0	3,699	0	606	0	912	0
Croatia	6,204	5,122	2,922	9,073	7,824	4,600	7,925	8,543
Dominican Republic	6,644	0	3,469	3,196	3,357	6,532	5,838	4,964
Egypt	0	0	0	0	0	0	0	0
El Salvador	0	0	0	0	0	0	0	0
Finland	329	0	0	0	0	0	0	0
France	38,311	50,655	41,959	57,943	33,885	53,443	37,564	47,150
Germany	7,112	1	0	0	0	0	0	0
Greece	2,869	421	4,424	0	10,763	12,922	9,633	12,650
Haiti	9	0	0	8	11	8	13	9
India	14,139	10,138	7,005	10,528	10,265	13,902	10,653	7,152
Indonesia	3,256	505	625	509	967	0	0	0
Italy	6,992	3,205	0	8,355	15,462	9,914	7,137	21,696
Jamaica	147	137	144	240	110	121	48	144
Japan	20,535	24,396	10,684	7,005	20,156	18,189	21,561	24,024
Jordan	0	0	0	0	0	0	0	0
Kuwait	0	0	3,299	7,038	6,415	5,382	8,105	14,204
Lithuania	3,281	3,708	7,072	3,541	7,579	7,947	6,729	11,237
Malaysia	0	0	0	0	0	0	0	0
Malta	0	2,928	0	0	0	0	0	0
Mexico	539	0	0	0	0	0	3,292	0
Netherlands	39,893	20,645	39,703	30,924	50,020	32,637	34,420	28,902
Pakistan	0	0	0	0	0	0	0	0
Panama	249	3,833	0	0	0	0	623	1,192
Philippines	0	0	0	0	0	0	0	0
Poland	13,885	3,453	7,095	16,917	6,885	17,780	14,282	18,224
Portugal	10,025	3,732	7,005	5,806	3,202	6,412	5,582	3,888
Singapore	0	0	6,628	0	0	6,275	3,352	0
South Korea	24,700	14,069	38,844	19,736	36,033	34,342	25,054	17,538
Spain	33,847	26,445	26,369	21,263	26,140	34,396	29,639	40,337
Taiwan	9,203	3,592	9,041	9,753	8,901	9,353	6,892	15,975
Thailand	0	0	0	3,673	3,607	0	6,920	3,419
Turkiye	17,979	31,430	10,333	5,458	0	0	7,542	7,281
United Arab Emirates	0	0	0	0	0	0	0	0
United Kingdom	69,332	76,693	46,040	51,467	21,263	3,797	3,326	10,608
By truck								
Canada	8	0	19	0	0	0	8	8
Mexico	160	153	175	94	103	76	105	115
Re-exports								
By vessel								
United Kingdom	0	0	0	0	0	0	0	0
Total LNG exports	339,960	302,608	309,823	295,379	300,215	300,415	300,659	351,448
CNG								
Canada	0	*	1	*	*	1	*	0
Total CNG exports	0	*	1	*	*	1	*	0
Total exports	597,316	553,774	554,328	526,465	558,031	559,842	553,760	616,665

See footnotes at end of table.

Table 5. U.S. natural gas exports, 2022-2024

volumes in million cubic feet; prices in dollars per thousand cubic feet – continued

	2022			
	April	March	February	January
Exports				
Volume (million cubic feet)				
Pipeline				
Canada	80,475	105,074	74,630	81,577
Mexico	176,447	169,885	155,032	175,467
Total pipeline exports	256,922	274,958	229,662	257,045
LNG				
Exports				
By vessel				
Antigua and Barbuda	3	2	0	2
Argentina	9,933	0	0	0
Bahamas	34	43	31	34
Bangladesh	0	3,421	5,896	0
Barbados	0	34	31	28
Belgium	7,341	17,743	7,691	13,786
Brazil	3,448	2,236	10,660	17,322
Chile	3,530	3,214	0	3,162
China	10,217	7,527	3,357	0
Colombia	0	0	0	486
Croatia	6,763	3,358	5,870	9,084
Dominican Republic	3,645	6,530	0	6,647
Egypt	0	0	0	0
El Salvador	0	0	0	0
Finland	0	0	0	0
France	56,343	64,415	39,646	50,084
Germany	0	0	0	0
Greece	1,336	4,116	8,094	1,802
Haiti	11	10	16	20
India	14,223	10,438	7,210	6,866
Indonesia	0	0	717	0
Italy	15,519	7,088	13,629	7,037
Jamaica	135	92	111	86
Japan	13,231	17,697	10,214	21,527
Jordan	0	0	0	0
Kuwait	7,298	0	5,277	0
Lithuania	13,770	5,700	3,131	3,518
Malaysia	0	0	0	0
Malta	0	0	2,345	0
Mexico	0	0	0	0
Netherlands	28,395	24,922	31,591	16,279
Pakistan	3,074	0	0	0
Panama	1,536	0	3,069	3,255
Philippines	0	0	0	0
Poland	13,882	3,831	7,475	3,695
Portugal	6,632	10,728	3,703	2,868
Singapore	0	6,725	0	0
South Korea	13,813	19,289	27,489	21,824
Spain	40,259	59,224	39,359	49,379
Taiwan	9,541	12,161	6,115	6,211
Thailand	0	0	4,880	3,490
Turkiye	6,637	16,629	43,697	45,081
United Arab Emirates	0	0	0	0
United Kingdom	39,775	56,799	25,301	60,060
By truck				
Canada	15	0	4	13
Mexico	122	144	157	148
Re-exports				
By vessel				
United Kingdom	0	0	0	0
Total LNG exports	330,463	364,116	316,766	353,791
CNG				
Canada	0	*	0	0
Total CNG exports	0	*	0	0
Total exports	587,385	639,074	546,428	610,836

See footnotes at end of table.

Table 7. Marketed production of natural gas in selected states and the Federal Gulf of Mexico, 2019-2024

million cubic feet

Year and month	Alaska	Arkansas	California	Colorado	Kansas	Louisiana	Montana	New Mexico	North Dakota	Ohio
2019 total	329,361	524,757	196,823	1,986,916	183,087	3,212,318	43,534	1,769,086	850,826	2,651,631
2020 total	339,337	481,205	155,979	1,996,740	163,362	3,205,574	38,191	1,965,533	887,445	2,389,629
2021 total	354,660	448,283	136,034	1,890,260	152,986	3,443,767	38,719	2,237,165	999,094	2,278,731
2022										
January	32,865	36,087	11,347	155,786	12,478	318,772	3,119	199,405	81,490	190,930
February	30,014	32,336	9,814	141,557	11,122	290,031	2,977	184,452	75,867	172,453
March	32,473	36,319	11,603	159,101	12,465	319,562	3,370	218,272	88,106	190,930
April	30,910	35,043	11,384	153,816	12,347	324,537	3,175	216,047	68,665	181,993
May	31,677	35,781	11,593	154,313	12,826	348,337	3,170	222,902	81,340	188,060
June	28,644	34,299	11,296	149,081	12,302	336,152	3,208	215,334	86,437	181,993
July	29,654	35,096	11,734	153,856	12,659	348,334	3,367	228,003	90,288	193,328
August	29,380	35,394	12,177	155,140	12,814	351,777	3,544	229,728	89,688	193,328
September	29,288	34,211	11,260	151,515	11,854	348,817	3,491	231,482	90,550	187,092
October	31,122	35,112	11,520	156,992	13,008	365,742	3,560	230,312	93,103	190,335
November	30,934	33,568	11,095	151,304	12,206	357,021	3,266	259,821	85,482	184,195
December	36,181	32,951	11,396	150,558	11,764	355,708	2,461	251,472	76,605	190,335
Total	373,141	416,196	136,220	1,833,019	147,846	4,064,791	38,709	2,687,231	1,007,621	2,244,971
2023										
January	33,391	£34,788	£11,055	£151,849	£11,783	£363,863	£3,538	£254,905	£83,384	£198,189
February	30,726	£31,085	£10,042	£135,238	£10,528	£352,464	£3,233	£233,411	£80,766	£174,917
March	32,676	£34,429	£10,900	£150,138	£11,441	£370,158	£3,565	£268,590	£88,736	£199,571
April	31,313	£32,911	£10,652	£146,856	£11,228	£363,538	£3,475	£259,515	£88,066	£187,566
May	31,288	£33,689	£11,243	£152,690	£11,555	£379,548	£3,577	£263,626	£92,326	£191,104
June	28,991	£32,280	£10,795	£149,138	£10,817	£345,747	£3,469	£252,650	£92,129	£179,766
July	28,478	£33,094	£11,217	£155,584	£10,985	£363,583	£3,551	£264,909	£96,906	£189,040
August	26,756	£32,973	£11,217	£157,964	£11,293	£365,347	£3,654	£270,933	£97,655	£195,216
September	28,784	£31,874	£10,827	£152,177	£10,902	£351,720	£3,535	£265,057	£98,252	£188,594
October	31,535	£32,602	£10,908	£157,416	£11,305	£360,678	£3,579	£271,482	£100,209	£186,975
November	30,734	£31,377	£10,272	£154,244	£10,869	£343,826	£3,376	£270,985	£98,324	£185,717
December	33,356	£32,093	£10,619	£160,934	£10,952	£345,516	£3,621	£288,346	£103,484	£186,819
Total	368,027	£393,193	£129,747	£1,824,228	£133,657	£4,305,988	£42,174	£3,164,408	£1,120,237	£2,263,473
2024										
January	34,077	£29,234	£10,457	£155,450	£10,083	£339,634	£3,478	£275,658	£89,672	£179,681
February	31,472	£29,775	£9,726	£149,839	£10,092	£329,471	£3,371	£273,048	£94,200	£179,998
March	33,621	£31,746	£10,441	£161,097	£10,747	£332,315	£3,646	£295,357	£98,792	£184,582
April	31,174	£30,219	£10,028	£152,764	£10,076	£301,020	£3,572	£283,350	£98,178	£180,272
May	31,962	RE31,054	£10,397	RE156,087	RE10,604	RE294,261	RE3,665	RE295,240	£102,291	RE190,090
June	28,968	RE29,683	RE10,142	RE148,929	RE10,181	RE282,996	RE3,583	RE290,057	£98,290	RE177,253
July	29,235	£30,538	£10,426	£154,835	£10,542	£310,951	£3,698	£305,942	£100,492	£177,365
2024 7-month YTD	220,509	£212,249	£71,618	£1,079,001	£72,324	£2,190,647	£25,014	£2,018,652	£681,916	£1,269,240
2023 7-month YTD	216,863	£232,274	£75,905	£1,041,493	£78,335	£2,538,901	£24,409	£1,797,605	£622,314	£1,320,152
2022 7-month YTD	216,236	244,960	78,772	1,067,510	86,199	2,285,726	22,386	1,484,416	572,194	1,299,687

See footnotes at end of table.

Table 7. Marketed production of natural gas in selected states and the Federal Gulf of Mexico, 2019-2024

million cubic feet – continued

Year and month	Oklahoma	Pennsylvania	Texas	Utah	West Virginia	Wyoming	Other states	Federal Gulf of Mexico	U.S. total
2019 total	3,036,052	6,896,792	9,378,489	271,808	2,155,214	1,488,854	456,024	1,015,343	36,446,918
2020 total	2,673,207	7,168,902	9,813,035	241,965	2,567,990	1,206,122	435,117	791,491	36,520,826
2021 total	2,555,430	7,647,068	9,949,156	239,422	2,675,145	1,109,416	401,892	780,632	37,337,860
2022									
January	216,347	657,613	878,743	20,719	234,795	89,680	30,986	64,105	3,235,266
February	196,621	577,251	795,295	18,516	209,707	78,589	31,234	56,642	2,914,480
March	225,203	634,328	903,364	21,502	239,344	87,991	34,249	64,273	3,282,454
April	226,464	614,569	880,176	21,243	235,580	86,485	31,383	65,402	3,199,218
May	235,497	638,527	918,979	22,306	247,179	85,606	32,053	61,895	3,332,041
June	231,202	616,619	881,753	21,786	240,568	85,970	31,592	64,090	3,232,326
July	239,209	644,039	920,414	22,646	251,625	89,886	34,763	66,176	3,375,077
August	238,619	635,404	937,041	23,549	255,603	87,801	33,420	67,976	3,392,383
September	238,112	618,364	925,985	21,849	245,734	83,339	32,595	64,875	3,330,414
October	245,755	637,050	941,968	22,103	251,647	88,939	33,226	66,250	3,437,743
November	234,562	613,000	910,587	21,297	255,298	85,621	32,901	64,414	3,326,572
December	236,429	624,415	934,211	22,675	253,533	82,730	32,644	64,307	3,370,376
Total	2,764,019	7,511,179	10,828,515	260,192	2,920,613	1,032,634	391,046	770,406	39,428,350
2023									
January	€241,437	€646,645	€935,962	€22,310	€256,931	€79,538	€31,536	€67,666	€3,428,769
February	€217,813	€572,742	€842,907	€18,969	€231,585	€69,492	€27,372	€59,490	€3,102,781
March	€240,498	€642,354	€961,177	€22,752	€266,638	€78,520	€27,921	€64,871	€3,474,934
April	€232,276	€619,656	€932,661	€22,593	€256,029	€75,109	€30,110	€58,454	€3,362,007
May	€237,558	€648,124	€982,394	€24,031	€268,279	€81,880	€30,706	€56,290	€3,499,909
June	€233,220	€627,912	€949,437	€24,338	€266,083	€80,375	€31,225	€57,076	€3,375,450
July	€238,429	€643,265	€985,195	€24,165	€279,996	€70,816	€32,548	€63,043	€3,494,802
August	€236,507	€648,577	€996,400	€25,154	€282,678	€79,142	€32,273	€59,986	€3,533,722
September	€234,235	€616,784	€966,776	€24,587	€268,946	€78,776	€31,376	€62,802	€3,426,002
October	€239,892	€640,992	€999,974	€25,742	€284,310	€85,128	€32,256	€61,707	€3,536,693
November	€229,910	€643,405	€974,811	€25,583	€282,583	€84,830	€30,876	€57,038	€3,468,760
December	€235,522	€669,263	€1,012,273	€26,418	€295,117	€87,440	€31,385	€59,102	€3,592,260
Total	€2,817,297	€7,619,721	€11,539,96	€286,642	€3,239,174	€951,046	€369,584	€727,526	€41,296,088
2024									
January	€225,757	€666,020	€972,060	€26,309	€287,332	€84,996	€30,998	€58,709	€3,479,605
February	€219,966	€617,929	€942,372	€24,097	€269,068	€81,306	€29,139	€54,000	€3,348,871
March	€232,361	€601,193	€1,010,598	€25,726	€284,527	€85,486	€30,596	€54,491	€3,487,321
April	€228,427	€583,413	€970,947	€24,906	€276,228	€79,895	€31,215	€57,273	€3,352,956
May	RE239,125	RE602,978	RE1,021,006	RE25,756	RE280,999	RE82,042	€32,092	RE52,777	RE3,462,427
June	RE229,916	RE610,868	RE996,305	RE24,883	€277,875	RE80,770	RE30,992	RE55,026	RE3,386,715
July	€235,676	€649,990	€1,033,499	€25,790	€289,438	€82,446	€31,412	€58,071	€3,540,343
2024 7-month YTD	€1,611,228	€4,332,390	€6,946,786	€177,466	€1,965,467	€576,940	€216,444	€390,347	€24,058,238
2023 7-month YTD	€1,641,230	€4,400,699	€6,589,732	€159,158	€1,825,540	€535,731	€211,417	€426,892	€23,738,651
2022 7-month YTD	1,570,542	4,382,945	6,178,724	148,718	1,658,799	604,205	226,260	442,584	22,570,862

RE Revised estimated data.

E Estimated data.

Source: 2019-2022: U.S. Energy Information Administration (EIA), *Natural Gas Annual 2022*, Bureau of Safety and Environmental Enforcement (BSEE), IHS Markit, and Enverus. January 2023 through current month: Form EIA-914, *Monthly Crude Oil and Lease Condensate, and Natural Gas Production Report*; and EIA computations.

Note: For 2023 forward, we estimate state monthly marketed production from gross withdrawals using historical relationships between the two. We collect data for Arkansas, California, Colorado, Kansas, Louisiana, Montana, New Mexico, North Dakota, Ohio, Oklahoma, Pennsylvania, Texas, Utah, West Virginia, Wyoming, and federal offshore Gulf of Mexico individually on the EIA-914 report. The "other states" category comprises states/areas not individually collected on the EIA-914 report (Alabama, Arizona, Federal Offshore Pacific, Florida, Idaho, Illinois, Indiana, Kentucky, Maryland, Michigan, Mississippi, Missouri, Nebraska, Nevada, New York, Oregon, South Dakota, Tennessee, and Virginia). Before 2023, Federal Offshore Pacific is included in California. We obtain all data for Alaska directly from the state. Monthly preliminary state-level data for all states not collected individually on the EIA-914 report are available after the final annual reports for these series are collected and processed. Final annual data are generally available in the third quarter of the following year. The sum of individual states may not equal total U.S. volumes because of independent rounding.



U.S. DEPARTMENT OF
ENERGY

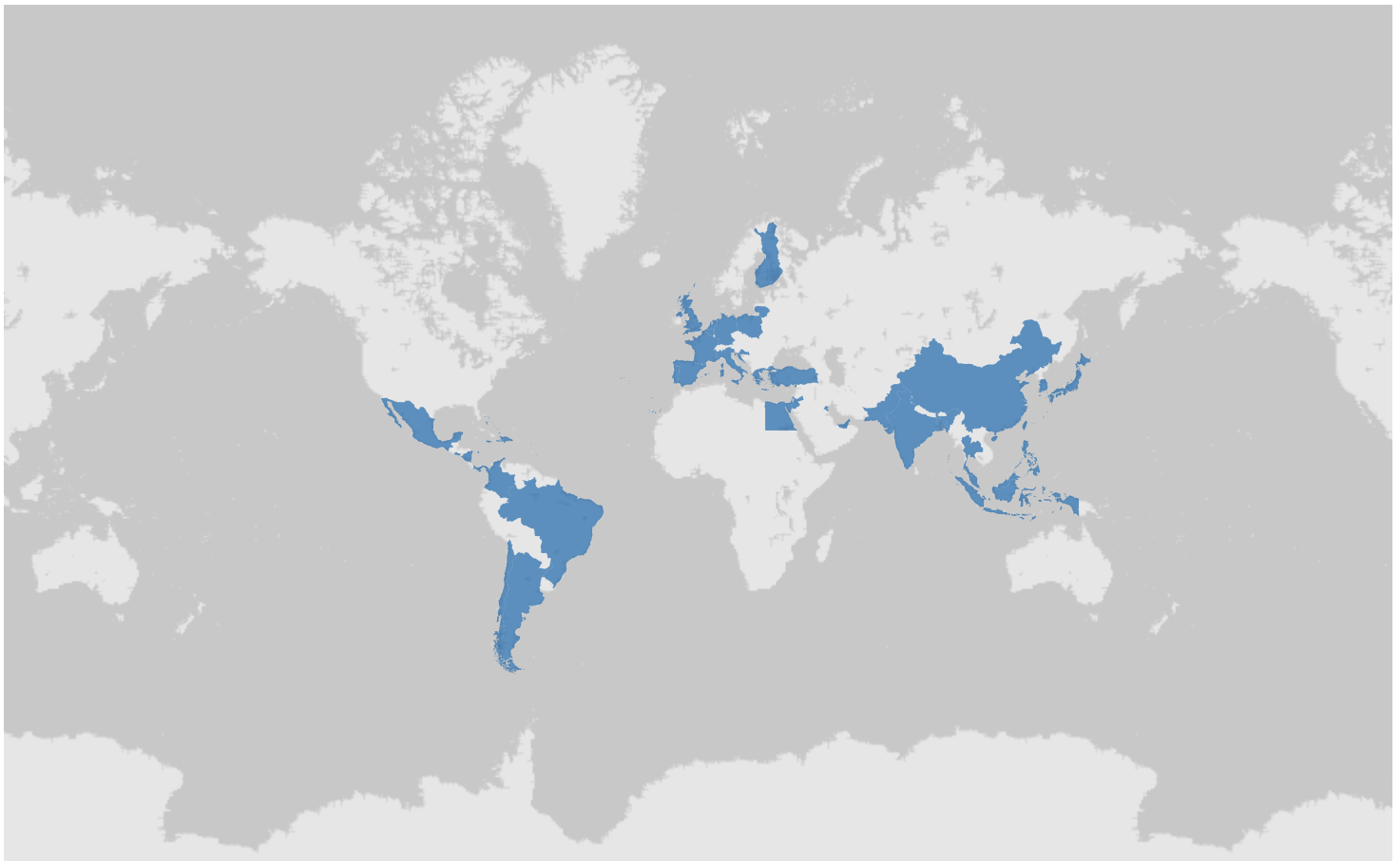
Fossil Energy and
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OFFICE OF RESOURCE SUSTAINABILITY

Office of Regulation, Analysis, and Engagement
Division of Natural Gas Regulation

U.S. Natural Gas Imports and Exports Monthly July 2024

Data are current as of the publication date. Any revisions to reported data will be published in the next scheduled monthly report.



U.S. LNG Historical Countries of Destination

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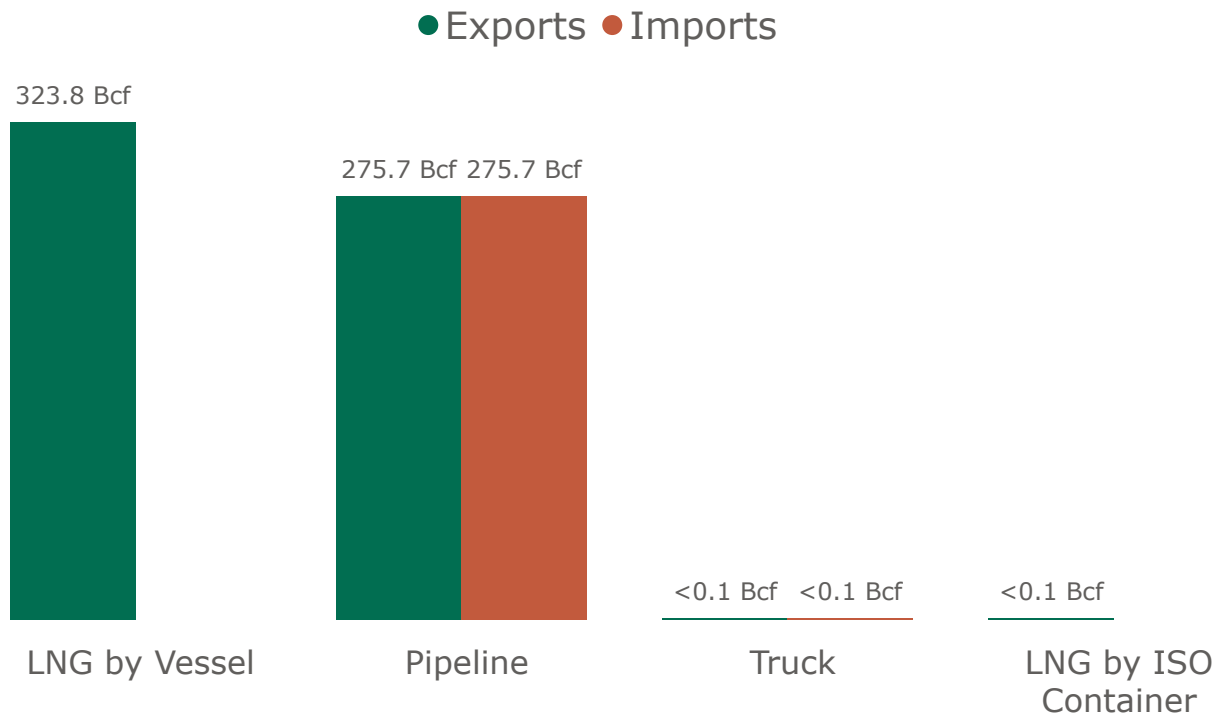
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U.S. Natural Gas Imports & Exports

Monthly Summary

U.S. Natural Gas Imports & Exports by Mode of Transport (July 2024)



1a. Monthly Summary: U.S. Natural Gas Imports & Exports by Mode of Transport

Volume (Bcf)	Monthly			Percentage Change	
	Jul 2024	Jun 2024	Jul 2023	Jul 2024 vs. Jun 2024	Jul 2024 vs. Jul 2023
Exports					
LNG by Vessel	323.8	356.3	349.2	-9%	-7%
Pipeline	275.7	269.7	285.2	2%	-3%
Truck	<0.1	<0.1	<0.1	-18%	-43%
LNG by ISO Container	<0.1	<0.1	<0.1	-3%	55%
Total	599.6	626.1	634.5	-4%	-5%
Imports					
LNG by Vessel	0	0	1.3	-	-100%
Pipeline	275.7	253.8	262.7	9%	5%
Truck	<0.1	<0.1	0.3	49%	-74%
LNG by ISO Container	0	0	0	-	-
Total	275.8	253.9	264.3	9%	4%
Net Exports	323.8	372.2	370.2	-13%	-13%

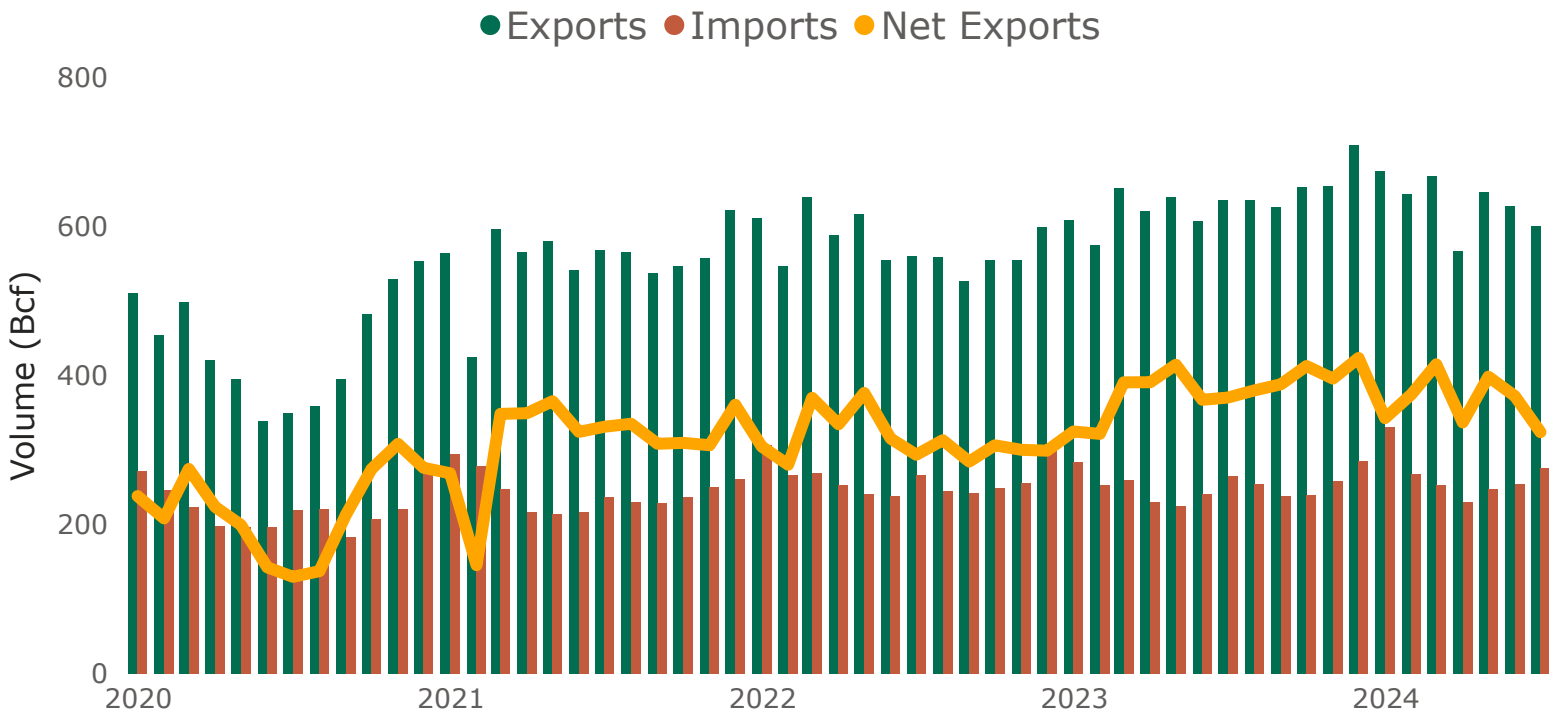
Notes

- Natural gas imports & exports by truck included compressed natural gas (CNG) and liquefied natural gas (LNG).
- Does not include LNG Re-Exports or Puerto Rico LNG Imports or Exports. See Table 6 for LNG Re-Exports and Table 8 for Puerto Rico LNG Imports and Exports.
- Totals may not equal sum of components because of independent rounding.
- not applicable(-).

U.S. Natural Gas Imports & Exports

Year-to-Date and Annual Summary

U.S. Natural Gas Imports & Exports



1b. Year-to-Date and Annual Summary: U.S. Natural Gas Imports & Exports by Mode of Transport

Volume (Bcf) Mode of Transport	Year-to-Date (Jan-Jul)			Annual		
	YTD 2024	YTD 2023	% Change	2023	2022	% Change
Exports						
LNG by Vessel	2,476.2	2,448.4	1%	4,341.2	3,861.9	12%
Pipeline	1,944.3	1,884.9	3%	3,266.6	3,040.8	7%
Truck	0.1	0.5	-73%	0.7	1.6	-58%
LNG by ISO Container	0.6	0.8	-27%	1.1	2.1	-48%
Total	4,421.2	4,334.6	2%	7,609.6	6,906.4	10%
Imports						
LNG by Vessel	11.5	10.5	9%	13.2	23.5	-44%
Pipeline	1,845.9	1,743.5	6%	3,015.7	3,104.0	-3%
Truck	0.7	1.4	-51%	2.4	2.1	14%
LNG by ISO Container	0	0	-	0	0	-
Total	1,858.0	1,755.4	6%	3,031.2	3,129.6	-3%
Net Exports	2,563.8	2,579.2	<1%	4,578.3	3,776.8	21%

Notes

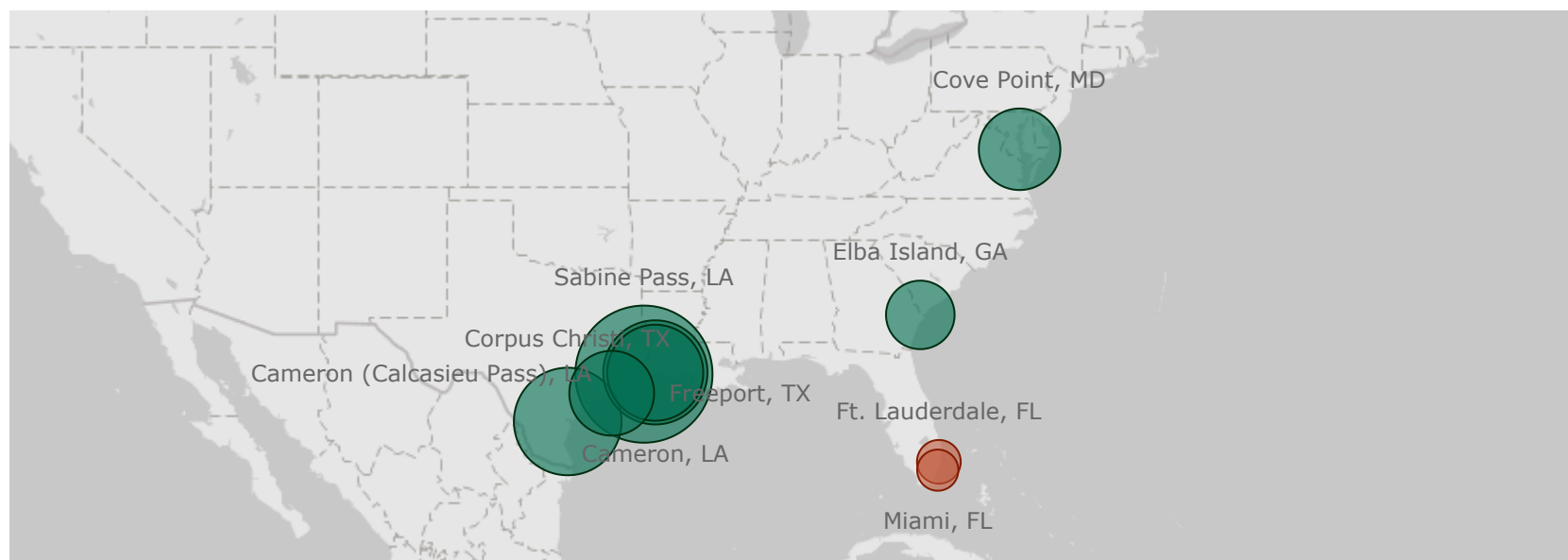
- Does not include LNG Re-Exports or Puerto Rico LNG Imports or Exports. See Table 6 for LNG Re-Exports and Table 8 for Puerto Rico LNG Imports and Exports.
- Totals may not equal sum of components because of independent rounding.
- not applicable(-).

U.S.-Produced LNG Exports

Monthly Summary

U.S.-Produced LNG Exports by Point of Exit (July 2024)

● ISO Container ● Vessel



2a. Monthly Summary: U.S.-Produced LNG Exports by Mode of Transport and Point of Exit

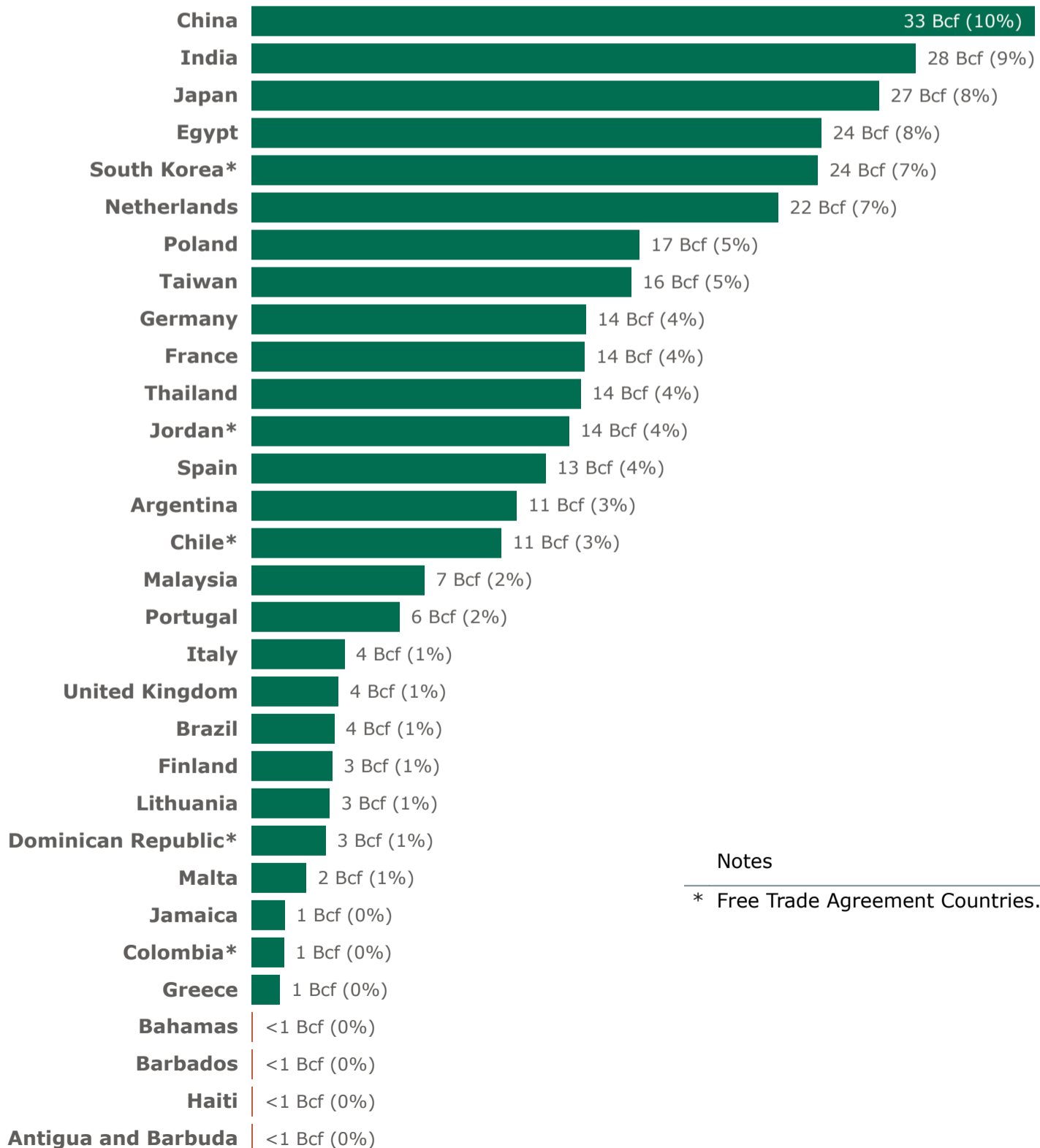
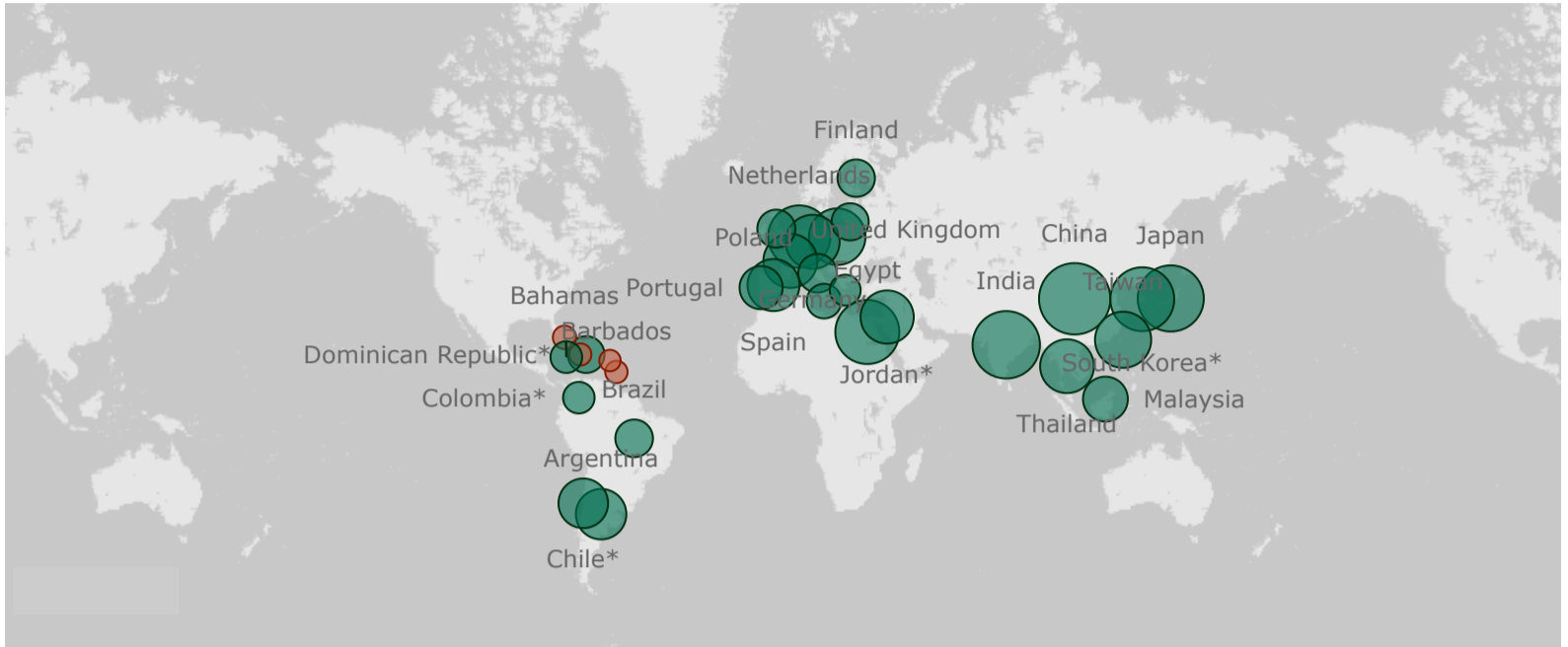
Volume (Bcf)	Monthly			Percentage Change		No. of Cargos	No. of Countries	% nFTA	% Spot	
	Point of Exit	Jul 2024	Jun 2024	Jul 2023	Jul 2024 vs. Jun 2024					Jul 2024 vs. Jul 2023
LNG Exports by Vessel										
Sabine Pass, LA	119.8	108.5	113.3	10%	6%	38	21	78%	0%	
Corpus Christi, TX	57.4	64.6	58.6	-11%	-2%	18	13	70%	0%	
Cameron, LA	51.6	50.9	49.8	1%	4%	19	9	89%	0%	
Cameron (Calcasieu Pass), LA	39.3	41.8	38.7	-6%	1%	12	8	97%	55%	
Freeport, TX	24.8	64.9	59.5	-62%	-58%	8	7	90%	0%	
Cove Point, MD	21.2	19.1	19.9	11%	6%	6	3	100%	0%	
Elba Island, GA	9.7	6.4	9.3	52%	5%	3	3	100%	0%	
Total	323.8	356.3	349.2	-9%	-7%	104	27	84%	7%	
LNG Exports by ISO Container										
Ft. Lauderdale, FL	<0.1	<0.1	<0.1	-4%	54%	36	4	100%	0%	
Miami, FL	<0.1	<0.1	<0.1	36%	94%	4	1	100%	0%	
Jacksonville, FL	0	0	0	-	-	-	0	0%	0%	
Newark, NJ	0	0	0	-	-	-	0	0%	0%	
Total	<0.1	<0.1	<0.1	-3%	55%	40	5	100%	0%	
Total LNG Exports	323.9	356.4	349.3	-9%	-7%	-	31	84%	7%	

Notes

- Some cargos might be split cargos. Split cargos refer to a single shipment of LNG where portions of the cargo have different transactional characteristics.
- Totals may not equal sum of components because of independent rounding.
- not applicable(-).

4: U.S.-Produced LNG Exports by Country of Destination (July 2024)

● ISO Container ● Vessel



Notes

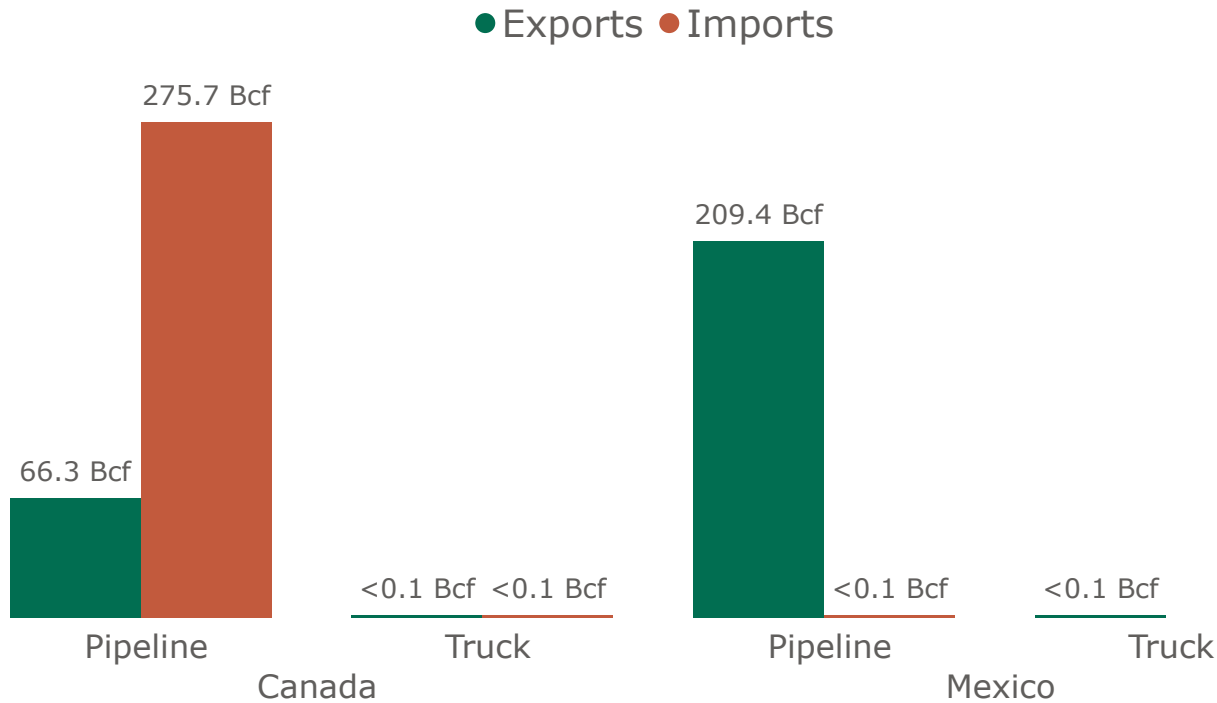
* Free Trade Agreement Countries.

U.S. Natural Gas Imports & Exports by Pipeline & Truck

Monthly Summary

16

U.S. Natural Gas Imports & Exports by Pipeline & Truck (July 2024)



9a. Monthly Summary: U.S. Natural Gas Imports & Exports by Pipeline & Truck

Volume (Bcf)	Monthly			Percentage Change		
	Mode of Transport	Jul 2024	Jun 2024	Jul 2023	Jul 2024 vs. Jun 2024	Jul 2024 vs. Jul 2023
Mexico						
Exports						
Pipeline	209.4	203.2	208.6		3%	<1%
Truck	<0.1	<0.1	<0.1		-16%	-54%
Total	209.4	203.2	208.7		3%	<1%
Imports						
Pipeline	<0.1	<0.1	<0.1		4%	-5%
Truck	0	0	0		-	-
Total	<0.1	<0.1	<0.1		4%	-5%
Net Exports	209.4	203.2	208.6		3%	<1%
Canada						
Exports						
Pipeline	66.3	66.5	76.6		<1%	-13%
Truck	<0.1	<0.1	<0.1		-22%	-12%
Total	66.3	66.6	76.6		<1%	-13%
Imports						
Pipeline	275.7	253.8	262.7		9%	5%
Truck	<0.1	<0.1	0.3		49%	-74%
Total	275.8	253.9	263.0		9%	5%
Net Exports	-209.4	-187.3	-186.4		-12%	-12%
Total Net Exports	<0.1	15.8	22.2		-100%	-100%

Notes

- Natural gas imports & exports by truck included compressed natural gas (CNG) and liquefied natural gas (LNG).
- Totals may not equal sum of components because of independent rounding.
- not applicable(-).

Table 1. Production of crude oil and lease condensate in the United States

thousand barrels per day

State	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2024												
Alabama	9	9	9	9	9	9	9					
Alaska	427	432	433	430	417	399	408					
Arizona	0	0	0	0	0	0	0					
Arkansas	11	12	12	11	11	11	11					
California	299	293	294	291	289	285	283					
Colorado	446	470	475	457	453	450	446					
Florida	3	2	3	2	3	3	2					
Idaho	0	0	0	0	0	0	0					
Illinois	17	20	19	19	20	19	19					
Indiana	4	5	5	5	5	4	5					
Kansas	61	73	75	76	75	77	77					
Kentucky	4	7	7	6	5	5	6					
Louisiana	87	89	89	87	86	87	87					
Michigan	11	10	10	13	12	11	13					
Mississippi	33	35	34	34	34	33	34					
Missouri	0	0	0	0	0	0	0					
Montana	61	67	72	74	74	73	70					
Nebraska	3	4	4	4	4	4	4					
Nevada	0	1	1	0	0	0	0					
New Mexico	1,862	1,983	2,013	1,999	2,019	2,010	2,035					
New York	1	1	1	1	1	1	1					
North Dakota	1,102	1,248	1,215	1,227	1,184	1,181	1,161					
Ohio	88	81	82	95	95	95	100					
Oklahoma	388	397	400	409	396	387	378					
Pennsylvania	14	12	13	12	13	11	11					
South Dakota	2	2	3	2	2	2	2					
Tennessee	0	0	0	0	0	0	0					
Texas	5,373	5,548	5,583	5,637	5,688	5,740	5,706					
Utah	167	160	162	174	187	186	192					
Virginia	0	0	0	0	0	0	0					
West Virginia	46	42	39	42	42	40	39					
Wyoming	279	298	296	297	290	290	289					
Federal Offshore Gulf of Mexico	1,743	1,790	1,815	1,826	1,777	1,803	1,805					
Federal Offshore Pacific	10	11	11	10	10	10	11					
U.S. Total	12,554	13,102	13,171	13,249	13,201	13,230	13,205					
2023												
Alabama	10	10	10	10	9	10	10	10	10	10	10	10
Alaska	448	446	435	434	430	423	397	396	415	426	428	433
Arizona	0	0	0	0	0	0	0	0	0	0	0	0
Arkansas	12	12	12	13	12	12	12	12	12	12	12	12
California	324	331	330	337	336	342	337	334	307	306	305	303
Colorado	429	420	437	450	457	464	457	466	459	472	483	488
Florida	3	1	2	3	3	3	3	3	3	3	3	3
Idaho	0	0	0	0	0	0	0	0	0	0	0	0
Illinois	19	20	19	18	19	19	18	19	19	19	19	19
Indiana	4	4	4	4	4	4	4	4	4	4	4	4
Kansas	75	77	79	78	78	78	74	77	75	74	74	71
Kentucky	3	4	6	6	2	10	2	7	7	3	4	7

See notes and sources at end of table.

Table 1. Production of crude oil and lease condensate in the United States, continued

thousand barrels per day

State	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Louisiana	101	99	97	95	94	93	92	94	92	92	89	88
Michigan	13	13	13	13	14	13	13	14	13	13	13	13
Mississippi	34	35	34	35	35	34	34	34	35	35	35	35
Missouri	0	0	0	0	0	0	0	0	0	0	0	0
Montana	62	64	65	62	61	60	57	62	63	63	63	63
Nebraska	4	5	5	5	5	5	5	5	4	5	5	4
Nevada	1	1	1	1	1	1	1	1	1	1	1	1
New Mexico	1,838	1,805	1,841	1,851	1,799	1,735	1,748	1,799	1,811	1,804	1,894	1,953
New York	1	1	1	1	1	1	1	1	1	1	1	1
North Dakota	1,053	1,147	1,112	1,122	1,127	1,160	1,173	1,207	1,287	1,253	1,278	1,275
Ohio	78	78	78	82	82	82	77	77	77	91	91	91
Oklahoma	425	426	440	435	452	435	439	433	421	416	418	415
Pennsylvania	13	13	13	14	14	13	13	13	12	13	15	13
South Dakota	3	2	3	3	3	2	2	3	3	2	2	2
Tennessee	0	0	0	0	0	0	0	0	0	0	0	0
Texas	5,316	5,291	5,454	5,408	5,500	5,538	5,560	5,603	5,570	5,586	5,658	5,631
Utah	126	130	136	145	152	157	156	163	170	172	174	173
Virginia	0	0	0	0	0	0	0	0	0	0	0	0
West Virginia	49	54	52	48	50	52	54	55	51	53	49	43
Wyoming	245	241	258	252	261	266	264	272	270	275	288	292
Federal Offshore Gulf of Mexico	1,914	1,854	1,877	1,750	1,721	1,845	1,925	1,876	1,974	1,935	1,856	1,852
Federal Offshore Pacific	6	5	5	6	9	9	9	9	10	10	10	10
U.S. Total	12,611	12,591	12,815	12,680	12,730	12,866	12,935	13,047	13,177	13,149	13,281	13,308
U.S. Total												
2022	11,442	11,467	11,875	11,812	11,742	11,913	11,992	12,123	12,439	12,431	12,467	12,175
2021	11,152	9,938	11,372	11,353	11,423	11,394	11,416	11,314	10,957	11,637	11,867	11,752
2020	12,851	12,844	12,796	11,911	9,714	10,446	11,008	10,585	10,934	10,469	11,210	11,179
2019	11,873	11,672	11,910	12,143	12,153	12,221	11,902	12,485	12,589	12,806	12,994	12,980
2018	10,002	10,281	10,467	10,495	10,432	10,640	10,901	11,394	11,446	11,516	11,911	11,985

Notes: Volumes are rounded to the nearest whole number; a zero may indicate volume of less than 0.5 thousand barrels per day. The sum of individual states/areas may not equal total U.S. volumes due to independent rounding. Data are subject to revision.

Sources: All data for Alaska are sourced directly from Alaska Oil and Gas Conservation Commission.

For 2024, data collected on Form EIA-914, *Monthly Crude Oil and Lease Condensate, and Natural Gas Production Report*, have been used to estimate the following states/areas: Arkansas, California, Colorado, Federal Offshore Gulf of Mexico, Kansas, Louisiana, Montana, New Mexico, North Dakota, Ohio, Oklahoma, Pennsylvania, Texas, Utah, West Virginia, and Wyoming. The remaining states/areas are estimated based on various sources including first purchase volumes collected on Form EIA-182, *Domestic Crude Oil First Purchase Report*, state regulatory agencies, the Bureau of Safety and Environmental Enforcement (BSEE), Enverus, and S&P Global.

For 2018-2023, volumes originally estimated have typically been revised using data sourced from various state regulatory agencies and the Bureau of Safety and Environmental Enforcement. Commercial data sources may also have been used for revision purposes (e.g., Enverus, S&P Global).

Table 3. Natural gas gross withdrawals in selected states and the Federal Gulf of Mexico

million cubic feet per day

State	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2024												
Alaska	10,455	10,572	10,351	9,774	9,619	9,020	8,883					
Arkansas	943	1,027	1,024	1,007	1,002	989	985					
California	341	339	341	338	339	342	340					
Colorado	5,019	5,171	5,201	5,096	5,039	4,968	4,999					
Kansas	325	348	347	336	342	339	340					
Louisiana	10,970	11,376	10,734	10,047	9,505	9,445	10,044					
Montana	121	125	127	128	127	129	128					
New Mexico	8,969	9,497	9,610	9,527	9,606	9,752	9,954					
North Dakota	3,077	3,455	3,390	3,481	3,510	3,485	3,448					
Ohio	5,796	6,207	5,954	6,009	6,132	5,908	5,721					
Oklahoma	7,282	7,585	7,496	7,614	7,714	7,664	7,602					
Pennsylvania	21,485	21,308	19,393	19,447	19,451	20,362	20,967					
Texas	33,598	34,818	34,930	34,678	35,290	35,584	35,722					
Utah	852	834	833	833	834	833	835					
West Virginia	9,269	9,278	9,178	9,208	9,064	9,262	9,337					
Wyoming	3,445	3,523	3,465	3,346	3,325	3,383	3,342					
Other States	1,019	1,024	1,006	1,061	1,055	1,053	1,033					
Federal Offshore Gulf of Mexico	1,929	1,896	1,790	1,944	1,734	1,868	1,908					
U.S. Total	124,894	128,383	125,168	123,875	123,688	124,387	125,588					
2023												
Alaska	10,533	10,561	10,198	10,073	9,637	9,137	8,418	7,734	8,776	9,633	9,993	10,590
Arkansas	1,122	1,110	1,111	1,097	1,087	1,076	1,068	1,064	1,062	1,052	1,046	1,035
California	361	363	356	359	367	364	366	366	365	356	346	346
Colorado	4,902	4,834	4,847	4,899	4,929	4,975	5,023	5,100	5,077	5,082	5,146	5,196
Kansas	380	376	369	374	373	361	354	364	363	365	362	353
Louisiana	11,753	12,604	11,956	12,134	12,259	11,540	11,744	11,801	11,739	11,650	11,476	11,160
Montana	123	124	124	125	124	125	123	127	127	124	121	126
New Mexico	8,294	8,408	8,739	8,725	8,577	8,494	8,619	8,815	8,912	8,833	9,111	9,382
North Dakota	2,861	3,068	3,045	3,122	3,168	3,266	3,325	3,350	3,483	3,438	3,486	3,551
Ohio	6,393	6,247	6,438	6,252	6,165	5,992	6,098	6,297	6,286	6,031	6,191	6,026
Oklahoma	7,788	7,779	7,758	7,743	7,663	7,774	7,691	7,629	7,808	7,738	7,664	7,597
Pennsylvania	20,860	20,455	20,721	20,655	20,907	20,930	20,750	20,922	20,559	20,677	21,447	21,589
Texas	32,350	32,256	33,222	33,311	33,955	33,910	34,052	34,439	34,529	34,563	34,816	34,988
Utah	722	680	737	756	778	814	783	815	823	834	856	855
West Virginia	8,288	8,271	8,601	8,534	8,654	8,869	9,032	9,119	8,965	9,171	9,419	9,520
Wyoming	3,224	3,118	3,183	3,146	3,319	3,366	2,870	3,208	3,299	3,450	3,553	3,544
Other States	1,037	996	918	1,023	1,010	1,061	1,070	1,061	1,066	1,061	1,049	1,032
Federal Offshore Gulf of Mexico	2,223	2,164	2,131	1,984	1,849	1,938	2,071	1,971	2,132	2,027	1,936	1,942
U.S. Total	123,214	123,415	124,452	124,312	124,821	123,993	123,458	124,182	125,373	126,086	128,018	128,833
U.S. Total												
2022	117,043	116,651	118,156	118,944	119,207	118,827	120,509	120,336	122,311	123,026	123,740	121,123
2021	113,036	104,951	113,218	114,280	113,704	112,992	113,183	114,030	114,691	116,546	118,815	119,985
2020	116,077	116,080	115,480	112,533	106,149	107,364	109,243	108,655	109,139	109,081	112,374	113,421
2019	108,927	109,176	109,130	110,509	110,452	109,993	109,548	111,229	113,219	114,580	116,976	116,855
2018	96,554	98,258	99,009	99,204	99,953	99,091	101,234	103,425	105,133	106,925	108,664	109,402

Notes: The "Other States" category comprises the following states/areas that are not individually collected on Form EIA-914: Alabama, Arizona, Federal Offshore Pacific waters, Florida, Idaho, Illinois, Indiana, Kentucky, Maryland, Michigan, Mississippi, Missouri, Nebraska, Nevada, New York, Oregon, South Dakota, Tennessee, and Virginia. For data prior to 2023, Federal Offshore Pacific production is included in California.

The sum of individual states/areas may not equal total U.S. volumes due to independent rounding.

Data are subject to revision.

Sources: All data for Alaska are sourced directly from Alaska Oil and Gas Conservation Commission.

For 2023 and 2024, natural gas gross withdrawals have been estimated from data collected on Form EIA-914, *Monthly Crude Oil and Lease Condensate, and Natural Gas Production Report*.

For 2018-2022, volumes originally estimated from EIA-914 have typically been revised using data sourced from various state regulatory agencies and the Bureau of Safety and Environmental Enforcement (BSEE). Commercial data sources may also have been used for revision purposes (e.g., Enverus, S&P Global).

10/01/2024 03:49:39 [BN] Bloomberg News

Pacific Surge Propels Russian Crude Flows to Highest Since June

Jump in exports was partly offset by another drop in weekly average prices

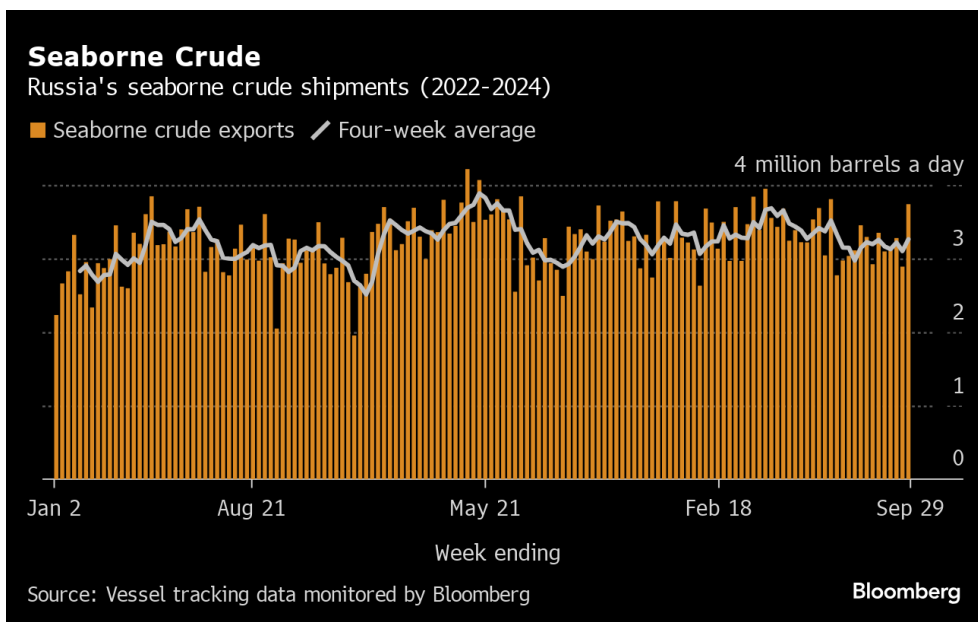
By Julian Lee

(Bloomberg) -- Russia's crude shipments rebounded to the most in three months last week on the resumption of normal flows from the country's main Pacific terminal at Kozmino and a second week of elevated exports from Primorsk on the Baltic.

Weekly cargoes rose by about 850,000 barrels a day, to the highest since the end of June. Four-week average crude volumes, which are less volatile, climbed to 3.26 million barrels a day in the week to Sept. 29, up by 160,000 from the previous period.

Shipments from Kozmino on the country's Pacific coast bounced back after the previous week's slump, which was likely related to maintenance work, with 10 tankers completing loading during the latest week. Flows out of Primorsk remained close to historical highs after jumping the previous week.

The increase in shipments was partly offset by another drop in weekly average prices for Russia's crude shipped from western ports, which fell by more than \$1 a barrel. Prices for Kozmino-loading ESPO moved in the opposite direction, flipping to a rare premium to Brent futures.



In the face of sanctions and continuing attacks on shipping in the southern Red Sea, Russia has boosted crude shipments to China via its Northern Sea Route across the Arctic. By mid-September, the amount of crude passing through the environmentally sensitive area had already exceeded last year's total, with a month to go before the

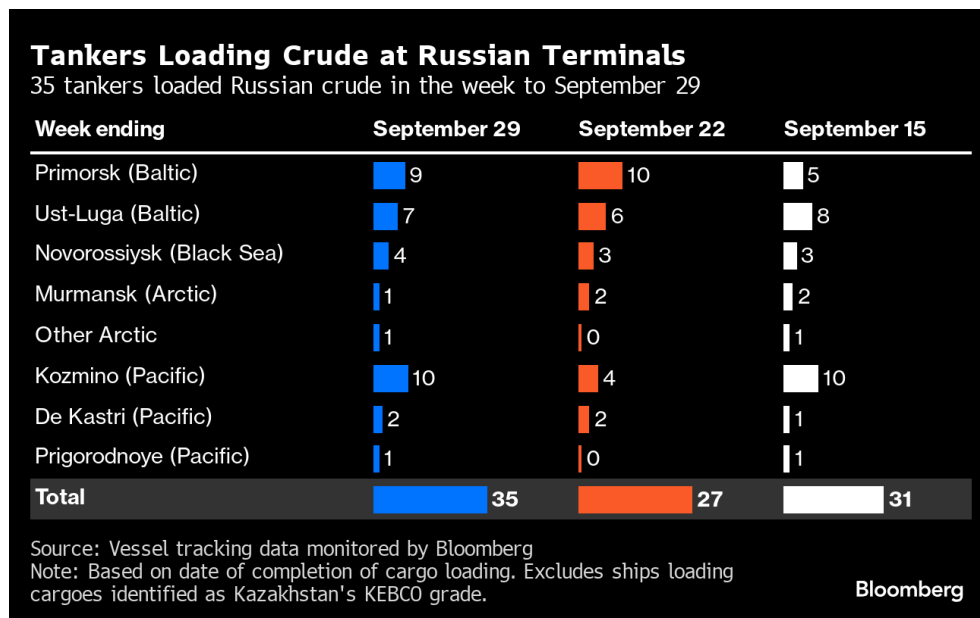
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waters get too icy and perilous for transit.

Russia's average oil-processing levels for the first 25 days of September fell to 5.28 million barrels a day, the lowest since June, amid seasonal maintenance at the nation's refineries.

Crude Shipments

A total of 35 tankers loaded 26.17 million barrels of Russian crude in the week to Sept. 29, vessel-tracking data and port-agent reports show. The volume was up from 20.23 million barrels on 27 ships the previous week.



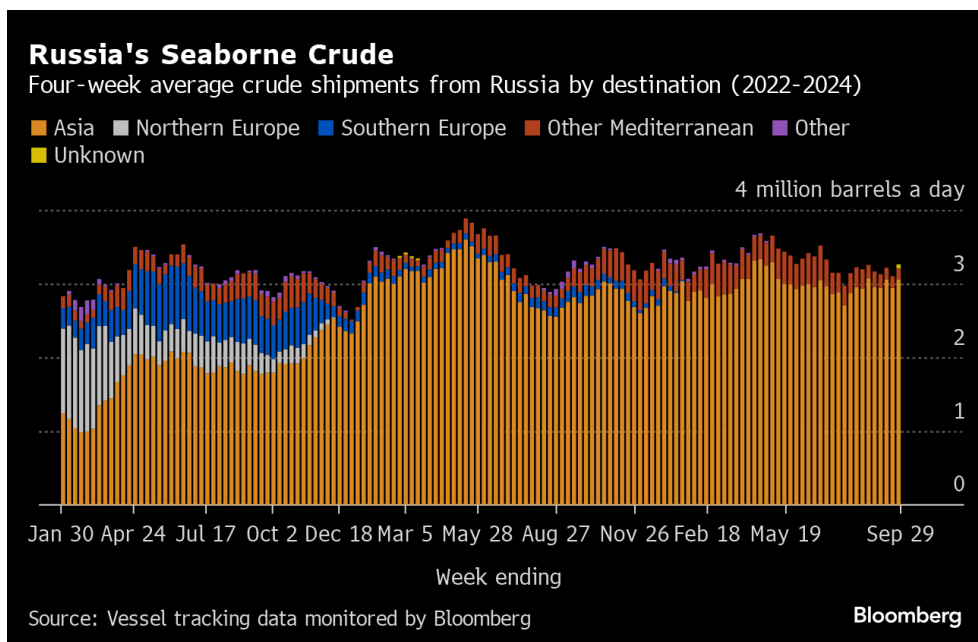
It means Russia's seaborne daily crude flows in the week to Sept. 29 jumped by about 850,000 barrels to 3.74 million. That's the highest since the last week of June.

The less volatile four-week average also rose, increasing by 160,000 barrels a day to 3.26 million from 3.1 million the previous week.

Crude shipments so far this year are about 50,000 barrels a day below the average for the whole of 2023.

One cargo of Kazakhstan's KEBCO crude was loaded at Novorossiysk on the Black Sea and one at Ust-Luga on the Baltic during the week.

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Russia terminated its export targets at the end of May, opting instead to restrict production, in line with its partners in the OPEC+ oil producers' group. The country's output target is set at 8.978 million barrels a day until the end of November, after a planned easing of some output cuts was delayed by two months.

Moscow has also pledged to make deeper output cuts in October and November this year, then between March and September of 2025, to compensate for pumping above its OPEC+ quota earlier this year.

Russian data show the nation got very close to meeting its OPEC+ crude-output target in August, following a push from the group to improve adherence to its supply deal.

Export Value

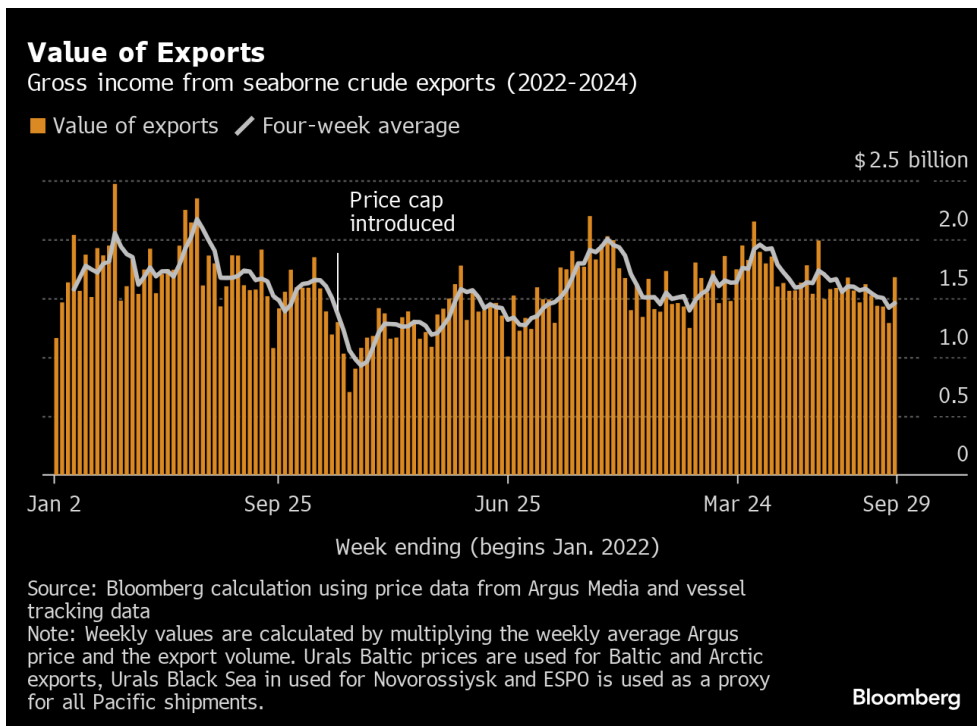
The gross value of Russia's crude exports rose to \$1.68 billion in the seven days to Sept. 29, from \$1.29 billion in the period to Sept. 22. The increase in weekly flows was partly offset by a drop in weekly-average prices for Russia's major crude streams.

Export values at Baltic ports were down week-on-week by about \$1.20 a barrel, while shipments from the Black Sea fell by about \$1.40 a barrel. In contrast, prices for key Pacific grade ESPO rose by about \$1 compared with the previous week. Delivered prices in India dropped, falling by about \$1.20 a barrel, all according to numbers from Argus Media.

Four-week average income recovered slightly, rising to about \$1.43 billion a week, from \$1.42 billion in the period to Sept. 22. The four-week average peak of \$2.17 billion a week was reached in the period to June 19, 2022.

During the first four weeks after the Group of Seven nations' price cap on Russian crude exports came into effect in early December 2022, the value of seaborne flows fell to a low of \$930 million a week, but soon recovered.

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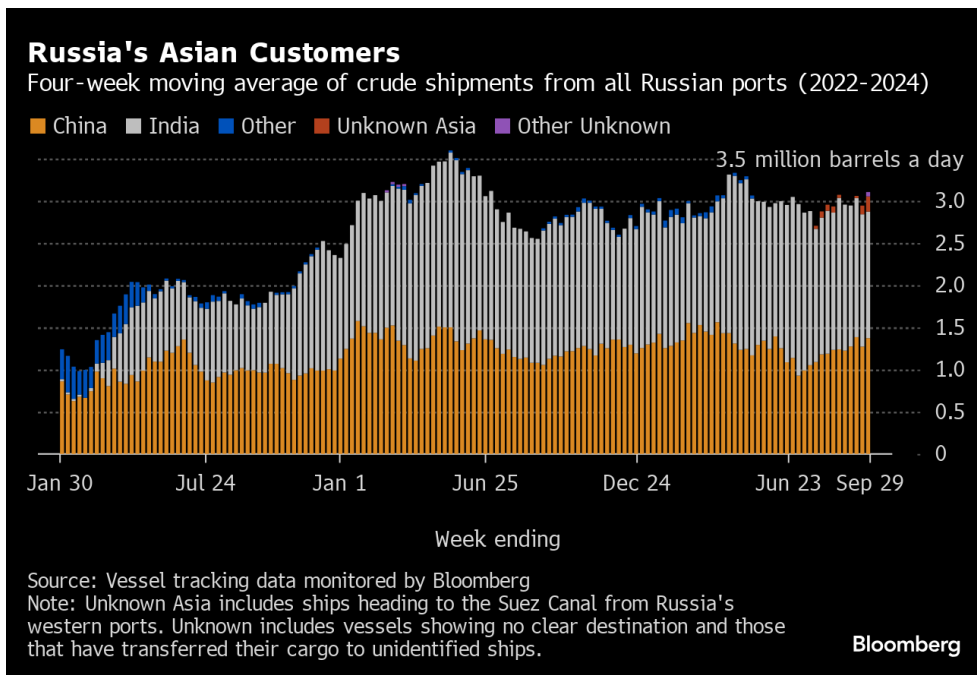


Flows by Destination

- **Asia**

Observed shipments to Russia’s Asian customers, including those showing no final destination, rose to 3.11 million barrels a day in the four weeks to Sept. 29. That’s about 4% below the average level seen during the recent peak in April.

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About 1.37 million barrels a day of crude was loaded onto tankers heading to China. The Asian nation’s seaborne imports are boosted by about 800,000 barrels a day of crude delivered from Russia by pipeline, either directly, or via Kazakhstan.

Flows on ships signaling destinations in India averaged 1.5 million barrels a day, down from a revised 1.57 million for the period to Sept. 22.

Both the Chinese and Indian figures are likely to rise as the discharge ports become clear for vessels that are not currently showing final destinations.

The equivalent of about 180,000 barrels a day was on vessels signaling Port Said or Suez in Egypt. Those voyages typically end at ports in India or China and show up as “Unknown Asia” until a final destination becomes apparent.

The “Other Unknown” volumes, running at about 50,000 barrels a day in the four weeks to Sept. 29, are those on tankers showing no clear destination. Most originate from Russia’s western ports and go on to transit the Suez Canal, but some could end up in Turkey. Others may be moved from one vessel to another.

Greece has extended naval exercises until November in an area that’s become associated with the transfer of Russian crude. These naval drills haven’t entirely halted ship-to-ship transfers of Russian crude in the area, though. The supertanker Alma recently received crude from two smaller tankers, Sagar Violet and Arlan, in a narrow channel located between two areas that have been closed to shipping.

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Crude Shipments to Asia

Shipments of Russian crude to Asian buyers in million barrels a day

4 weeks ending	China	India	Other	Unknown Asia	Other Unknown	Total
August 25, 2024	1.24	1.79	0.00	0.04	0.00	3.07
September 1, 2024	1.23	1.73	0.00	0.00	0.00	2.96
September 8, 2024	1.27	1.67	0.00	0.00	0.00	2.94
September 15, 2024	1.39	1.65	0.00	0.03	0.00	3.06
September 22, 2024	1.27	1.57	0.00	0.10	0.00	2.94
September 29, 2024	1.37	1.50	0.00	0.18	0.05	3.10

Source: Vessel tracking data compiled by Bloomberg

Bloomberg

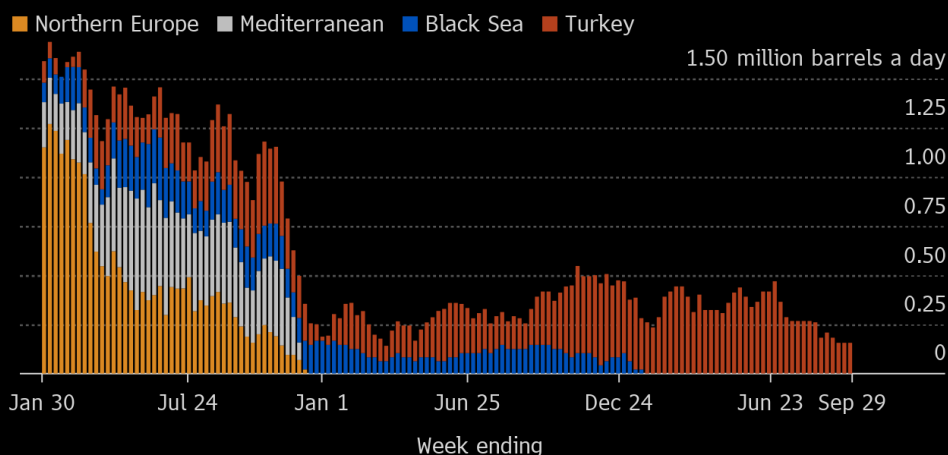
• Europe and Turkey

Russia’s seaborne crude exports to European countries have ceased, with flows to Bulgaria halted at the end of last year. Moscow also lost about 500,000 barrels a day of pipeline exports to Poland and Germany at the start of 2023, when those countries stopped purchases.

Turkey is now the only short-haul market for shipments from Russia’s western ports, with flows in the 28 days to Sept. 29 steady at about 160,000 barrels a day for a third week. Prior to the recent period, that’s the least since March 2023.

Russia's Crude Shipments to Europe and Turkey

Four-week average crude shipments from Russia (2022-2024)



Source: Vessel tracking data monitored by Bloomberg

Note: Four-week moving average of crude shipments from all Russian ports.

Bloomberg

NOTES

This story forms part of a weekly series tracking shipments of crude from Russian export terminals and the gross value

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of those flows. The next update will be on Tuesday, Oct. 8.

All figures exclude cargoes identified as Kazakhstan's KEBCO grade. Those are shipments made by KazTransoil JSC that transit Russia for export through Novorossiysk and Ust-Luga and are not subject to European Union sanctions or a price cap. The Kazakh barrels are blended with crude of Russian origin to create a uniform export stream. Since Russia's invasion of Ukraine, Kazakhstan has rebranded its cargoes to distinguish them from those shipped by Russian companies.

Vessel-tracking data are cross-checked against port agent reports as well as flows and ship movements reported by other information providers including Kpler and Vortexa Ltd.

If you are reading this story on the Bloomberg terminal, click for a [link to a PDF file of four-week average flows from Russia to key destinations](#).

--With assistance from [Sherry Su](#).

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56th Meeting of the Joint Ministerial Monitoring Committee

No 17/2024

Vienna, Austria (via videoconference)

02 Oct 2024

The Joint Ministerial Monitoring Committee (JMMC) reviewed the crude oil production data for the months of July and August 2024 and current market conditions.

During the meeting, the Republic of Iraq, the Republic of Kazakhstan, and the Russian Federation confirmed that they had achieved full conformity and compensation according to the schedules submitted for September. The three countries reiterated their strong commitment to maintaining full conformity and compensation throughout the remaining period of the agreement.

The final assessments of September crude oil production levels will be based on the approved secondary sources providing data on production of countries participating in Declaration of Cooperation (DoC), which will be available by the second week of October 2024.

The Committee noted the three separate technical workshops between representatives from the Republic of Iraq, the Republic of Kazakhstan, and the Russian Federation and the secondary sources aimed at discussing September production details and submitting their revised compensation plans that include the August overproduction as per the submitted plans to the OPEC Secretariat.

The JMMC emphasized the critical importance of achieving full conformity and compensation. It will continue to monitor adherence to the production adjustments agreed upon at the 37th OPEC and non-OPEC Ministerial Meeting (ONOMM) held on 2 June 2024. The Committee will also continue to monitor the additional voluntary production adjustments announced by some participating OPEC and nonOPEC countries as agreed upon in the 52nd JMMC held on 1 February 2024.

Furthermore, the Committee will continuously assess market conditions.

The JMMC retains the authority to convene additional meetings or to request an OPEC and non-OPEC Ministerial Meeting, as established during the 37th ONOMM held on the 2 June 2024.

The next meeting of the JMMC (57th) is scheduled for 01 December 2024.

<https://www.wsj.com/business/energy-oil/saudi-minister-warns-of-50-oil-as-opec-members-flout-production-curbs-216dc070>

1. exclusive

Saudi Minister Warns of \$50 Oil as OPEC+ Members Flout Production Curbs

Kingdom called out members for overproducing, in what was seen as a veiled threat of a price war

By [Benoit Faucon](#) Follow , [Summer Said](#) Follow and [Anna Hirtenstein](#) Follow

Oct. 2, 2024 3:32 am ET



Prince Abdulaziz bin Salman, Saudi Arabia's oil minister. Photo: olga Maltseva/Agence France-Presse/Getty Images

The Saudi oil minister has said that prices could drop to as low as \$50 per barrel if so-called cheaters within OPEC+ don't stick to agreed-upon production limits, according to delegates in the cartel.

The statements were interpreted by other producers as a veiled threat from the kingdom that it is willing to launch a price war to keep its market share if other countries don't abide by the group's agreements, they said.

Key members of an alliance made of the Organization of the Petroleum Exporting Countries and its allies, together known as OPEC+, are set to discuss whether to ease production curbs in December at a scheduled online gathering Wednesday.

After Iran launched missiles at Israel on Tuesday, oil prices climbed after weeks of steady declines. Brent crude, the international benchmark, gained as much as 5% [before settling at 2.4% higher](#) at just under \$70.

There are fears in the West that a wider war could choke oil exports from the Gulf that pass through the Strait of Hormuz, which borders Iran, and push prices higher.

But geopolitical tensions have persisted for months without meaningful effect on oil prices, and the declines have been frustrating for Saudi officials in part because other cartel members have flouted plans to limit production for much of this year.

During a conference call last week, Prince Abdulaziz bin Salman, the oil minister of OPEC kingmaker Saudi Arabia, warned fellow producers prices could drop to \$50 a barrel if they don't comply with agreed production cuts, according to OPEC delegates who attended the call.

They said he singled out Iraq, which overproduced by 400,000 barrels a day in August, according to data provider S&P Global Ratings, and Kazakhstan, whose production is set to rise with the return of the 720,000-barrels-per-day Tengiz field.

The Saudi message was “there is no point in adding more barrels if there isn’t room for them in the market,” said a delegate who attended. “Some better shut up and respect their commitments toward OPEC+.”

The Saudi oil ministry didn’t respond to a request for comment.

Oil prices have been on a downward slope in recent months, with major benchmarks losing around 16% last quarter. This comes despite the OPEC+ coalition’s efforts to stabilize markets through production cuts. The group put forward multiple extensions to these curbs and yet prices dropped further.

The group’s production cuts mean their share of the oil market has shrunk. This year it reached 48%, down from 50% in 2023 and 51% in 2022, data from the IEA showed. Competition is set to heat up further next year.

Planned production increases in the U.S., Guyana and Brazil are expected to add over 1 million barrels a day to global oil supply. Brazil joined the OPEC+ group this year but said it won’t participate in the output cuts.

Some cartel members that signed on to the cuts have pumped more barrels than they promised, rendering the supply curbs less effective. In addition to Iraq and Kazakhstan, Russia also produced more than its quota this year through July, according to Aug. 8 data from S&P Global.

Despite rising geopolitical tensions, prices are languishing below \$75 a barrel—their lowest level in nine months—largely due to slowing economic growth. Saudi Arabia needs prices at \$85 per barrel to help fund its economic transformation, analysts say.

The weak prices forced OPEC+ members to [delay a production increase](#) for two months following a virtual meeting last month until December. The group had originally agreed in June to start easing voluntary cuts in October.

The kingdom has shown in the past it can open up the spigots if it feels other producers are taking advantage of its efforts to defend oil prices.

Saudi Arabia initiated a [price war on oil with Russia](#) in March 2020. The kingdom’s decision to pump to record levels amid the Covid pandemic facilitated a 65% quarterly fall in the price of oil to 17-year lows, with some prices in the U.S. turning negative for the first time ever.

Another move by Saudi Arabia to boost production to punish other producers led to a collapse of oil prices to below \$10 per barrel in 1986.

Advertisement

Write to Benoit Faucon at benoit.faucon@wsj.com, Summer Said at summer.said@wsj.com and Anna Hirtenstein at anna.hirtenstein@wsj.com

SAUDI PRE BUDGET STATEMENT

- It is estimated that the significant growth in the Saudi economy will enhance revenues over the medium term. Thus, total revenues for FY2025 are estimated to be around SAR 1,184 bn, with expectations to reach about SAR 1,289 bn by FY 2027.
- The government is pressing forward with its reforms to meet the objectives of Saudi Vision 2030, which is reflected in the budget of FY2025 and over the medium term. It intends to maintain spending on essential services for citizens and residents, while also focusing on the implementation and the acceleration of spending on specific projects and strategies in targeted sectors. Accordingly, expenditures

* Ministry of Economy and Planning projections

are projected to be around SAR 1,285 bn in FY2025, with government spending reaching about SAR 1,429 bn by FY2027.

- In FY2025, the budget is anticipated to record a deficit of approximately 2.3% of GDP. The deficit is likely to continue at similar levels over the medium term due to the government's strategic expansionary spending policies that foster economic diversification and sustainable growth.
- The government will continue borrowing activities to meet the FY2025 estimated financing needs. Additional proactive financing may also be considered based on market conditions to manage future debt principal repayment. Furthermore, the government aims to utilize market opportunities to pursue government alternative financing that support economic growth, such as funding for capital and infrastructure projects. This approach aims to diversify financing channels to maintain market efficiency and enhance its depth.
- The FY2025 budget aims at preserving the Kingdom's fiscal position while achieving fiscal sustainability through maintaining safe levels of government reserves as well as sustainable levels of public debt. This strategy aims to strengthen the Kingdom's ability to deal with unforeseen shocks.

BUDGET DEFICIT
2.5% OF GDP

↓
LIKELY TO CONTINUE
AT SIMILAR LEVELS
OVER THE MEDIUM TERM

→ WILL CONTINUE BORROWING
ADDITIONAL PROACTIVE
FINANCING MAY ALSO
BE CONSIDERED

Opinion Middle East war

Saudi foreign minister: A two-state solution is more urgent than ever

Uncontrolled escalatory cycles are the building blocks of wider war

FAISAL BIN FARHAN AL SAUD Add to myFT

HH Prince Faisal bin Farhan OCTOBER 2 2024

The writer is the foreign minister of Saudi Arabia

In the face of the ongoing tragedy in Gaza, it is imperative that we recognise the need for an immediate ceasefire. The relentless cycle of violence must end. Making war as the region devolves into a dangerous escalatory cycle is easy. De-escalating and finding the path towards a lasting peace amid the ruin and despair requires courage and leadership. It is time to embark on an irreversible road to resolution, one that culminates in two independent Palestinian and Israeli states living side by side.

Saudi Arabia has a long-standing commitment to seeking a just resolution to this conflict. Crown Prince Mohammed bin Salman recently reaffirmed our commitment to creating an independent Palestinian state. He emphasised that “the Palestinian issue is at the forefront of [Saudi Arabia’s] concerns” and strongly condemned Israel’s crimes and disregard for international law. Saudi Arabia will tirelessly work towards establishing an independent Palestinian state with East Jerusalem as its capital and will not establish diplomatic relations with Israel without this condition. It is the establishment of an independent Palestinian state that will deliver the dividends we seek: regional stability, integration and prosperity.

A two-state solution is not merely an ideal; it is the only viable path to ensuring Palestine, Israel and the region’s long-term security. Uncontrolled escalatory cycles are the building blocks of wider war. In Lebanon, we are witnessing this first hand. Peace cannot be built on a foundation of occupation and resentment; true security for Israel will come from recognising the legitimate rights of the Palestinian people. By embracing a solution that allows both peoples to coexist in peace, we can dismantle the cycle of violence that has entrapped both sides for far too long.

It is essential to understand that the true obstacles to peace are not the Palestinians and Israelis who yearn for stability and coexistence, but rather the radicals and warmongers on both sides who reject a just resolution and seek to spread this conflict across our region and beyond. These extremists should not dictate the future of our peoples or force war upon them. The voices of moderation must rise above the din of conflict, and it is our collective responsibility to ensure that they are heard.

We have witnessed the perseverance of the Palestinian Authority in maintaining calm in the occupied West Bank despite unrelenting obstacles. Its commitment to non-violence and co-operation must be supported. A lasting resolution cannot be achieved without both Gaza and the occupied West Bank being under PA control.

Conversely, it has been clear for too long that self-defence is not Israel’s primary goal in this war. Instead, it seems the objective is to eliminate the conditions for life with any modicum of dignity for decades to

come. By continuing the assault on Gaza that has killed over 40,000, according to Palestinian health officials, and displaced almost 2mn, expanding settlements in the occupied West Bank and imposing movement restrictions, Israel creates a reality that diminishes prospects for a sovereign Palestinian state. Its intransigence only exacerbates tensions and erodes trust, making diplomatic negotiations increasingly difficult, prolonging the suffering of both sides and pushing the region ever closer to wider war.

Self-determination is an inalienable right that the Palestinian people not only deserve but are entitled to. Our diplomats have worked tirelessly alongside others to secure recognition of Palestine as a sovereign state globally. To the nations that have privately expressed their willingness to do this, I urge you to take this crucial step publicly. Now is the time to stand on the right side of history.

But merely recognising Palestine is not enough. We must demand more accountability in line with International Court of Justice opinions. This includes the implementation of UN resolutions, the imposition of punitive measures against those that work to undermine Palestinian statehood and incentives for those who support it.

A global alliance of UN members and international organisations now support diplomatic efforts for a permanent ceasefire, the release of hostages and detainees, and addressing the humanitarian suffering of those in Gaza. This alliance will seek to advance concrete measures to uphold international law, end the occupation and realise the two-state solution with a clear timeline.

Palestinian statehood is a prerequisite for peace, rather than its byproduct. This is the only path that can lead us out of this cycle of violence and into a future where both Israelis and Palestinians can live in peace, with security and mutual respect. Let us not delay any longer.

Leader hails ‘brilliant work’ of Iran’s armed forces in striking Israel

Friday, 04 October 2024 8:32 AM [Last Update: Friday, 04 October 2024 12:09 PM]



Leader of the Islamic Revolution Ayatollah Seyyed Ali Khamenei delivers a public sermon at the Imam Khomeini Grand Mosalla mosque in central Tehran.

Leader of the Islamic Revolution Ayatollah Seyyed Ali Khamenei has hailed “the brilliant work of our armed forces” in launching a missile strike on the Tel Aviv area, saying it was “completely legal and legitimate”.

Ayatollah Khamenei delivered a public sermon at the weekly Friday prayer to a huge number of worshippers gathered at the Imam Khomeini Grand Mosalla mosque in central Tehran.

“The brilliant work of our armed forces was completely legal and legitimate. What our armed forces did was the least punishment for the usurping Zionist regime over the astonishing crimes of this wolf-like regime and rabid dog of America,” he said.

Ayatollah Khamenei, “Whatever duty the Islamic Republic has in this regard, it will fulfill with strength and fortitude. We will neither delay nor hurry in carrying out the task.

“What is logical and reasonable and the opinion of the political and military decision makers will be done in the future if necessary just like it was done” on Tuesday, he added.

The prayer in Tehran followed a commemoration ceremony for Hezbollah leader Sayyed Hassan Nasrallah who was assassinated in an Israeli airstrike in Beirut. Ayatollah Khamenei last led Friday prayers in January 2020 after Iran fired missiles at a US army base in Iraq, in response to a strike that martyred anti-terror commander Brigadier General Qassem Soleimani.

Ayatollah Khamenei described Nasrallah “my brother, my dear and my pride, the beloved face of the Islamic world, and the eloquent voice of the nations of the region, [and] the shining jewel of Lebanon”.

“I felt it necessary to pay tribute to Mr. Sayyed Hassan Nasrallah (May God bless him and grant him peace) in the Friday prayer in Tehran, and to convey some notifications to everyone,” the Leader said.

“The audience of this sermon is the whole Islamic world, but it is specially addressed to the dear nation of Lebanon and Palestine,” he said.

“We are all saddened and mournful by the martyrdom of Dear Sayyed. This is a great loss and we are deeply saddened, but our mourning does not mean depression, distress and despair.

“It is a kind of mourning for the Master of Martyrs Hussein ibn Ali. It is enlivening, instructive, motivating, and hopeful,” the Leader said, referring to Imam Hussein (AS), the third Imam of Shia Muslims.



Thousands of worshippers attend Friday prayers in Tehran on October 4, 2024, led by Islamic Revolution Leader Ayatollah Seyyed Ali Khamenei. (Photo by khamenei.ir)

Ayatollah Khamenei said though Nasrallah's body has left this world, “his true personality, his soul, his way, and his expressive voice are still among us and will be with us forever”.

“He was the high flag of resistance against oppressive and predatory demons - an eloquent voice and a brave defender of the oppressed. He was a source of encouragement and valor for fighters and rights seekers. His popularity and influence had gone beyond Lebanon, Iran and Arab countries, and now his martyrdom will increase this influence.”

Ayatollah Khamenei said all Muslims are bound to “pay their debt to the wounded and bloody Lebanon”.

“Hezbollah and the Martyr Sayyed, by defending Gaza and Jihad for Al-Aqsa Mosque and striking the usurping and tyrannical regime, took a step in the path of vital service to the entire region and the entire Islamic world,” the Leader said.

The relentless defense of the Lebanese people for the Palestinians, he said, is “legal, reasonable, logical and legitimate, and no one has the right to criticize them for entering this battle”.

By the same token, the Al-Aqsa Storm operation of Palestinian fighters inside the Israeli occupied territories in October 2023 was “right and international legal”, he added.

“The Palestinian nation has the right to stand against the aggressors, and no court has the right to protest to the Palestinian nation for standing against the usurping enemy of Palestine.”



[Snippets of sermons by Iranian Leader at Tehran’s Friday prayers](#)

[The leader of Iran’s Islamic Revolution addressed Tehran](#)

Ayatollah Khamenei said the adamancy of the US and its allies on protecting Israel is a “cover for the deadly policy of turning the usurping regime into their tool to take over all the resources of this region and use it in major global conflicts”.

“Their policy is to turn the regime into a gateway for the export of energy from the region to the Western world and the import of goods and technology from the West to the region.

“This tells us that every attack on the regime by anyone and every group is a service to the entire region and to the entire humanity.

“This Zionist and American dream is definitely a false and impossible fantasy. The regime is the evil tree uprooted from the earth, which according to divine truth has no abode,” he added.

The Zionist regime, the Leader said, has kept itself afloat simply by being injected American support, adding the situation will not last long.

“Today, the Zionist criminal gang itself has come to the conclusion that they will never win over Hamas and Hezbollah.”

The Leader called on Muslims to unite against the world’s arrogant powers and transgressors who are still following their policy of divide and conquer with all kinds of tricks in Islamic states.

“The policy of the Qur'an is that Muslim nations and groups should have solidarity, and if you have this solidarity, divine wisdom will support you and you will overcome all obstacles and win over all enemies.”

The Leader said the time has come for the Islamic Ummah to overcome the plots of the enemies.

"The enemy of the Iranian nation is the enemy of the Palestinian nation, the Lebanese nation, the Iraqi nation, the Egyptian nation, the Syrian nation and the Yemeni nation. The enemy is the same.”

Press TV's website can also be accessed at the following alternate addresses:

www.presstv.co.uk

<https://ina.iq/eng/35027-an-agreement-has-been-reached-with-the-regional-government-to-review-its-oil-contracts-to-adapt-them-constitutionally.html>

An agreement has been reached with the regional government to review its oil contracts to adapt them constitutionally



- 26-09-2024, 17:17

Baghdad - INA

The head of the Parliamentary Finance Committee, Atwan Al-Atwani, announced today, Thursday, an agreement with the Kurdistan Regional Government to review its oil contracts to adapt them constitutionally.

The media office of the Council of Representatives stated in a statement received by the Iraqi News Agency (INA) that "the parliamentary finance committee delegation currently visiting Erbil, headed by Atwan Atwani, held an expanded technical meeting with representatives of the Kurdistan Regional Government, today, Thursday, in the building of the Council of Ministers of the region; to discuss resolving the outstanding issues between Baghdad and Erbil."

Atwani said - according to the statement: "The meeting reviewed the files of oil, financial revenues, automation of border crossings, unification of customs tariffs, and localization of employees' salaries."

He added, "We have developed a roadmap to resolve the points of contention between the central government and the regional government regarding the oil export file."

Atwani confirmed that "the attendees reached an initial agreement with the regional government to conduct a comprehensive review of oil contracts to adapt them to the Iraqi constitution, in preparation for resolving the problem of the region's halt in oil exports," explaining that "the agreement stipulates that the central government and the regional government enter as a unified party in negotiations with international oil companies operating in the region; to amend their contracts from production partnership to profit-sharing, in addition to reviewing the economic and

commercial conditions."

He pointed out that "the parliamentary finance committee is working to establish a sound basis for negotiating a solution to the outstanding issues, to resolve the oil export file during this year and eliminate the differences with the region," stressing that "the committee will meet with the federal oil ministry upon its return to Baghdad, to discuss the controversial issues and push towards resolving them under the umbrella of the constitution."

Al-Atwani continued, "The meeting reviewed, in numbers, the steps for implementing the file of localizing the salaries of the region's employees, where the necessity of adhering to the decisions of the Federal Court was emphasized."

Al-Atwani pointed out - according to the statement - that "the meeting also discussed the file of border crossings, customs and taxes, and ways to include their revenues in the country's general budget, and the extent of the regional government's commitment to sending these funds to the federal government."

Iraq parliament, Erbil agree to review oil contracts: MP

26-09-2024

Rudaw



Iraqi parliament's financial committee and KRG joint press conference in Erbil on September 26, 2024. Photo: handout

ERBIL, Kurdistan Region - With the goal of restarting oil exports that have been stalled for 18 months, the Iraqi parliament's financial committee and the Kurdistan Regional Government (KRG) on Thursday reached an initial agreement to review the Kurdish government's contracts with international oil companies, the head of the committee announced on Thursday.

Atwan al-Atwani, head of the federal parliament's financial committee, is leading a delegation visiting Erbil for meetings with KRG officials on a range of pressing issues between Erbil and Baghdad, primarily the suspension of oil exports.

The parliamentary committee "reached an initial agreement with the regional government to conduct a comprehensive review of oil contracts to adapt them to the Iraqi constitution, in preparation for solving the problem of stopping the region's oil exports," Atwani's office said in a statement.

He added that the deal stipulates that the federal and regional governments should enter negotiations with the international oil producers as a unified front, "with the aim of amending their contracts from production partnership to profit sharing, in addition to reviewing the economic and commercial terms."

Representatives from the KRG's financial, natural resources and planning ministries were in the meeting with the Iraqi lawmakers, Umed Sabah, president of the office (diwan) of the Council of Ministers, said in a statement.

They discussed issues related to oil, salaries of KRG's civil servants, border crossings and local revenues, Sabah said, without commenting on any agreements made.

"We notice that there is a serious intention to find convenient solutions for all issues," he said.

Kurdistan Region's oil exports through the Iraq-Turkey pipeline have been halted since March 2023, when a Paris-based arbitration court ruled in favor of Baghdad that Ankara had breached a 1973 pipeline agreement by allowing Erbil to begin independent oil exports in 2014.

Before the halt, Erbil exported around 400,000 barrels per day through the pipeline, in addition to some 75,000 barrels of Kirkuk's oil.

When it began its independent oil sector, the KRG signed production-sharing contracts with international oil companies. Under this model, the oil companies cover the entire cost of production while the KRG receives the lion's share of the profits from successful projects.

Baghdad has repeatedly said that these contracts violate the constitution and must be amended to match the service contracts that the federal government prefers before exports can resume.

The Association of the Petroleum Industry of Kurdistan (APIKUR), which represents companies operating in the Kurdistan Region, said on Sunday that it was "encouraged by the public statements from the Iraqi Prime Minister that the ITP [Iraq-Turkey Pipeline] can be reopened by the end of 2024."

Iraqi Prime Minister Mohammed Shia' al-Sudani is in New York to attend the United Nations General Assembly. Before he travelled, he told Bloomberg in a televised interview that "there are ongoing talks with the companies and with brothers in the Kurdistan Region. And we hope to reach a solution based on the legal paths."

He said a solution by the end of 2024 was "possible."

Myles Caggins, APIKUR spokesperson, told Rudaw's Bijar Bashqali on Thursday that "APIKUR has not received any official confirmation of the discussions between officials from the KRG and Iraqi Parliament. We continue to call for agreements to restore oil exports through the Iraq-Türkiye Pipeline line."

Updated at 8:20 pm

<https://ina.iq/eng/34753-prime-minister-the-end-date-Prime Minister Mohammed Shia Al-Sudani of-the-coalitions-mission-in-iraq-will-be-announced-soon.html>

Prime Minister: The End Date of the Coalition's Mission in Iraq Will Be Announced Soon



- Today, 11:22

Baghdad – INA

Prime Minister Mohammed Shia Al-Sudani confirmed on Tuesday, that the announcement of the end date for the International Coalition's mission in Iraq will be made soon, noting that Iraq has transitioned from a phase of wars to one of stability.

In an exclusive interview with Bloomberg TV, followed by the Iraqi News Agency (INA), the Prime Minister said: "We will announce the end date of the International Coalition's mission in Iraq during our participation in the international conference against ISIS," explaining that "the conclusion of the coalition's mission in Iraq is part of the government's program".

He clarified that "the justifications for the presence of the International Coalition have ended, and there is no need for a coalition of 86 countries," adding that "based on this view and assessment, we initiated a frank dialogue with the International Coalition, which involved many discussions".

He continued: "Iraq respects the choices of the American people and we will deal with any administration that gains the confidence. It's of interest to us to activate the strategic framework agreement and building a relationship based on the principles outlined in that agreement".

He added: "I discussed the International Coalition issue with the U.S. president in Washington, and in August of last year, we formed a bilateral committee between military commanders to initiate the dialogue."

He pointed out that "the committee reached understandings on arranging the withdrawal of the International Coalition, and it was expected that the results would be presented and announced. However, out of our keenness not to mix things or create misunderstandings about the end of the coalitions' mission, it was decided to postpone the announcement until the participation in the international coalition conference against ISIS".

He also pointed out that "the understanding of our relationship with the United States and Iran is based on shared interests and mutual respect, and Iran has supported the political process and contributed to the defeat of ISIS".

He added that "Iraq is the only country that enjoys distinguished bilateral relations with both Iran and the United States, and through this relationship, we seek to help bringing opinions closer".

He further explained: "We do not want the actions of other countries to impact the situation in Iraq and the region; this is our strategy in terms of our bilateral and regional ties."

He emphasized: "Iraq today is not what it was in 2014. We defeated ISIS through sacrifices and the stance of the Iraqi people, as well as support from the international community and our friends. ISIS no longer poses a threat to the state. Iraq has shifted from a phase of wars to one of stability. The presence of ISIS members hiding in caves and deserts does not rise to the level of threatening stability and security".

He clarified that "the end of the International Coalition's mission does not mean the end of its relationship with Iraq." He confirmed, "We are engaged in discussions with the International Coalition countries to build sustainable security relationships and economic and cultural ties".

In a related context, the Prime Minister affirmed that "Iraq is an important country within OPEC, and we coordinate with our partners in OPEC+, especially with the Kingdom of Saudi Arabia, to adhere to the quotas."

He noted that "Iraq is committed to the voluntary reduction of oil exports to maintain prices and protect the interests of producers and consumers".

He continued: "Iraq committed to compensating for the slight increase in oil production," noting that "Iraq has begun reducing domestic production and exports in the oil market".

He stressed that "oil exports were halted through the Ceyhan port following the decision of the International Court of Arbitration in Paris," explaining that "there is a legal issue related to the decisions of the Federal Court regarding oil in the Kurdistan Region and the budget law".

He clarified that "the budget law set the average production cost at \$8 per barrel, while the average production cost under the contracts with companies in the Kurdistan Region is \$26 per barrel".

He confirmed that "Iraq is facing two options: either amend the contracts with the oil companies contracted with the Kurdistan Region or amend the budget law."

He pointed out that "the oil companies contracted with the Kurdistan Region refused to amend the production cost contracts".

He continued: "Iraq is keen to resolve the issue related to exports through the Ceyhan port, and talks are ongoing with the Kurdistan Region and the oil companies to reach a solution within the legal framework."

He expected that "a solution will be reached by the end of this year".

Iraq PM Says Cost Dispute Delays Restart of Key Oil Pipeline

2024-09-17 04:00:00.6 GMT

By Joumana Bercetche

(Bloomberg) -- The restart of a key Iraqi oil pipeline that's been shut for over a year is being held up by

disagreements over costs, the nation's prime minister said, a setback that's inadvertently helping the country get closer to its OPEC production limit.

Baghdad hasn't been able to agree how much to pay international oil companies operating in the country's north for their production. The federal administration's budget allows it to pay \$8 for every barrel of oil produced, while contracts with the Kurdistan Regional Government give the firms \$26, Iraqi Prime Minister Mohammed Shia Al-Sudani said. The impasse has hit output from the region and delayed the pipeline's resumption. "We have to look at how to balance those issues," he said in an interview with Bloomberg TV in Baghdad on Sunday. "Do we look at the budget to see what we can do or we try and look at the prices?" The closure of the pipeline that can transport almost half a million barrels a day of oil from Kurdistan to the Turkish coast is resulting in billions of dollars of lost revenue. Yet restarting it would pose a dilemma for Iraq, which has failed to adhere to its OPEC+ output limit amid pressing financial needs, but has repeatedly said it will compensate for overproducing. The failure to meet the limits has been a point of contention with OPEC+ de facto leader Saudi Arabia. "We are committed to abide by the OPEC decisions and to preserve the price of oil in order to balance the interest of the users and the producers," Al-Sudani said.

Pipeline Problems

Turkey halted the pipeline in March last year after an arbitration court ordered it to pay Iraq \$1.5 billion in compensation for transporting oil through the link without Baghdad's approval. Ankara, which claimed the pipe was shut because it needed repairs after two massive earthquakes in February, said in October that it was ready for operations and it was up to Iraq to resume flows.

But financial and legal issues emerged, such as remunerating companies for costs. International firms have said they also want their past dues — including \$1 billion for oil produced between September 2022 and March 2023 — cleared.

With exports shut, the companies have been producing some crude and selling it locally. Iraqi officials have previously said this output caused problems for complying with quotas set by the Organization of Petroleum Exporting Countries.

Iraq has a production limit of 4 million barrels a day, but produced 4.32 million a day last month, according to data compiled by Bloomberg. The country, along with some others in OPEC+, will gradually raise these limits starting in December.

Al-Sudani is keen to increase production in the long-term after years of war and internal strife hit Iraq's industry and oil output. BP Plc in August signed an initial agreement to help

boost output from the Kirkuk region. Iraq has also been rehabilitating and upgrading damaged refineries to help cut fuel imports. “Because of wars and siege over the last four decades, Iraq was late in really using the wealth that we have in terms of gas and oil properly,” the prime minister said. “And now we’re looking at how we can really exploit what we have in terms of new wealth and also to see how can use them effectively.”

Diversifying the Economy

But he said oil’s drop in London to around \$72 a barrel — near the lowest levels since 2021 — emphasized the need to diversify the economy. Iraq is OPEC’s biggest oil producer after Saudi Arabia and derives the vast bulk of its revenue from exporting the commodity. It needs prices far above where they are now to balance its budget.

[Click here to watch more of the interview with Al-Sudani.](#)

The International Monetary Fund has long said the country needs to develop its private sector and that economic progress is held back by its huge public-sector wage bill, with successive governments doing little to check high pay rises.

Al-Sudani said his administration was looking to invest around 40% of petroleum revenues in Iraq to boost the non-oil sector. He added that a planned trade corridor stretching from Iraq’s southern Basra province to Turkey and then on to Europe was “a dream” for his country. He’s looking to Gulf states to help fund what’s meant to be a \$17 billion project.

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Carolynn Look



المؤسسة الوطنية للنفط National Oil Corporation
@NOC_Libya

...

المؤسسة الوطنية للنفط تعلن عن رفع حالة القوة القاهرة في كافة حقول وموانئ
النفط الخام الليبية اعتباراً من يوم الخميس الموافق 03 أكتوبر 2024
#LIBYA #OIL #NOC

Translated from Arabic by Google

National Oil Corporation announces lifting of force majeure on all Libyan
crude oil fields and ports effective Thursday, October 3, 2024
#NOC #OIL #LIBYA

Was this translation accurate? Give us feedback so we can improve:



المؤسسة الوطنية للنفط
NATIONAL OIL CORPORATION

Date: Thursday, October 3rd, 2024
Ref:

SUBJECT: LIFTING OF THE FORCE MAJEURE

Dear Sir/Madam,

The Libyan National Oil Corporation (NOC) refers to the Declaration of Force Majeure dated 07th August 2024 and 02nd September 2024 on Crude Oil production in Sharara, El-feel oil fields and for Essider shipments on 12th September 2024.

As a part of continuing review of the Force Majeure situation, we have recently received a formal security assessment concerning Sharara, El-feel and Essider, which confirms that NOC can resume the Operations of Crude oil Production and Exporting Operations to its customers.

Therefore, NOC would like to announce the lifting of Force majeure at all Libyan crude oil fields and terminals as of **Thursday, 03rd of October 2024**.

Kind regards

National Oil Corporation
Board of Directors



Cc: General manager of Legal Affairs department
Cc: General manager of Marketing department

China property: Shanghai and Shenzhen luxury home sales soar after stimulus package

2024-10-01 02:36:58.532 GMT

Yulu Ao

Oct. 1 (South China Morning Post) --

Wealthy buyers snap up homes in prime locations amid renewed optimism driven by relaxed purchase restrictions and lower mortgage rates

Sales of luxury homes jumped in the mainland Chinese cities of Shanghai and Shenzhen immediately after the historic stimulus package, with wealthy buyers snapping up some 360 flats totalling worth 20 billion yuan (US\$2.85 billion) as buyers bet on a brighter economic outlook.

Lakeville Phase 6, a residential project by Shun On Land in the heart of downtown Shanghai's Huangpu district, sold all 108 flats launched on Friday, fetching some 12 billion yuan.

At Auant, another luxury project in the city's Xuhui district, buyers snapped up all 178 available flats - priced from 15 million yuan to 33 million yuan - within an hour. Developed by China Overseas Land & Investment (COLI), it was the third round of sales for the project this year, in which all flats sold out on the day of the launch.

In Shenzhen, Arcadia Bay, another luxury project developed by COLI, found buyers for nearly half of the 152 flats in the third phase on Saturday, pulling in more than 2 billion yuan. All the units in the first two phases launched in the past few months were immediately sold out as soon as they were offered.

It is the first residential project in Shenzhen Bay Super Headquarters Base, a developing business and financial centre in the bustling Nanshan district, planned under the city's ambitious blueprint for connecting and serving the Greater Bay Area. The area is expected to serve as the new headquarters of technology and financial giants, including Oppo, ZTE, JD.com and Citic Group.

The People's Bank of China on Tuesday asked lenders to cut mortgage rates by half a point and cut the down payment for second-homes to 15 per cent from 25 per cent. In all, some 150 million homeowners could save 150 billion yuan annually, governor Pan Gongsheng said. These and other measures are aimed at spurring consumption and stimulating property sales.

The strong sales in luxury homes reflect the overall rising sentiment.

Previously, some observers questioned whether the buoyant luxury market could continue to thrive through the rest of the year, pointing out that the rising supply in the second half and the overall economic downturn would pressure the most resilient segment of the property market.

Now, there is a renewed sense of optimism. Late on Sunday, mainland China's three biggest cities - Shanghai, Shenzhen, and Guangzhou - issued new policies to relax restrictions on home purchases, echoing the calls from central authorities earlier.

Guangzhou has removed all the curbs for local and non-local residents to buy homes, while Shanghai and Shenzhen relaxed restrictions for non-local residents. Both cities are also exempting owners of live-in homes from paying a 5.5 per cent capital-gains tax if they sell their homes after two years, versus a five-year holding rule previously.

"Nowadays, people prefer downtown luxury houses instead of those on the outskirts, eyeing appreciation in prices to protect their assets amid a lack of ideal investment options," said Yan Yuejin, vice-president for Shanghai-based E-house China Research and Development Institute.

With more stimulus policies likely to come, sentiment will continue to pick up, he added.

"Many ultra-rich buyers will pour money into premium homes in core areas and grab new properties once they are launched. Besides, the latest policies make it easier to sell old homes and buy new and better ones."

Do you have questions about the biggest topics and trends from around the world? Get the answers with SCMP Knowledge, our new platform of curated content with explainers, FAQs, analyses and infographics brought to you by our award-winning team.

PMI

Caixin China
General Manufacturing
PMI Press Release

2024.09



Caixin China General Manufacturing PMI®

Manufacturing new orders decline at fastest pace in two years

Operating conditions in China's manufacturing sector deteriorated in September after improving during August. This was underpinned by a renewed downturn in new orders, including exports which fell again. While manufacturers managed to keep production in expansion by working through their backlogs, optimism levels eased noticeably in the latest survey period. Furthermore, firms lowered their hiring and purchasing activity.

Turning to prices, the slowdown in demand led to a fall in average input prices, further contributing to reduced charges in September. Export charges also eased as competition intensified.

The headline seasonally adjusted Purchasing Managers' Index™ (PMI®) – a composite indicator designed to provide a single-figure snapshot of operating conditions in the manufacturing economy – fell to 49.3 in September, down from 50.4 in August. Falling past the 50.0 neutral mark, the latest data signalled that conditions in the manufacturing sector deteriorated following a brief improvement in August. While marginal, the rate of decline was the fastest since July 2023.

Incoming new orders for Chinese manufactured goods declined at the fastest pace since September 2022, attributed to falling underlying demand, heightening competition and subdued market conditions, according to panellists. This included export orders, with softening economic conditions abroad negatively affecting foreign demand. Firms in the investment goods sector recorded the fastest fall in overall new work.

Chinese manufacturers nevertheless worked through existing orders to support production, though the rate at which output expanded eased to the joint slowest in the current sequence, matched only by July's marginal pace. The volume of unfinished work also shrank for the first time since February.

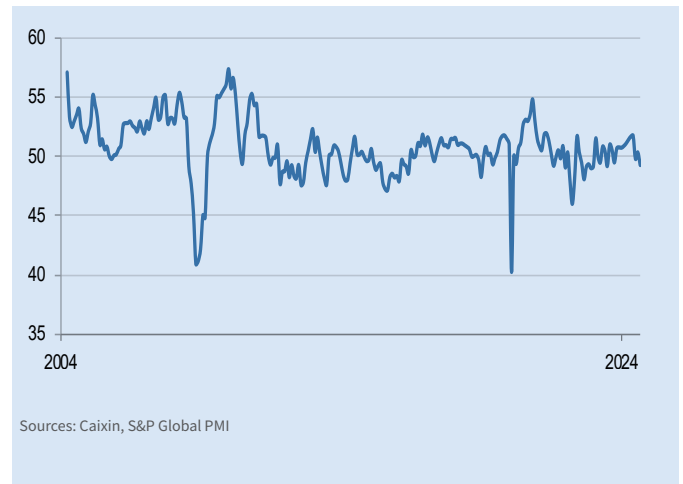
Overall confidence was affected by concerns over the global economic and trade outlooks. Optimism levels at Chinese manufacturers slipped to the second lowest recorded since data collection for this series began in April 2012. Firms also lowered headcounts amid reduced workloads and cost concerns.

Purchasing activity meanwhile declined amid reduced new work inflows and with adequate inventory holdings. In fact, the slowdown in production growth resulted in pre-production inventory holdings rising for a second successive month in September. Stocks of finished goods accumulated as well owing to outbound shipping delays and as new orders fell. Supply constraints and shipment delays notably led to another slight lengthening of lead times for the delivery of inputs to Chinese manufacturers.

The broad reduction in market demand also affected prices. Anecdotal evidence suggested that average input prices declined as orders fell. This included raw material such as metals. Manufacturers thereby lowered selling prices, including export charges, both to reflect lower input costs and to support sales as competition intensified. The rates at which input costs and output prices fell were the most pronounced in 15 and six months respectively.

China General Manufacturing PMI

sa, >50 = improvement since previous month



Sources: Caixin, S&P Global PMI

Key findings:

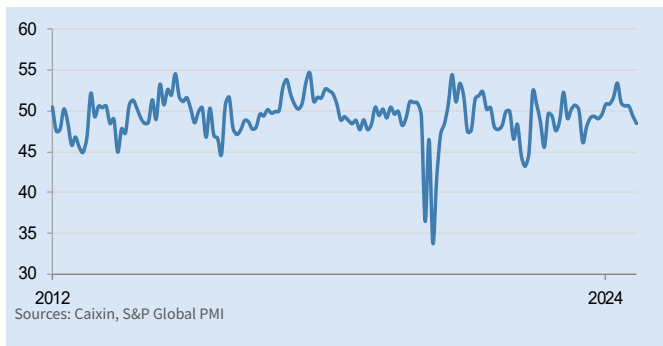
Manufacturing production growth ease to a marginal pace in September

Input prices decline at sharpest pace since June 2023

Business confidence slides to second lowest on record

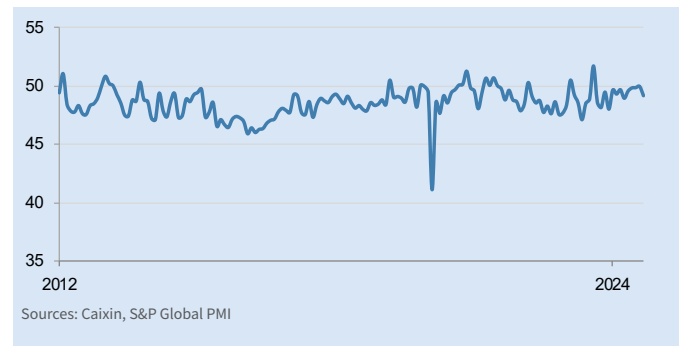
New Export Orders Index

sa, >50 = growth since previous month



Employment Index

sa, >50 = growth since previous month



Commenting on the China General Manufacturing PMI® data, Dr. Wang Zhe, Senior Economist at Caixin Insight Group said:

“The Caixin China General Manufacturing PMI was 49.3 in September, down 1.1 points from the previous month. This marked the index’s lowest reading since July 2023, reflecting the sector’s weaker climate.”

“Supply edged up while demand shrank in September. The market was characterized by diminished demand coupled with fierce competition. The gauge for total new orders fell into contractionary territory, reaching the lowest since September 2022, with demand for investment products suffering the sharpest decline.”

“Overseas demand contracted too. The corresponding indicator remained in negative territory for the second straight month, dropping to a 13-month low. In light of the notable decline in demand, existing orders were a major driver of production. In September, output grew fractionally, with the gauge standing just above 50.”

“The sector’s labor force shrank. As new orders fell, manufacturers were inclined to reduce their workforce, taking the indicator into contractionary territory, marking the 12th time in the negative zone over the past 13 months. Staff numbers at businesses producing investment and consumer products suffered even more. The remaining workforce was sufficient to absorb new orders. Backlogs of work shrank for the first time in seven months.”

“Price levels came under pressure. Input costs fell for the second month in a row, while output prices were down for the third straight month. The gauge for the former came in at the lowest level since June 2023, and the one for the latter reached the lowest since March. September’s subdued input costs were partly attributed to falling metal prices. Lower input costs together with fierce market competition pushed output prices down.”

“Supplier logistics suffered delays. Deliveries slowed for the fourth consecutive month with the time delayed remaining essentially unchanged

from the previous month. Tepid demand resulted in manufacturer purchases declining for the third straight month. Meanwhile, inventories of both raw materials and finished goods increased.”

“Business optimism was limited. Surveyed companies expressed confidence in the market for the following 12 months, but were also concerned about an economic slowdown. In September, manufacturers’ future output expectations grew only moderately, with the gauge coming in at the second-lowest level since April 2012, higher only than in June 2019.”

“Overall, market conditions in the manufacturing sector worsened in September, marked by a limited expansion in supply and a significant contraction in demand. Overseas demand came under pressure while employment deteriorated. Deliveries were delayed, manufacturer inventories grew and deflationary pressure increased. Business confidence fell to its lowest level in recent years.”

“Across the board, the latest macroeconomic data have fallen short of market expectations. The issue of insufficient effective domestic demand remains prominent, with significant pressure on employment and weak optimism constraining people’s willingness and ability to spend.”

“Meanwhile, a complex and severe external environment creates greater uncertainty for overseas demand. The economy grew 5% year-on-year in the first half of this year, and the recovery momentum in the third quarter was weak, making it challenging to achieve the annual growth target.”

“On the policy front, measures currently in the works should be sped up to take effect sooner, while the need for additional policies has only grown more urgent. Currently, there is relatively sufficient policy space. Fiscal and monetary policies should play a greater role in safeguarding people’s livelihoods, improving the job market and stimulating demand.”



Survey methodology

The Caixin China General Manufacturing PMI® is compiled by S&P Global from responses to questionnaires sent to purchasing managers in a panel of around 650 private and state-owned manufacturers. The panel is stratified by detailed sector and company workforce size, based on contributions to GDP. For the purposes of this report, China is defined as mainland China, excluding Hong Kong SAR, Macao SAR and Taiwan.

Survey responses are collected in the second half of each month and indicate the direction of change compared to the previous month. A diffusion index is calculated for each survey variable. The index is the sum of the percentage of 'higher' responses and half the percentage of 'unchanged' responses. The indices vary between 0 and 100, with a reading above 50 indicating an overall increase compared to the previous month, and below 50 an overall decrease. The indices are then seasonally adjusted.

The headline figure is the Purchasing Managers' Index™ (PMI®). The PMI is a weighted average of the following five indices: New Orders (30%), Output (25%), Employment (20%), Suppliers' Delivery Times (15%) and Stocks of Purchases (10%). For the PMI calculation the Suppliers' Delivery Times Index is inverted so that it moves in a comparable direction to the other indices.

Underlying survey data are not revised after publication, but seasonal adjustment factors may be revised from time to time as appropriate which will affect the seasonally adjusted data series.

For more information on the survey methodology, please contact: economics@spglobal.com.

Survey dates and history

Data were collected 12-20 September 2024.

Data were first collected April 2004.

About PMI

Purchasing Managers' Index™ (PMI®) surveys are now available for over 40 countries and also for key regions including the eurozone. They are the most closely watched business surveys in the world, favoured by central banks, financial markets and business decision makers for their ability to provide up-to-date, accurate and often unique monthly indicators of economic trends.

www.spglobal.com/marketintelligence/en/mi/products/pmi

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Caixin is an all-in-one media group dedicated to providing financial and business news, data and information. Its multiple platforms cover quality news in both Chinese and English. Caixin Insight Group is a high-end financial research, data and service platform. It aims to be the builder of China's financial infrastructure in the new economic era.

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PMI®

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Air Passenger Market Analysis

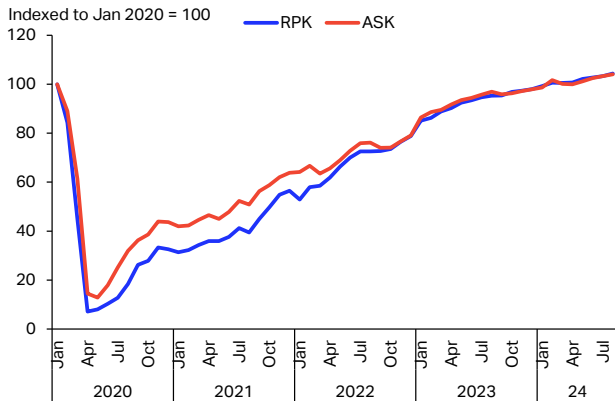
August 2024

Air travel keeps growing with record load factors in August

- Industry total Revenue Passenger-Kilometer (RPK) in August grew 8.6% year-on-year (YoY), versus 6.5% YoY growth in Available Seat-Kilometer (ASK). Passenger load factor (PLF) reached a new record high of 86.2%, indicating strong demand for air travel.
- Domestic traffic for the industry grew 5.6% YoY. PR China led with a 10.7% annual increase. Japan came second, with 7.6% YoY, more than doubling July's growth rate.
- Industry international passenger traffic in August marked 10.6% YoY. Asia Pacific and Latin America regions experienced double-digit growth, 19.9% and 13.6%, while the other regions grew between 4.3% and 10.1%.
- Air travel demand in the coming months displays signs of increased travel appetite vis-a-vis the previous year. Ticket sales for both international and domestic travel accelerated, with an average expansion of 5.7%.

Gradual increase for industry in passenger traffic

Chart 1 – Global RPK and ASK, Seasonally Adjusted, Indexed to Jan 2020 = 100



Sources: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

Commercial air passenger traffic for the industry, measured in Revenue Passenger-Kilometers (RPK), remained on its steady growth trend in August 2024, accelerating from the previous month of 7.9% YoY to 8.6%: August 2024's RPK recorded 4.4% above levels achieved in January 2020, in seasonally adjusted terms. RPK rose by 0.4% MoM, as the fifth consecutive month of positive MoM growth (**Chart 1**).

Seats' supply, measured in Available Seat-Kilometers (ASK), remained positive. Global ASK increased by 6.5% year-on-year (YoY). In August, RPK expanded more than ASK, resulting in a historic high load factor (PLF) of 86.2% for the industry, 1.7 percentage points higher than a year before. This hints at higher demand

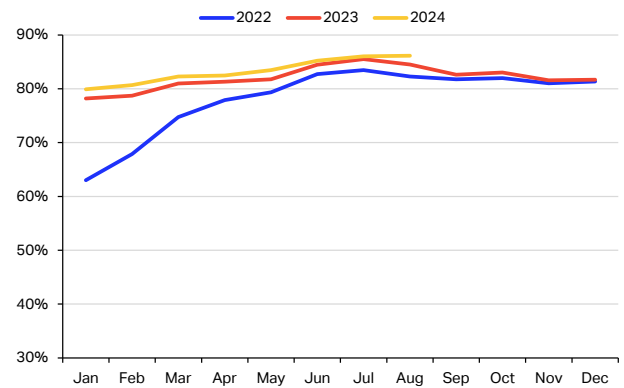
Air passenger market in detail - August 2024

	World share ¹	August 2024 (% year-on-year)				August 2024 (% year-to-date)			
		RPK	ASK	PLF (%-pt)	PLF (level)	RPK	ASK	PLF (%-pt)	PLF (level)
TOTAL MARKET	100.0%	8.6%	6.5%	1.6%	86.2%	11.9%	10.2%	1.3%	83.4%
International	60.1%	10.6%	10.1%	0.4%	85.7%	15.5%	15.2%	0.2%	83.1%
Domestic	39.9%	5.6%	1.2%	3.6%	86.9%	6.7%	3.0%	2.9%	84.0%

¹% of industry RPKs in 2023

for air travel, while the adverse effect of protracted supply-chain constraints also contribute (**Chart 2**). PLF reached 83.4% in year-to-date terms, 1.2 percentage points above the previous year's.

Chart 2 – Industry PLF, RPK's % share of ASK

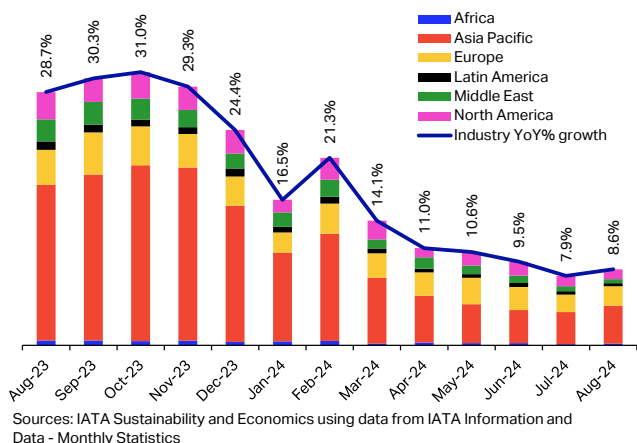


Sources: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

Asia Pacific airlines continue to lead the industry's traffic growth in August, a trend consistent with recent years. However, overall growth rates are slowing as the industry adjusts to more conservative post-pandemic figures (**Chart 3**). Compared to the same period a year before, Asia Pacific airlines' contribution to the industry growth fell by 11.6 percentage points, while the Middle East's contribution dropped by 3.4 percentage points. In contrast, Europe's and North America's airlines increased their contribution by 12 and 2.1 percentage points, respectively (**Chart 3**).

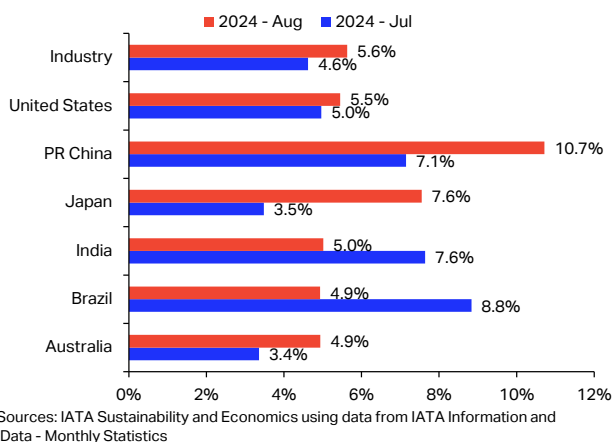
China's economy showed ongoing signs of slowing in August, with declines in both industrial output and retail sales, despite the summer holiday boost for the latter. This weighs heavily in its region since it is the biggest market, which would explain some of the contraction of Asia Pacific's growth contribution to the industry.

Chart 3 – Regional contribution to industry annual total RPK growth



PR China & Japan lead in domestic traffic growth

Chart 4 – Domestic RPK growth by market, YoY%

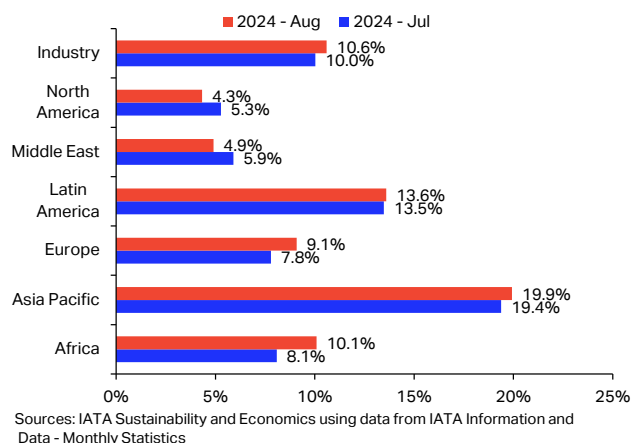


Industry total domestic RPK rose 5.6% YoY in August, a one percentage point increase from July (**Chart 4**). Domestic RPK volumes remain higher than in previous Augusts, both for the industry as a whole and across major markets. Domestic RPK YoY in the main markets were all above 4.9%, with **PR China** leading at 10.7% YoY. The domestic market of PR China in August 2024 has marked another new benchmark, and RPK volumes display no sign of deceleration, despite the weakening economy. **Japan's** domestic passenger market growth came second, at 7.6% YoY, an acceleration of 3.1 percentage points from the previous month. For the third consecutive month, Japan's domestic RPK volumes have marked all-time highs, signalling an improving economic performance. Passenger demand growth in **Brazil** decelerated from July, being at 4.9% YoY in August, which is in line with

its seasonal pattern. Since April, Brazil's RPK volumes have continued to create new unprecedented peaks, suggesting a positive outlook for the remainder of the year. The **US'** and **India's** domestic traffics in August continued their upward trend, with annual growth of 5.5% and 5.0%, respectively. Both have also recorded a monthly historic high in August with respect to RPK volumes.

International traffic growth picks up moderately

Chart 5 – International RPK growth by airline region of registration, YoY%



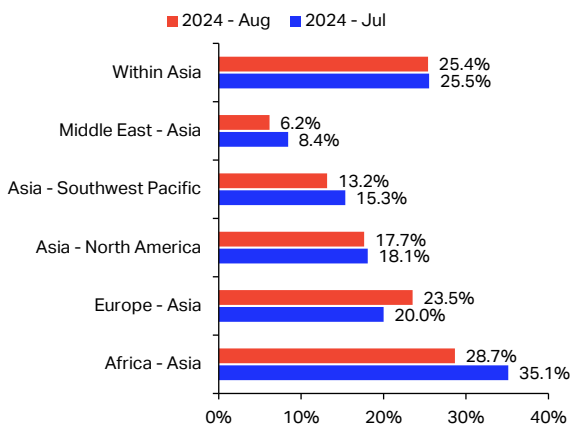
International passenger traffic in August, the primary driver of industry-wide growth, grew by 10.6% YoY, adding 0.6 percentage points to July's YoY (**Chart 5**). All regions' international markets achieved RPK YoY rates above 4.3%, with **North America** and the **Middle East** slightly decelerating compared to July, in line with their typical seasonal patterns. Airlines from the Asia Pacific region continued to lead, achieving the highest growth at 19.9% YoY, followed by **Latin America** and **Africa**, at 13.6% and 10.1%, respectively.

As of August 2024, international air travel demand's monthly volumes have marked historic highs, or inched closer to them, for all regions including for the whole industry, expect for **Asia Pacific**, which is 8 percentage points from full recovery. **PR China's** economic woes and geopolitical tensions probably have an outsized effect on its region's and the industry's growth, given its market heft. Despite the current global political uncertainty, the strong demand for international travel in August points to a promising outlook.

Asia routes in August saw double-digit growths, except for **Asia - Middle East** (**Chart 6**). **Africa-Asia** retained the highest YoY growth in August with 28.7%, followed by international traffic **within Asia** at 25.4% and **Europe - Asia** at 23.5%. The route **Asia - Middle East** marked 6.2% YoY, the lowest YoY figure among the route-pairs. Notably, yearly growth has been positive for more than 30 consecutive months for all pairs from Asia. For the top three pairs in RPK volumes from Asia, namely **within Asia**, **Asia - Europe**, and **Asia**

– **Middle East**, the growth streak has been of 41 months each, in a sign of solid ties between the regions. Nonetheless, most markets have yet to reach previous highs in RPK volumes achieved in the month of August, except for the pairs **Asia - Africa** and **Asia – Middle East**. This is likely affected by the war in Ukraine, making flying over Russian airspace unfeasible for Western carriers, and geopolitical issues, mostly between Western countries and PR China, neither expected to dissipate in the near future.

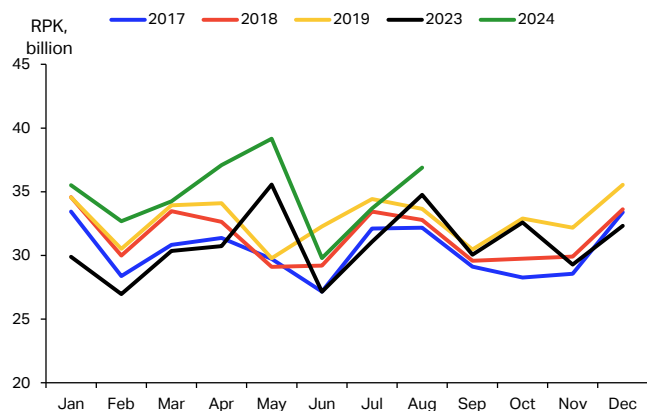
Chart 6 – International RPK, YoY% – Major route areas from and to Asia



Sources: IATA Sustainability and Economics, IATA Monthly Statistics

Asia-Middle East link continues to grow in importance

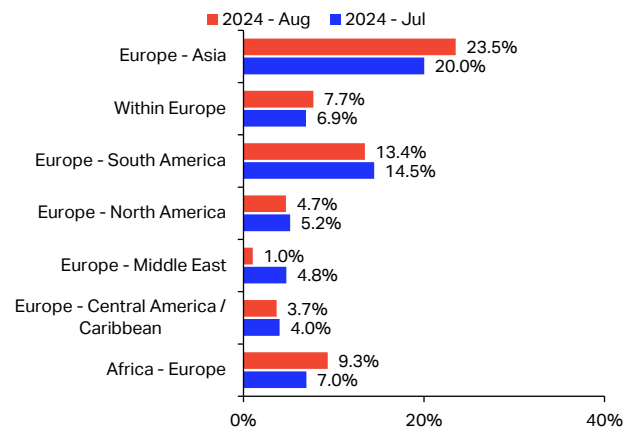
Chart 7 – International RPK for route pair Asia - Middle East



Sources: IATA Sustainability and Economics, IATA Monthly Statistics

International RPK volumes originating from Asia maintain an upward trend. In particular, routes between Asia and the Middle East exhibit the highest levels of traffic in 2024 in most months including August, with significant peaks in May, compared to previous years, indicating strong growth.

Chart 8 – International RPK, YoY% – Major route areas from and to Europe

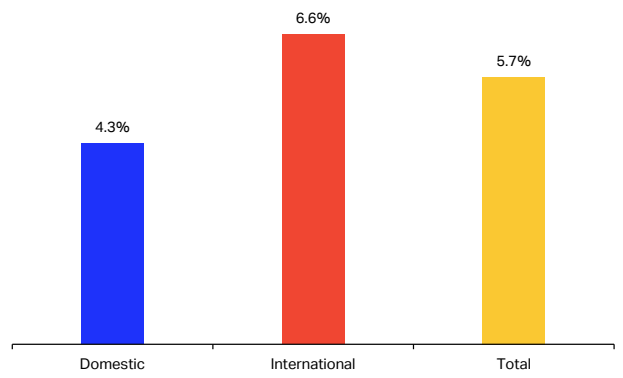


Sources: IATA Sustainability and Economics, IATA Monthly Statistics

Air travel from Europe in August denoted another positive month for international RPK, with YoY rates above 1% for all pairs (**Chart 8**). Most growths are now in the single digit, following recent growth stabilization across the world. **Europe – Asia** leads with 23.5%, the third most important pair by RPK volumes. Overall, all route pairs originating from Europe have been on a growth streak since early 2021, boding well for the region amid political instabilities, while RPK volumes in August have marked all-time highs for all pairs. The only exceptions are pairs **Europe – Asia** and **Europe – Middle East**, the former still markedly below its respective peak value of 2019 of the same month.

Outlook of demand for air travel remains optimistic

Chart 9 – Ticket sales, made in May – July for travel in August – September, YoY%



Sources: IATA Sustainability and Economics using data from DDS

Compared with last year, trip bookings made between May and July for travel during August and September saw a 5.7% YoY increase in industry ticket sales. Despite the typical seasonal upcoming slowdown, commercial air traffic is expected to keep rising. The international segment led the growth with a 6.6% rise, while domestic sales followed at 4.3% (**Chart 9**).

Air passenger market in detail - August 2024

	World share ¹	August 2024 (% year-on-year)				August 2024 (% year-to-date)			
		RPK	ASK	PLF (%-pt)	PLF (level)	RPK	ASK	PLF (%-pt)	PLF (level)
TOTAL MARKET	100.0%	8.6%	6.5%	1.6%	86.2%	11.9%	10.2%	1.3%	83.4%
Africa	2.1%	9.6%	6.7%	2.1%	77.9%	13.5%	11.4%	1.4%	74.4%
Asia Pacific	31.7%	13.4%	8.7%	3.6%	86.0%	19.4%	14.5%	3.4%	83.2%
Europe	27.1%	7.8%	7.3%	0.4%	87.9%	9.4%	9.0%	0.3%	84.2%
Latin America	5.5%	6.5%	8.1%	-1.3%	84.0%	8.7%	7.7%	0.8%	83.7%
Middle East	9.4%	5.0%	5.9%	-0.7%	82.3%	11.0%	10.6%	0.3%	80.6%
North America	24.2%	4.8%	2.4%	2.0%	87.1%	6.2%	6.2%	0.0%	84.9%
International	60.1%	10.6%	10.1%	0.4%	85.7%	15.5%	15.2%	0.2%	83.1%
Africa	1.8%	10.1%	7.3%	2.0%	77.8%	13.2%	10.9%	1.5%	73.9%
Asia Pacific	14.7%	19.9%	18.8%	0.8%	85.2%	31.1%	30.4%	0.4%	84.0%
Europe	23.6%	9.1%	8.5%	0.5%	87.2%	10.5%	10.2%	0.2%	83.5%
Latin America	2.7%	13.6%	15.2%	-1.2%	85.1%	16.0%	15.4%	0.4%	85.2%
Middle East	9.1%	4.9%	5.6%	-0.6%	82.5%	10.9%	10.7%	0.2%	80.6%
North America	8.1%	4.3%	3.8%	0.4%	88.2%	8.7%	10.1%	-1.1%	84.5%
Domestic	39.9%	5.6%	1.2%	3.6%	86.9%	6.7%	3.0%	2.9%	84.0%
Dom. Australia	0.8%	4.9%	0.7%	3.5%	87.1%	4.4%	3.9%	0.4%	79.5%
Domestic Brazil	1.2%	4.9%	6.7%	-1.4%	81.7%	4.2%	3.1%	0.8%	80.9%
Dom. China P.R.	11.2%	10.7%	1.4%	7.3%	86.3%	13.9%	4.0%	7.2%	82.8%
Domestic India	1.8%	5.0%	7.3%	-1.8%	82.9%	4.7%	5.3%	-0.5%	86.8%
Domestic Japan	1.1%	7.6%	2.0%	4.5%	87.2%	2.4%	-0.7%	2.3%	76.2%
Domestic US	15.4%	5.5%	1.9%	2.9%	86.2%	5.2%	4.5%	0.5%	84.8%

¹% of industry RPKs in 2023

Note: the six domestic passenger markets for which broken-down data are available account for approximately 31.4% of global total RPKs and 78.8% of total domestic RPKs

Note: The total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered as regional traffic. Historical statistics are subject to revision.

IATA Sustainability & Economics

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3 October 2024

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Air Cargo Market Analysis

August 2024

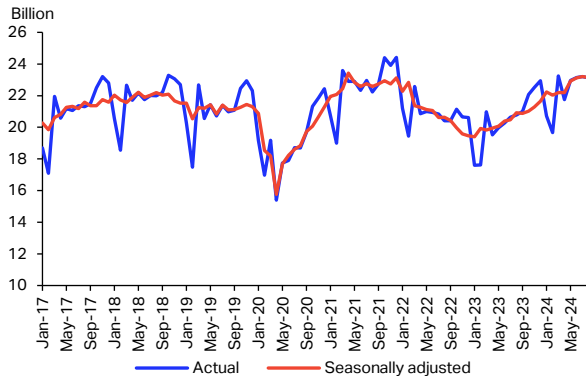
Nine straight months with double-digit demand growth

- Global Cargo Tonne-Kilometers (CTK) increased by 11.4% year-on-year (YoY) last month, delivering the ninth consecutive month with double-digit demand growth and the second straight month with record year-to-date demand levels. Net of seasonal adjustment, demand contracted by -0.2% month-on-month (MoM).
- International CTK added 12.4% relative to last year, driven by all regions and major trade lanes. Asia Pacific carriers recorded the largest expansion with 14.8% YoY, and demand on the Middle East-Europe trade lane outpaced all others with an outstanding 28.9% annual surge.
- Global air cargo capacity, measured in Available Cargo Tonne-Kilometers (ACTK), saw 6.2% growth YoY in August, seeing slower growth than in the months prior but at the same time delivering record capacity levels.
- Despite global record capacity and falling fuel prices, the global air cargo yield maintains a moderate upward trend.

Air cargo industry exhibits the second consecutive month with record year-to-date demand levels

In August, the global air cargo industry experienced the ninth consecutive month with double-digit demand growth, recording an increase of 11.4% YoY (**Chart 1**). Compared to the previous month, industry-wide CTK fell marginally with -0.2% (after seasonal adjustment), exhibiting the first MoM reduction since February.

Chart 1 – Industry CTK, billion



Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

As for the four months prior, the largest contributors to the annual surge in CTK were carriers from Asia Pacific and Europe, which contributed 43% and 25% to the global increase, respectively. Measured in traffic volume (CTK), these airlines represent the

largest and third largest regions for air cargo, in that order. The second largest region – North America – contributed 12% to the industry-wide rise. Their contribution was outperformed by Middle Eastern carriers, who added 15% to the global figure.

Year-to-date, air cargo demand settled 13.0% above 2023 levels last month. And even though the high YoY growth rates in 2024 are inflated by an overall weak 2023 market, demand is reaching near-peak levels. For instance, August brought about the second straight month with record year-to-date demand.

Demand on international routes sustained robust growth across all world regions and major route areas in August, led by carriers registered in Asia Pacific

International routes continue to drive the exceptional traffic levels, which surged by 12.4% YoY in August. Airlines benefit from surging e-commerce demand from consumers in the US and Europe and the ongoing capacity limitations in ocean shipping. As has been the case for almost one year, carriers from all regions experienced expansions in international traffic compared to the previous year, with the month of August displaying strong growth rates ranging from 7% to 15% (**Chart 2**).

Airlines registered in **Asia Pacific** saw the highest annual growth in international CTK, registering 14.8% YoY. **European** and **Middle Eastern** airlines followed with 13.6% annual growth each. **Latin America** experienced the second highest annual growth rate in

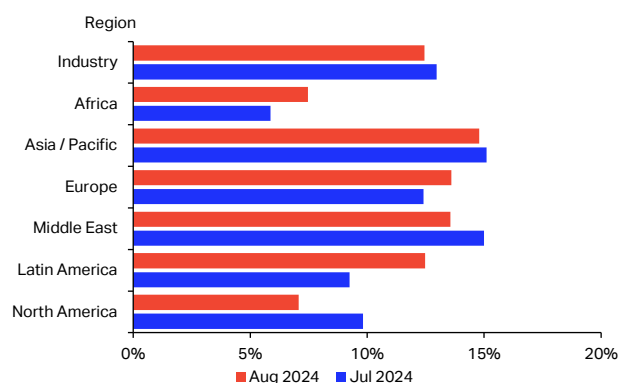
Air cargo market in detail - August 2024

	World share ¹	August 2024 (% year-on-year)				August 2024 (% year-to-date)			
		CTK	ACTK	CLF (%-pt)	CLF (level)	CTK	ACTK	CLF (%-pt)	CLF (level)
TOTAL MARKET	100.0%	11.4%	6.2%	2.0%	44.0%	13.0%	8.7%	1.7%	45.1%
International	86.6%	12.4%	8.2%	1.9%	49.2%	13.9%	11.2%	0.2%	50.6%

Note 1: % of industry CTKs in 2023

almost two years with 12.5%, and a notable 3.2 percentage point increase from July's figure (partially due to the high base in July 2023). **Africa** and **North America** added 7.5% and 7.1%, respectively, compared to last year's traffic levels. For the latter, the August result reflects a considerable 2.7 percentage point decrease from July (almost entirely related to a base effect). Regarding African carriers, the World Health Organization's declaration of Mpox as a public health emergency did not visibly affect their overall traffic volumes.

Chart 2 – International CTK by airline region of registration, YoY, %



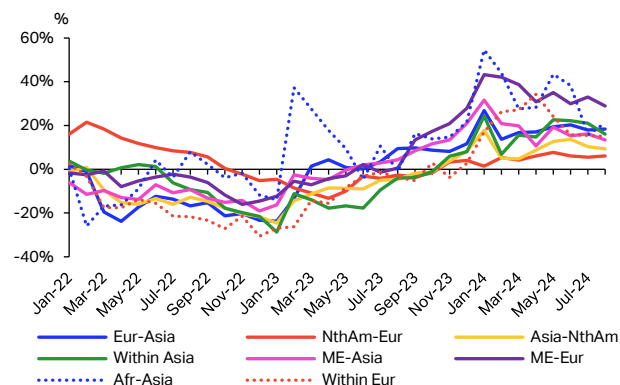
Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

The annual expansion in international CTK was also supported by all major route areas, although with some differences in magnitude (**Chart 3**). **Middle East–Europe** championed growth figures again in August, maintaining a streak of double-digit growth that originated in September 2023 with an outstanding evolution of +28.9% YoY. CTK on the routes **Africa–Asia** and **Europe–Asia** (the second largest market measured in CTK) followed with impressive annual surges of 21.1% and 18.4%, respectively. Both trade lanes have also been experiencing double-digit annual growth since the second half of 2023. For **Africa–Asia** the August reading reflects a 5.3 percentage point increase compared to the figure recorded in July (related to a base effect), which is the largest increase among major route areas.

Within Asia, **Within Europe**, and **Middle East–Asia**, followed closely with 16.1%, 15.0%, and 13.5% annual growth, in that order. All three route areas saw nothing but double-digit annual growth for months. However, for intra-Asia traffic, the August annual growth reflects a 5.0 percentage point decrease from the month before. Possibly, this can be partially linked to the social unrest in Bangladesh and Typhoon Shanshan in Japan. Both events impacted local logistics operations with airport closures and flight cancellations. Meanwhile, **Asia–North America**, the

largest trade lane by volume, recorded an annual increase of 9.3% last month, and **North America–Europe** added a comparatively modest 6.1% YoY.

Chart 3 – International CTK by route area, YoY, %

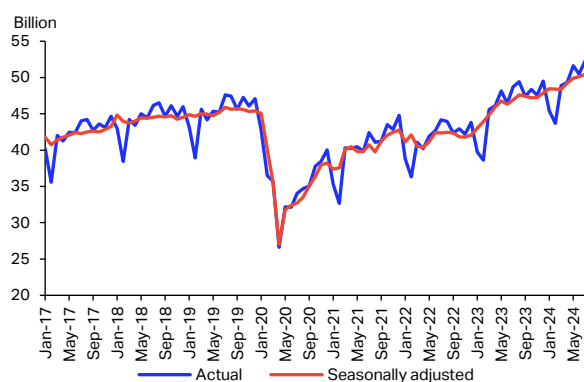


Source: IATA Sustainability and Economics using data from IATA Information and Data

The busy summer season on the passenger side brought record air cargo capacity despite a gradual slowdown in the growth rate

Global ACTK increased by 6.2% YoY in August (+0.2% MoM after seasonal adjustment), the lowest rate since January 2023 (**Chart 4**). Nevertheless, industry-wide capacity reached an all-time high. In fact, August represents the fourth consecutive month with global ACTK above 50 million, a level never seen before in the history of air cargo. In year-to-date terms, ACTK surged 8.7% YoY. And even though this last statistic has been decreasing slowly every month in 2024, the month of August also maintained the streak of record capacity levels in year-to-date terms, which started in May 2023. The air cargo load factor, which illustrates the industry's balance between demand and supply, shed 2.0 percentage points compared to August 2023.

Chart 4 – Industry ACTK, billion



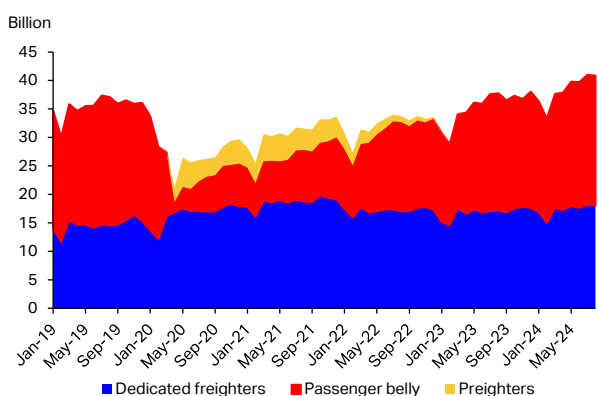
Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

Similar to the demand side, growth in air cargo capacity last month was driven by international routes, where the industry registered an expansion of 8.2% YoY. Maintaining the trend of the past few years, the

expansion in international ACTK in August was driven by a surge in international belly-hold capacity, which continued to record double-digit annual growth last month with 10.9% (Chart 5). And while increased belly capacity from passenger flights is a feature of every summer holiday season, this year saw record belly capacity levels (since the beginning of recording in 2019).

It is worth noting, however, that the latest belly-hold capacity growth statistic was the lowest recorded since the 2021 spring season. With global passenger belly capacity fully recovered to 2019 values, the question emerges as to whether the impressive growth in the international passenger market will normalize and how this will impact the use of dedicated freighters going forward. At present, the slowing expansion of international belly capacity is accompanied by a moderate increase in dedicated freighter capacity, which rose by 5.0% YoY in August.

Chart 5 – International ACTK by cargo business type, billion



Source: IATA Sustainability and Economics using data from IATA Information and Data

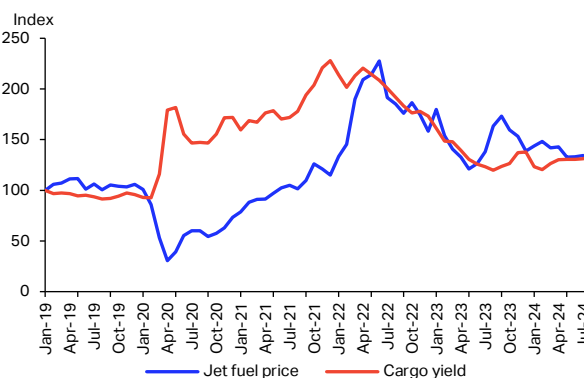
Global air cargo yield maintains a moderate upward trend amid record capacity and falling fuel prices

In August, the global jet fuel price fell by 7.9% over the previous month and -24.4% YoY, closing at USD 94 per barrel (Chart 6). The jet fuel crack spread dropped to 13 USD, the lowest value since early 2022. This can be explained by the reduced demand for oil from China coupled with record oil production levels in the US. This is a welcome development for the world economy, as lower oil prices boost economic growth and might help further curtail inflation. The August reading is also good news for airlines in particular, as the jet fuel price is a major contributor to airline operating costs and the exceptionally wide crack spread has been putting pressure on their relatively slim margins.

In contrast to the evolution in jet fuel, the global yield for air cargo (with surcharges) expanded by 2.0% MoM in August and 11.7% YoY, the highest annual increase in more than two years. And even though the rising

annual growth rates are partially related to a rapidly decreasing base in 2023, the fact that the average yield is refusing to drop to pre-Covid levels is remarkable, especially given the peak capacity during the summer season. In August, the air cargo yield was still an impressive 46% above 2019 levels. This can be partly explained by the fact that new e-commerce players and shippers that shift from sea to air (due to capacity limitations in ocean shipping and the associated rise in sea freight rates) compete for capacity with the more traditional air cargo clientele.

Chart 6 – Jet fuel price and air cargo yield (with surcharges), global index, Jan 2019 = 100

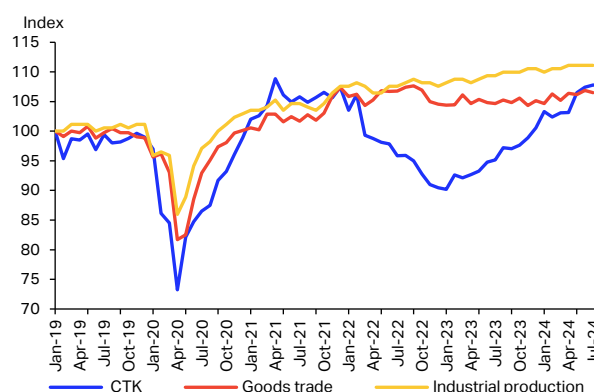


Source: IATA Sustainability and Economics using data from IATA Jet fuel price monitor, CargoIS

Small improvements in production and trade figures amid signals of contraction from manufacturing PMIs

Industrial production, measured at constant USD prices and reflecting the output generated by industrial sectors such as mining, manufacturing, and utilities, stayed level in July compared to the previous month (Chart 7). Compared to last year, the index increased by 1.6%, continuing the moderate upward trajectory seen after the pandemic, which aligns with pre-pandemic trends (2012-2019). Meanwhile, global goods trade experienced a small expansion of +1.7% YoY (-0.3% MoM).

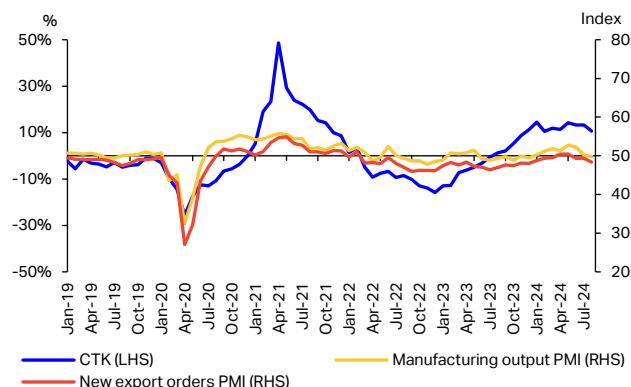
Chart 7 – CTK, industrial production at constant USD prices, and cross-border goods trade volume, global index, seasonally adjusted, Jan 2019 = 100



Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics, Macrobond

On the other hand, the global manufacturing output PMI (Purchasing Managers' Index) fell below the critical 50-point benchmark in August, signaling a minor contraction with 49.9 points (down from 50.2 in July), as inflation and high borrowing costs, tight labor markets, and supply chain disruptions continue to weigh on the manufacturing sector (**Chart 8**). The global result was partially driven by the US economy, where the manufacturing output PMI fell even more dramatically to 48.2 points, possibly linked to slower than expected sales, rising inventory build-up, and high input costs. Similarly, the global new export orders PMI, a measure of the perceived well-being of international trade, maintained a pessimistic outlook in August with 48.4 points (down from 49.3 in July). With this, purchasing managers expected new export orders to contract for the third time in a row, after two months of a slightly improved outlook. In addition to the pressures that affect global manufacturing, global trade also has been suffering from deteriorating trade relationships.

Chart 8 – Seasonally adjusted industry CTK, YoY, % (LHS), and global manufacturing PMIs, 50 = no change (RHS)



Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics, S&P Global Market

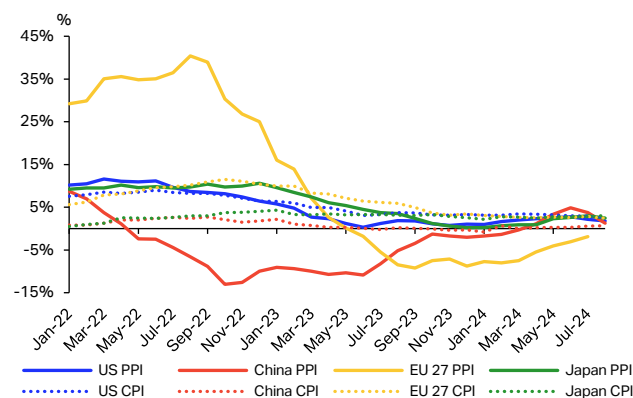
August brought consumer price inflation down to lowest point since 2021 in both the US and the EU

US headline inflation, as measured by the annual evolution of the Consumer Price Index (CPI), dropped by 0.3 percentage points to 2.6% in August, the lowest value since early 2021 (**Chart 9**). Combined with several other factors (an uptick in the unemployment rate and rising inventory build-up), the Fed ultimately decided to cut interest rates by 0.5 percentage points in September. Similarly, the August inflation rate in the EU fell by 0.4 percentage points to 2.4%, the lowest value since mid-2021. The ECB started cutting interest rates in June and implemented a second round of cuts in September.

At the same time, Japan's inflation rate ticked up by 0.3 percentage points to 3.0% in August, the highest reading in 10 months. China's consumer price inflation continued its moderate upward trend, growing by 0.1 percentage points to reach 0.7%, the highest reading

in six months. Muted inflation in China since 2023 reflects weak domestic demand triggered by elevated unemployment, reduced income growth, and the downturn in the property market.

Chart 9 – Consumer price index and producer price index in major economies, YoY, %



Source: IATA Sustainability and Economics using data from Macrobond

The Producer Price Index (PPI) tracks changes in the prices that producers receive for their products, and it can serve as a leading indicator for the CPI. Compared to July, producer price inflation fell last month in the US to 1.8%, Japan to 2.5%, and China to 1.2%. For the latter, this marked a substantial 2.5 percentage point drop compared to July's figure (partially linked to a base effect). August values for the EU 27's PPI are not available to date. In July, the region maintained the major deflationary trend that began mid-2023 with a PPI reduction of -1.9% YoY, although that figure reflects the smallest instance of deflation in 13 months.

Air cargo market in detail - August 2024

	<i>World share</i> ¹	August 2024 (% year-on-year)				August 2024 (% year-to-date)			
		CTK	ACTK	CLF (%-pt)	CLF (level)	CTK	ACTK	CLF (%-pt)	CLF (level)
TOTAL MARKET	100.0%	11.4%	6.2%	2.0%	44.0%	13.0%	8.7%	1.7%	45.1%
Africa	2.0%	7.5%	11.4%	-1.4%	37.8%	13.8%	17.8%	-1.5%	42.7%
Asia Pacific	33.3%	14.6%	8.6%	2.4%	46.6%	16.1%	12.9%	1.3%	46.2%
Europe	21.4%	13.5%	9.4%	1.8%	50.1%	13.8%	9.6%	2.0%	53.0%
Latin America	2.8%	14.2%	8.0%	1.9%	35.9%	10.5%	8.4%	0.7%	35.9%
Middle East	13.5%	13.5%	4.0%	3.7%	44.5%	17.1%	8.1%	3.5%	46.3%
North America	26.9%	4.8%	2.4%	0.9%	38.7%	6.7%	3.4%	1.2%	39.6%
International	86.6%	12.4%	8.2%	1.9%	49.2%	13.9%	11.2%	0.2%	50.6%
Africa	2.0%	7.5%	11.7%	-1.5%	38.7%	13.8%	17.6%	1.5%	43.8%
Asia Pacific	29.8%	14.8%	11.9%	1.3%	53.6%	16.1%	16.9%	0.4%	54.0%
Europe	21.0%	13.6%	9.8%	1.8%	52.4%	14.0%	9.9%	0.2%	55.1%
Latin America	2.4%	12.5%	8.6%	1.3%	38.5%	9.6%	9.8%	0.4%	39.9%
Middle East	13.4%	13.6%	4.0%	3.8%	44.8%	17.1%	8.1%	0.2%	46.6%
North America	17.9%	7.1%	4.3%	1.2%	45.6%	8.3%	6.5%	-1.1%	46.8%

Note 1: % of industry CTKs in 2023

Note 2: the total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered as regional traffic. Historical statistics are subject to revision.

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Why is the right side of a hurricane more dangerous?

Hurricanes are dangerous to hundreds of miles in every direction. Storm 101 explains why winds and storm surge are more intense on the right side of the storm.

By [Hillary Andrews](#) Source [FOX Weather](#)

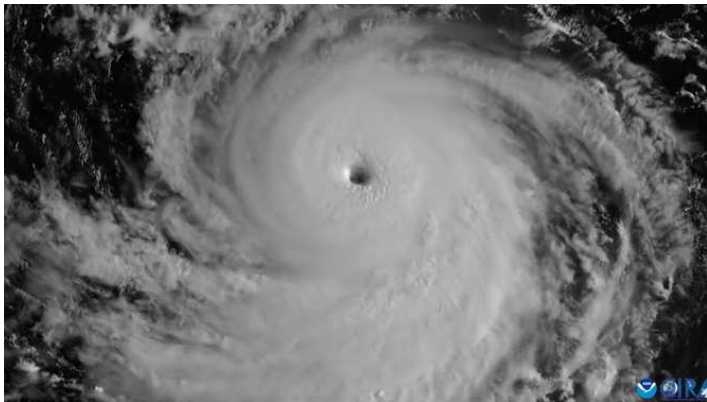
[The right side of the hurricane is the most dangerous](#)

FOX Weather explains why the right side or the dirty side of a hurricane is the most dangerous -- stronger winds, deeper storm surge and higher wave heights.

Have you ever wondered why meteorologists say that the eastern side of [hurricanes](#) are the most dangerous? Or call it the "dirty side" of the storm?

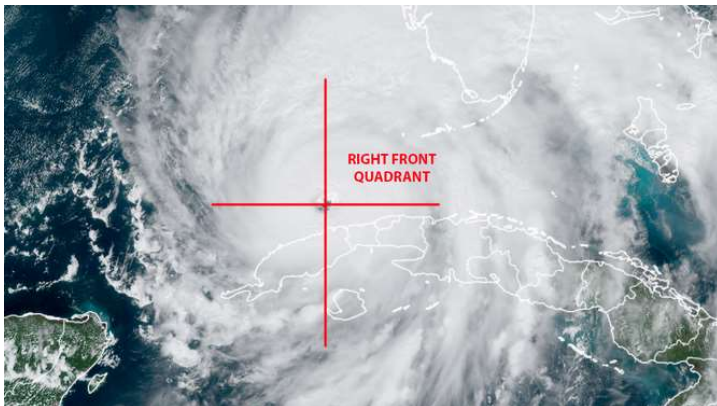
Usually, the right-front quadrant of a storm in the Northern Hemisphere carries higher [winds](#), waves and storm surge, according to the [University Corporation for Atmospheric Research](#).

If you look at a satellite image of [Hurricane Franklin](#) in the Atlantic Ocean. The right front quadrant, from essentially 1 o'clock to 3 o'clock on our imaginary clock, will have the strongest winds and worst storm surge. The U.S. won't have to worry about the diary side of Hurricane Franklin because it continues to move northeast in the [Atlantic Ocean](#).



Hurricane Franklin as seen by NOAA's GOES-16 satellite. (Image: NOAA/CIRA)

Another image below from Hurricane [Nicole](#) in 2022 shows the right side of the storm.



(GOES-16 image courtesy NOAA/CIRA/RAAM-B)

Every low pressure or [cyclone](#) circulates internally in a counter-clockwise direction in the Northern Hemisphere, including hurricanes, [nor'easters](#) and most [tornadoes](#).

How the right-front quadrant generates faster wind speed

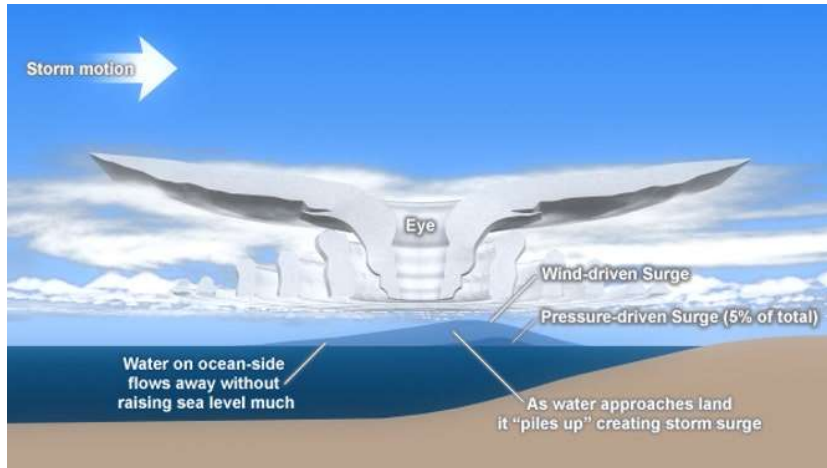
Steering currents, driven by atmospheric airflow in the upper levels, add to the strength of the maximum sustained winds in that quadrant. For example, if a hurricane's steering currents were moving at 30 mph and the sustained winds of the hurricane were 80 to 100 mph, the combination generates a wind speed of 130 to 150 mph at 3 o'clock on the clock face.

On the left side of the hurricane (9 o'clock on our imaginary clock face), the maximum sustained winds flow against the steering currents. So, in the example above, the steering current of 30 mph would reduce the 100 mph hurricane wind speed to 70 mph, according to [UCAR](#). The National Hurricane Center takes this into account when issuing official wind estimates.

Storm surge is greatest on the eastern side of a hurricane too

The faster winds on that energized "right side" of the hurricane create higher waves, slightly higher wind gusts and the storm surge. The [National Hurricane Center](#) wrote that storm surge triggered by the low pressure of the storm (the atmosphere pressing less on the surface of the water) is minimal – about 5% – compared to the amount of water forced onshore by the hurricane-force wind.

WHY FLORIDA'S GULF COAST IS SUSCEPTIBLE TO A HURRICANE'S STORM SURGE



The storm motion is left to right with the circulation of the storm being counter-clockwise. Look at the water piling up at the right front quadrant of the cross-section of the hurricane.

(The Comet Project and NOAA)

When a storm surge triggered by being in the right quadrant of the storm aligns with a waterway like a bay or river, the effects can be even more dangerous.

But being on the other side of the storm can have opposite effects. In 2017, [Hurricane Irma](#) made landfall at Marco Island, Florida, putting Tampa Bay on the left side of the storm.

The 115 mph winds out of the northeast were offshore and actually forced water out of [Tampa Bay](#). The video shows exposed sea walls and birds walking on what, just hours before, was underwater by feet:

[Water receded from Tampa Bay due to Irma](#)

Tampa Bay was on the left side of Hurricane Irma in 2017 when it made landfall near Marco Island. The offshore winds blew the waters of Tampa Bay out to the Gulf of Mexico while areas to the right of Erma were flooded by storm surge.

Tornadoes

The majority of tornadoes embedded in [thunderstorms](#) in the hurricane's rain bands and eyewall form in the front right quadrant as well, according to the [National Weather Service](#). Twisters spawned by a tropical system are generally weak and short-lived but can still do damage.

THIS IS THE LIFECYCLE OF A TORNADO

The [NWS](#) looked at tornadoes formed by tropical systems in central [South Carolina](#) and eastern [Georgia](#) from 1950 to 2013. Their research showed that most of the tornadoes were from tropical storms and hurricanes that made landfall in the Gulf of Mexico and traveled north-northeast.

Demand

Total global copper demand has grown at a 3.1% compound annual growth rate (CAGR) over the last 75 years—but this growth rate has been slowing. It was only 1.9% over the 15 years to 2021. Looking to 2035, however, we expect this growth rate to jump back to 2.6% annually.

We believe this reversal will come from a combination of three key themes: 'Traditional' economic growth, and the newer themes of the 'Energy Transition' and 'Digital' (primarily data centres).

'Traditional' demand refers to the basic relationship between economic growth, electricity consumption and copper.

Through the 20th century and into the 21st, as countries developed, electricity became accessible to industry and homes and led to the creation of products that lifted living standards: lighting, washing machines, refrigerators, air conditioners, radio and television, computers and smartphones.

It is not only these products that need copper; so do the factories and supply chains that produce and deliver them, and the power infrastructure keeping them all running. Copper's broad application across multiple end-uses has made it resilient and less-exposed to single point failures of demand.

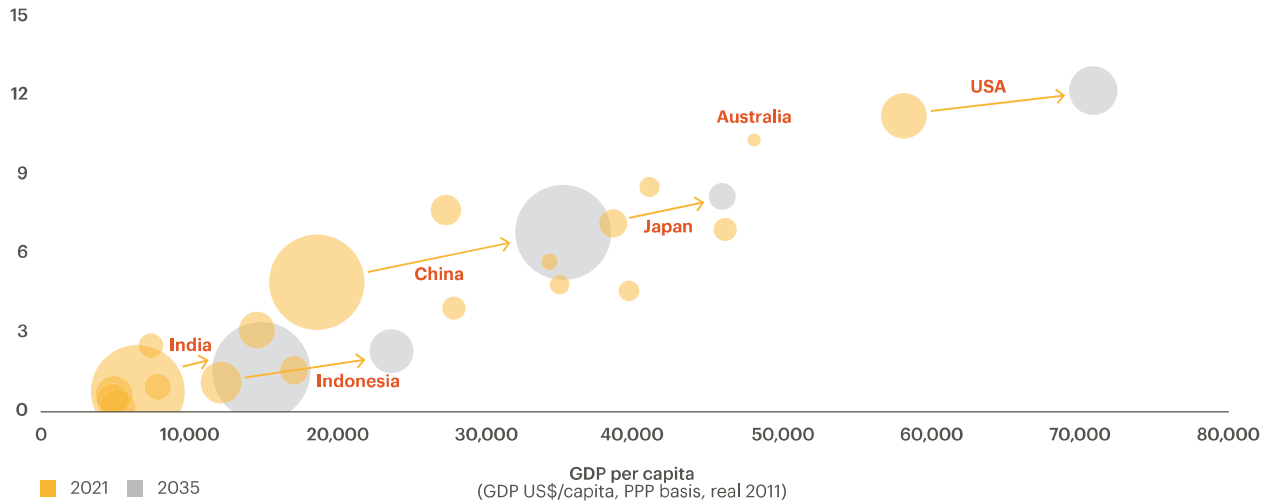
Traditional demand in the developed world is expected to remain strong and as living standards rise globally, the demand for copper is expected to follow suit. Developing economies, which have nearly five times the population of high-income economies, will increasingly strive to achieve the same high standard of living. This transition will lead to a greater need for copper.

Take China for example, despite its enormous appetite for copper over the past two decades, it still only has half of the copper accumulated stock-in-use per capita (e.g. buildings, machinery, vehicles) compared to developed economy, at around 100 kilograms per capita. India, the other major economy with over one billion people, also has a compelling copper story. India's electricity consumption per capita currently stands at around one-seventh of Japan's and one-fifth of China's, and we expect its copper demand to grow five-fold over its pre-Covid volumes in the coming decades as electricity is made more accessible.

This traditional demand provides a solid foundation, but it does not account for the rapid acceleration of growth expected in the decades to come. That will be driven by the 'Energy Transition' and 'Digital' trends.

Electrification: a 20th century megatrend set to continue

(Electricity consumption, MWh per capita)



Source: World Bank, UN, BHP analysis.

Note: Bubble size represents population size

Since the Industrial Revolution, the use of fossil fuels has helped the world unlock greater levels of productivity. As the world seeks to rein in the use of these fuels (and their related carbon emissions), it will need more electricity (mainly from renewable sources) to keep everything running. Most energy modellers agree that electrification will be a major enabler of the decarbonisation of transport, buildings and large parts of industry. Under our base case, we see electricity demand roughly doubling from today to 2050, as electricity's share of total energy consumption also doubles to around 40% by 2050.¹

'Energy Transition' copper demand refers to the additional copper required to achieve that level of electrification. As the most conductive industrial metal, copper is a key enabler of low GHG emissions energy sources, such as wind, solar, and hydro, as well as electric vehicles (EV) and batteries.

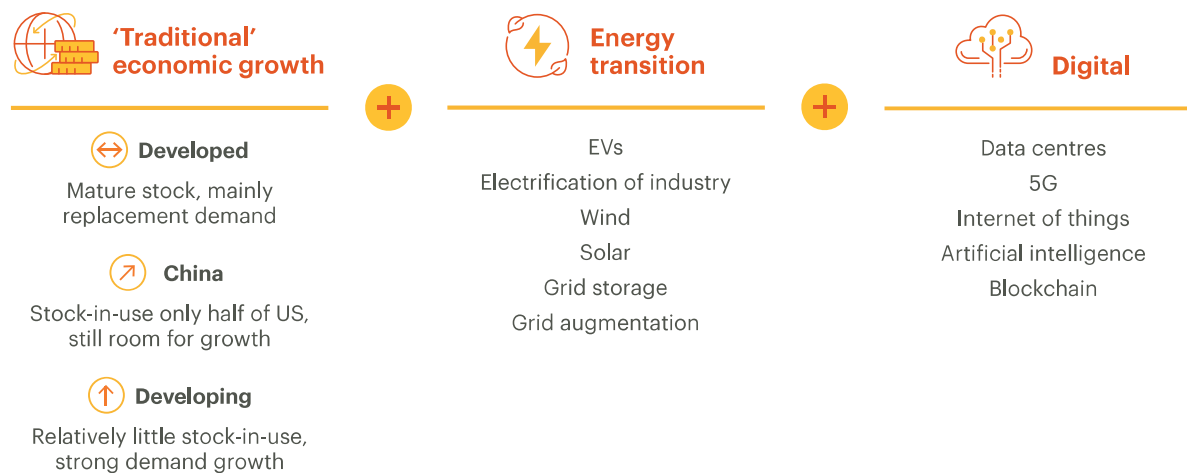
An EV, for example, uses around three times more copper than typical internal combustion engines (ICE). As the energy transition unfolds, we anticipate the roll-out of EVs to lift transport sector's share of total copper demand from around 11% in 2021, to over 20% by 2040.² Copper is also needed for energy efficiency and conservation measures, such as smart grids, LED lighting, and heat pumps. On top of this, the generation and transmission of low GHG emissions electricity is expected to require more copper than conventional fossil fuel power generation.³

'Digital' demand refers to the growth from the expected ramp-up demand for digital infrastructure, as the world creates and consumes massive amounts of data, enabled by copper-hungry data centres. Artificial Intelligence (AI) enabled technology requires vast amounts of data and processing capability, which in turn needs larger and faster computers consuming more electricity.

We expect global electricity consumption for data centres to rise from around 2% of global demand today, to 9% by 2050, with copper demand in data centres increasing six-fold by 2050.⁴

Today, we estimate that the Traditional vs Energy Transition vs Digital split of global demand is around 92%/7%/1%. By 2050 we predict the split to have evolved to 71%/23%/6%.⁵

Where copper demand will come from



1 Some aggressive decarbonisation scenarios come in 10 to 15 percentage points higher in terms of end-use electrification than we are assuming in the base case. For a full list of deep decarbonisation scenarios that we track, see BHP's Climate Transition Action Plan 2024 Additional information (page 62).

2 Forecast developed prior to the recent slowdown in EV adoption (ex-China). While the pace of adoption of EVs may underwhelm in the short term, the rationale for electrified transport remains compelling in the long run.

3 Offshore wind requires around 11 tonnes of copper per megawatt, or over 5 times as much as gas-fired power which uses around 2 tonnes per megawatt. Onshore wind and solar are also more copper-intensive, at around 1.7 and 1.4 times, respectively. In addition, the capacity factors of wind and solar power are generally lower than fossil power, which means you need to install more renewable power capacity to generate the same amount of electricity.

4 We estimate copper use in data centres (including those used for cryptocurrency and AI) to be around half a million tonnes of copper today, rising to around three million tonnes in 2050.

5 Note that Copper in power grids is counted under Traditional in the above splits.

Towards 2050

What is unique about the next 25 years is the way copper demand from electrification, decarbonisation and digitisation will cut across high, middle and lower-income economies alike.

Unlike the 20th century, where the adoption of cars, electricity, consumer electronics and white goods occurred at different times across various regions, we expect to see a more-or-less concurrent adoption of the copper-intensive technologies of EVs, renewables and data centres around the world.

There will be some balancing factors for this significant growth in copper demand, such as from substitution and thrifting, which have been a feature of the copper industry throughout its history.

- Substitution refers to the replacement of copper by other materials, such as aluminium, plastics, or fibre optics, which can be cheaper, lighter, or more efficient for certain applications. (Or in some cases, the adoption of a different technology with a lower copper content.)

- Thrifting refers to the reduction of copper content or usage in products or processes, while maintaining functionality, through design improvements and technological innovations.

When it comes to copper-to-aluminium substitution, many have long held to the 'three to one' rule of thumb: when the copper price is more than three times the price of aluminium, you will start to get increased levels of substitution.



More recently, some estimates have adjusted this ratio higher, to around 3.5 times. However, the copper-to-aluminium ratio⁶ has been in excess of 3.5 for much of the past five years, supporting our belief that the price ratio needs to be higher still, at around 3.5 to 4 times, before you see greater levels of substitution.

It is not just about cost either. Substitution and thrifting require design alteration, product line modification and investment in new equipment, and worker retraining. And uptake relies on customers believing the product works as well or better than what they can access today. None of these things happen quickly, especially in the well-established 'traditional' end-uses. The sectors that are most exposed to substitution and thrifting are those driving demand in the Energy Transition segment.

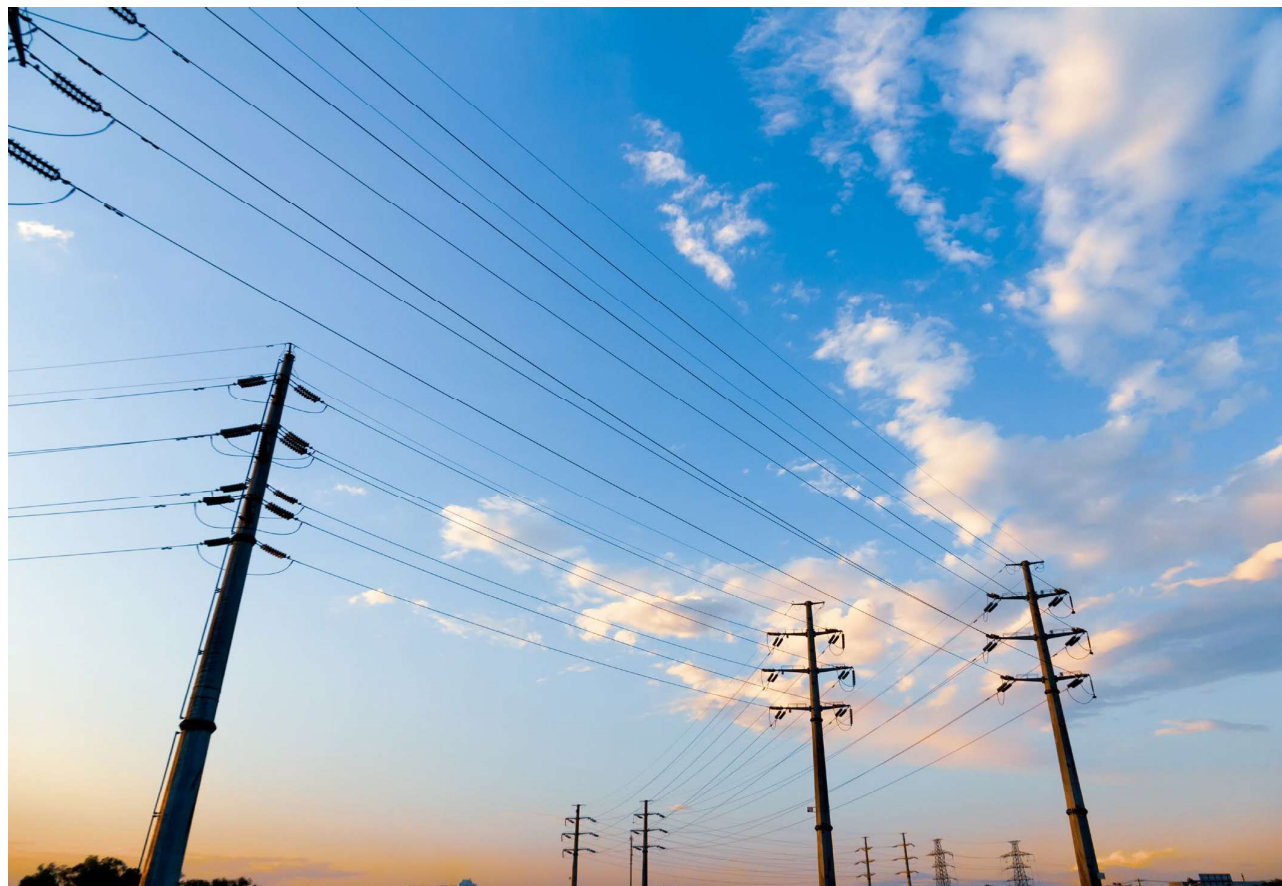
These new technologies are still undergoing evolution and development, and each iteration presents a new opportunity to reduce copper use—up to a certain limit.

We also believe copper has some unique advantages that make it difficult to substitute or thrift in many end-uses, such as its conductivity, durability, recyclability and antimicrobial properties. This is why it remains widely used, despite potentially cheaper options being available. Copper also has a smaller GHG emissions intensity⁷ footprint than aluminium, which may be a relevant factor when choosing materials in the future.

While we expect substitution and thrifting will rise from current levels, this should be a gradual process, as has been observed over the past century.

Putting all of these levers together, we project global copper demand will grow by around 70% to over 50 Mt per annum by 2050—an average growth rate of 2% per year.

Due to the concurrent adoption of new copper-intensive technologies, as well as support from the broad-based 'traditional' development across end-uses in emerging economies, we anticipate a re-acceleration of copper demand to 2035 of 2.6% CAGR, versus a 1.9% CAGR over the past 15 years. In absolute terms, this is roughly 1 Mt copper demand growth per year, every year, until 2035—double the 0.5 Mt annual growth volume of the past 15 years.

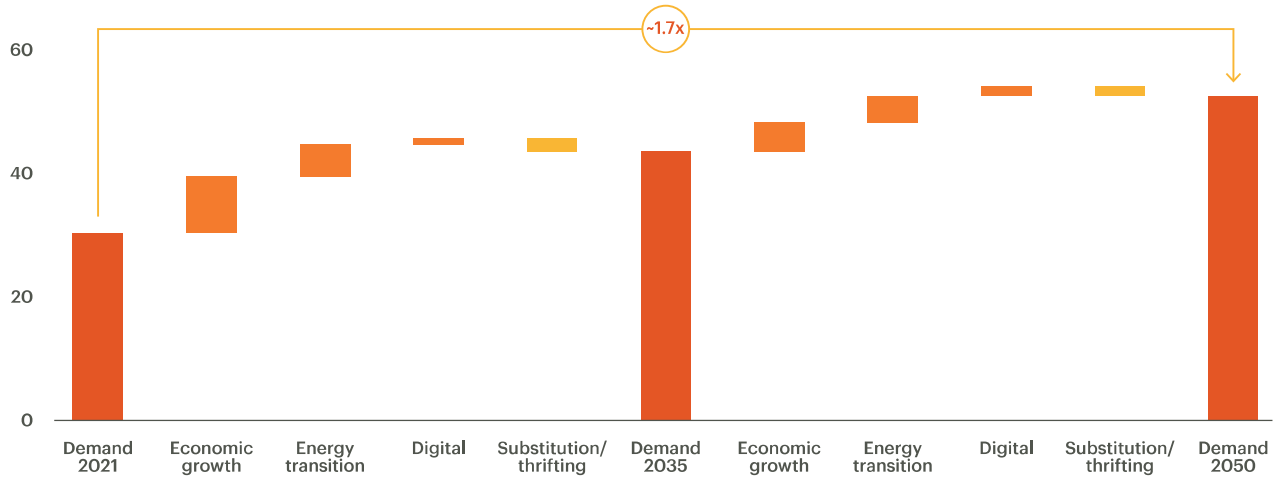


6 Ratio of monthly average of LME Cash Settlement Price for Copper and Aluminium.

7 Global average CO₂ footprint (CRU, 2021). Copper: ~4t CO₂/t metal. Aluminium: ~13t CO₂/t metal.

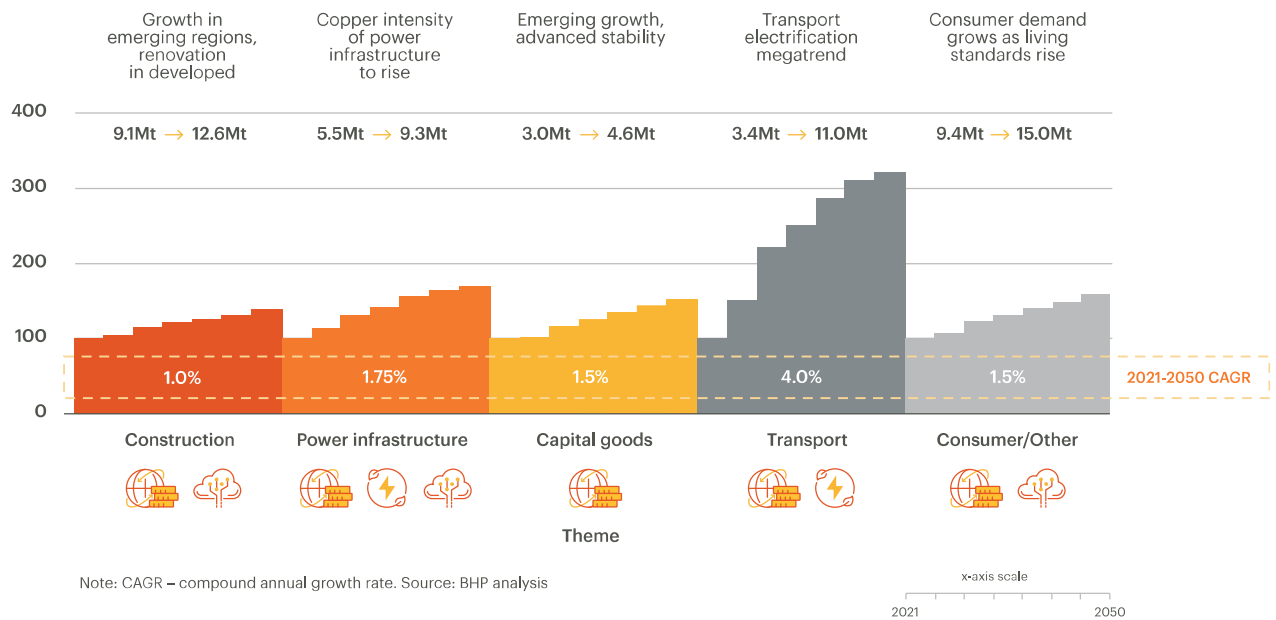
Copper demand projected to grow ~70% through to 2050...

(Copper demand by key theme, Mt)



...an average of 2% per year^a

(Copper demand by end-use sector, indexed to 2021)



8 Net of impact from substitution and thrifting.

Electric vehicles

Toyota to delay U.S. EV production to 2026 on slowing sales

Japanese automaker to review lineup of EVs to be made in North America



Toyota Motor is reassessing its electric vehicle strategy in North America amid slowing demand. © Reuters

AZUSA KAWAKAMI, Nikkei staff writers

October 3, 2024 05:05 JST

NEW YORK -- Toyota Motor will push back the production of electric vehicles in North America to the first half of 2026 amid slowing sales in the key auto market, Nikkei has learned.

Toyota previously planned to begin assembling a three-row, electric sport utility vehicle at its plant in Kentucky in 2025, investing \$1.3 billion in the facility. It recently told suppliers that the start date will now be delayed by several months.

This is the first such delay by a Japanese automaker in North America to come to light.

Toyota attributed the change in part to adjustments in the vehicle's design. It will give careful consideration to a new start date.

The automaker plans to launch 10 new EV models worldwide by 2026. While it has not announced its planned production lineup in North America, the SUV at the Kentucky plant was expected to be among its next-generation EVs equipped with an updated chassis.

Toyota will also cancel plans to begin producing new electric SUVs under its luxury Lexus brand in North America by 2030, instead shipping finished vehicles to the market from Japan.

Toyota has said it aims to produce 1.5 million EVs globally in 2026. But new plans communicated to its suppliers put the figure at around 1 million.

The shift comes as EV sales slow in the U.S. Electrics that are priced competitively against engine-powered vehicles have been slow to hit the market, and consumers are instead turning to hybrids, which are more affordable and a field where Toyota has an edge.

But the automaker still expects the North American EV market to grow over the long term. It plans to continue investing in the field with an eye on tougher environmental regulations.



Jim Farley  
@jimfarley98



Ford Has a Better Idea: Buy an Electric Vehicle and ‘Fill ‘Er Up’ at Home

Much as I love my 1973 Bronco, the comfort and convenience of our modern world usually beats the hell out of the good old days. Nostalgia is real, though, when it comes to the experience of filling up your car or truck.

The friendly attendant who asked “fill ‘er up?” before cleaning your windshield, checking tire pressure, and adding a quart of 10W-30 has given way to the guy or gal behind plexiglass and your choice of lottery tickets and energy drinks. In the early days of the personal auto, Americans wanted and needed the convenience, peace of mind and expert service of full-service filling stations. After taking two long all-electric road trips — one through [the Western U.S.](#) and the other [across Europe](#)

— I’m convinced that the new generation of electric vehicle owners and would-be owners are also looking for convenience, peace of mind and expert service.

While we’ve been focused on making public charging easier — including [giving Ford owners access to Tesla’s Superchargers](#) with an adapter as part of BlueOval Charge Network — we have learned just how important home charging is to overall electric vehicle adoption in the U.S. Nearly 90% of shoppers say they would be more likely to buy an electric vehicle if they knew they could charge at home ¹. Filling up at home with electricity can be a significant cost save for many owners compared to filling up with gas. Problem is nearly half of them don’t know how home charging works ¹. Where do you buy the charger? Who installs it? What does it cost?

At the same time, we know many electric vehicle customers want 24/7 support from a real person with expertise if they are going to try new technology. Others want assurance on battery life. Yet our industry seems to want to answer these questions in a time-honored way — cash on the hood. Cheap lease deals on electric vehicles are popping up everywhere. **Ford believes it will take more than jumbo rebates to truly break through with the estimated 19 million people in the U.S. interested in electric vehicles.** It will take — you guessed it — convenience, peace of mind and expert service. It will take a modern-day version of the friendly filling station, only this time you “fill ‘er up” at home.

That’s the idea behind the Ford Power Promise that we are announcing today. Here are the details:

- **Home is Where the Charge is:** It’s simple. Buy or lease a retail Ford Mustang Mach-E, F-150 Lightning or E-Transit and take a complimentary home charger with you or have it delivered — and when you’re ready, an expert comes out to install it at no charge for a standard install. This takes the guesswork out of installation, including costs, to help you save time and money by filling up at home. **Less stress, more convenience. If you’re a Ford Pro fleet customer, we have you covered with a commercial charging cash incentive.**
- **On-the-Road Charging:** Road trips don’t happen every day, but when you are on the road, you need to know where to fill up. Our

[BlueOval Charge Network](#)

automatically searches for chargers across various networks, including Electrify America and Tesla Superchargers and adds charging stops to your route via the Connected Navigation in the vehicle. With Plug and Charge, you plug in when you get there, and the payment is automatically made via your FordPass account. It’s that easy.

- **Battery Confidence:** We’re confident in the quality of our batteries, and we want you to be confident, too. That’s why we provide an eight-year/100,000-mile high-voltage battery warranty for every Ford electric vehicle. Ford has your battery covered.
- **Ongoing Support and Guidance:** We’re dedicated to providing you with the support you need whenever you need it, including complimentary roadside assistance if your vehicle’s range runs too low. We’re also expanding

our 24/7 Ford advisor for electric vehicle support — you'll be talking or texting with real people. We are here when you need us.

[Electric vehicles are an excellent choice for many people.](#)

They are fun to drive, quiet and smooth on the road. They can help save you time and money on gas. And for the first time in a long time, filling up just got easier. Now, if I can just get one of my kids to squeegee my windshield.

¹Ford survey was conducted by Mercury Analytics, a leading market research and consumer insights firm, with a total of 2,007 respondents in the U.S. from Sept 13-17, 2024.

Ford Asks UK for Subsidies to Boost Electric Vehicle Sales

2024-10-01 16:35:49.42 GMT

By Jamie Nimmo

(Bloomberg) -- Ford Motor Co. is calling on the UK government to reintroduce subsidies to help carmakers hit sales targets as consumers shun electric vehicles.

Chancellor of the Exchequer Rachel Reeves needs to bring back incentives in this month's budget to stimulate customer demand for EVs, **said Lisa Brankin, chair of Ford UK and the company's managing director for Britain and Ireland.**

"There just isn't customer demand to meet the objectives," Brankin said in an interview with Bloomberg News. "If it's going to be a success, we need intervention and the government to do something."

The UK has introduced rules requiring 22% of new car sales this year to be zero-emission, rising to 80% in 2030. For vans, 10% of new sales must be electric this year, climbing to 70% by the end of the decade. Automakers face fines of as much as £15,000 (\$19,900) per vehicle if they fail to comply, but they can avoid penalties by using a credits-trading program and catch up in later years.



Ford won't meet the 22% target this year, but will use the program's flexibility to avoid fines, Brankin said.
The government has set "really ambitious" goals, she added.
"If they want those things to happen they've got to support it."

Her plea for support comes as European governments slash incentives and Chinese carmakers push into the region.

Targets

Ford is the latest carmaker to appeal to the UK government for help. Jeep and Vauxhall maker Stellantis NV in June threatened to stop making vehicles in the UK unless the government eases EV sales targets. Brankin declined to be drawn on how Ford would react if the government ignores its plea.

Specifically, Brankin wants the UK to halve value-added tax to 10% over the next three years on battery-electric vehicles, echoing a call by the Society of Motor Manufacturers and Traders lobby group. She also wants lower VAT on street charging — which

is currently more than on home charging — to encourage consumers without a driveway to purchase an EV.

The UK government will ban petrol and diesel cars after 2030 but has said it will allow some hybrids to be sold until 2035. It hasn't yet set out the details of the hybrids policy. Between January and August, 17.2% of new car registrations in the UK were fully electric, according to SMMT data, short of the 22% target for the full year.

According to Brankin, Ford is lagging as it has electric models that are only launching in 2024. That includes the Explorer SUV which the company is rolling out in the UK after a delay.

Ford will do “all it can” to avoid reducing sales of petrol and diesel vehicles to hit targets, Brankin said.

The UK head of Ford, which sells almost one in three commercial vehicles in Britain, also called on the government to keep the plug-in van grant and corporate tax relief for commercial vehicles.

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Julian Harris, Stefan Nicola

The Daily Telegraph: Petrol cars 'rationed to meet eco targets'

03/09/2024 16:32



The Daily Telegraph: Petrol cars 'rationed to meet eco targets'

The Daily Telegraph, Tuesday 3rd September 2024: Petrol cars 'rationed to meet eco targets'

Warning comes as consumer demand for expensive electric cars continues to wane.

Car makers are rationing sales of petrol and hybrid vehicles in Britain to avoid hefty net zero fines, according to one of the country's biggest dealership chains.

Robert Forrester, chief executive of Vertu Motors, said manufacturers were delaying deliveries of cars until next year amid fears they will otherwise breach quotas set for them by the Government.

This means someone ordering a car today at some dealerships will not receive it until February, he said.

At the same time, Mr Forrester warned manufacturers and dealers were grappling with a glut of more expensive electric vehicles (EVs) that are "not easily finding homes".

He said: "In some franchises there's a restriction on supply of petrol cars and hybrid cars, which is actually where the demand is.

"It's almost as if we can't supply the cars that people want, but we've got plenty of the cars that maybe they don't want.

"They [manufacturers] are trying to avoid the fines. So they're constraining the ability for us to supply petrol cars in order to try and keep to the government targets."

The chief executive blamed the zero emission vehicle (ZEV) mandate, which requires at least 22pc of cars sold by manufacturers to be electric from this year.

This target will gradually rise each year before reaching 80pc in 2030, with manufacturers made to pay £15,000 for every petrol car that exceeds their quota – unless they have so-called carbon credits to spend. But the scheme has prompted stark warnings from bosses at major brands, such as Vauxhall owner Stellantis and Ford, which have said they cannot sacrifice profits by selling EVs at large discounts indefinitely. Instead, they have previously warned they may be forced to restrict petrol car supplies to artificially boost their ZEV mandate performance.

The warning from Vertu is the first confirmation that carmakers have now begun doing so.

Mr Forrester added that although some people might cheer falling electric car prices, supporters of the ZEV mandate in its current form were "economic buffoons, because car manufacturers are being forced to discount EVs to such an extent that they're making losses... and that is not a good thing for business".

He said: “What the Government’s actually doing is constraining the new car market, which has a big impact on VAT receipts for them, and creates a business environment in the UK where manufacturers may question whether they want to make cars here.

“As Carlos Tavares [chief executive of Stellantis] has said, why should they sell cars at a loss because of UK government policy?

“The new car market is no longer a market, unfortunately. It’s a state-imposed supply chain.”

His comments came as Vertu said it expected lower first half profits as demand for new cars and more expensive electric vehicles remained under pressure. The group, which has 192 showrooms and after-sales sites across the UK, said new car sales by volume fell 5.8pc in the five months to July 31.

By contrast, Vertu says there is strong demand for used cars with September expected to be a particularly busy month.

Mr Forrester’s warning comes after the Society for Motor Manufacturers and Traders (SMMT), which represents car makers, slashed its forecast for electric car sales this year amid the ongoing slowdown in demand.

The group now predicts electric vehicles (EVs) will account for 18.5pc of the new car market in 2024, down from an earlier prediction of 19.8pc.

EV registrations surged higher in July but sales to private consumers continued to slump.

Mike Hawes, chief executive of the SMMT, said the weakening demand for EVs among private consumers – despite heavy discounting by car makers – remained the industry’s “overriding concern”.

Stellantis CEO to address Italy parliament as demand for electric car weakens

By Reuters

October 1, 2024 5:46 AM MDT Updated 4 hours ago

MILAN, Oct 1 (Reuters) - Stellantis' ([STLAM.MI](#)), [opens new tab](#) chief Carlos Tavares will address an Italian parliamentary committee next week on the prospects for the carmaker's production in Italy, the company said on Tuesday, after it warned about poor demand for electric vehicles.

The hearing will take place on Oct. 11, Stellantis said in a statement, after announcing it had extended the suspension of production of its Fiat 500 electric city car until Nov. 1 due to weak orders.

The car is made at Stellantis' historic Mirafiori plant in Turin, northern Italy. The company previously said production of the model had been stopped until Oct. 11.

Tavares will be able "to provide the most exhaustive picture of the group's automotive production in Italy," the statement said. "The complex international and European situation of the automotive sector requires rapid responses," it added.

A global slowdown in sales of electric vehicles (EVs), partly due to diverging policies on green incentives, has forced automakers worldwide to adjust their EV plans.

In an earlier statement on Tuesday, Stellantis said it had told trade unions the electric car market in Europe is "in deep trouble."

Despite the temporary halt in output, Stellantis reiterated its plan to invest 100 million euros (\$110.93 million) in its Fiat 500e with a high-performance battery, while from early 2026 it will begin producing the new 500 Hybrid.

Earlier this year Italy launched a [\\$1 billion plan](#) to help drivers switch to cleaner vehicles, with subsidies for purchases of fully-electric cars.

(\$1 = 0.9015 euros)

Reporting by Cristina Carlevaro, editing by Gavin Jones

Abstract

Following the gas supply shock of 2022/23, natural gas markets have returned to more pronounced growth, with global gas demand expected to reach new all-time highs in both 2024 and 2025. At the same time, the global gas balance remains fragile amid limited LNG supply growth and geopolitical tensions.

The *Global Gas Security Review* has provided a thorough assessment of the evolution of gas supply security and LNG contracting trends each year since its first publication by the International Energy Agency (IEA) in 2016. This year's edition also includes the latest insights of the IEA's quarterly *Gas Market Report*, which provides a review of market developments over the first three quarters of 2024 and a short-term outlook for the remainder of the year and through 2025. It highlights the need for responsible producers and consumers to work together to reinforce the architecture of global gas supply security.

Beyond the growing complexity of gas supply security both in the short and long term, the decarbonisation of the global energy system will require the deployment and scaling up of low-emissions gases. As part of the IEA's Low-Emissions Gases Work Programme, this year's *Review* includes a special section on this topic, with a focus on the system integration of low-emissions gases in the transport sector.

A fragile balance: Natural gas markets remain sensitive two years after the gas supply shock

Following the supply shock of 2022/23, natural gas markets returned to more pronounced growth in 2024. This forecast expects global gas demand to reach new all-time highs in 2024 and 2025. However, the **global gas balance remains fragile** as limited growth in LNG production is keeping supply tight, while geopolitical tensions continued to cause price volatility. **Markets remain sensitive** to unexpected supply or demand side movements. **LNG shipping constraints** emerged across the Panama Canal and the Red Sea in 2024. While this did not lead to a decline in LNG supply, it highlights the potential vulnerabilities of LNG trade in an increasingly interconnected global gas market. Responsible producers and consumers will need to work together to **reinforce the architecture for secure global gas supplies** amid mounting geopolitical tensions. [Flexibility mechanisms](#) along gas and LNG value chains could be enhanced by improving the liquidity of the global LNG market, integrating the Ukrainian gas storage system into the global gas market and considering potential frameworks for voluntary gas reserve mechanisms.

Global gas demand is set to grow to new all-time highs in 2024 and 2025, primarily supported by Asia

Preliminary data suggest that **natural gas consumption increased by 2.8% year-on-year (y-o-y)** in the first three quarters of 2024

(Q1-Q3 2024) – well above the 2% average growth rate between 2010 and 2020. The fast-growing markets of Asia accounted for the majority of this growth. First estimates indicate that growth in natural gas demand slowed to below 2% in Q3 2024 in the markets covered in this report.¹ In part, the easing reflects the gradual recovery in demand, which was already underway in the second half of 2023. Higher gas prices also contributed to slower demand growth in Q3 2024.

For the full year of 2024, global gas demand is forecast to grow by more than 2.5% (or just over 100 bcm) and reach a new all-time high of 4 200 bcm. The **Asia Pacific region** is expected to account for almost 45% of incremental global gas demand. **Industry and energy own use** is emerging as the primary driver behind stronger gas use and is projected to contribute more than half of demand growth. This is partly supported by the continued economic expansion in fast-growing Asian markets. The recovery in Europe's industrial gas demand is also contributing even though it remains well below its pre-crisis levels. **Global gas demand is forecast to increase by another 2.3%** (or nearly 100 bcm) in 2025. Similarly to 2024, this growth is **largely supported by Asia**, which alone is expected to account for over half of incremental gas demand.

¹ Asia, Central and South America, Eurasia, Europe and North America.

Natural gas supply remains fundamentally tight, with uncertainties weighing on the 2025 outlook

Global LNG supply growth remained weak in Q1-Q3 2024, increasing by a mere 2% (or 7 bcm) y-o-y. This is well-below its 8% average annual growth rate between 2016 and 2020. **Project delays together with feedgas supply issues** at certain legacy producers (including in Angola, Egypt, Trinidad and Tobago) weighed on LNG production growth. The expected start-ups of the Plaquemines LNG export terminal in the United States and Tortue FLNG off the coast of West Africa are expected to improve LNG supply availability in Q4 2024. For the full year of 2024, global LNG supply is expected to grow by 2% (or 10 bcm) – **its slowest growth rate since 2020**.

LNG supply growth is set to accelerate to near 6% (or 30 bcm) in 2025 as several large LNG projects come online. **North America** is expected to account for about 85% of global incremental LNG supply in 2025, with nearly three-quarters (16 bcm) of these North American volumes coming from the United States. **Africa and Asia** are also expected to contribute to LNG supply growth in 2025. **Russia's Arctic LNG 2 project** is not considered as a source of firm LNG supply in the current forecast, considering the broader sanctions environment.

The future of Russian gas transit via Ukraine is a key uncertainty ahead of the 2024/25 winter, as Russia's gas transit contract with Ukraine expires at the end of 2024. **This forecast**

assumes no Russian piped gas deliveries via Ukraine to Europe from January 2025. Our assessment indicates that the halt of Ukrainian transit **would not pose an immediate supply security risk** to Austria, Hungary and Slovakia considering their ample storage capacity, midstream interconnectivity and indirect access to the global LNG market. **The vulnerability of Moldova is significantly greater** and would require a close cooperation between Moldova and regional and international partners to ensure energy supply security over the winter season. An end to Ukrainian transit would reduce Russian piped gas supplies to Europe by around 15 bcm compared to 2024. This in turn could require higher LNG imports for Europe in 2025 and consequently lead to a tighter global gas balance.

The strong momentum behind LNG project development continued in 2024 even with no US projects reaching final investment decision

Since Russia's full-scale invasion of Ukraine, over 150 bcm per year of LNG liquefaction capacity has been approved. The **United States** alone accounted for 75% of the liquefaction capacity approved between 2022 and 2023. **The strong momentum behind LNG project development continued in Q1-Q3 2024**, with just over 45 bcm per year of LNG liquefaction capacity receiving approval, including Qatar's North Field West project.

In contrast, **no US LNG project has reached final investment decision (FID) since January 2024** following the introduction of a

temporary pause on pending decisions for exports of LNG to countries that do not have free trade agreements with the United States. The Middle East was the driving force behind LNG project approvals globally in 2024, led by Qatar, the United Arab Emirates and Oman.

Together with Qatar's expansion projects, LNG liquefaction plants that have reached financial investment decision or are under construction would add over 270 bcm per year of export capacity by the end of 2030. This **strong increase in LNG production capacity** could loosen market fundamentals and ease gas supply security concerns in the second half of the decade.

Recent LNG contracting trends indicate a stronger interest in long-term, destination-fixed LNG contracts

LNG contracting activity since 2023 has displayed a trend towards long-term, destination-fixed contracts. **Agreements with a duration of at least 10 years** have accounted for 85% of the volumes contracted since the start of 2023. **Destination-fixed agreements** have regained traction and accounted for more than 70% of volumes contracted since 2023. **Large contracts** (over 4 bcm per year) accounted for 57% of contracted volumes in 2023, the largest share since 2017. Their share declined to 39% in 2024 but remained well above its five-year average. The **gas supply shock** of 2022/23 and consequent volatility may have reminded both buyers and sellers of the importance of long-term contracts to secure a stable supply and reduce short-term price variability.

The liquidity and pricing diversity of the global LNG market are expected to increase over the medium-term

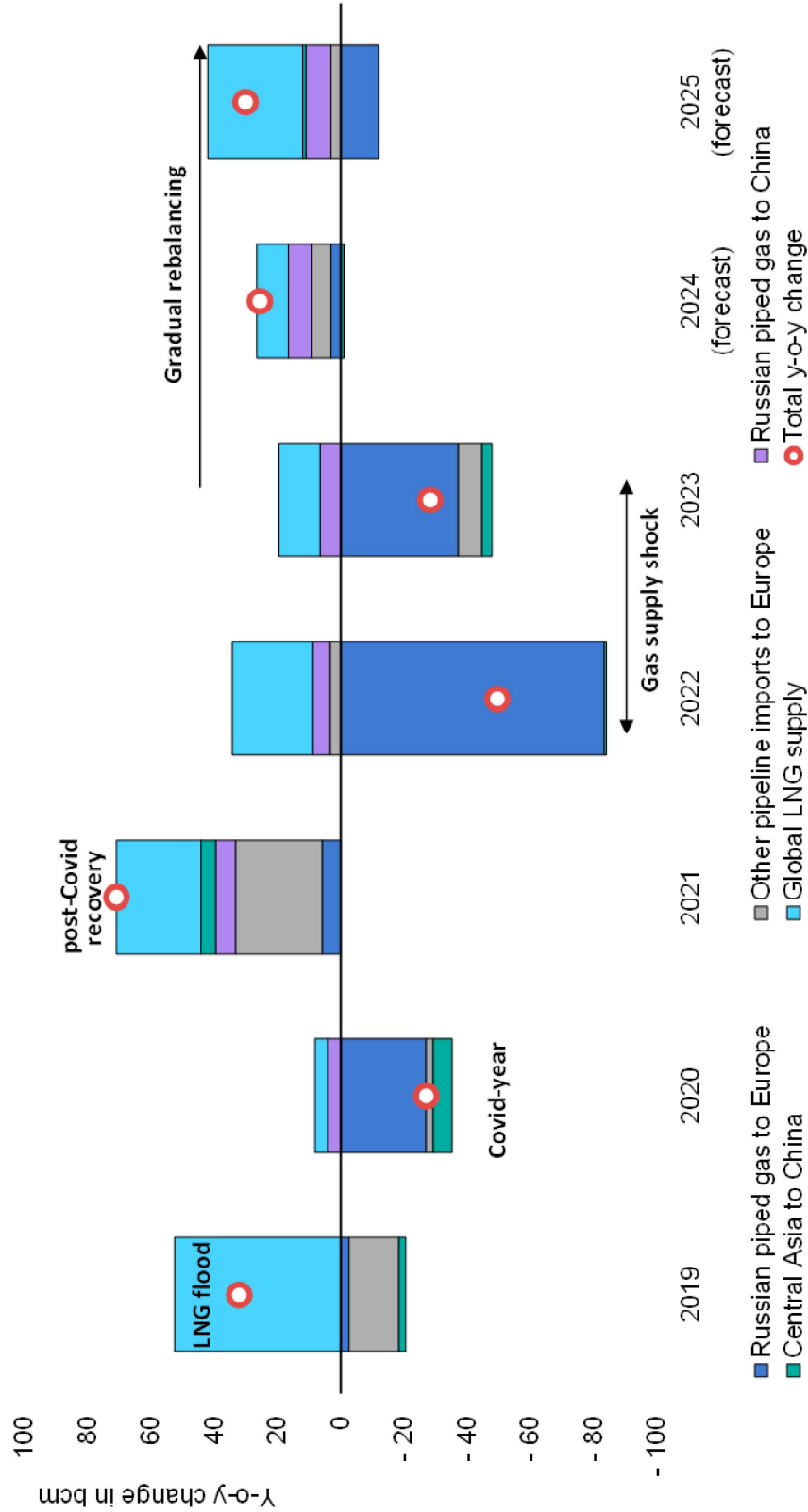
Despite the return to more traditional features in LNG contracting since 2023, the global LNG market is expected to gain in terms of depth and liquidity over the medium term. The share of **destination-free contracts** is expected to increase to 51% by 2027, amid the gradual expiry of destination-fixed legacy contracts and the entrance into force of new destination-flexible agreements. In addition to traditional suppliers, the role of **portfolio players** is set to further increase. Based on existing contracts, the share of portfolio players' procurement contracts in total LNG contracts in force is set to rise from 41% in 2023 to nearly 45% by 2027. **Pricing terms** are becoming more diverse. Based on existing contracts, the share of oil-indexed contracts is expected to shrink from 56% in 2023 to 52% by 2027 amid the growing role of gas-to-gas indexation and hybrid pricing formulae.

The transport sector can enable the system integration of low-emissions gases

Low-emissions gases can play an important role in the **decarbonisation of long-haul, heavy-duty transport**, where electrification so far has made slower progress compared with light-duty vehicles. The transport sector is expected to be a key driver behind incremental demand over the medium term. This year's *Global Gas Security Review* provides a special focus on the use of low-emissions gases in the transport sector.

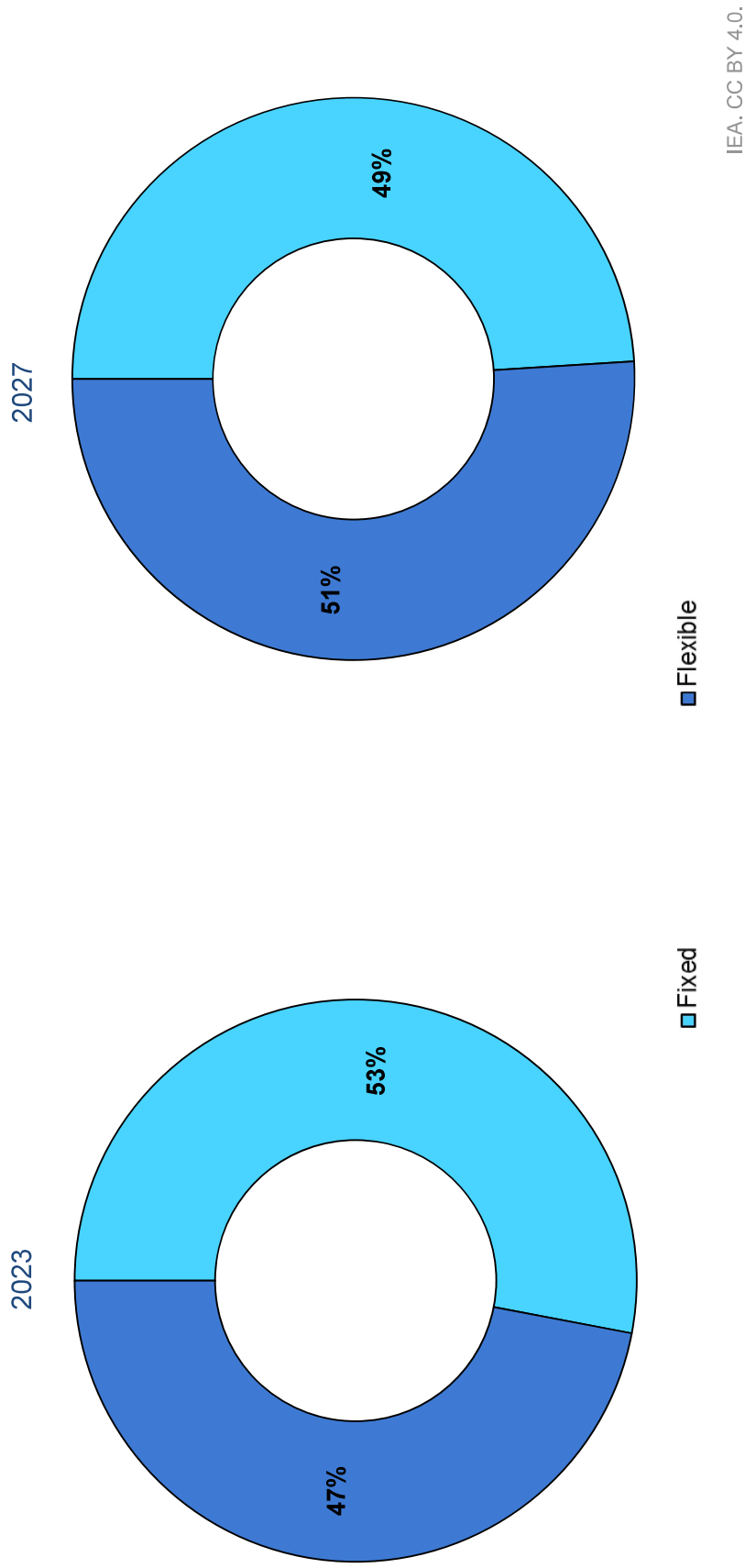
Global gas trade is set to continue to grow in 2025, supported by higher LNG supply

Year-on-year change in key piped natural gas trade and global LNG supply, 2019-2024



The flexibility of the global LNG market is set to increase over the medium term

LNG contracts by destination flexibility



Note: Destination flexibility is only for indicative purposes, assumed in the absence of a clear source of information. Destination-flexible contracts are typically underpinned by FOB shipping arrangements.

Source: IEA analysis based on ICIS (2024), [ICIS LNG Edge](#).

Flexible gas supplies play a key role in ensuring electricity supply security

Natural gas deliverability plays an increasingly important role in ensuring the security of electricity supply, especially during extreme weather events such as cold spells, droughts and summer heatwaves. As outlined below, the critical role of gas-fired power plants in meeting peak electricity demand has been demonstrated across various markets facing severe weather conditions in 2024. The flexibility of gas supplies was ensured via storage operations, LNG procurement and enhanced pipeline interconnectivity.

Winter storm Heather: A cold test for the US power system

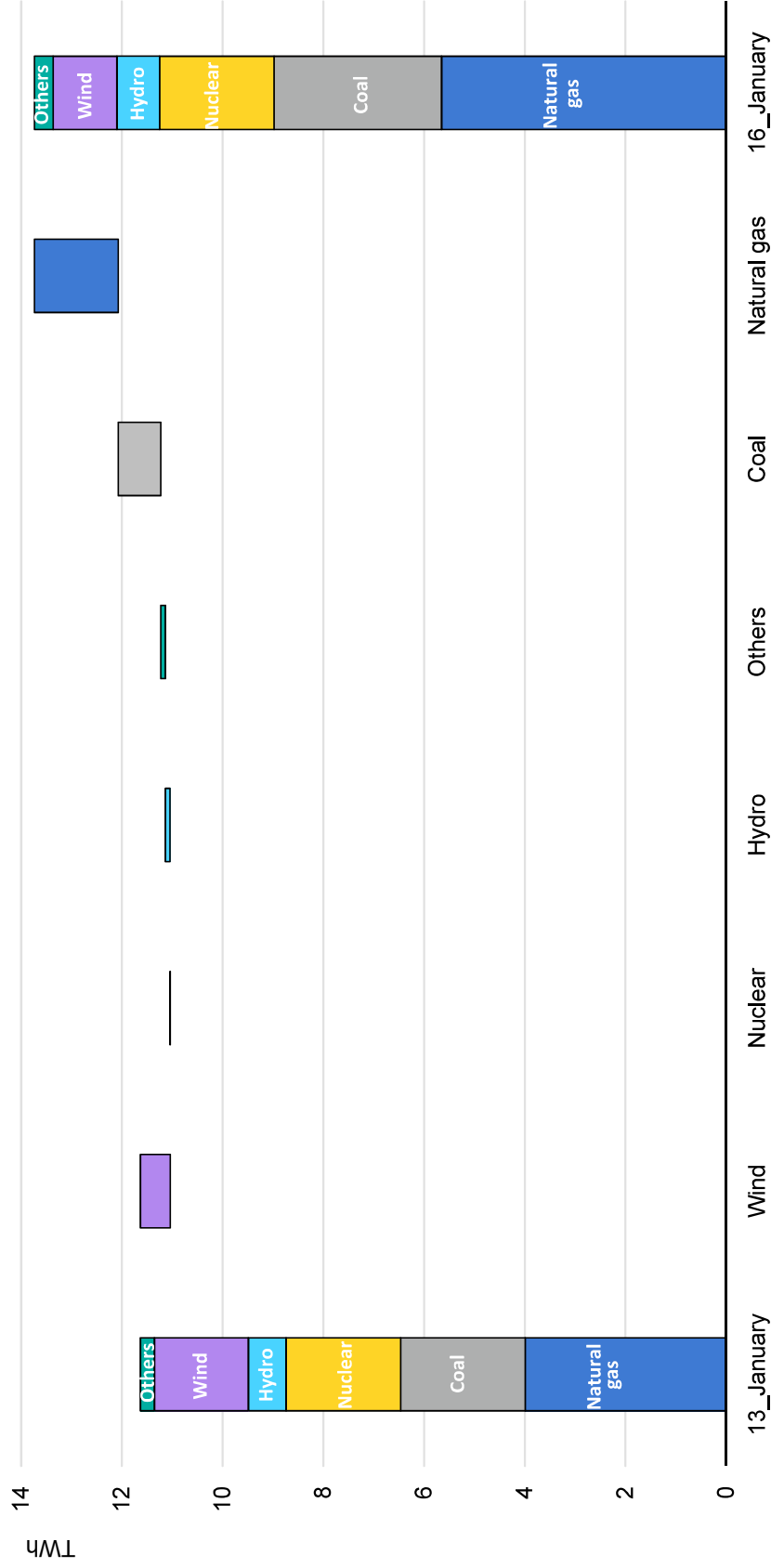
Winter storm Heather entered the Northwest of the United States on 13 January 2024 and then spread to the Southern states during 15-17 January, including Texas and Louisiana. **Heating degree days** (HDDs) surged by 60% between 11 and 16 January and drove up natural gas demand to an all-time high of over 3.9 bcm/d. Natural gas demand in the **residential and commercial sectors** rose by 70% between 11 and 16 January as below-average temperatures supported higher space heating requirements.

Electricity consumption increased by nearly 20% between 13 and 16 January, primarily driven by households and commercial entities relying on electricity for space heating. **Wind power generation** declined by nearly 30% between the same dates, while hydro and nuclear power output remained broadly flat. In this context, coal- and gas-based generation met virtually all the incremental electricity

demand. **Gas-fired power plants** increased their output by more than 40% between 13 and 16 January and alone accounted for nearly 80% of additional power generation. Consequently, the share of natural gas in the US electricity mix rose from 34% on 13 January to over 40% on 16 January. **Winter storm Heather also led to freeze-offs**, which occur when water and other liquids in the raw natural gas stream freeze at the wellhead or in natural gas gathering lines near production activities. Consequently, **natural gas production in the United States declined** by close to 8% week-on-week during the period between 11 and 17 January. In this context, natural gas **storage sites** played a key role in ensuring gas supply flexibility and deliverability. Net storage withdrawals more than doubled during the storage week ending 19 January. It is estimated that gas storage sites met approximately one-third of US gas demand during that period. Tight supply-demand fundamentals **drove up natural gas prices** during winter storm Heather, with Henry Hub spot prices spiking at USD 13/MBtu, its highest level since winter storm Uri in February 2021. Despite the severe weather conditions and tight supply-demand fundamentals, there was **zero system operator-initiated load shedding** during winter storm Heather. Generators reported fewer outages as compared to past winter storms partly due to improved winter preparedness and enhanced gas generator stability. **Winterisation measures** undertaken by natural gas entities enhanced gas deliverability compared to previous winter storms.

Natural gas played a key role in ensuring electricity supply security during winter storm Heather

Change in daily power generation, United States, 13-16 January 2024



Source: IEA analysis based on EIA (2024), [Hourly Electric Grid Monitor](#).

Global gas demand in Q1-Q3 2024 grew by more than its historical average growth rate

Natural gas demand returned to more pronounced growth in 2024 as markets gradually rebalanced following the 2022-23 gas supply shock triggered by Russia's invasion of Ukraine. Around half of this demand growth was concentrated in Q1. Limited LNG supply growth and geopolitical tensions provided upward pressure on gas prices across key import markets in Q2-Q3, which in turn weighed on gas demand growth rates. Improving hydro availability in China and South America further limited gas-to-power demand growth.

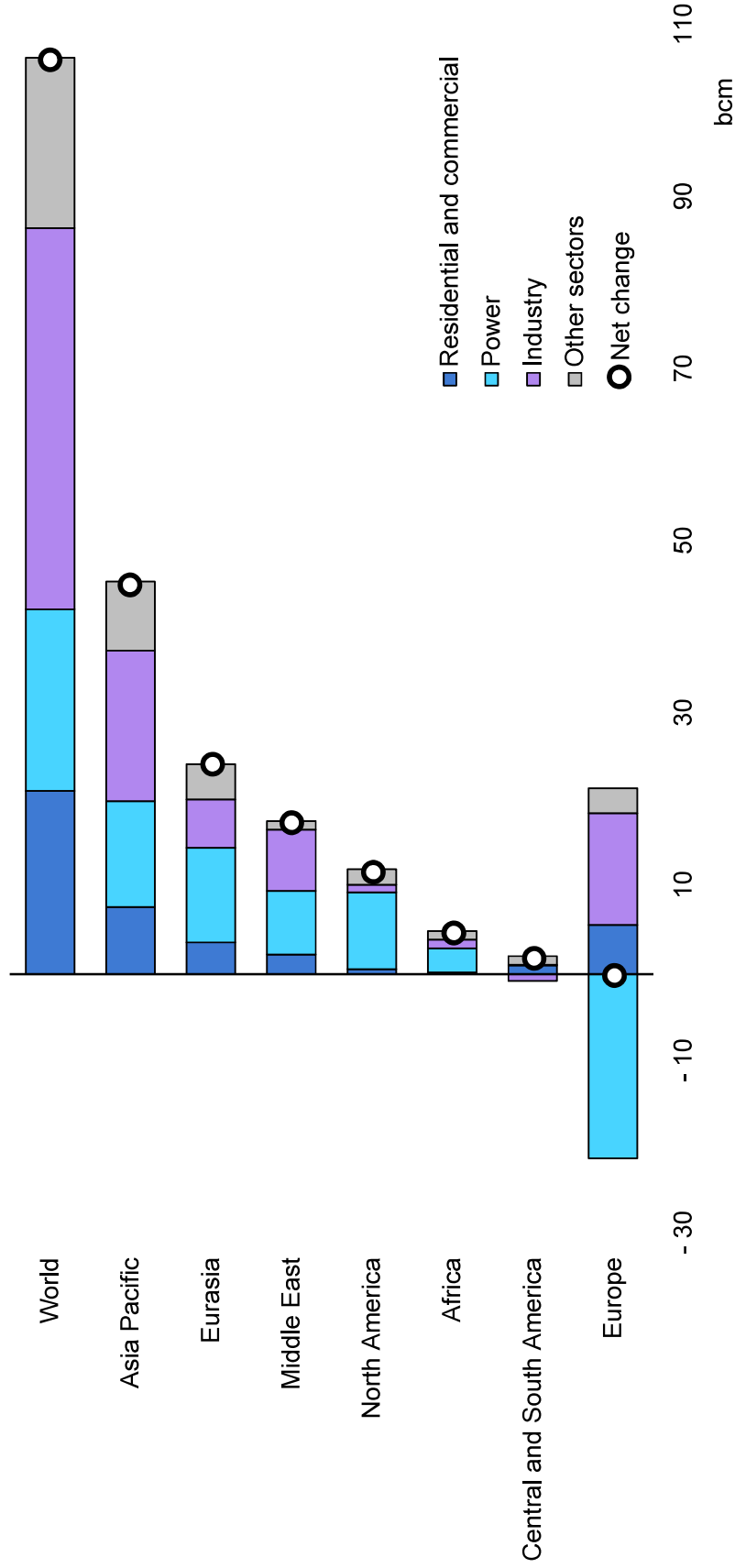
Preliminary data suggest that **natural gas demand increased by 2.8%** (or 65 bcm) in Q1-Q3 2024 in the selected markets covered by this market update.² This is well above the historical 2% average growth rate between 2010 and 2020. Asia alone accounted for around 60% of the incremental gas demand, primarily driven by China and India. Demand growth was largely supported by **higher gas use in industry**, contributing almost 60% of the demand growth in Q1-Q3 2024. **Gas-to-power demand** grew by an estimated 2% y-o-y, as the strong gains in North America, the fast-growing Asian markets and Eurasia were partially offset by lower gas-fired power generation in Europe. Gas demand in the **residential and commercial** sector grew by just over 2% y-o-y as an **unseasonably warm Q1** weighed on space heating requirements in Europe and North America.

² Asia Pacific, Central and South America, Eurasia, Europe and North America.

For the full year of 2024, **global gas demand is forecast to grow by just over 2.5%** (or more than 100 bcm). Gas demand in the **Asia Pacific region** is forecast to expand by close to 5% compared with 2023 and account for almost 45% of incremental gas demand. **Industry and energy own use** are expected to account for nearly 55% of incremental gas demand in 2024. This is partly supported by continued economic expansion in the fast-growing Asian markets, as well as recovery in Europe's industrial gas demand – albeit remaining well below the region's pre-crisis levels. Natural gas demand in the **residential and commercial sector** is expected to increase by 2.5% in 2024, assuming average weather conditions in Q4. **Gas-to-power** demand is forecast to increase only marginally, as higher gas burn in gas-rich regions and the fast-growing Asian markets is partially offset by projected declines in Europe. **Global gas demand is forecast to increase by another 2.3%** (or nearly 100 bcm) in 2025. Similarly to 2024, this growth is **largely supported by Asia**, which alone is expected to account for over half of incremental gas demand. **Industry remains the primary driver** behind stronger gas use and is projected to account for over one-third of demand growth. **LNG supply growth** is forecast to increase by 6% (or near 30 bcm), while **Russia's piped gas transit via Ukraine** is expected to halt, resulting in a supply loss of nearly 15 bcm.

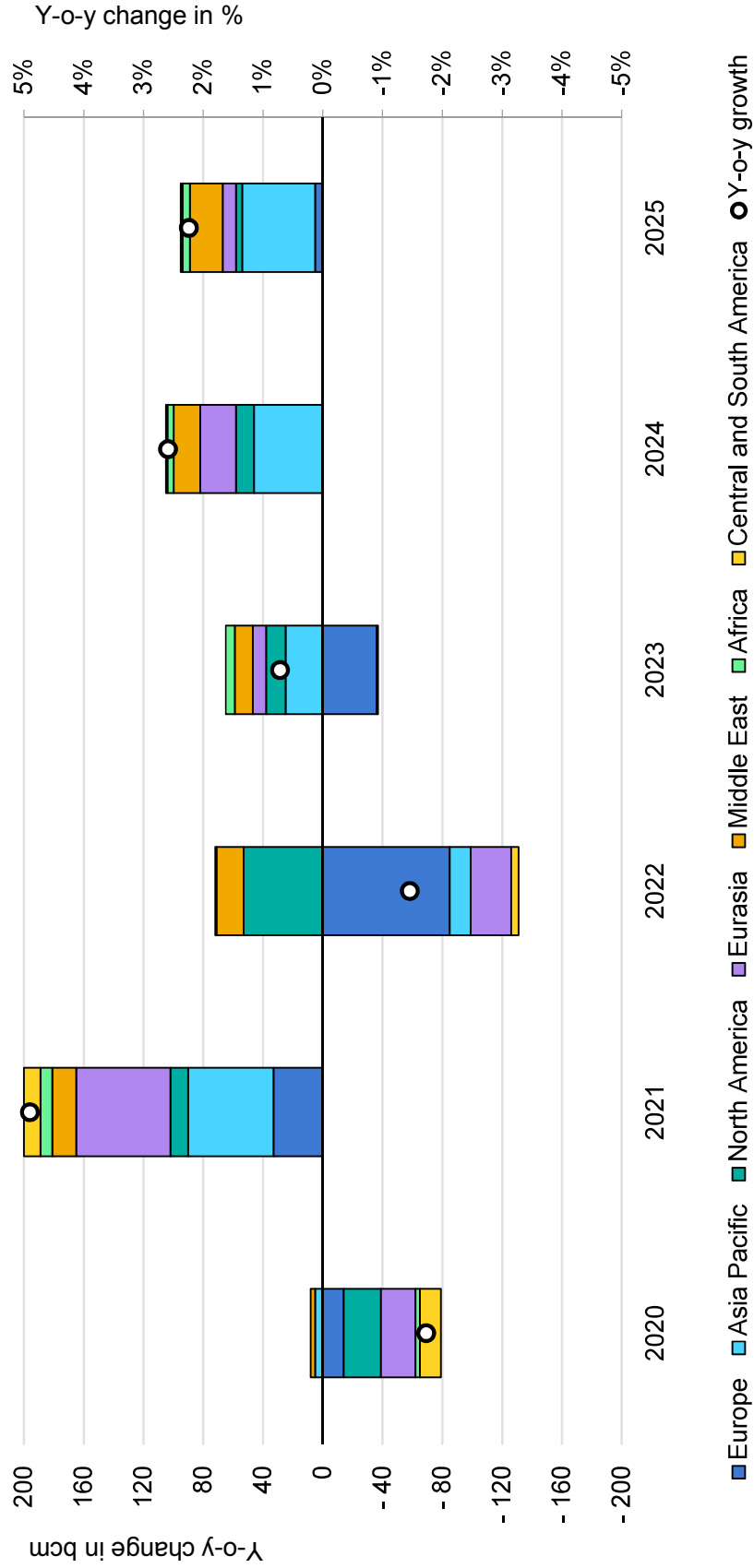
Industry emerges as the primary driver behind incremental gas demand in 2024

Forecast change in natural gas consumption by region and sector, 2024 vs 2023



Asia is expected to account for over half of gas demand growth in 2025

Y-o-y change in natural gas demand in key regions, 2020-2025



North American gas demand increased by an estimated 1% in Q1-Q3 2024...

Natural gas consumption in North America rose by an estimated 1.5% (or 11 bcm) y-o-y in the first three quarters of 2024. This growth was **primarily supported by gas-to-power demand**, which increased in all markets of the region. In contrast, natural gas use in the residential and commercial sectors declined amid unseasonably mild weather conditions in Q1. Natural gas demand in industry increased marginally compared with 2023. Demand **growth was concentrated in H1 2024** (up by 2% y-o-y), while preliminary data suggest that natural gas consumption remained close to last year's levels in Q3 2024.

In the **United States** natural gas consumption increased by an estimated 1% (or 6.5 bcm) y-o-y in Q1-Q3 2024, with growth primarily driven by the power sector. Natural gas demand in the residential and commercial sector fell by around 2% (or 3 bcm) y-o-y during the same period. While winter storm Heather boosted space heating demand in January, milder weather conditions during February-May moderated gas use in the residential and commercial sector. In contrast, gas burn in the **power sector** continued its expansion and rose by nearly 3% (or over 8 bcm) y-o-y in Q1-Q3 2024. This growth was primarily supported by higher electricity consumption. Sizzling heatwaves pushed up gas-fired power generation to an all-time high in July. Preliminary data suggests, that gas-to-power demand stood slightly below its last year's levels

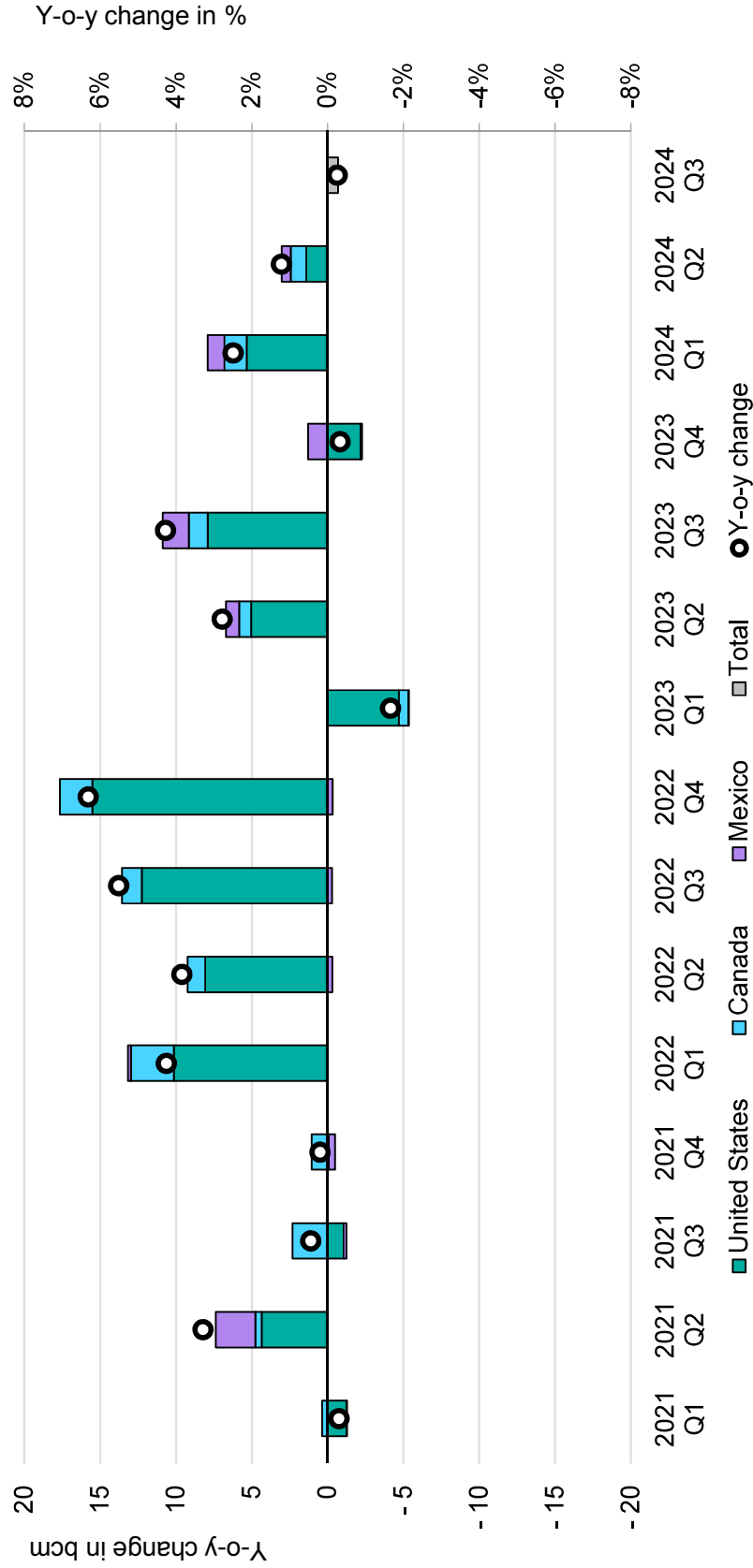
during August and September. Natural gas demand in **industry** remained close to last year's levels in Q1-Q3 2024.

In **Canada** natural gas consumption increased by an estimated 3.5% (or 3 bcm) y-o-y in Q1-Q3 2024. Similarly to the United States, unseasonably mild weather conditions weighed on gas use in the residential and commercial sector, which declined by 9% (or almost 2 bcm) y-o-y in the first five months of 2024. Combined gas demand in the industrial and power sectors rose by over 8% y-o-y in the first seven months of 2024, largely supported by stronger gas-fired generation at the expense of coal-fired power plants. In **Mexico** natural gas consumption grew by an estimated 2% (or 1.5 bcm) y-o-y in Q1-Q3 2024 amid the continued expansion of gas-fired power generation. Higher gas demand in Mexico supported stronger piped gas imports from the United States (up by 5% y-o-y in H1 2024). In August, Mexico exported its first LNG cargo from the Altamira floating LNG (FLNG) facility, which relies on US feedgas supplies.

For the full year of 2024, natural gas demand in North America is forecast to increase by 1%, with growth primarily supported by the power sector. In 2025 natural gas demand is projected to remain close to its 2024 levels. After reaching an all-time high in 2024, gas-to-power demand is expected to marginally decline in 2025 amid the continued expansion of renewables. In contrast, gas use in the residential and commercial sector is expected to increase, assuming average weather conditions.

...with growth primarily concentrated in H1 2024

Estimated y-o-y change in quarterly natural gas demand, North America, 2021-2024



IEA, CC BY 4.0.

Sources: IEA analysis based on EIA (2024), [Natural Gas Consumption](#); ICIS (2024), [LNG Edge](#); Statistics Canada (2024), [Supply and disposition of natural gas, monthly](#).

Extreme weather spurs gas demand, but fundamentals cap growth in Central and South America

Preliminary data show that natural gas consumption in Central and South America rose by 0.7% y-o-y in the first three quarters of 2024, driven by increased usage for power generation and in the residential and commercial sector. This demand growth led to a 7.3% y-o-y rise in LNG imports, although trends varied between countries.

In **Argentina**, the region's largest gas market, natural gas demand increased by 2.5% or 0.62 bcm in the first 7 months of 2024. While the second-coldest winter in 60 years boosted residential and commercial demand by 10% or 0.47 bcm y-o-y in H1 2024, industrial gas use fell by 3% or 0.23 bcm due to the ongoing recession. In contrast, gas-to-power demand rose by 3% or 0.24 bcm, despite June and July seeing a sharp decline as gas input to power plants fell by a quarter compared with the previous year. Increased shale gas production in the Vaca Muerta formation supported a 5% rise in exports and a 47% reduction in LNG imports, which reached just 1.41 bcm in the January-August period, the lowest in over a decade.

Droughts in **Brazil** are leading to the lowest hydropower output since mid-2021, and resulted in a 20% increase in backup gas-fired power output during the first eight months of 2024. While gas demand in oil and gas upstream activities increased by 7.5% or 0.35 bcm in H1 2024, natural gas use in industry decreased by 7% or 0.4 bcm. Due to stronger gas demand, Brazil's LNG inflows, mainly from the United States, increased by 1 bcm y-o-y between January and August. In contrast, piped gas imports from Bolivia dropped by 17%.

In **Trinidad and Tobago** planned maintenance activities, including turnarounds and a process safety incident in Woodside's upstream facilities, significantly affected production, which fell below 2 bcf/d (0.057 bcm/d) in June – the lowest monthly output since 2002. These challenges also led to decreases in demand and LNG exports, by 2% or 0.13 bcm and 7% or 0.41 bcm respectively y-o-y in H1 2024. Observed consumption in **Venezuela** increased by 10% or 0.8 bcm y-o-y during the same period. **Colombia** successfully navigated the severe impacts of El Niño without resorting to electricity rationing thanks to an 80% increase in the output of gas-fired power plants and a fifteen-fold y-o-y increase in LNG imports between January and July. In contrast, aggregate demand in the industrial and residential and commercial sectors experienced a slight decline of 1.5%. Natural gas demand continued to grow in **Central America** and the Caribbean markets, where combined LNG imports rose by 2% y-o-y in the first eight months of 2024.

This **forecast** expects natural gas demand in Central and South America to increase by 0.9% in 2024. Extreme weather events in the region are fuelling demand growth both for heating and cooling, while gas-fired power generation has become a regular backup for low hydropower output in many countries. However, slow industrial activity continues to act as a brake on more rapid demand expansion this year.

Abstract

The energy crisis triggered by Russia's invasion of Ukraine marked a turning point for global natural gas markets. Growth in global gas demand is set to slow down significantly over the medium term (2022-2026). This follows a decade of strong expansion in which gas contributed around 40% of the growth in primary energy supply worldwide.

While market tensions eased in the first three quarters of 2023, gas supplies remain relatively tight and prices continue to experience strong volatility, reflecting a fragile balance in global gas markets. High storage levels in the European Union allow for cautious optimism ahead of the 2023-24 heating season. However, a range of risk factors could easily renew market tensions. Northwest Europe will have no access this winter to two sources that used to be the backbone of its gas supply: Russian piped gas and the Groningen field in the Netherlands.

The gas supply shock of 2022 reinforced the structural trends that are weighing on the longer-term prospects for global gas demand. Overall gas consumption across the mature markets of Asia Pacific, Europe and North America peaked in 2021 and is set to decline

over the medium term as a result of the rapid deployment of renewables and improved energy efficiency standards. Demand growth is almost entirely concentrated in fast-growing Asian markets and gas-rich countries in Africa and the Middle East. Strong LNG supply at the end of the forecast period is set to ease market fundamentals and unlock price sensitive demand in emerging markets in Asia.

The International Energy Agency's (IEA) *Gas 2023 Medium-Term Market Report* provides an outlook on the development of global gas demand and supply until 2026. This year's report includes a special spotlight on Africa and the potential for gas to contribute to regional economic growth and improved energy access. Beyond the medium-term outlook, the report provides a thorough review of recent market developments ahead of the 2023-24 winter season in the Northern Hemisphere. As part of the IEA's Low-Emission Gases Work Programme, this year's report includes a section on the medium-term outlook for biomethane, low-emissions hydrogen and e-methane. In addition, a special focus is provided on the developments in emerging markets.

Beyond the Golden Age of Gas: Slower growth, higher volatility and greater uncertainty

The period between 2011 and 2021 marked the Golden Decade of Gas: During this period, natural gas consumption worldwide expanded by close to 25% and accounted for 40% of the growth in primary energy supply worldwide – more than any other fuel. This rapid growth was underpinned by a number of factors including the availability of relatively cheap and cost-competitive gas supply, clean air policies in the fast growing markets of the Asia Pacific region, and the scaling up of shale production in the United States.

The energy crisis triggered by Russia's invasion of Ukraine marked a turning point for global gas markets. While markets moved towards a gradual rebalancing in the first three quarters (Q1-3) of 2023, structurally higher gas prices pave the way for a slower and more uncertain demand trajectory, with growth almost entirely concentrated in Asia and the gas-rich markets of Africa and the Middle East. A strong increase in liquefied natural gas (LNG) production capacity towards the end of our forecast horizon is expected to loosen market fundamentals and ease gas supply security concerns in the second half of the decade.

Despite the gradual rebalancing of gas markets, risks and uncertainties weigh on the outlook for the 2023-24 winter. The steep demand reductions in European and mature Asian markets in 2023 have eased market fundamentals and put downward pressure on prices. In the first three quarters of the year, European hub and

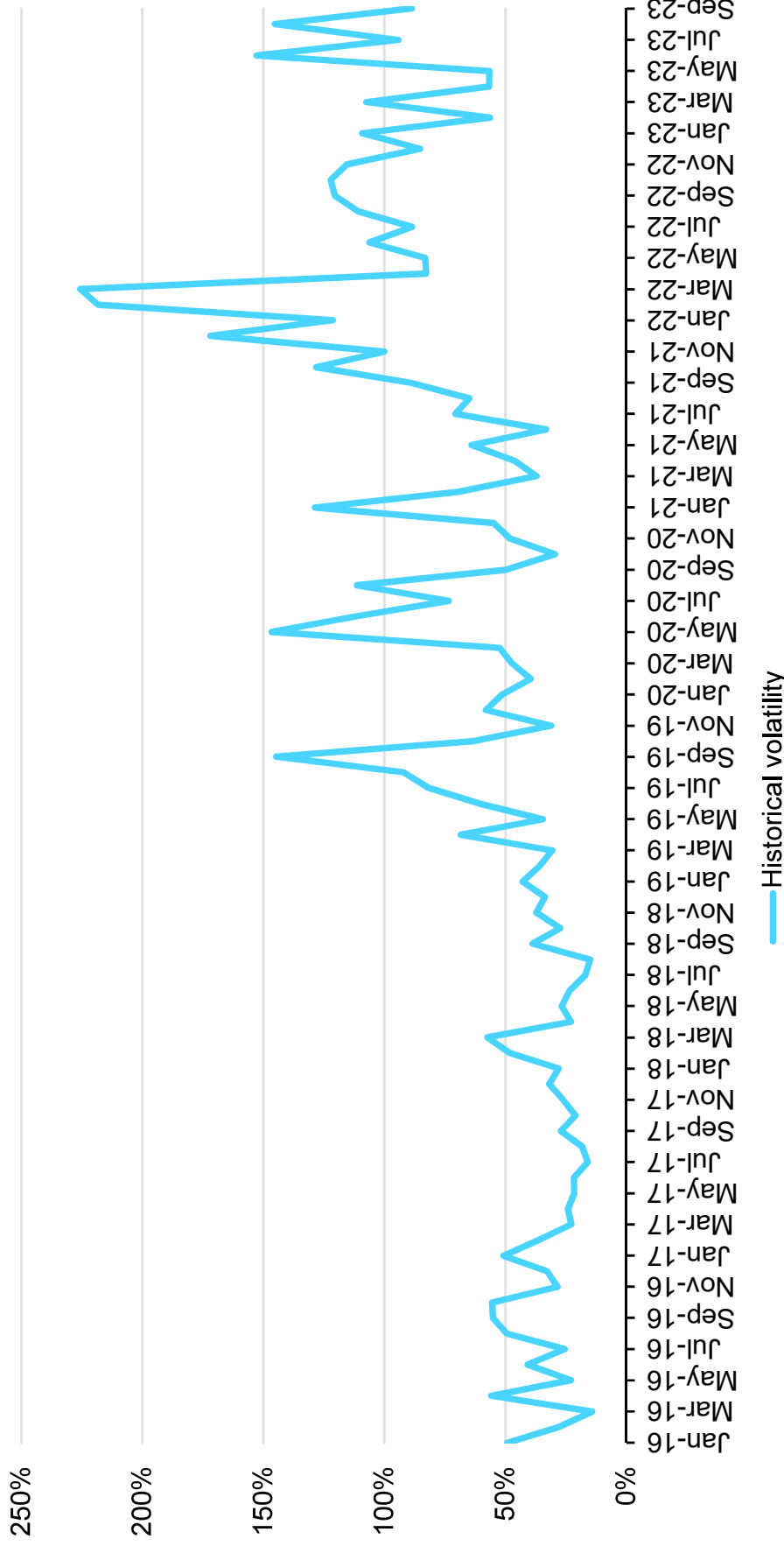
Asian spot LNG prices averaged 70% and 60% below their 2022 levels, respectively. However, they have remained well above their historical averages.

The supply side remained tight in the first three quarters of 2023, as the additional LNG supply (+11 bcm) was insufficient to offset the steep decline in Russian piped gas deliveries to the European Union (-38 bcm). In this context, **markets remained sensitive and continued to display strong price volatility.** In August 2023, volatility on the European benchmark (TTF month-ahead contract) reached its highest level since Russia's invasion of Ukraine, as strike risks in Australia and unplanned outages in Norway weighed on the near-term gas supply outlook.

In the European Union, storage sites opened the 2023-24 heating season at 96% of full capacity and 10 bcm above their five-year average. Nevertheless, **full storage sites are no guarantee against winter volatility.** As highlighted in the [Global Gas Security Review 2023](#), a cold winter together with lower LNG availability and a further decline in Russian piped gas deliveries could renew market tensions, especially towards the end of the 2023-24 winter. **The risks associated with this near term outlook** are reflected in the summer-winter spread, which averaged USD 5/MBtu on TTF in Q2-Q3 2023.

European gas prices remained highly volatile in Q3 2023 amid tight supply conditions

Historical monthly price volatility on the TTF month-ahead contract (annualised), 2016 - 2023



IEA. CC BY 4.0.

Sources: IEA analysis based on Bloomberg (2023).

Gas markets are set for slower growth over the medium-term, following a peak in gas demand in mature markets in 2021

The supply shock triggered by Russia cast a long shadow over gas markets. Higher gas prices are reducing its competitiveness vis-à-vis other fuels, while Russia's steep supply cuts and the lack of LNG availability in South Asian markets damaged the image of natural gas as a "reliable" fuel.

Gas demand growth is projected to slow by almost a third, from an average rate of 2.5% per year during 2017-2021 to 1.6% in the 2022-2026 period. Natural gas consumption is expected to **remain broadly flat in 2023** as demand gains in Asia Pacific and the Middle East are almost entirely offset by the drops in demand in Europe, Central America and South America. Global gas demand is expected to **return to moderate growth in 2024**, primarily driven by Asia Pacific and the Middle East. **Demand growth is expected to be more robust in 2025-26**, supported by higher LNG liquefaction capacity additions than the historical average.

The combined gas consumption of mature markets in Asia Pacific¹, Europe and North America peaked in 2021 and is expected to decline at a rate of 1% per year between 2022 and 2026. In **Europe**, the gas crisis reinforced the structural drivers accelerating the decline in gas demand over the medium term. An accelerated deployment of renewables, higher energy efficiency

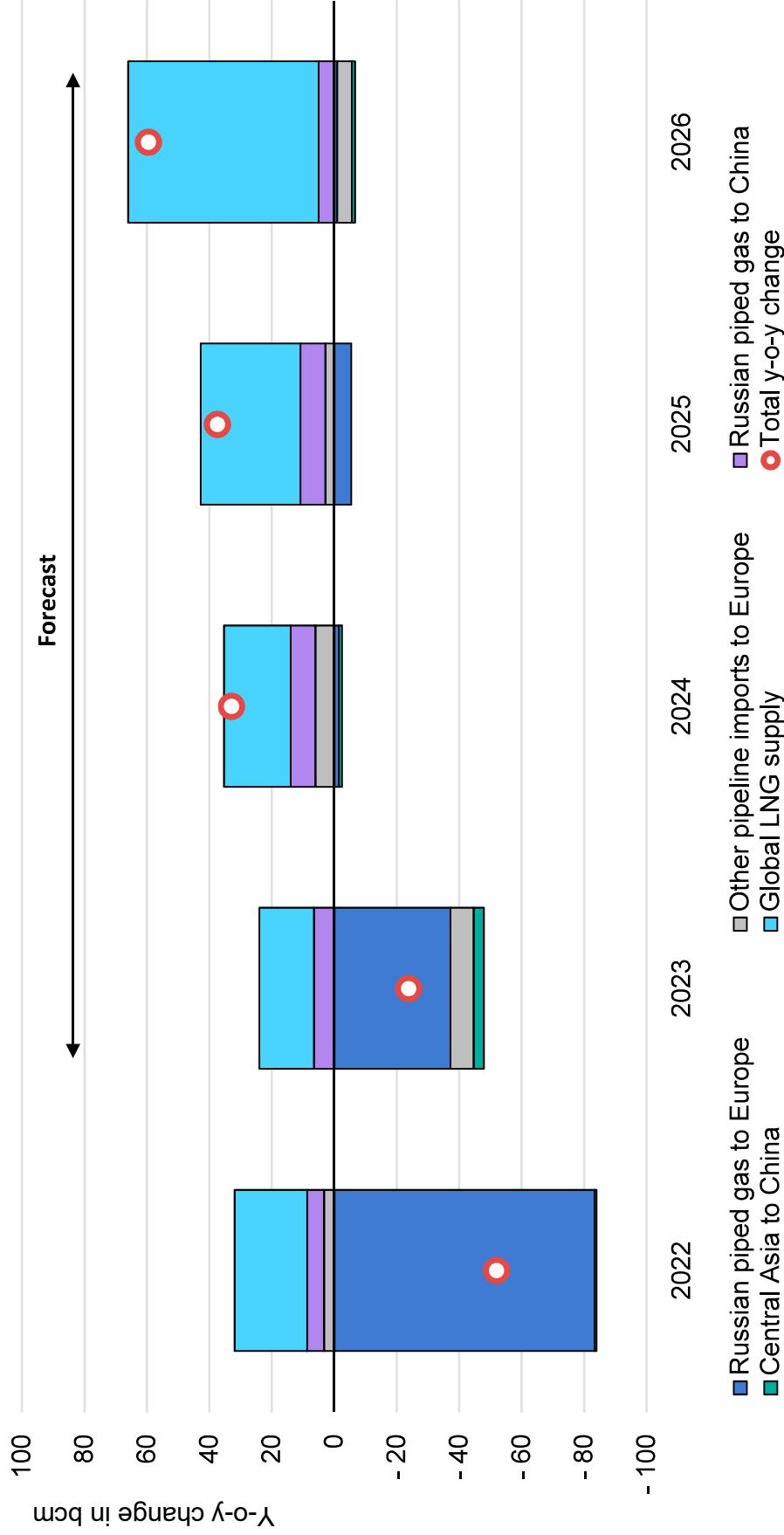
standards and growing electrification in areas such as space heating are set to weigh on gas consumption. In **mature Asia Pacific markets**, improving nuclear availability together with the continued expansion of renewables is expected to reduce the call on gas-fired power plants and drive down overall gas demand. In **North America**, higher output from renewable energy is forecast to reduce gas usage in power generation, while improved energy efficiency standards and a gradual electrification of heating are set to shrink the role of gas in residential and commercial sectors.

Faster-growing Asia Pacific markets and gas-rich countries in Africa and the Middle East are set to drive growth in gas demand. **China alone accounts for almost half of the increase in global gas demand** over the forecast period, with the power sector, industrial production and city gas networks the major consumers. Strong LNG supply at the end of the forecast period is set to ease market fundamentals and unlock some price sensitive demand in developing Asian markets that have the infrastructure in place. In the Middle East, **production growth in Iran, Israel and Saudi Arabia** is expected to support the expansion of gas-intensive industries and higher gas burn in the power sector. Africa's gas demand growth is driven by its rapidly rising population, improving energy access and economic growth. Eurasian natural gas demand trends towards stagnation, with the region's gas demand standing 2% above its 2021 level by 2026.

¹ Australia, Japan, Korea, New Zealand and Singapore.

The strong increase in LNG supply in 2026 is expected to ease market fundamentals

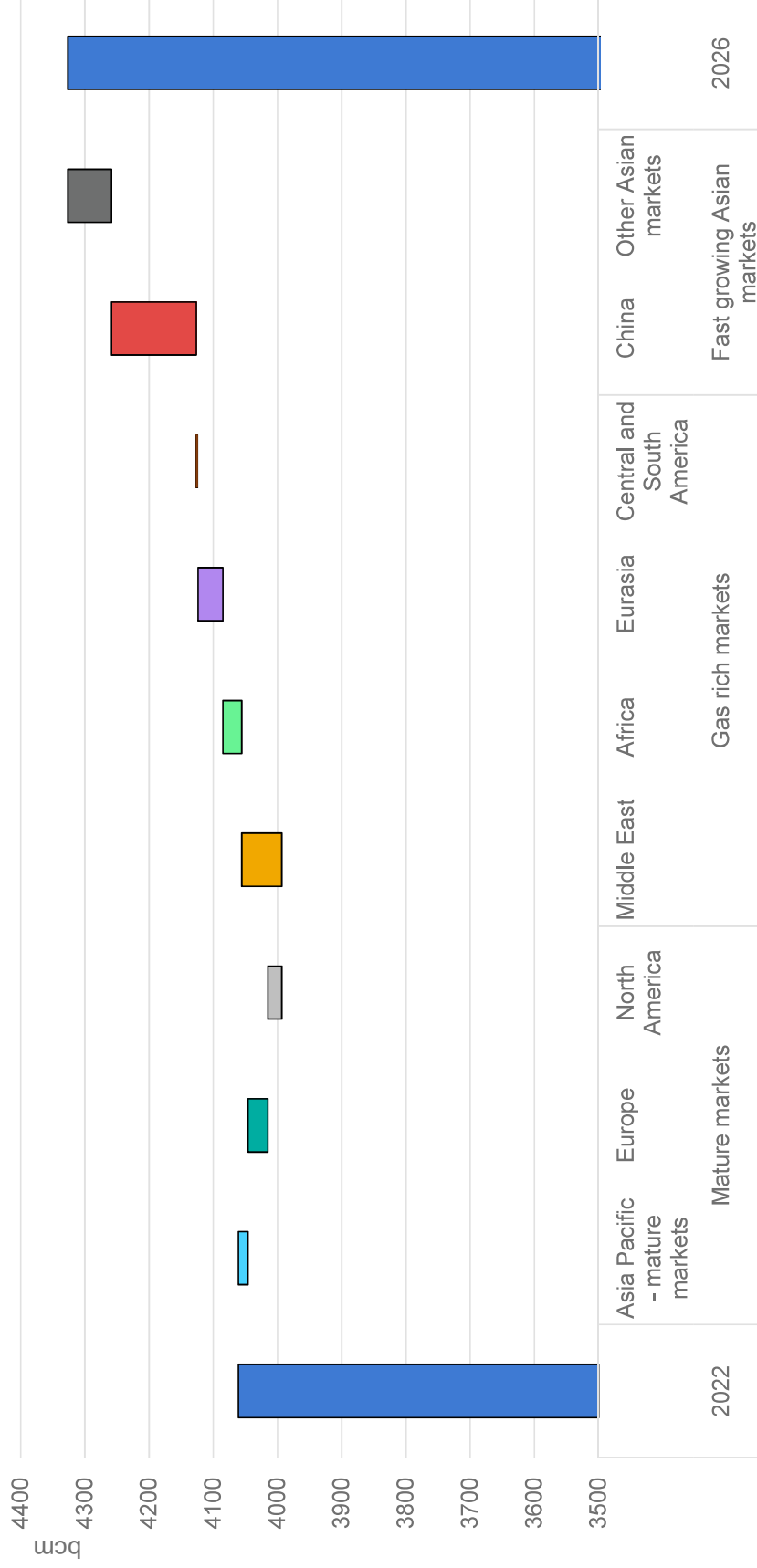
Year-on-year change in key piped natural gas trade and global LNG supply, 2022 – 2026



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Natural gas demand peaked in mature markets in 2021, with growth prospects increasingly concentrated in the Asia Pacific region and the Middle East

Forecasted change in natural gas demand by key regions, 2022 – 2026



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LNG supply growth is expected to drive an increasingly interconnected and globalised gas market

Global LNG supply is expected to expand by 25% (or 130 bcm a year) between 2022 and 2026, with 70% of the supply increase concentrated in 2025-26. In this context, LNG export projects will be a key driver of upstream developments, as supply requirements for LNG feedgas account for around 55% of the net increase in global gas output in the forecast period.

The United States alone is set to contribute for around half of incremental LNG supply, reinforcing its position as the world's largest LNG exporter. Consequently, the share of the United States in global LNG supply is set to increase from 20% in 2022 to over 25% by 2026. Considering the contractual terms underpinning US LNG supply (hub-indexed pricing mechanisms and destination-free shipping arrangements), the liquidity and the flexibility of global LNG trade is set to increase over the medium-term.

Liquidity in the LNG market will allow for a more effective response to short-term supply and/or demand shocks, resulting in a more resilient global gas market. Regional markets are set to become increasingly interdependent. Liquidity in the LNG market can ease market tensions in regions facing tight supply-demand fundamentals. However, this also means that events that induce price volatility in one region could impact price fluctuations and supply-demand dynamics in geographically distant markets. An **increasingly globalised market** will reinforce the need for

enhanced dialogue between producers and consumers on security of supply issues. The IEA's Task Force on Gas and Clean Fuels Market Monitoring and Supply Security has provided such a platform since October 2022.

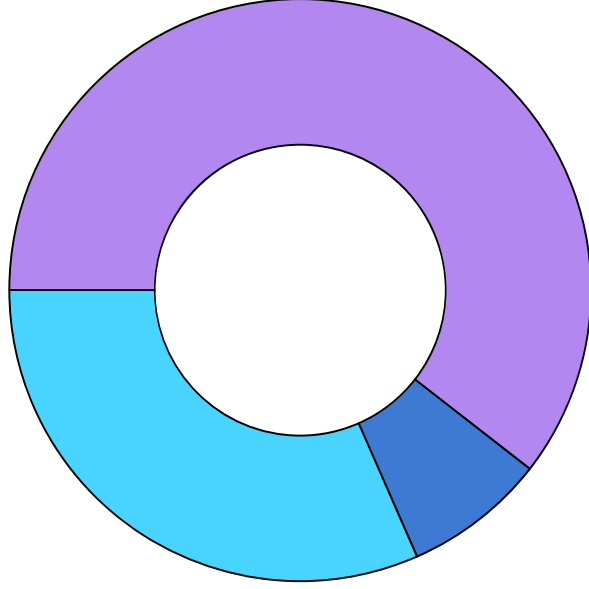
Low-emissions gases are set to expand rapidly

The supply of low-emissions gases is expected to more than double over the medium term, resulting in an increase of over 8 bcm in absolute terms. Europe and North America are set to drive this expansion and to contribute for 70% of the overall growth. The development of low-emissions gases in these markets benefits from a wide range of policies, increasingly sophisticated subsidy schemes and well-developed, interconnected gas networks. Nevertheless, further efforts will be required to reach the ambitious targets set for biomethane and low-emissions hydrogen. Besides Europe and North America, a number of emerging low-emissions gas producers are expected to scale up their output.

Biomethane production is expected to expand by over 65% (or 4.5 bcm) between 2022 and 2026, accounting for almost 55% of the total increase in low-emissions gases during this period. **Low-emissions hydrogen** is projected to grow at an average rate of close to 25% per year between 2022 and 2026, translating into almost 4 bcm equivalent of additional supply by 2026. In contrast, **e-methane** struggles to take off over the forecast period, requiring a concentrated effort between emerging producers and consumers to establish viable supply chains and effective support mechanisms.

LNG feedgas supply requirements account for around 55% of the net increase in global gas output in the forecast period

Key drivers behind of natural production growth,
2017 – 2021

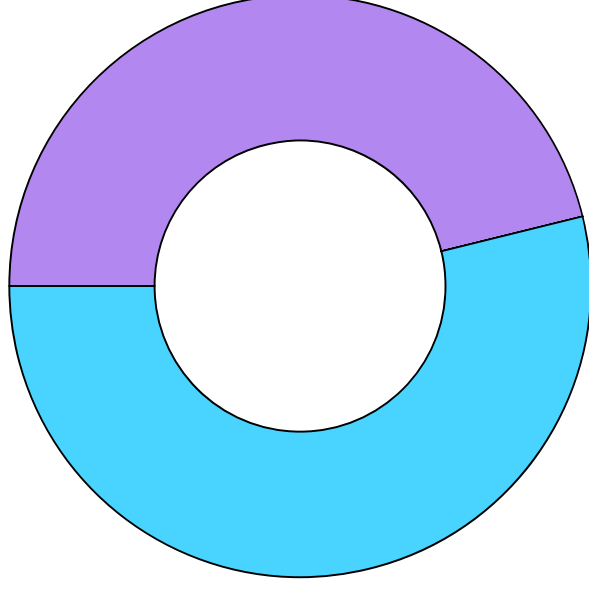


■ Local consumption

■ Long-distance pipeline trade

■ LNG feedgas requirements

Key drivers behind of natural production growth,
2022 – 2026 (forecast)



Key assumptions behind the medium-term forecast

The global energy crisis triggered by Russia's invasion of Ukraine led to a profound reconfiguration of the global gas market. This medium-term forecast is subject to an unusually wide range of uncertainties stemming from the broader geopolitical and macroeconomic environment.

Macroeconomic outlook: Towards slower growth

Following a drop of 3.1% in 2020, global real GDP grew by 6.4% in 2021. This strong performance was partly supported by the recovery in commercial and industrial activity after the Covid-induced lockdowns, when governments and central banks launched major fiscal and monetary stimulus packages. **Global GDP growth slowed to 3.3% in 2022** amid the unfolding global energy crisis, soaring commodity prices and rapidly rising consumer prices. In response to the inflationary pressures, central banks adopted **tighter monetary policies** by raising their interest rates. This in turn increased the cost of borrowing and is set to weigh on economic activity during 2023 and 2024. **Global GDP growth is set to fall below 3% in 2023 and to 2.6% in 2024** – its lowest annual rate since the 2007-2008 global financial crisis, with the exception of the 2020 pandemic period. Improving economic performance and monetary easing is expected to translate into **stronger GDP growth in the second half of the forecast period** and average 3.4% between 2025 and 2026.

Short-term indicators are confirming this general slowdown in economic growth. In the **United States**, the Manufacturing Purchasing Managers' Index (PMI) averaged 47 during Q1-Q3 2023, indicating a contraction in manufacturing activity. Real GDP growth in the United States is expected to slow to an average of 1.5% per year between 2023 and 2026. In the **Euro area**, the Manufacturing PMI stood at 45 during Q1-Q3 2023 and dropped to 42.7 in July – its lowest level in three years. Real GDP growth in the European Union is forecast to average 1.4% per year between 2023 and 2026. In **China**, manufacturing activity and consumption rebounded at the start of 2023 when authorities eased their strict lockdown policies. Nevertheless, weak export demand together with the ongoing real estate downturn is weighing on economic performance. China's Manufacturing PMI stood at 50 in Q1-Q3 2023 and the country's GDP growth is expected to average just below 4.5% between 2023 and 2026 – well below the 6.6% average growth rate experienced between 2016 and 2019.

Natural gas prices are expected to remain above their historical averages

This forecast relies on external energy price assumptions based on **the futures' market prices** observed at the end of September 2023. **European hub and Asian spot LNG prices** rose to all-time highs in 2022 amid the supply shock triggered by Russia. In

Europe, TTF spot prices stood at USD 37/MBtu in 2022, more than seven times their average between 2016 and 2020. In Asia, JKM prices followed a similar trajectory and averaged close to USD 34/MBtu. Gas markets have moved towards a **gradual rebalancing since the start of 2023** due to timely policy action, effectively working market forces and favourable weather conditions. **Natural gas prices could strengthen again in 2024** amid tighter supply—demand fundamentals. Forward curves indicate that TTF and JKM prices are expected to increase by around 10% and oscillate in a range between USD 14-15/MBtu in 2024. However, the start-up of new LNG liquefaction terminals and improving supply fundamentals are set to provide **downward pressure on TTF and Asian spot LNG prices during the second half of the forecast period** to average USD 13/MBtu in 2025 and 2026. This would still be more than double the average price levels seen between 2016 and 2020. **Oil-indexed LNG prices** are assumed to display a less volatile pattern over the forecast period and average USD 12/MBtu between 2023 and 2026 – 30% above their levels between 2016 and 2020. In the United States, Henry Hub prices rose to over USD 6/MBtu in 2022, their highest level since 2008. Forward curves indicate that **Henry Hub** prices are expected to hover at around USD 2.7/MBtu in 2023 and strengthen to an average close to USD 4/MBtu during 2024-2026 – 40% above the levels experienced between 2016 and 2020.

Natural gas prices trending above their historical average are expected to weigh on natural gas demand growth over the medium

term, especially in sectors where gas is facing stiff competition from other fuels, such as power generation and road transport.

Russian piped gas flows to the European Union

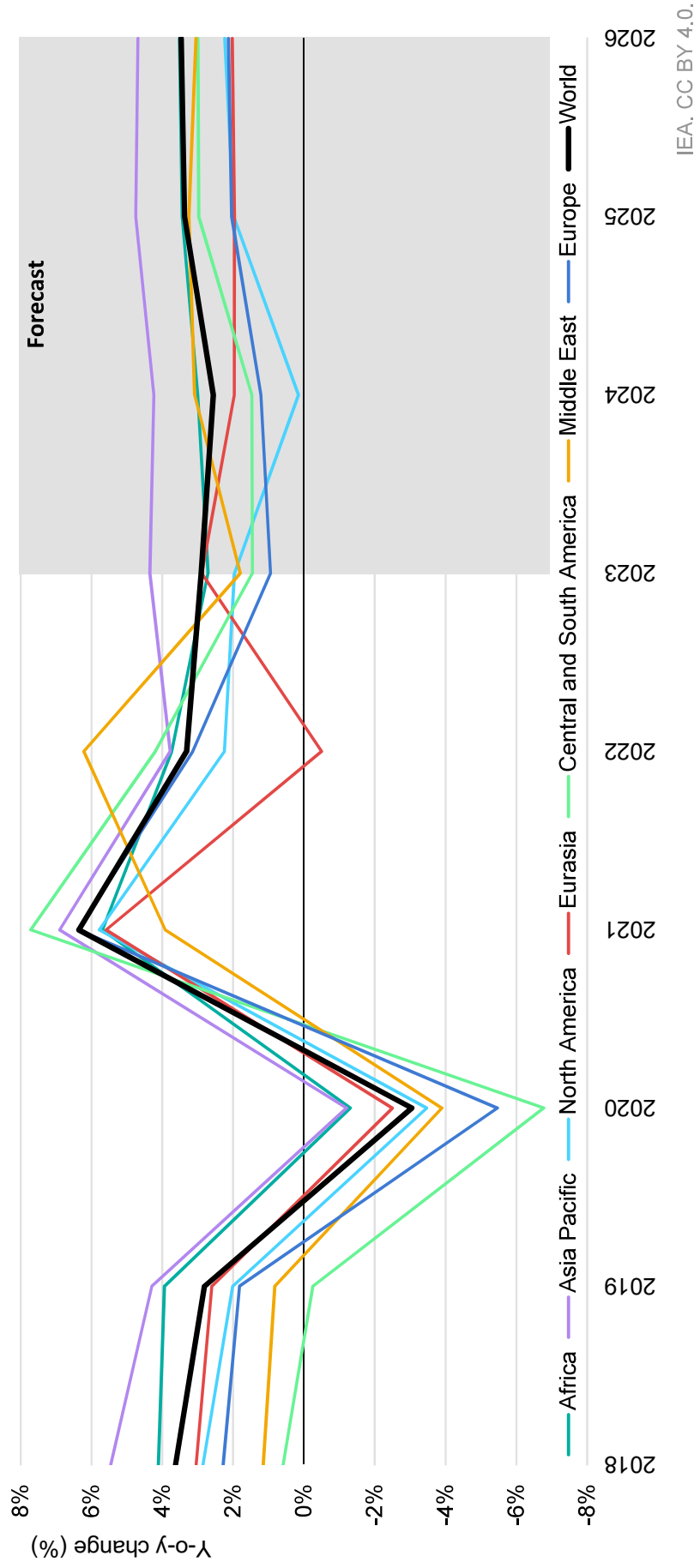
The future of Russian piped gas deliveries to the Europe Union is a key uncertainty in our forecast. They more than halved in 2022, dropping from almost 140 bcm in 2021 to just above 60 bcm. Considering current flow profiles, Russian piped gas deliveries are set to decline by around 65% in 2023 to within a range of 20-25 bcm. Russia's gas transit contract with Ukraine is set to expire at the end of 2024. Ukraine's energy minister has ruled out the possibility of extending the contract, following Russia's invasion of the country. Hence, this forecast assumes that only TurkStream string 2 (15.75 bcm/yr) will supply Russian piped gas to the European Union starting from 2025. While short-term capacity booking options might continue to be available along the Ukrainian transit route for European importers of Russian piped gas, this upside potential is not included in our baseline forecast.

Weather

Natural gas consumption is particularly sensitive to the weather, notably temperature; this forecast is based on the assumption of average winter conditions (typically based on rolling five-year averages) for the forthcoming heating seasons.

Global GDP growth is expected to slow over the forecast period

GDP growth, global and regional, 2018-2026

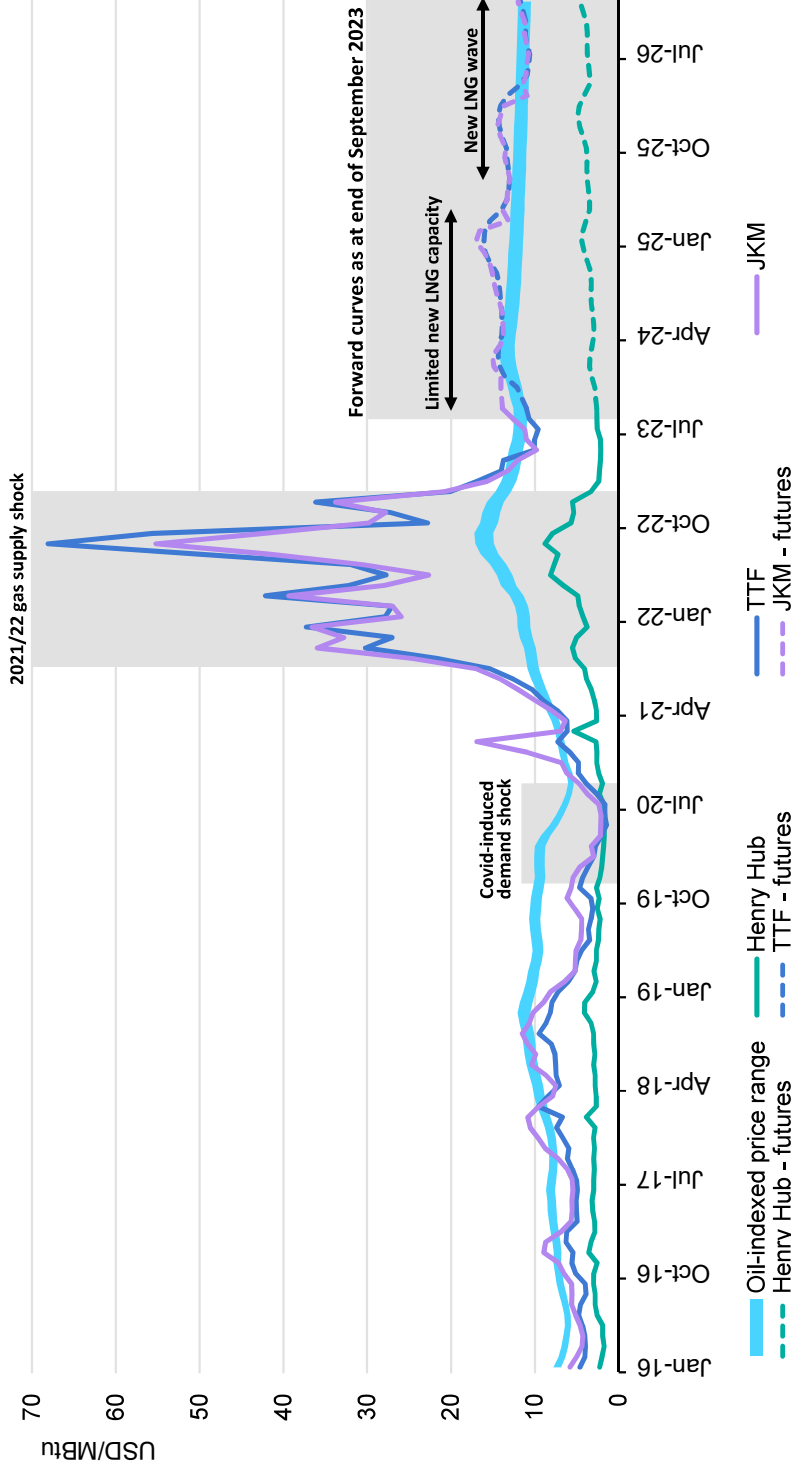


Sources: IEA, IMF and Oxford Economics.

IEA, CC BY 4.0.

Forward curves suggest that natural gas prices will remain above their historical averages in the medium term

Natural gas price assumptions across key regions, 2016-2026



IEA, CC BY 4.0.

Note: Future prices are based on forward curves as of the end of September 2023 and do not represent a price forecast.

Sources: IEA analysis based on CME (2023), [Henry Hub Natural Gas Futures Quotes](#), [Dutch TTF Natural Gas Month Futures Settlements](#), [LNG Japan/Korea Marker \(Platts\) Futures Settlements](#); EIA (2023), [Henry Hub Natural Gas Spot Price](#); Powernext (2023), [Spot Market Data](#); S&P Global (2023), [Platts Connect](#).

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Opinion Oil & Gas industry

Peak fossil fuel demand will happen this decade

But the decline in oil, gas and coal will not be steep enough to limit global warming to 1.5C

Fatih Birol YESTERDAY

The writer is executive director of the International Energy Agency

There's a taboo in the traditional energy sector against suggesting that demand for the three fossil fuels — oil, gas and coal — could go into permanent decline. Despite recurring talk of peak oil and peak coal over the years, both fuels are hitting all-time highs, making it easier to push back against any assertions that they could soon be on the wane.

But according to new projections from the International Energy Agency, this age of seemingly relentless growth is set to come to an end this decade, bringing with it significant implications for the global energy sector and the fight against climate change.

Every year, the IEA's World Energy Outlook maps out potential pathways the global energy system could take in the coming decades to help inform decision-making. This year's report, to be released next month, shows the world is on the cusp of a historic turning point. Based only on today's policy settings by governments worldwide — even without any new climate policies — demand for each of the three fossil fuels is set to hit a peak in the coming years. This is the first time that a peak in demand is visible for each fuel this decade — earlier than many people anticipated.

These remarkable shifts will bring forward the peak in global greenhouse gas emissions. They are primarily driven by the spectacular growth of clean energy technologies such as solar panels and electric vehicles, the structural shifts in China's economy and the ramifications of the global energy crisis.

Global demand for coal has remained stubbornly high for the past decade. But it is now set to peak in the next few years, with big investments drying up outside China as solar and wind dominate the expansion of electricity systems. Even in China, the world's largest coal consumer, the impressive growth of renewables and nuclear power, alongside a slower economy, point to a decrease in coal use soon.

Some pundits suggested global oil demand might have peaked after it plunged during the pandemic. The IEA was wary of such premature calls, but our latest projections show that the growth of electric vehicles around the world, especially in China, means oil demand is on course to peak before 2030. Electric buses and two- and three-wheelers are also growing strongly, especially in emerging economies, further eating into demand.

The "Golden Age of Gas", which we called in 2011, is nearing an end, with demand in advanced economies set to fall away later this decade. This is the result of renewables increasingly outmatching gas for producing electricity, the rise of heat pumps and Europe's accelerated shift away from gas following Russia's invasion of Ukraine.

Peaks for the three fossil fuels are a welcome sight, showing that the shift to cleaner and more secure energy systems is speeding up and that efforts to avoid the worst effects of climate change are making headway. But there are some important issues to bear in mind.

For starters, the projected declines in demand we see based on today's policy settings are nowhere near steep enough to put the world on a path to limiting global warming to 1.5C. That will require significantly stronger and faster policy action by governments.

Demand for the different fuels is set to vary considerably among regions. The drop in advanced economies will be partially offset by continued growth in some emerging and developing economies, particularly for gas. But the global trends are clear: low-emissions electricity and fuels, as well as energy efficiency improvements, are increasingly taking care of the world's rising energy needs.

The declines in demand also won't be linear. Although fossil fuels are set to hit their peaks this decade in structural terms, there can still be spikes, dips and plateaus on the way down. For example, heatwaves and droughts can cause temporary jumps in coal demand by pushing up electricity use while choking hydropower output.

And even as demand for fossil fuels falls, energy security challenges will remain as suppliers adjust to the changes. The peaks in demand we see based on today's policy settings don't remove the need for investment in oil and gas supply, as the natural declines from existing fields can be very steep. At the same time, they undercut the calls from some quarters to increase spending and underline the economic and financial risks of major new oil and gas projects — on top of their glaring risks for the climate.

With today's policies already bringing the fossil fuel peaks into sight, decision makers need to be nimble. The clean energy transition may well accelerate even further through stronger climate policies. But the energy world is changing fast and for the better.

OPEC Statement on peak fossil fuel demand

No 15/2023

Vienna, Austria

14 Sep 2023

On the International Energy Agency's recent Op-Ed published on 12 September 2023, asserting that fossil fuel demand would peak before 2030, OPEC notes that consistent and data-based forecasts do not support this assertion.

It is an extremely risky and impractical narrative to dismiss fossil fuels, or to suggest that they are at the beginning of their end. In past decades, there were often calls of peak supply, and in more recent ones, peak demand, but evidently neither has materialized. The difference today, and what makes such predictions so dangerous, is that they are often accompanied by calls to stop investing in new oil and gas projects.

"Such narratives only set the global energy system up to fail spectacularly. It would lead to energy chaos on a potentially unprecedented scale, with dire consequences for economies and billions of people across the world," says OPEC Secretary General, HE Haitham Al Ghais.

This thinking on fossil fuels is ideologically driven, rather than fact-based. It also does not take into account the technological progress the industry continues to make on solutions to help reduce emissions. Neither does it acknowledge that fossil fuels continue to make up over 80% of the global energy mix, the same as 30 years ago, or that the energy security they provide is vital.

Technological innovation is a key focus for OPEC, which is why Member Countries are investing heavily in hydrogen projects, carbon capture utilization and storage facilities, the circular carbon economy, and in renewables too. While some may suggest that a number of these oil-focused technologies are still immature, they ignore the fact that many technologies referenced in net-zero scenarios are at an immature, experimental or even theoretical stage.

In recent years, we have seen energy issues climb back to the top of the agenda for populations as many glimpse how experimental net zero policies and targets impact their lives. They have legitimate concerns. How much will they cost in their current form? What benefits will they bring? Will they work as hyped? Are there other options to help reduce emissions? And what will happen if these forecasts, policies and targets do not materialize?

Thankfully, there has been a reawakening across many societies of the need for energy security and economic development to go hand-in-hand with reducing emissions. In turn, this has led to a reevaluation by some policymakers on their approach to energy transition pathways.

"Cognizant of the challenge facing the world to eliminate energy poverty, meet rising energy demand, and ensure affordable energy while reducing emissions, OPEC does not dismiss any energy sources or technologies, and believes that all stakeholders should do the same and recognize short- and long-term energy realities," says HE Al Ghais.

In the interests of contributing to future overall global energy stability, OPEC will continue to cooperate with all relevant stakeholders to foster dialogue, that includes the views of all peoples, so as to ensure inclusive and effective energy transitions moving forward.

<https://www.livemint.com/economy/indias-per-capita-income-nirmala-sitharaman-youth-middle-class-economic-policies-fiscal-deficit-11728023053352.html>

India's per capita income to double in five years led by youth and middle class, says Sitharaman

- *Sitharaman said economic policies have doubled per capita income in a short span, substantially improving the living standards of Indians.*

[Subhash Chander](#)

Published 4 Oct 2024, 01:11 PM IST

Festival of Gifts



Sitharaman said economic policies have doubled per capita income in a short span (PTI Photo) (PTI)

New Delhi: India's youth and rising middle class will drive a surge in consumption, innovation, and investment, with per capita income projected to increase by \$2,000 in five years, finance minister Nirmala Sitharaman said on Friday.

India's young population, with 43% under 24, is yet to fully explore its consumption behaviour, stated Sitharaman during the third Kautilya Economic Conclave. "There will be an organic growth in consumption as they become full fledged consumers. Simultaneously, a rising middle class will pave the way for strong consumption, inflow of foreign investment and a vibrant marketplace," she said. Sitharaman highlighted India's leap from the tenth to the fifth largest economy within five years, maintaining high growth rates and stable inflation.

She said economic policies have doubled per capita income in a short span, substantially improving the living standards of Indians.

"While it took us 75 years to reach a per capita income of \$2,730, as per IMF projections, it will take only five years to add another \$2,000. The upcoming decades will see the steepest rise in living standards for the common man, truly making it a period-defining era for an Indian to live in," she said. This rapid rise is accompanied by declining inequality, as the Gini coefficient declined in both rural and urban areas. The Gini coefficient, also referred to as the Gini index or ratio, is a statistical tool used to measure the extent of income, wealth, or consumption inequality within a population or country.

"Expect these improvements to continue as the effects of the last 10 years of economic and structural reforms manifest more thoroughly in the data in the coming years, as the covid shock fades away from the economy," she said.

The minister stressed that India's economic rise will be unique. It will occur amid a less favourable global environment than that of the early 2000s when markets like China experienced easier growth conditions.

“This forces a potential challenge and an opportunity for India, while simultaneously pushing for that diplomacy and cooperation, as we did during our G20 presidency. India must develop its domestic capacity to grow and develop sustainably,” the finance minister said.

Also Read: [The silver lining in India's exports basket](#)

Fiscal discipline

The finance minister also emphasised government's commitment to fiscal discipline, “aided by buoyant revenue generation, restrained revenue expenditure growth and healthy economic activity.” “The fiscal deficit is estimated to decline further from 5.6% of GDP in FY24 to 4.9% in FY25. The commitment to fiscal discipline will not only help keep bond yields in check, but will translate to lower economy-wide borrowing costs,” Sitharaman said.

“The quality of government expenditure continues to improve. Capital expenditures budgeted to grow by 17.1% to ₹11.1 lakh crores this fiscal. This amounts to 3.4% of GDP in FY25. Additionally, a larger proportion of [fiscal deficit](#) is now accounted for by capital outlays, indicating an increasingly investment oriented deficit financing,” she said.

Also Read: [Debt, not deficit: Aim for more clarity in next-generation of fiscal rules](#)

“The decline in commodity prices has facilitated the lowering of the budget allocation for subsidies on fertilizer and fuel. This has contributed to restraining the growth in revenue expenditure, which is estimated to increase by 6.2% year on year, to ensure policy continuity, the bedrock of sustained growth,” she added.

The minister also said India's innovation ability will mature and improve over the coming decades.

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HCOB Germany Manufacturing PMI[®]

PMI plunges to 12-month low in September

Key findings:

HCOB Germany Manufacturing PMI at 40.6 (Aug: 42.4). 12-month low.

HCOB Germany Manufacturing PMI Output Index at 41.3 (Aug: 42.8). 11-month low.

Expectations turn negative as confidence deteriorates sharply

Data were collected 12-23 September 2024.

The health of the German manufacturing sector took a further turn for the worse in September, the latest HCOB PMI[®] survey showed, with output, new orders, employment and stocks all falling at faster rates. Furthermore, concerns about demand, geopolitical tensions and general economic conditions saw firms' expectations towards production in the coming year turn negative for the first time in seven months.

At the same time, there was renewed downward pressure on input prices, which fell at the quickest rate for six months after coming close to stabilising in August. In turn, manufacturers were more aggressive with their own price cuts.

The **HCOB Germany Manufacturing PMI[®]** is a gauge of overall business conditions derived from measures of new orders, output, employment, supplier delivery times and stocks of purchases. September saw the headline PMI drop for the fourth month running and therefore move further below the 50.0 threshold that separates growth from contraction. At 40.6, down from 42.4 in August, the latest reading signalled the most marked deterioration in manufacturing business conditions for 12 months.

Another notable acceleration in the rate of decline in new orders once again provided the main drag on the headline PMI. Inflows of new work fell to the greatest extent since October last year, reflecting a range of headwinds to demand that included market uncertainty, investment reticence, customer destocking and weakness in the automotive sector. Panellists commented on difficulty securing new work both domestically and abroad, with export sales likewise posting the sharpest drop for 11 months in September.

It was a similar picture for output, which was scaled back at a rate not seen for almost a year. The pace of contraction was also quicker than the average recorded since the current downturn began in May 2023.

New orders continued to fall at a much faster rate than output, leading to a further reduction in backlogs of work at manufacturers. September's decrease was the most marked for 11 months. With capacity utilisation declining, workforce retrenchment gathered pace at the end of the third quarter, leading to the steepest drop in factory employment in over four years.

Latest data also showed deeper cuts to purchasing activity among German goods producers. This partly reflected firms' efforts to run down stocks of inputs, which recorded the steepest drop since late 2009. Post-production inventories meanwhile fell markedly and at the fastest rate since June.

Weaker demand for inputs coincided with reports from a number of panellists of lower prices paid for commodities, particularly steel. As such, September saw a notable drop in average costs, with the rate of decline the quickest seen since March.

Factory gate charges likewise fell more quickly in September as manufacturers passed on the cost-savings from lower purchase prices and faced increasing competition for new work. It was the first time in five months that the rate of decline in output charges had accelerated.

Supplier delivery times meanwhile quickened only modestly on average, registering the smallest improvement since January.

Lastly, September's survey indicated a notable deterioration in business expectations across the German manufacturing sector. Confidence towards future output fell for the third month running to the lowest since last October.

Comment

Commenting on the PMI data, Dr. Cyrus de la Rubia, Chief Economist at Hamburg Commercial Bank, said:

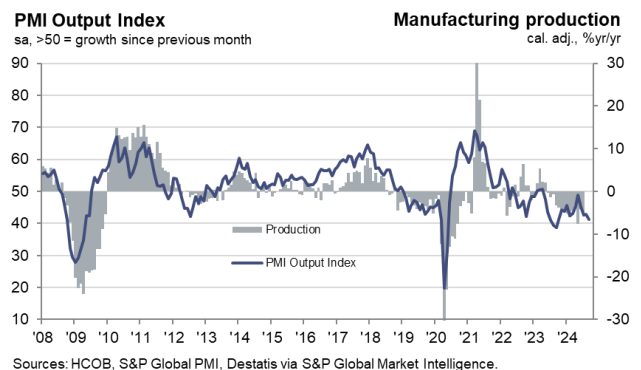
"These figures are adding fuel to the debate around deindustrialisation. With orders drying up at an alarming rate, it is hard to picture any kind of recovery happening soon. What is particularly troubling, looking back over the last 30 years, is how long this slump in export orders has dragged on – it is unprecedented. We attribute this to the "China shock". Many companies, especially in the automotive and mechanical engineering sectors, have not yet found convincing answers to the sudden intensification of competition.

"Data showed the steepest decline in new orders since October 2023, with the downturn being widespread across intermediate, capital and consumer goods sectors. This aligns with the broader observation that global demand for manufactured goods remains under pressure.

"For over a year-and-a-half, companies have been running down their inventories of intermediate inputs. Normally, you would expect them to start restocking at some point, but instead, in September, they slashed inventories even more than we have seen in this current cycle. It highlights how pessimistic manufacturers are feeling.

"On the bright side, the significant drop in oil and natural gas prices – down around 7% in September compared to the previous month – is giving companies some breathing room. Lower energy costs have helped push purchase prices down much faster than sales prices, which in turn is good for profit margins. So, at least on that front, there's some relief."

-Ends-



ifo Business Climate Germany
Results of the ifo Business Survey for September 2024

ifo Business Climate Index has Declined

Munich, September 24, 2024 – Sentiment has once again deteriorated at companies in Germany. The ifo Business Climate Index fell in September to 85.4 points, from 86.6 points in August, the fourth decline in a row. The companies were particularly less satisfied with the current business situation. The outlook for the coming months continues to decline. The German economy is coming under ever-increasing pressure.

In *manufacturing*, the index fell to its lowest level since June 2020. The companies assessed their current situation to be significantly poorer. Expectations are also significantly more pessimistic. The *core sectors of Germany industry are struggling*.

In the *service sector*, the business climate has declined. The companies were significantly less satisfied with the current situation. On the other hand, expectations were somewhat less skeptical. Sentiment in hospitality and tourism improved.

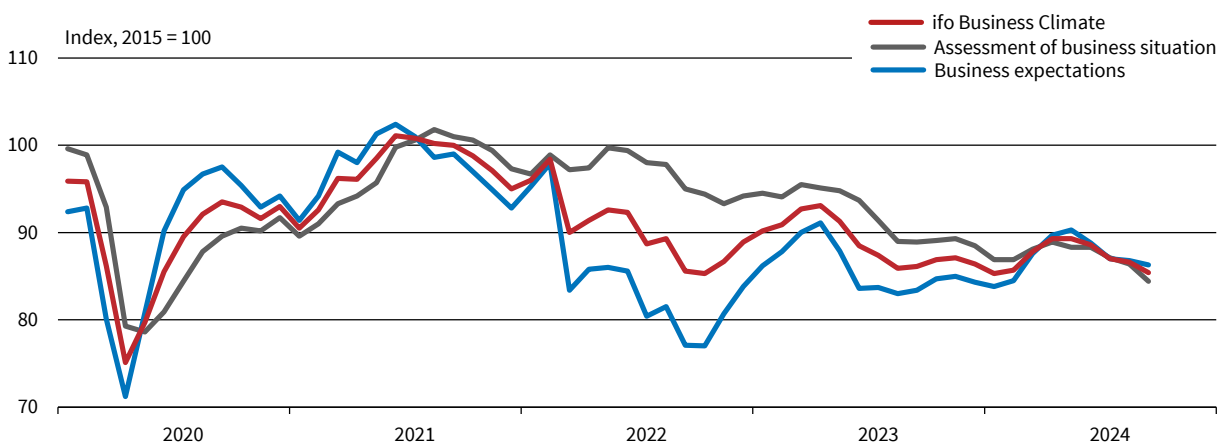
In *trade*, the index has fallen. In particular, the outlook for the coming months was again marked by increased skepticism. Traders also assessed their current situation to be slightly poorer.

In *construction*, the index climbed due to a decline in pessimistic expectations. On the other hand, the companies were somewhat less satisfied by the current business situation.

Clemens Fuest
 President of the ifo Institute

ifo Business Climate Germany^a

Seasonally adjusted



^a Manufacturing, service sector, trade, and construction.
 Source: ifo Business Survey, September 2024.

ifo Business Climate Germany (Index, 2015 = 100, seasonally adjusted)

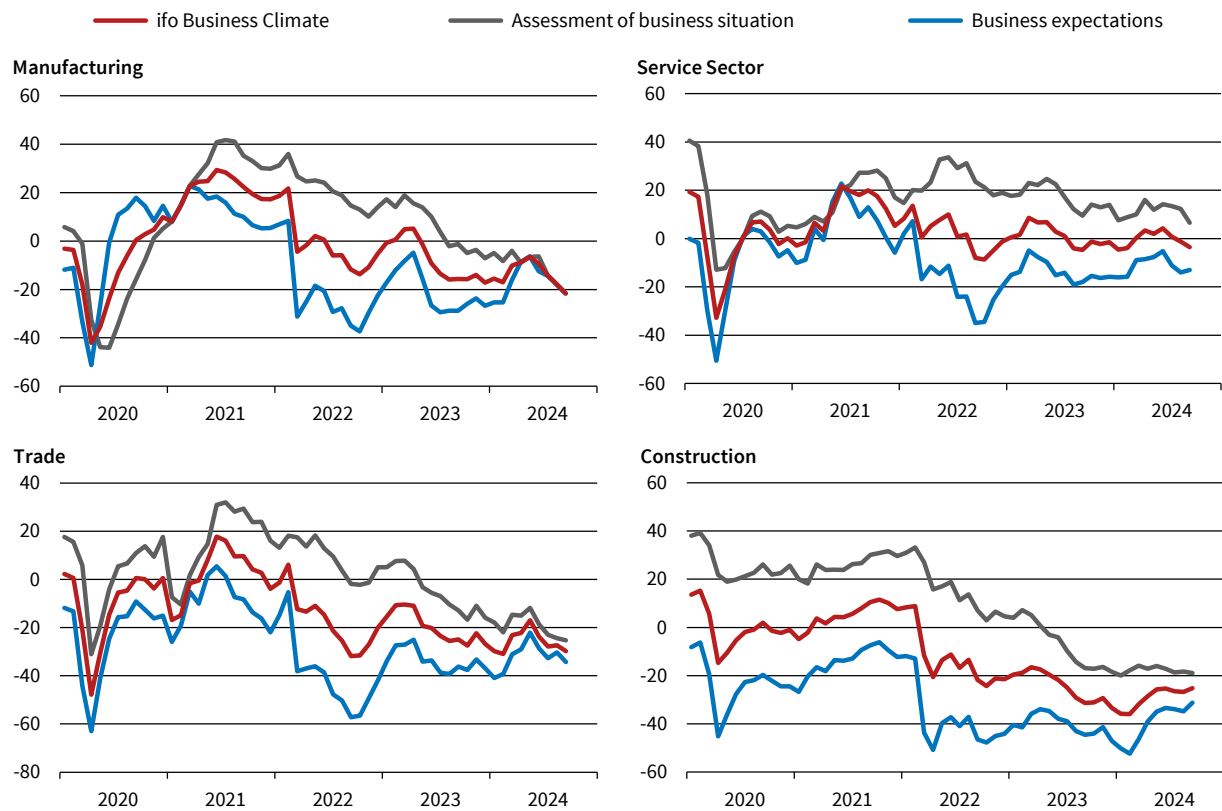
Month/year	09/23	10/23	11/23	12/23	01/24	02/24	03/24	04/24	05/24	06/24	07/24	08/24	09/24
Climate	86.1	86.9	87.1	86.4	85.3	85.7	87.8	89.3	89.3	88.6	87.0	86.6	85.4
Situation	88.9	89.1	89.3	88.5	86.9	86.9	88.1	88.9	88.3	88.3	87.1	86.4	84.4
Expectations	83.4	84.7	85.0	84.3	83.8	84.5	87.6	89.7	90.3	88.8	87.0	86.8	86.3

Source: ifo Business Survey, September 2024

For long time-series in Excel format, please see <https://www.ifo.de/en/umfragen/time-series>.

ifo Business Climate, Business Situation, and Expectations by Sector

Balances, seasonally adjusted



Source: ifo Business Survey, September 2024.

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ifo Business Climate Germany by Sector (Balances, seasonally adjusted)

Month/year	09/23	10/23	11/23	12/23	01/24	02/24	03/24	04/24	05/24	06/24	07/24	08/24	09/24
Germany	-11.9	-10.0	-9.5	-11.2	-13.5	-12.7	-8.1	-4.9	-4.8	-6.4	-9.8	-10.6	-13.4
Manufacturing	-15.6	-15.8	-14.0	-17.2	-15.5	-17.0	-10.2	-8.8	-6.5	-9.4	-14.3	-17.8	-21.6
Service sector	-4.7	-1.2	-2.3	-1.5	-4.6	-3.9	0.3	3.3	1.9	4.2	0.8	-1.3	-3.5
Trade	-24.9	-27.5	-22.4	-26.8	-29.8	-30.9	-23.1	-22.2	-17.0	-23.7	-27.9	-27.4	-29.8
Construction	-31.3	-31.1	-29.3	-33.4	-35.8	-36.0	-31.9	-28.5	-25.7	-25.4	-26.5	-26.8	-25.2

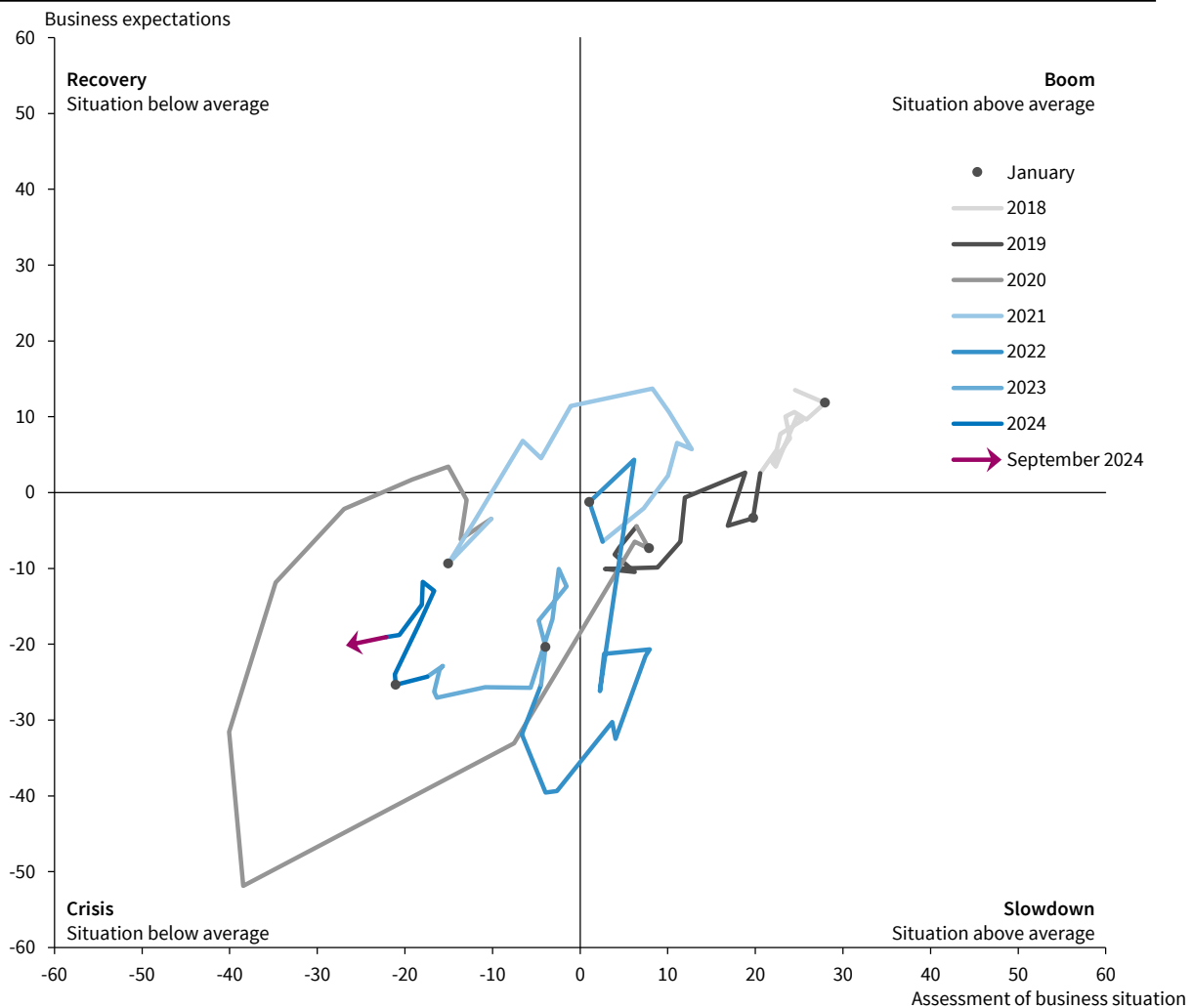
Source: ifo Business Survey, September 2024.

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The ifo Business Climate is based on approx. 9,000 monthly responses from businesses in manufacturing, the service sector, trade, and construction. Companies are asked to give their assessments of the **current business situation** and their **expectations** for the next six months. They can describe their situation as “good,” “satisfactory,” or “poor” and their business expectations for the next six months as “more favorable,” “unchanged,” or “less favorable.” The **balance value** of the current business situation is the difference in the percentage shares of the responses “good” and “poor”; the balance value of expectations is the difference in the percentage shares of the responses “more favorable” and “less favorable.” The **business climate** is a transformed mean of the balances of the business situation and the expectations. To calculate the **index values**, the transformed balances are all normalized to the average for the year 2015.

ifo Business Cycle Clock Germany^a

Balances adjusted for mean value, seasonally adjusted

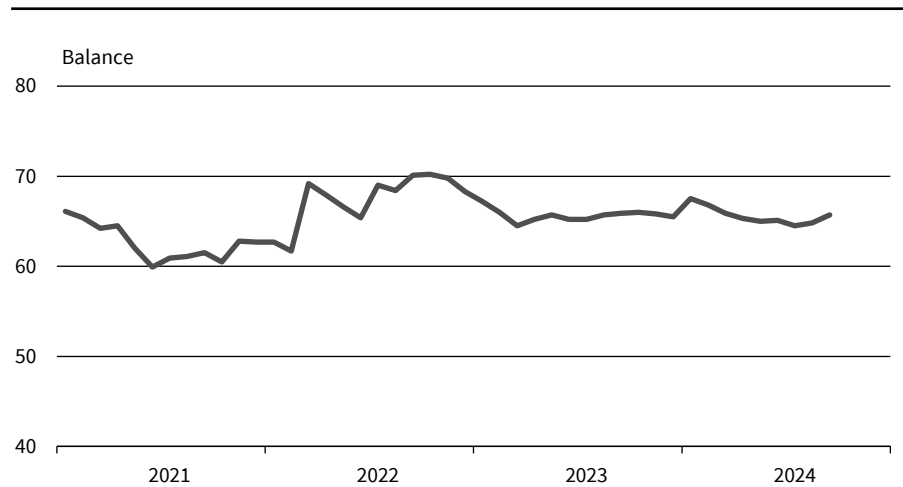


^a Manufacturing, service sector, trade, and construction.
 Source: ifo Business Survey, September 2024.

The ifo Business Cycle Clock shows the cyclical relationship between the current business situation and business expectations in a four-quadrant diagram. In this diagram, economic activity – shown on a graph plotting the current situation against expectations – passes through quadrants labeled with the different phases of activity, namely recovery, boom, slowdown, and crisis; provided that the expectations indicator sufficiently precedes the current business situation indicator. If survey participants’ assessments of the current business situation and their business expectations are both below average on balance, economic activity is plotted in the “crisis” quadrant. If the expectations indicator is above average (with an improving but below average business situation on balance), economic activity moves to the “recovery” quadrant. If the business situation and expectations are both above average on balance, economic activity appears in the “boom” quadrant. If, however, the expectations indicator falls below average (with a deteriorating but above average business situation on balance), economic activity slips into the “slowdown” quadrant.

ifo Business Uncertainty Germany^a

Original values

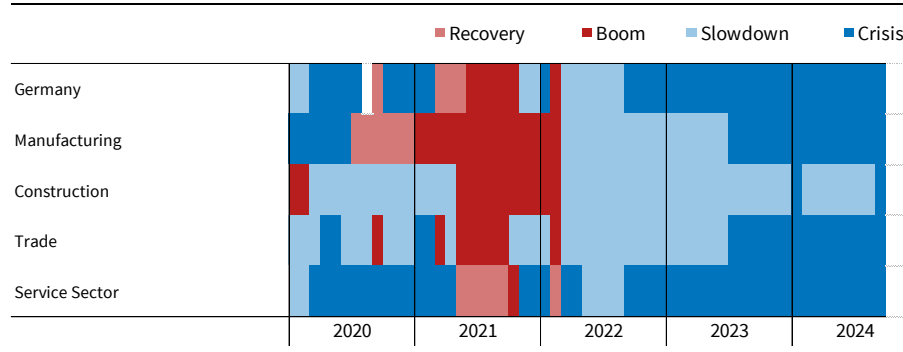


^a Manufacturing, service sector, trade, and construction.
 Source: ifo Business Survey, September 2024.

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The ifo Business Uncertainty measures how difficult it is for managers to predict the development of their company's business situation over the next six months. The measure is calculated based on the weighted fractions of companies that fall into the answer options "easy," "fairly easy," "fairly difficult," and "difficult" of a corresponding question in the ifo Business Survey. To this end, the answer categories are mapped onto a numerical scale with equally spaced intervals. Theoretically, the ifo Business Uncertainty can range from 0 to 100. Higher values indicate higher uncertainty: the future business situation is more difficult to predict.

Heatmap of ifo Business Survey



Source: ifo Business Survey, September 2024.

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The ifo Heatmap is a compact summary of the ifo Business Cycle Clock for the individual sectors of the German economy. If the ifo Heatmap shows dark blue, then the business situation and expectations are below average and companies are in crisis. As business expectations improve, the light red recovery sets in. If the business situation and expectations are above average, companies are in a dark red boom, which is often referred to as overheating. If the light blue cooling sets in, then business expectations are deteriorating.

SAF **Dan Tsubouchi** 
@Energy_Tidbits

...

It's Fall so that is normally leave the windows temps.

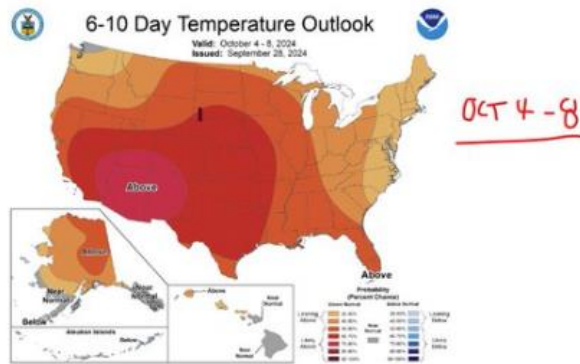
Not hot enough to drive A/C, not cold enough to crank up the furnace.

@NOAA updated 6-10 & 8-14 day temp outlook for Oct 4-12

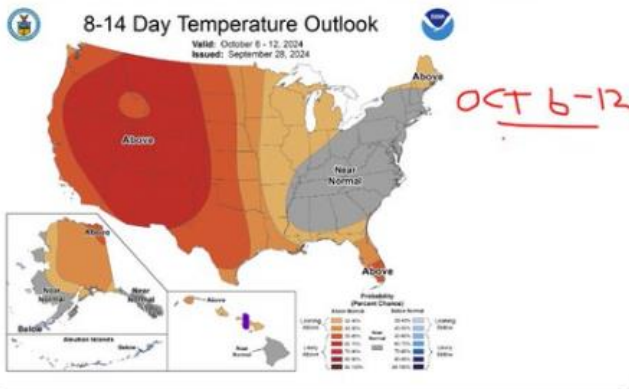
Daily high/lows for Chicago are 11-23C, NYC 14-25C

#OOTT

<https://www.cpc.ncep.noaa.gov/products/predictions/610day/>



<https://www.cpc.ncep.noaa.gov/products/predictions/814day/index.php>



SAF Dan Tsubouchi
@Energy_Tidbits

China smaller & export oriented firms back to contraction in Sept.

BUT market will look thru as China story is all about last week's stimulus package.

China Caixin Manufacturing PMI:

Sep 49.3 vs Est 50.5

Aug 50.4

Jul 49.8

Jun 51.8

May 51.7

Apr 51.4

Mar 51.1

Feb 50.9

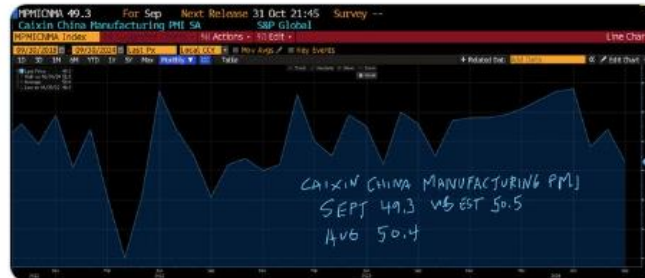
Jan 50.8

Dec 50.8

Nov 50.7

Thx @SPGlobalPMI

#OOTT



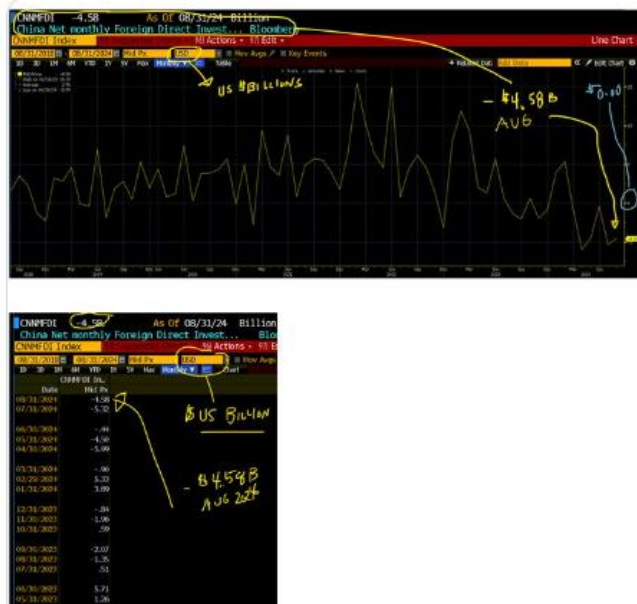
SAF Dan Tsubouchi
@Energy_Tidbits

Negative indicator for a China recovery BUT CSI 300 +6% tonight from last week's China stimulus

6th consecutive mth of negative net monthly foreign direct investment flows.

US \$ B
Aug: -4.58
July: -5.32
June: -0.44
May: -4.50
Apr: -5.99
Mar: -0.9
Feb: 5.3
Jan: 3.9
Dec: -0.8
Nov: -2.0

Thx @business
#OOTT



SAF Dan Tsubouchi
@Energy_Tidbits

...

Longer shipping = more bunker fuel consumed.

#SupplyChain interruptions from East & Gulf Coast port shut down will see ships revise routes

📌 Great East/Gulf Coast Ports' share of key goods from @LouKCurtis @josh_wingrove ie. coffee going higher!

#OTT
[bloomberg.com/news/articles/...](https://www.bloomberg.com/news/articles/)


Excerpts from
US Eastern Ports Prepare to Close With Labor Talks Stalled (3)
2024-09-30 01:46:37.121 GMT
By Laura Curtis and Josh Wingrove

East and Gulf Coast Ports' Share of Key Goods		
%share of imports and exports most affected by strike	Imports	Exports
Tin products	85.5	—
Tobacco, nicotine	79.0	—
Dairy products, eggs, honey	75.3	—
Synthetic fibers, yarns, woven fabrics	72.8	—
Carpets, textile floor coverings	72.5	—
Coffee, tea, spices	70.7	—
Ships, boats, floating structures	65.6	—
Essential oils, perfumes, cosmetics	61.5	—
Copper products	61.4	—
Tobacco, nicotine	—	85.1
Synthetic fibers, yarns, woven fabrics	—	76.6
Wood pulp, recovered waste	—	69.1
Ships, boats, floating structures	—	57.1
Cotton products	—	53.1
Arms and ammunition	—	47.7
Wood products	—	46.5
Food industry residues, animal feed	—	45.6
Beverages, spirits, and vinegar	—	45.0

Source: Oxford Economics, USA Trade Online

Bloomberg

Strike Threatens Major East and Gulf Coast Ports
Union dockworkers are threatening to walk off the job on Oct. 1



SAF Dan Tsubouchi 
@Energy_Tidbits

Libya #Oil coming back on.

Eastern-based parliament signs off on new central bank leaders.

Should restore production & exports.

Current ~0.5 mmb/d should get back to >1.2 mmb/d estimates

@ArgusMedia

Wonder what/when next domestic crisis shuts down oil?

Thx @aydincaalik90

#OTT



The screenshot shows a news article from Argus. The header includes the Argus logo and navigation links for Commodities, Industries, Solutions, Events, News and insights, and Methodology. A 'Speak to a specialist' button is also visible. The article title is 'Libya parliament passes deal to end central bank crisis', dated 30/09/24. The main text discusses the resolution of a leadership crisis at the central bank, which is expected to lift an oil blockade. It mentions that the eastern-based House of Representatives and the western-based High Council of State agreed on 26 September to appoint Naji Mohamed Issa Belgasim as governor and Marei Muflih Rhyeyel Al-Bar'assi as deputy governor. The article also notes that the blockade was imposed on 26 August and that the eastern-based Libyan National Army (LNA) imposed it to starve the western-based government of revenues. It estimates that the blockade has halved the country's crude output to about 500,000 b/d. The article concludes that the deal to resolve the crisis is likely to see the LNA lift its blockade, although precise timing is unclear. It also mentions that the El Sharara oil field is likely to restart production when the blockade is lifted, and that a total lifting of the blockade would restore Libya's crude output to more than 1.2mn b/d. The article is written by Aydin Calik.

argus Commodities Industries Solutions Events News and insights Methodology [Speak to a specialist](#)

< Latest market news

Libya parliament passes deal to end central bank crisis

Market: Crude oil | 30/09/24

Libya's eastern-based parliament today approved an agreement to resolve a leadership crisis at the central bank, which is likely to lead to a lifting of the country's oil blockade.

The eastern-based House of Representatives and the western-based High Council of State agreed on 26 September a deal to appoint Naji Mohamed Issa Belgasim as governor of the central bank and Marei Muflih Rhyeyel Al-Bar'assi as deputy governor.

The leadership of the central bank was thrown into disarray on 18 August when the western-based presidency council attempted to replace long-serving governor Sadiq al-Kabir — a move rejected by the country's eastern-based administration. The eastern-based Libyan National Army (LNA) [imposed an oil blockade on 26 August](#) in a bid to starve the western-based government of revenues. This has halved the country's crude output, which Argus estimates at about 500,000 b/d.

The deal to resolve the leadership central bank crisis is likely to see the LNA lift its blockade, although precise timing is unclear. An oil industry source told Argus that he expects it to be this week.

The El Sharara oil field is also likely to restart production when the blockade is lifted, a source told Argus. El Sharara was producing around 260,000-270,000 b/d [when it was shut down in early August](#), in a dispute unrelated to the central bank crisis.

A total lifting of the blockade would restore Libya's crude output to more than 1.2mn b/d.

By Aydin Calik

Bullish #NatGas.

#BHP sees growing energy consumption & electricity share thereof doubling to 40% by 2050.

Within that, BHP sees massive relative growth of data centers from 2% of electricity consumption to 9%.

Growing data center demand will take all the #Wind #Solar it can.

But absent long duration multi-day storage send out capacity, what NEW sources can provide near term (next 10 yrs) 24/7 baseload electricity in scale other than #NatGas and #Coal

#OOTT

we believe this demand will come from a combination of the following factors:

Traditional demand drivers
 (1) The basic requirements for economic growth, electricity consumption and copper.

Through the 2020s, we expect the demand for electricity to grow at an average rate of 1.5% per year, driven by population growth, urbanization, and industrialization. This growth will be supported by a combination of traditional and renewable energy sources.

AI / DATA CENTER

The demand for AI and data centers is expected to grow significantly, driven by the increasing use of artificial intelligence and cloud computing. This demand will be supported by a combination of traditional and renewable energy sources.

Where copper demand will come from

End Use	Forecast	Energy Demand
Baseline	Medium-term, steady, incremental demand	EV, Data Center, AI/ML, etc.
Other	Small but growing demand	Other
Emerging	Small but growing demand	Other

Notes:

- 1. Data Center demand is expected to grow significantly, driven by the increasing use of artificial intelligence and cloud computing.
- 2. EV demand is expected to grow significantly, driven by the increasing use of electric vehicles.
- 3. AI/ML demand is expected to grow significantly, driven by the increasing use of artificial intelligence and machine learning.
- 4. Other demand is expected to grow significantly, driven by the increasing use of other emerging technologies.

SAF **Dan Tsubouchi** 
@Energy_Tidbits

...

"IDF tanks attacking villages in southern Lebanon - Arabic media.

IDF soldiers entered southern Lebanon as part of a ground assault on Monday night as the conflict with Hezbollah continues to escalate, AFP reported.

Shortly thereafter, Arabic media such as Al-Jazeera and MTV Lebanon claimed that IDF tanks had entered multiple villages in southern Lebanon."

jpost.com/israel-amas-w...
#OTT

4:12 PM · Sep 30, 2024 · 1,316 Views

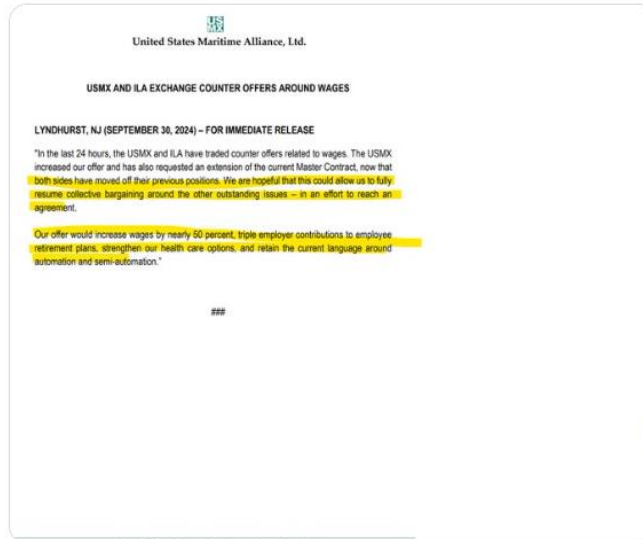
SAF **Dan Tsubouchi** 
@Energy_Tidbits

...

Feels like both sides realize a East/Gulf Coast ports strike would be at the worst possible time with Hurricane Helene impacting so many.

Union "both sides have move off their previous positions. We are hopeful this could allow us to fully resume collective bargaining around the other outstanding issues - in an effort to reach an agreement"

#OTT



SAF Dan Tsubouchi
@Energy_Tidbits

...

Here's why Saudi wants/needs #Oil prices as strong as possible.

Today's Pre-budget statement:

- budget deficit of 2.5% of GDP is "likely to continue at similar rates over the medium term"

- "will continue borrowing to meet the FY2025 est financing needs"

- "additional proactive financing may also be considered"

#OOTT

The image shows a screenshot of a document titled "SAUDI PRE BUDGET STATEMENT" in red handwriting. The document contains two main bullet points. The first bullet point discusses revenue projections for FY2025 and FY2027. The second bullet point discusses government spending and reforms. A red handwritten note "BUDGET DEFICIT" is written at the bottom right of the screenshot. The document also includes a footer for the Ministry of Economy and Planning.

SAUDI PRE BUDGET STATEMENT

- It is estimated that the significant growth in the Saudi economy will enhance revenues over the medium term. Thus, total revenues for FY2025 are estimated to be around SAR 1,184 bn, with expectations to reach about SAR 1,289 bn by FY 2027.
- The government is pressing forward with its reforms to meet the objectives of Saudi Vision 2030, which is reflected in the budget of FY2025 and over the medium term. It intends to maintain spending on essential services for citizens and residents, while also focusing on the implementation and the acceleration of spending on specific projects and strategies in targeted sectors. Accordingly, expenditures

* Ministry of Economy and Planning projections

Pre Budget Statement | FY2025

are projected to be around SAR 1,285 bn in FY2025, with government spending reaching about SAR 1,429 bn by FY2027.

BUDGET DEFICIT

Dan Tsubouchi @Energy_Tidbits

See 📊 table of East & Gulf Coast Ports' share of key goods imports and exports by @LouKCurtis @josh_wingrove.

#OOTT

📄 Dan Tsubouchi @Energy_Tidbits - Sep 30

Longer shipping = more bunker fuel consumed.

#SupplyChain interruptions from East & Gulf Coast port shut down will see ships revise routes

...
[Show more](#)

Tin products	85.5	—
Tobacco, nicotine	78.0	—
Dairy products, eggs, honey	75.3	—
Synthetic fibers, yarns, woven fabrics	72.8	—
Carpets, textile floor coverings	72.5	—
Coffee, tea, spices	70.7	—
Ships, boats, floating structures	65.6	—
Essential oils, perfumes, cosmetics	61.5	—
Copper products	61.4	—
Tobacco, nicotine	—	85.1
Synthetic fibers, yarns, woven fabrics	—	76.6
Wood pulp, recovered waste	—	69.1
Ships, boats, floating structures	—	57.1
Cotton products	—	53.1
Arms and ammunition	—	47.7
Wood products	—	46.5
Food industry residues, animal feed	—	45.6
Beverages, spirits, and vinegar	—	45.0

Source: Oxford Economics, USA Trade Online
Bloomberg



Brutal outlook for German manufacturing.

"health of the German manufacturing sector took a further turn to the worse in Sept"

"it is hard to picture any type of recovery happening soon" @CyrusdeRubia

Highlights car co's. "We attribute this to the "China shock". Many companies, especially in the automotive and mechanical engineering sectors, have not yet found convincing answers to the sudden intensification of competition"

#OOTT

The image shows two side-by-side screenshots of a report titled "HCOB Germany Manufacturing PMI". The left screenshot shows the title and introductory text, with red boxes highlighting the "PMI plunges to 12-month low in September" and a paragraph about the "brutal outlook". The right screenshot shows a "Key findings" section with red boxes highlighting that "Germany's manufacturing sector is in a state of deep recession" and "The outlook for the German manufacturing sector is bleak". Below the text are two line charts: "GDP (constant prices, %)" and "Manufacturing PMI (2015=100)". The PMI chart shows a sharp decline from around 50 in August to below 40 in September. The GDP chart shows a similar downward trend. The report is published by PMI and Homburg Commercial Bank.

7:08 AM · Oct 1, 2024 · 1,687 Views

SAP Dan Tsubouchi @Energy_Tidbits

"Stellantis CEO to address Italy parliament as demand for electric car weakens" reports @cri_carlevaro

No one should be surprised by weak EU BEV demand. See 09/19 thread: @ACEA says urgent action needed as EU BEV sales were -43.9% YoY in Aug.

#OOT

reuters.com/business/autos...

1/2. EU BEVs decline looks unfixable in near term.

@ACEA_auto says urgent action needed.

"We are missing crucial conditions to reach the necessary boost in ...

Show more

acea
European auto industry calls for urgent action as demand for EVs declines

News, 18 September 2024 - A continuous trend of declining market share for battery electric vehicles seen in the EU sends an increasingly worrying signal to industry and policymakers. European auto manufacturers, including ACEA, therefore call for the EU institutions to consider for now with urgent effect measures before the CO2 targets for cars and vans come due in 2025. Additionally they urge the European Commission to bring forward the CO2 regulatory review for light-duty and heavy-duty vehicles, currently scheduled for 2025, respectively, in 2024.

The European Auto Industry supports the Paris Agreement and the EU's 2050 climate decarbonisation target and has invested billions in electrification to bring vehicles to market. Today, while industry and the availability of zero-emission vehicles are both booming, we are seeing the last 1000 kilometres, but unfortunately, the other necessary conditions for this boom are not in place. In particular, the "right amount" of the EU's support measures, as outlined in the study report.

The urgent CO2 regulatory review needed by ACEA to help meet appropriate the electric car market's size as a limited government challenge.

Support by the ACEA board

We are missing crucial conditions to reach the necessary boost in production and sales of zero-emission vehicles. Cheap and targeted support of our sector, as well as a complete re-evaluation of our current regulatory framework, including CO2 targets, purchase and tax incentives, and the role of our member States, need to be in place, and we have been left disappointed and frustrated.

As a result, the zero-emission transition is highly challenging, with concerns about meeting the 2025 CO2 emission reduction targets for cars and vans on the rise. The current rules do not account for the performance of the private and not necessarily consumer use. The past approach has been to demand a target for the industry, but not to consider the complexity of the market. This ignores the existing complexity of other small actions such as those, which would otherwise be needed to the zero-emission transition, an unbalanced production mix, job losses, and a weakened European supply network as a result of a long absence from being a competitive force in other manufacturing regions.

The industry cannot afford to wait for the review of the CO2 regulations in 2025 and 2027, we need urgent and meaningful action now to ensure the demand for EVs, ensure EU industry competitiveness and reduce multiple vulnerabilities. For heavy-duty vehicles, an earlier review will also be absolutely critical to ensure the conditions for the introduction of trucks and buses are not being in force.

We are ready to discuss a package of solutions related to the 2025 CO2 regulatory review and open an inter-institutional, non-governmental and non-legal dialogue on the CO2 regulations for both cars and vans, that is to be held secondary legislation, to get the best emission reduction for EU and secure Europe's industrial future.

European auto manufacturers, united to ACEA, call on the EU institutions to come forward with urgent and effective measures before new CO2 targets for cars and vans come into effect in 2025.

Download image: photo/energyweek.com

Notes for editors

- CO2 car sales are still around 10% lower than pre-pandemic levels in 2019
- Non-zero-emission electric vehicle sales volume has dropped 8.6% in already shrinking market
- Non-zero-emission electric market share has dropped from 13.8% last year to 11.8% this year
- The market decline is affecting many brands, including and among ACEA members across the board (ACEA is a non-governmental organisation)
- Only 10% of EU government EV subsidies are targeting that their next vehicle purchase will be an EV, down from 16% in 2021 (Statista, 2024)
- In parallel, almost 20% of the current BEV owners qualify for a tax or very little to which leads to a net-zero benefit, which is below 10% in 2024
- EV needs to move more the programme per year by 300,000 to meet CO2 targets ACEA report (Detailed stress assessment of the role of EU policy in vehicle emissions abatement)
- Research from the benefits and revenues - ACEA/CEA/IFRA

About ACEA

10:23 AM · Oct 1, 2024 · 2,444 Views

SAF Dan Tsubouchi
@Energy_Tidbits

Oil up \$3. post @IDF confirming Iran missile attack on Israel. x.com/IDF

#OOTT

INDEX	UNITS	PRICE	CHANGE	%CHANGE	CONTRACT	TIME (EDT)
CL:COM WTI Crude Oil (Nymex)	USD/bbl	71.32	+3.16	+4.62%	Nov 2024	12:50 PM
OU:COM Brent Crude (ICE)	USD/bbl	74.71	+3.01	+4.20%	Dec 2024	12:50 PM
XB:COM RBOB Gasoline (Nymex)	USD/gal	119.35	+5.85	+5.02%	Nov 2024	12:45 PM
NG:COM Natural Gas (Nymex)	USD/MMBtu	8.90	-0.02	-0.08%	Nov 2024	12:45 PM
HO:COM Heating Oil (Nymex)	USD/gal	22.19	+1.75	+7.57%	Nov 2024	12:45 PM

11:07 AM · Oct 1, 2024 · 977 Views

SAF Dan Tsubouchi
@Energy_Tidbits

Houthis.

Cordella Moon, oil tanker, hit by boat drone.

Minian Courage, dry bulk, hit by missile.

Thx @UK_MTO

#OOTT

UKMTO DAILY SUMMARY

1600UTC 30 SEP 24 to 1600UTC 01 OCT 24

INCIDENT NO.	INCIDENT TIME	INCIDENT DETAIL
124 - WARNING ATTACK CORDELLA MOON	01 OCT 2024 0140UTC	UKMTO has received a report of an incident 64NM northwest of Al Hudaydah, Yemen. Update 001: The Master reports 4 splashes sighted in close proximity to the vessel. All crew are safe and the vessel is proceeding to next port of call. Update 002: At 0500UTC, The Master reports the vessel has been hit by an uncrewed surface vessel. Number 6 port ballast tank has been punctured. Update 003: The Master reports that the vessel is proceeding to its next port of call.
125 - WARNING ATTACK MINIAN COURAGE	01 OCT 2024 0415UTC	UKMTO has received a report of an incident 97NM northwest of Al Hudaydah, Yemen. UPDATE 001: The Master has reported the vessel was attacked by a missile. The vessel has sustained damage. All crew are reported safe.

Handwritten notes: CORDELLA MOON (circled), OIL TANKER (circled), MINIAN COURAGE (circled), DRY BULK (circled)


UKMTO reporting is available here: <https://www.ukmto.org/indian-ocean/ukmto-products>
Vessels transiting the area are advised to exercise caution and are requested to report to UKMTO.

SAF Dan Tsubouchi 
@Energy_Tidbits

07/24/24: Netanyahu told Congress its not if but **WHEN** Israel takes action vs Iran's nuclear program.

See 📌 07/24 thread.

#OOTT

SAF Dan Tsubouchi  @Energy_Tidbits · Jul 24


Netanyahu tells congress. it's not if but **when** Israel takes action vs Iran nuclear program!

Overlooked geopolitical & #Oil wildcard/risk!

...
[Show more](#)

THE TIMES OF ISRAEL ISRAEL AT WAR - DAY 293

JULY 24, 2024
CURRENT TOP STORIES



Addressing Congress, Netanyahu lays out vision for post-war Gaza, anti-Iran alliance

By LAZAR BERNAN and ADAM HIGDON

PM Netanyahu is driving force behind Middle East violence talks against anti-Israel protesters and demands conduct of ceasefire, secure hostage family members returned for protest

Thousands protest near US Capitol against Netanyahu's speech to Congress

Nine arrested during London protest demanding halt on weapons sales to Israel

SEEK TO SEE MORE

The future lies. And for this it uses its many proxies, including the Houthis, Hezbollah and Hamas. Yet in the heart of the Middle East, standing in Iran's way, is one proud pro-American democracy—my country, the State of Israel.

That's why the mobs in Tehran chant "Death to Israel" before they chant "Death to America." For Iran Israel is first, America is next. So, when Israel fights Hamas, we're fighting Iran. When we fight Hezbollah, we're fighting Iran. When we fight the Houthis, we're fighting Iran. And when we fight Iran, we're fighting the most radical and murderous enemy of the United States of America.

And one more thing. When Israel acts to prevent Iran from developing nuclear weapons, nuclear weapons that could destroy Israel and threaten every American city, every city that you come from, we're not only protecting ourselves. We're protecting you.

My friends,
If you remember one thing, one thing from this speech, remember this: Our enemies are your enemies, our fight is your fight, and our victory will be your victory.

Ladies and gentlemen,
That victory is in sight. Israel's defeat of Hamas will be a powerful blow to Iran's axis of terror. Another part of that axis, Hezbollah, attacked Israel on October 8th, a day after the Hamas attack. It has launched thousands of missiles and drones against us. 80,000 of our citizens in northern Israel evacuated their homes, becoming effectively refugees in their own land. We are committed to returning them home. We prefer to achieve this diplomatically. But let me be clear: Israel will do whatever it must do to

Last edited 12:54 PM · Oct 1, 2024 · 2,890 Views

SAF Dan Tsubouchi
@Energy_Tidbits

NHTSA Consumer Alert: Important Jeep Grand Cherokee and Jeep Wrangler PHEVs "Park Outside" Recall for Fire Risk.

Physical recall of 154,000 Jeep PHEVs.

Until then, "owners should park their vehicles outside and away from structures and other vehicles until their vehicle has been remedied. In addition, owners should not charge unrepaired vehicles, because the risk of fire is higher in a charged battery and the risk of fire is reduced when the battery is depleted."

#OOTT #EVs

The screenshot shows the NHTSA website page for a recall. The title is "Consumer Alert: Important Jeep Grand Cherokee and Jeep Wrangler PHEVs 'Park Outside' Recall for Fire Risk". The text states that Chrysler has issued a recall for more than 154,000 model year 2020-2024 Jeep Wrangler plug-in hybrid electric vehicles and model year 2022-2024 Jeep Grand Cherokee plug-in hybrid electric vehicles. Owners are advised to park their vehicles outside and away from structures and other vehicles until the recall is completed. The recall affects 118,230 Jeep Wrangler PHEVs and 35,802 Jeep Grand Cherokee PHEVs. The recall is for a high-voltage battery that may fail internally, which can cause a fire. Dealers will update the battery pack control module software. Owners can expect to be notified by mail starting Oct. 17 and can contact Chrysler customer service at 800-852-4603. The NHTSA recall numbers are 24V-720 and 24E-680. Owners can also visit [NHTSA.gov/recalls](https://www.nhtsa.gov/recalls) or call NHTSA's Vehicle Safety Hotline at 888-327-4236. The NHTSA also encourages everyone to download its [SafeCar app](https://www.nhtsa.gov/safecar) to stay informed on current recalls.

8:03 PM · Oct 1, 2024 · 1,388 Views

SAF Dan Tsubouchi
@Energy_Tidbits

More problems for UK's target for car manufacturers to have BEV sales 22% of total car sales

Ford: "there just isn't customer demand", won't meet target, will do "all it can" to avoid reducing sales of petrol and diesel vehicles to hit targets. Reports @JamieNimmo63

See 🗨️ 09/06 @vertumotorsCEO warning that petrol/diesel were being pushed out to 2025 for this reason.

#OOTT

The screenshot shows an article titled "Ford Aims UK for Subsidies to Boost Electric Vehicle Sales". The article discusses the UK government's target for 22% BEV sales by 2030. It mentions that Ford is struggling to meet this target due to low customer demand. The article also notes that Ford is planning to reduce its petrol and diesel sales to meet the target. A line graph shows the UK's BEV sales from 2019 to 2023, showing a steady increase. The article concludes that Ford is planning to reduce its petrol and diesel sales to meet the target.

SAF Dan Tsubouchi
@Energy_Tidbits

For those like me who weren't at their laptops at 8:30am MT, @EIAgov released #Oil #Gasoline #Distillates inventory as of Sept 27. Table below compares EIA data vs @business expectations and vs @APIenergy estimates yesterday. #OOTT

Oil/Products Inventory Sept 27: EIA, Bloomberg Survey Expectations, API (million barrels)	EIA	Expectations	API
Oil	3.89	-1.43	-1.50
Gasoline	1.12	0.20	0.90
Distillates	-1.28	-2.00	-2.70
	3.73	-3.23	-3.30

Note: Oil is commercial. So excludes a +0.7 mb build in SPR for the Sept 27 week
Note: Included in the oil data, Cushing had a 0.84 mmb build for Sept 27 week
Source EIA, Bloomberg
Prepared by SAF Group <https://safgroup.ca/news-insights/>

9:13 AM · Oct 2, 2024 · 1,275 Views

SAF Dan Tsubouchi
@Energy_Tidbits

Two earthquakes not one. 2nd was bigger. We are on the hill over the One and Only Palmilla just outside San Jose del Cabo. It wasn't rumbling, rather our casita shook twice with sound. packed up passport and laptop as thought it might have been a gas explosion or something.

Seismic-like event, possible earthquake, reported few minutes ago near San José del Cabo, Baja California Sur, Mexico

Thu, 3 Oct 2024, 12:09 | BY: EARTHQUAKEMONITOR



6:39 AM · Oct 3, 2024 · 1,181 Views

SAF Dan Tsubouchi
@Energy_Tidbits

...

Is IEA setting up to push back its peak #NatGas consumption this decade?

Seems to acknowledge more, not less, #NatGas is needed for #EnergyTransition.

Today: increased 2024/25 consumption forecasts, says #NatGas returned to more pronounced growth, "the decarbonisation of the global energy system will require the deployment and scaling up of low-emissions gases."

#OOTT



7:14 AM · Oct 3, 2024 · 2,786 Views

SAF Dan Tsubouchi
@Energy_Tidbits

Should see ~0.5 mmb/d increase in Libya #Oil production and exports get quickly back to ~1.1 mmb/d.

📍 Libya NOC lifts force majeure. on all oil fields and ports.

#OOTT

 National Oil Corporation المؤسسة الوطنية للنفط @NOC_Libya · Oct 3
المؤسسة الوطنية للنفط تعلن عن رفع حالة القوة القاهرة في كافة حقول وموانئ النفط
الغام الليبية اعتباراً من يوم الخميس الموافق 03 أكتوبر 2024
#LIBYA #OIL #NOC

 المؤسسة الوطنية للنفط
NATIONAL OIL CORPORATION

Date: Thursday, October 3rd, 2024
Ref:

SUBJECT: LIFTING OF THE FORCE MAJEURE

Dear Sir/Madam,

The Libyan National Oil Corporation (NOC) refers to the Declaration of Force Majeure dated 07th August 2024 and 02nd September 2024 on Crude Oil production in Sharara, El-feel oil fields and for Essider shipments on 12th September 2024.

As a part of continuing review of the Force Majeure situation, we have recently received a formal security assessment concerning Sharara, El-feel and Essider, which confirms that NOC can resume the Operations of Crude oil Production and Exporting Operations to its customers.

Therefore, NOC would like to announce the lifting of Force majeure at all Libyan crude oil fields and terminals as of **Thursday, 03rd of October 2024**.

Kind regards


National Oil Corporation
Board of Directors



CC: General manager of Legal Affairs department
CC: General manager of Marketing department

SAF Dan Tsubouchi
@Energy_Tidbits

Here's why oil is +\$3.25.

See 📍 Biden outside White House.

Question "would you support Israel striking Iran's oil facilities, sir?"

Biden "We're discussing that. I think that would be a little ... anyways"

#OOTT

video.twimg.com/amplify_video/...

12:15 PM · Oct 3, 2024 · 4,575 Views

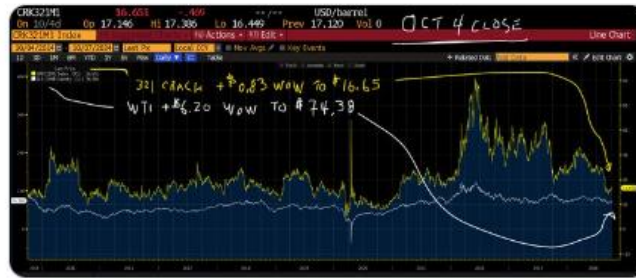
SAF Dan Tsubouchi
@Energy_Tidbits

321 crack spreads +\$0.83 WoW to still relatively low \$16.65.

BUT WTI +\$6.20 WoW to \$74.38.

Reminds WTI impacted more by global markets ie. China stimulus, Biden on Israel may attack Iran oil infra than by crack spreads.

Thx @business
#OOTT



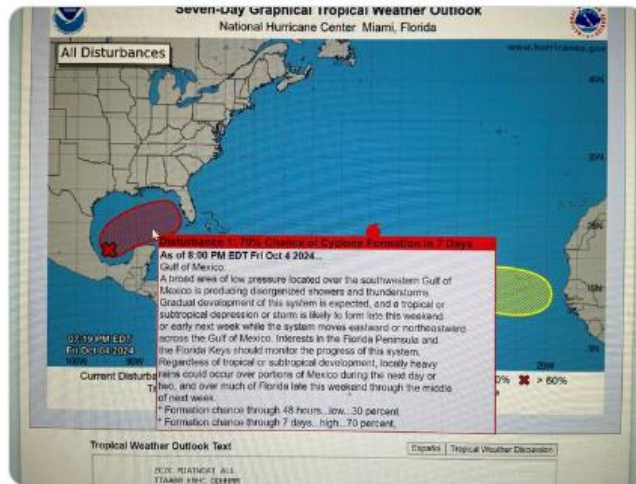
Last edited 6:44 PM · Oct 4, 2024 · 1,630 Views

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@Energy_Tidbits

The last thing Floridians need.

@NHC_Atlantic upgrades to 70% probability, "a tropical or subtropical depression or storm is likely to form late this weekend or early next week.... moves eastward or northeastward across the GoM"

#OOTT #NatGas



7:23 PM · Oct 4, 2024 · 2,168 Views

SAF Dan Tsubouchi 
@Energy_Tidbits

...

Biden did not walk back his 🗨️ Oct 3 comment discussing w/ Israel striking Iran's oil facilities.

Today, he was asked to clarify the comments. Didn't walk back he was discussing such an attack with Israel. Rather said " *That's under discussion. I think there are — if I were in their shoes, I'd be thinking about other alternatives than striking oil fields.*"

#OTT

Excerpt from White House transcript at

<https://www.whitehouse.gov/briefing-room/press-briefings/2024/10/04/press-briefing-by-president-biden-press-secretary-karine-jean-pierre-and-national-economic-adviser-lael-brainard/>

October 04, 2024

Press Briefing by President Biden, Press Secretary Karine Jean-Pierre, and National Economic Adviser Lael Brainard

2:06 P.M. EDT

Q And — and then, secondly, could you clarify some of your comments yesterday with regard to strikes on Iranian oil facilities? What did you mean by them, given some of the reactions we're seeing in the market?

THE PRESIDENT: Well, look, the Israelis have not concluded how they're — what they're going to do in terms of a strike. That's under discussion. I think there are — if I were in their shoes, I'd be thinking about other alternatives than striking oil fields.

SAF Dan Tsubouchi  @Energy_Tidbits · Oct 3

Here's why oil is +\$3.25.

See 🗨️ Biden outside White House.

Question "would you support Israel striking Iran's oil facilities, sir?"...

[Show more](#)

10:30 PM · Oct 4, 2024 · 2,338 Views

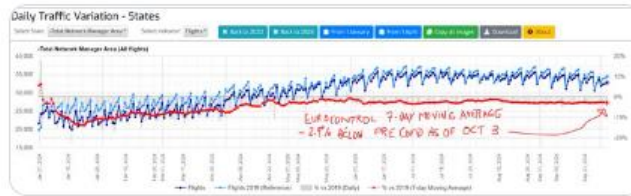
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@Energy_Tidbits

...

Daily Europe air traffic remains stuck below pre-Covid.

7-day moving average as of:
Oct 3: -2.9% below pre-Covid
Sept 26: -2.9%
Sept 19: -2.8%
Sept 12: -3.0%
Sept 5: -2.8%
Aug 29: -3.1%
Aug 22: -2.8%
Aug 15: -2.2%
Aug 8: -1.3%
Aug 1: -1.9%

Thx @eurocontrol
#OOTT



6:50 AM · Oct 5, 2024 · 1,213 Views

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@Energy_Tidbits

...

WOW!

Risk of Israel attack on Iran #Oil sends floating storage tankers to buyers.

Vortexa crude #Oil floating storage down a whopping -20.08 mmb to 44.51 mmb at Oct 4.

Big decline was in Asia floating storage -17.17 mmb WoW, not floating storage around potential Middle East conflict escalation.

Last time this low was Sept 27, 2019 at 44.29 mmb.

Thx @vortexa @business
#OOTT

Vortexa Crude Oil Floating Storage Estimate Jan 1, 2020 – Oct 4, 2024, Posted as of 9 am MT, Oct 5, 2024



Source: Bloomberg, Vortexa

Posted Oct 5, 9am MT				Sept 28, 9am MT				Sept 21, 9am MT			
ID	SD	SP	ST	ID	SD	SP	ST	ID	SD	SP	ST
Last Pk				Last Pk				Last Pk			
FX	00-01-2024	44511	44	FX	09-27-2024	64186	44	FX	09-20-2024	55746	44
FX	09-27-2024	64593	44	FX	09-20-2024	64182	44	FX	09-13-2024	65533	44
FX	09-20-2024	60603	44	FX	09-13-2024	63904	44	FX	09-06-2024	66267	44
FX	09-13-2024	63611	44	FX	09-06-2024	63041	44	FX	08-30-2024	63525	44
FX	09-06-2024	61493	44	FX	08-30-2024	58513	44	FX	08-23-2024	69048	44
FX	08-30-2024	59871	44	FX	08-23-2024	65906	44	FX	08-16-2024	75890	44
FX	08-23-2024	65749	44	FX	08-16-2024	76705	44	FX	08-09-2024	25236	44
FX	08-16-2024	77272	44	FX	08-09-2024	75124	44	FX	08-03-2024	66079	44
FX	08-09-2024	76695	44	FX	08-02-2024	65290	44	FX	07-26-2024	91949	44
FX	08-02-2024	66697	44	FX	07-26-2024	90750	44	FX	07-19-2024	89490	44
FX	07-26-2024	90339	44	FX	07-19-2024	88252	44	FX	07-12-2024	83340	44
FX	07-19-2024	88421	44	FX	07-12-2024	89404	44	FX	07-05-2024	90994	44

Source: Bloomberg, Vortexa

Region	Oct 4/24*	Sept 27/24	WoW*	Original Posted	Recent Peak	Oct 4 vs Jun 23/23
Asia	17.39	34.56	-17.17	26.18	73.05	-56.99
North Sea	8.88	9.27	-0.21	9.80	5.25	-4.25
Europe	8.25	8.81	-0.56	8.81	6.64	-3.11

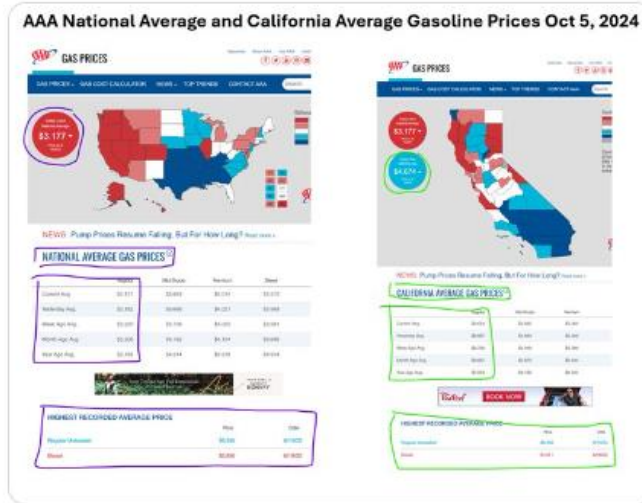
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AAA National average prices -\$0.04 WoW to \$3.18 on Oct 5, -\$0.13 MoM & -\$0.59 YoY.

California \$4.67 on Oct 5, -\$0.03 WoW, -\$0.01 MoM & -\$1.26 YoY.

US election is 1 month today. National average prices were ~\$3.80 at time of 2022 mid-term election.

Thx @AAAnews
#OTT



11:54 AM · Oct 5, 2024 · 1,202 Views

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@EnergyTidbits

It's Fall so that is leave the windows open temps.

Excl TX, AZ, etc, not hot enough to drive A/C & not cold enough to crank up furnace.

@NOAA updated 6-10 & 8-14 day temp outlook for Oct 11-19.

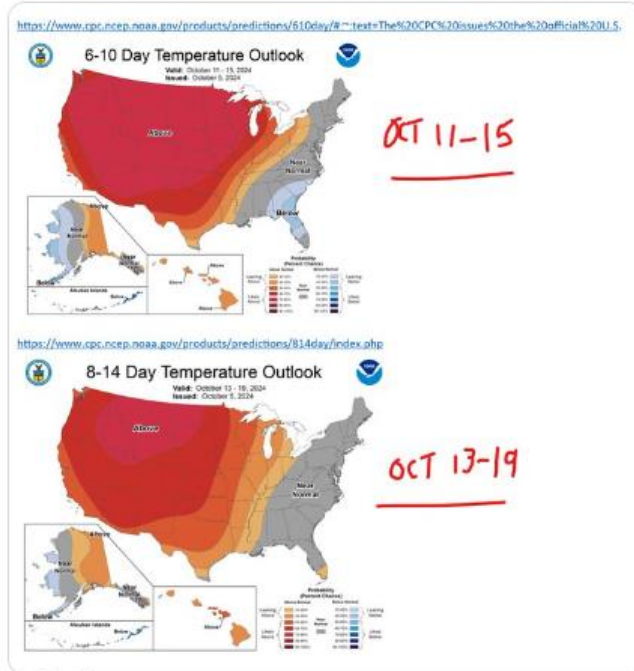
High/lows.

Chicago: 16-26C & 9-17C

NYC: 19-23C & 10-13C

Houston: 27-31C & 14-19C

#OOTT



2:48 PM · Oct 5, 2024 · 1,208 Views

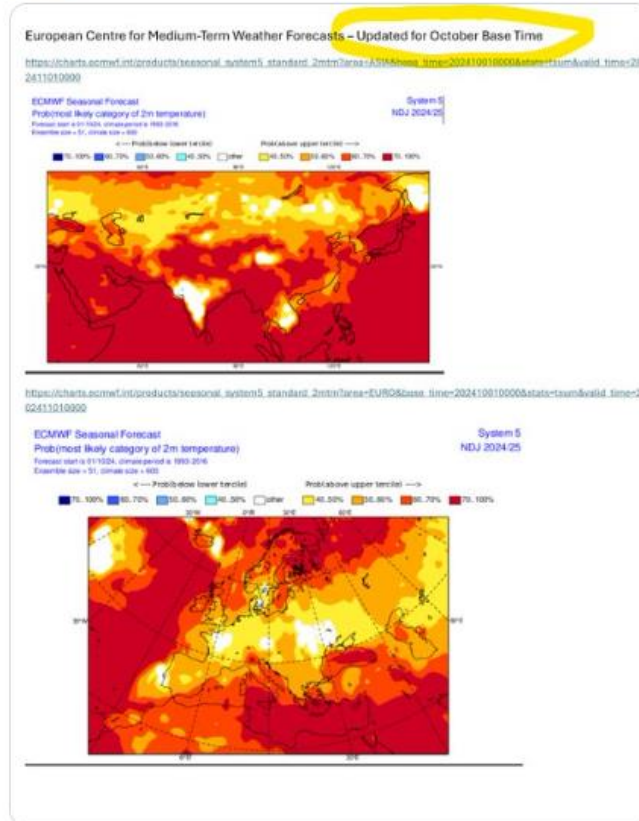
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@EnergyTidbits

...

Fact that Biden discussed with Israel it potentially hitting Iran's #Oil facilities added some risk to #Oil, EU #NatGas & LNG.

IF not for that, forecasts call for warmer than normal Nov/Dec/Jan start to winter in Asia & Europe would normally be a hold back to price.

Thx @ECMWF
#OOTT



Last edited 3:25 PM · Oct 5, 2024 · 1,874 Views

If not for Israel/Iran risk, EU #NatGas prices would be held back in shoulder season.

Storage would be full if NW Europe hadn't cut back LNG imports in Q2/Q3.

YTD Sept 29, NW Europe #LNG imports down ~440 bcf or ~1.6 bcf/d YoY.

Thx @BloombergNEF LNG Trade Weekly.
#OOTT

Weekly performance dashboard

Weekly liquefied natural gas volumes into Northwest Europe and Italy over September 23-29 were the lowest since December 2021, down 0.3 million metric tons from a week earlier, largely due to the Netherlands importing 0.2 million tons less. In contrast, North Asia saw imports recover by almost 1.4 million metric tons, thanks to mainland China, Japan and Taiwan absorbing around 0.7 million, 0.6 million and 0.2 million tons more, respectively. Deliveries into China will likely decline during the National Day holidays (October 1-7).

Region	Week starting		Week starting		Week starting		Latest week-on-week change	Cumulative growth since Sep 2023	Cumulative growth since Sep 2024	Monthly year-on-year change	Jan 1 to Sep 29, 2023	Jan 1 to Sep 29, 2024	Jan 1 to Sep 29, year-on-year change		
	Aug 28	Sep 2	Sep 9	Sep 16	Sep 23	Sep 30									
Total imports	7.94	7.46	7.12	7.90	7.65	-0.99	-1%	22.19	22.25	0.11	0%	203.94	207.63	3.69	1%
Europe															
Pacific Basin	3.06	2.86	2.66	2.79	2.77	-0.22	-1%	11.46	11.60	-0.21	0%	111.56	113.88	2.31	2%
Atlantic Basin	3.14	2.64	3.53	3.13	2.66	-0.34	-4%	11.48	12.32	0.44	7%	107.64	112.38	4.74	4%
Mideast East	3.22	1.80	1.84	1.90	2.52	0.27	15%	0.07	0.29	0.21	2%	65.90	61.59	-4.31	-1%
Other	1.02	1.12	1.16	0.97	1.02	0.21	21%	0.39	0.61	0.41	7%	63.33	66.51	3.17	5%
Asia															
Asia/Mideast	1.38	1.38	1.38	1.40	1.34	0.18	1%	0.15	0.08	-0.24	-1%	59.79	60.16	0.41	1%
ASEAN	1.02	0.65	0.70	0.87	1.00	0.02	2%	0.10	0.28	0.18	7%	66.28	68.08	1.80	3%
US	0.05	0.08	0.06	0.06	0.06	0.12	22%	2.54	2.61	0.08	0%	22.71	24.12	1.41	6%
Mexico	0.01	0.40	0.50	0.03	0.43	-0.10	-22%	1.93	1.08	-0.50	-26%	10.19	16.43	6.24	1%
Other regions															
Other regions	0.02	0.02	0.12	0.03	0.03	0.02	-3%	0.42	0.21	-0.21	-50%	1.95	2.23	0.27	13%
Total exports	6.53	7.85	8.54	6.47	6.34	-1.76	-27%	29.79	32.10	2.41	0%	298.28	299.78	1.51	0%
Asia															
JCT	0.11	4.26	3.17	3.52	4.01	0.38	40%	13.15	17.01	0.36	10%	144.02	154.11	10.09	7%
South Asia	0.09	0.05	0.06	0.05	0.05	0.15	11%	0.10	0.06	-0.24	-100%	25.45	26.50	1.05	4%
South/East Asia	0.54	0.61	0.52	0.42	0.52	0.15	11%	2.13	2.33	0.25	9%	17.50	21.47	3.97	22%
NW Europe and Italy	1.05	0.43	0.36	0.64	0.54	-0.24	-31%	4.27	3.72	-0.28	-10%	37.23	44.78	7.54	20%
Other Europe	0.66	0.68	0.65	0.60	0.68	0.09	5%	2.89	2.68	-0.34	-12%	33.27	27.01	-6.27	-19%
Mideast East	0.33	0.36	0.36	0.35	0.34	-0.04	-11%	0.99	1.52	0.82	84%	0.96	0.14	3.12	34%
Americas	0.32	2.45	0.42	0.07	0.51	0.34	100%	1.05	0.62	-0.41	-18%	60.63	12.42	-48.21	-12%
Other exports	0.00	0.02	0.04	0.00	0.07	0.07	0%	0.09	0.13	0.27	100%	0.21	0.67	0.46	219%
Asia															
Japan	0.09	1.48	1.16	1.15	1.02	-0.48	-41%	3.45	0.68	-0.23	-4%	47.00	48.55	1.55	1%
South Korea	0.04	0.46	0.70	0.03	0.17	0.11	1%	0.89	0.21	0.21	7%	33.33	35.30	1.96	3%
Mainland China	1.14	1.75	1.47	1.26	1.09	-0.08	-22%	0.11	0.74	0.64	32%	40.81	56.64	15.83	44%
Taiwan	0.44	0.48	0.21	0.22	0.22	0.22	60%	0.60	1.08	0.23	16%	14.70	15.80	1.07	7%
India	0.43	1.43	0.94	0.30	0.32	-0.03	-7%	2.10	1.88	-0.30	-16%	16.00	16.63	0.75	22%
Thailand	0.24	0.38	0.14	0.14	0.07	-0.07	-31%	1.00	0.91	-0.09	-2%	1.68	0.23	-1.45	-1%
Philippines	0.24	0.36	0.24	0.20	0.24	0.05	10%	1.42	1.14	-0.28	-20%	14.90	15.26	0.36	2%
Netherlands	0.20	0.22	0.34	0.29	0.07	-0.22	-70%	0.92	0.42	-0.50	0%	12.05	10.41	-1.64	-14%
Spain	0.00	0.26	0.14	0.10	0.11	0.21	100%	0.20	0.01	-0.20	-100%	0.44	10.10	9.66	219%

Source: Bloomberg BNEF, JCT & JCTA. BloombergNEF data. Figures based on vessel data, weekly on average data. Weekly reflect net export volumes and may differ from contractual record and spot deliveries due to re-exports. JCT & JCTA, Japan, South Korea, mainland China and Taiwan. NW Europe for northwest. Figures from previous publications are occasionally revised based on most recent available data.

1 October 1, 2024 BloombergNEF

3:55 PM · Oct 5, 2024 · 2,754 Views

SAF Dan Tsubouchi
@Energy_Tidbits

Last thing Floridians need.

[@NHC_Atlantic](#): Tropical Storm Milton could be a major hurricane when it hits Florida Gulf Coast.

Big negative, Milton is very slow moving at 3 mph. Helene was at 23 mph.

Slow moving = more time for Milton's wind & rain to leave an impact.

Really hope everyone can be in a safe place.

#OOTT



SAF Dan Tsubouchi
@Energy_Tidbits

Hurricanes 101. The right side of a hurricane more dangerous - higher max wind speed, waves and storm surge.

It's why hurricanes on Florida Gulf Coast side can have way worse impact vs Atlantic side.

See 📌 @HillaryAndrews @foxweather recap.

Hoping the best for everyone in Florida.

#OOT



5:23 PM · Oct 5, 2024 · 3,768 Views

SAF Dan Tsubouchi
@Energy_Tidbits

Great reminder why investors & companies will be focusing on India.

"The upcoming decades will see the steepest rise in living standards for the common man" as per capita income to increase from \$2,700 to \$4,700 in 5 yrs. @nsitharaman

Increased living standards = accelerated energy consumption!

#OOT

livemint.com/economy/indias...

9:49 PM · Oct 5, 2024 · 1,560 Views

SAF Dan Tsubouchi
@Energy_Tidbits

Last thing Floridians need.

@NHC_Atlantic: Tropical Storm Milton expected to be a major hurricane when it hits Gulf Coast side of Florida on Wed.

And still slow moving at 5 mph (Helene was 23 mph) so more time for wind/rain to impact.

Hope everyone can stay safe.

#OOTT



SAF Dan Tsubouchi
@Energy_Tidbits

Continued wildcard of Israel/Iran risk to #Oil #LNG #natgas

Netanyahu: Israel has duty and right to hit back at Iran for missile attack, will do so. @Lazar_Berman

IDF planning 'serious and significant' response to Iranian ballistic missile attack. @manniefabian

#OOTT

and right to hit back at Iran for missile attack, will do so
Prime Minister Benjamin Netanyahu on Saturday repeated his promise to strike back against Iran for its ballistic missile attack earlier in the week, saying Israel has an obligation to retaliate and will do so.

'significant' response to Iranian ballistic missile attack
The Israeli military is in the midst of planning responses to Iran's Friday night ballistic missile attack, and warned on Saturday that it would be "serious and significant."

5:46 AM · Oct 6, 2024 · 1,559 Views