



Capital  
Markets

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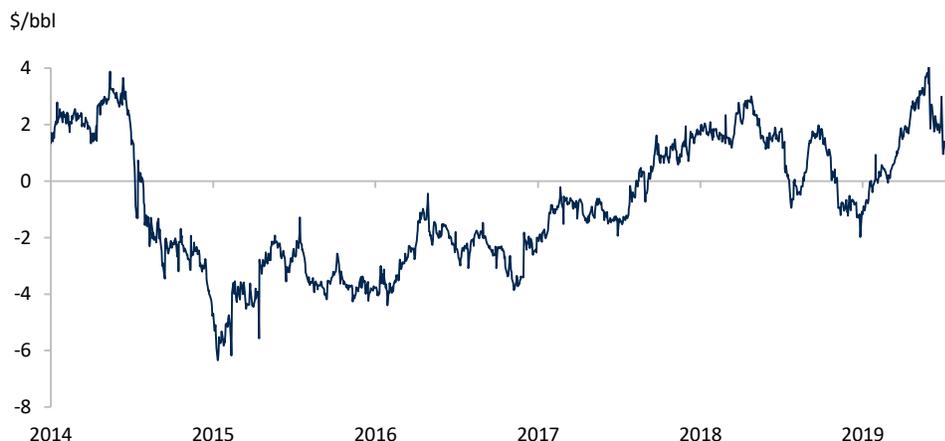
## Follow the Barrel – Q3'19 Global Oil Trade & Flow Scorecard

- **The fluid nature of the market makes static supply and demand balances an overly simplistic way of analyzing a dynamic oil complex. Here, we aim to strip out the noise and focus on global physical flows to ascertain whether fundamentals are tightening or loosening. We highlight the foremost indicators for a real-time read on the health of the global oil market.**

### Barrel Counting

Regional oil balances have ebbed and flowed through pockets of over- and under-supply in recent quarters and prices have swung violently in both directions. The fluid nature of market forces stemming from Iranian exports to US production leaves global supply and demand models stale, static, and overly simplistic as a way of analyzing a dynamic oil complex. The primary driver of price is physical trade and whether the marginal global barrel is finding a buyer. As [always](#), our *Follow the Barrel* series tracks market indicators that can drive near-term price action given the asymmetric pace of physical oil flows. We look to **strip out the headline noise and focus purely on the physical barrels** to assess whether global oil trade patterns are trending bullish or bearish. The inability for prices to stage a material and sustained rally despite escalating disruption risk suggests that the current spot market is sufficiently supplied. Compounding [geopolitical](#) tensions leave price risk asymmetrically skewed to the upside, but softening Brent backwardation, despite bullish headlines, is telling. Q3 is typically the peak season for global oil demand, but Brent timespreads are pricing at the weakest point in months and the marginal barrel is having difficulty finding buyers of late. What is causing the physical sogginess and how long will it persist? There are not many places globally that are growing production meaningfully, which suggests that demand growth has been slowing. As is always the case, China warrants watching. Not only have Chinese crude imports slowed from record levels earlier this year, but distillate and gasoline exports are near record highs. This is saturating the Asian region and putting downward pressure on refining margins. The redrawing of the refined product map will continue until either demand improves, refiners cut runs, or fall turnarounds take place. US exports are, perhaps, the focal point of the global oil trade. Our current tanker count suggests an easing of outbound shipments from last month's record-high export print. Given the oversupplied Atlantic Basin, we keenly track the type of ships loading in the US Gulf to assess the degree of saturation or cannibalization that shale may cause in the Atlantic Basin. In short, we highlight the foremost leading physical indicators for a real-time read on the health of the global oil market.

Figure 1: Brent Spreads (Month 1 – Month 6 Contract)



Source: RBC Capital Markets, Bloomberg

RBC Capital Markets, LLC  
**Michael Tran**  
Commodity Strategist  
(212) 266-4020  
michael.tran@rbccm.com

**Helima Croft**  
Global Head of Commodity Strategy  
(212) 618-7798  
helima.croft@rbccm.com

**Christopher Louney**  
Commodity Strategist  
(212) 437-1925  
christopher.louney@rbccm.com

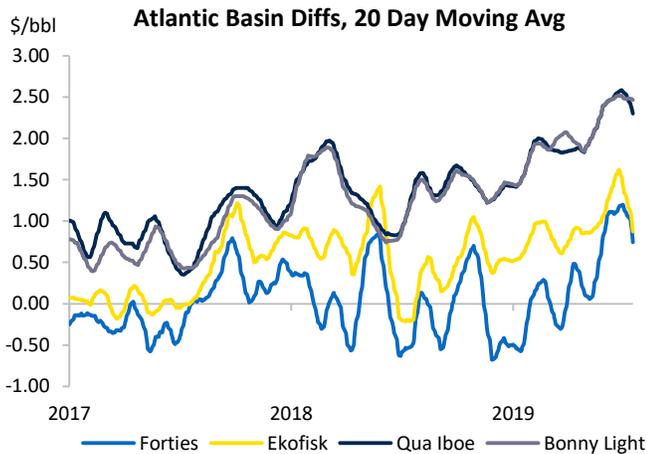
**Megan Schippmann**  
Associate Strategist  
(212) 301-1531  
megan.schippmann@rbccm.com

All values in USD unless otherwise noted.

Priced as of prior trading day's market close, ET (unless otherwise stated).

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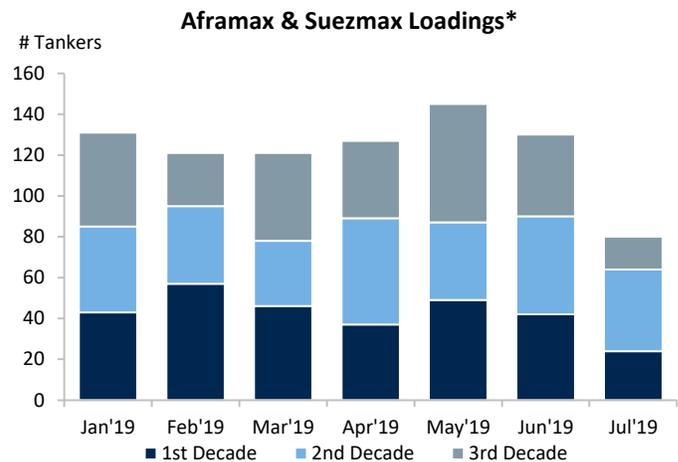
**Atlantic Basin Physical Crude Differentials to Dated Brent – Market Ranking: Trending Weaker**



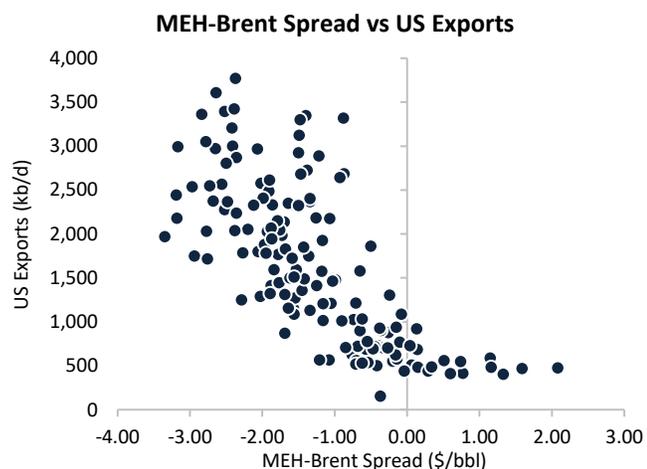
Atlantic Basin physical differentials are the foremost indicator of the market's ability to absorb global supply given that North Sea and West African crudes are the first to reflect a loosening or tightening of **global fundamentals**. A series of both transient and structural supply side outages, coupled with record Chinese imports, kept physical balances tight through 1H'19. Spot pricing differentials across North Sea and Nigerian crudes, the world's marginal barrels, have weakened of late, which has prompted Brent timespreads to ease from multi-year highs. Chinese imports are slowing and the PES [refinery closure](#) has left several tankers carrying North Sea crudes stranded along the US East Coast. The ships can either wait for regional buyers to emerge or venture back across the Atlantic, but balances will remain loose until these barrels clear. A dearth of buyers means the barrels are priced to sell.

**US Crude Exports – Market Ranking: Trending Weaker Short-Term**

Following record June exports, outbound US crude shipments will likely trend softer over the coming weeks given our observed tanker count. Twenty-one Very Large Crude Carriers (VLCC) loaded in the US Gulf last month when export economics were favorable. July fixtures and loadings have sunk to 13, a touch shy of the 14 averaged this year. More importantly, July fixtures and loadings of Suez and Aframaxes are trending at a low point. The type of tanker fixed provides an indication of destination. VLCCs loading in the US Gulf conduct longer voyages, typically to Asia, while smaller ships move cross the Atlantic. In other words, more VLCC loadings indicate firmer Asian demand, while shipments to Europe suggest increased competition in the heated Atlantic Basin battleground. Given the recent dearth of physical buyers, increased **US exports** would likely be a function of a US push rather than a European demand pull.



**US Export Arbitrage Window – Market Ranking: Bearish Near-Term, Potentially Bullish Late Summer**

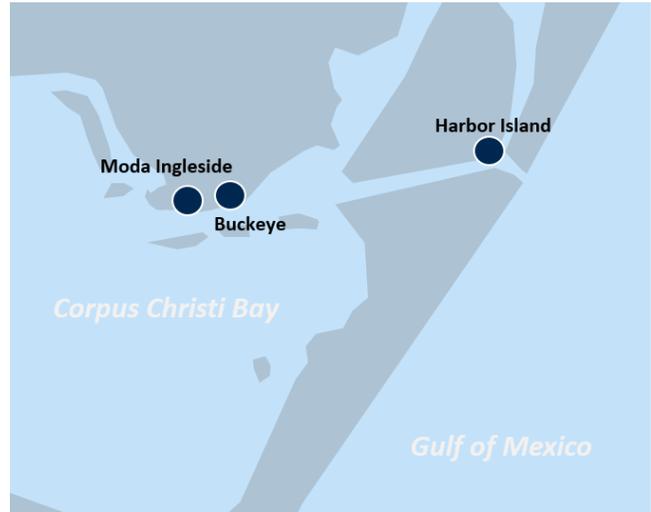


Since US crude inventories peaked this spring, barrels have, on balance, been priced for export. However, since the late-June record crude export print of 3.8 mb/d, fixtures and loadings in the US Gulf have been weak given unfavorable **export economics**. While varying by route and destination, a steady discount in the  $-\$1.90/\text{bbl}$  range is required to clear barrels on the water, globally. The Houston – Brent spread narrowed to  $-\$1.35/\text{bbl}$  earlier this month, a level not economic for a VLCC to ship barrels to Asia. VLCCs typically fix four to six weeks before departure, meaning that current export economics will not show up in the EIA data until mid-August. A major pickup in export activity could stem from Suez and Aframaxes, which can be fixed on shorter time frames, typically a week or two ahead of loading and export.

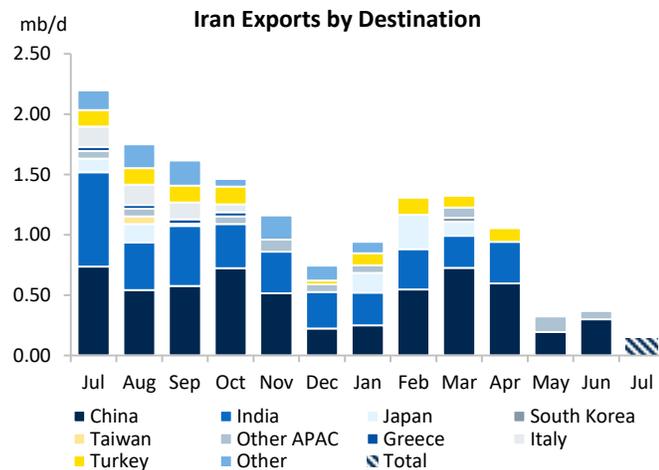
Source: RBC Capital Markets, True North Chartering, Bloomberg, Refinitiv, Reuters, S&P Global Platts, EIA \*Includes US and Caribbean fixtures through July 17

**Corpus Christi Exports – Market Ranking: Basis Prices at Risk of Widening for West Texas Crudes**

While Permian bottlenecks dominated headlines last year, the ramp-up of Cactus II, EPIC, and Grey Oak will provide egress and soon unlock 2 mb/d of West Texas crude. Most measure bottlenecks by takeaway capacity or dock space at export terminals, but after our recent investor tour of Corpus Christi, we see **storage logistics** as the underestimated impediment. Corpus is exporting about 900 kb/d and plans to grow to 5 mb/d. Logistically speaking, storage capacity needs to be four times export capacity, meaning that 20 mb of storage is required. Tangentially, the storage requirement is 10 times the feeder pipeline capacity. The race to build capacity is on, and given that current levels are in the high single digits, the key project to watch is Moda Midstream's 10 mb storage facility breaking ground this summer. The inability to thread the needle sets the scene for basis pricing volatility this fall as the pipeline bottleneck morphs into an export issue.



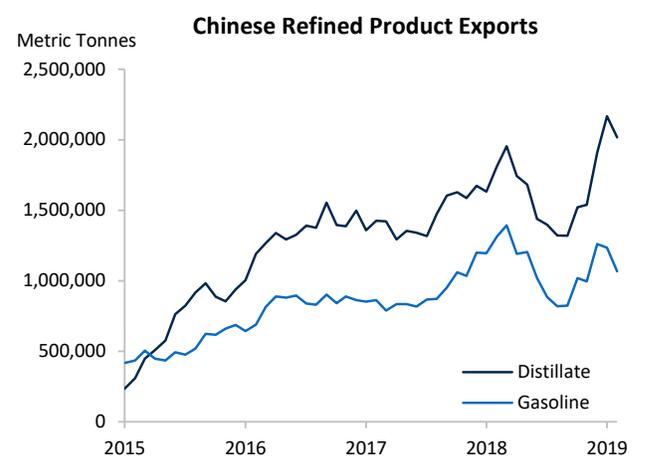
**Iranian Crude Exports – Market Ranking: Bullish**



Given the White House decision to zero out waivers for consumers of Iranian crude, Tehran's already dwindled exports have fallen further of late. After averaging 1.3 mb/d in April, Iran's exports averaged 344 kb/d over May and June, with the majority earmarked for China. Japan and South Korea **halted imports** following the April decision, while India and Turkey also ceased purchases. Our data suggests that crude exports have averaged a trifling 142 kb/d so far this month. Tensions have [continued to escalate](#), with Iran seizing a British oil vessel in the Strait of Hormuz and the Trump Administration stating that the US Navy shot down an Iranian drone last week. In our view, the chances of a diplomatic breakthrough in the near term are slim, as the Iranian leadership continues to insist on lifting of sanctions as a precondition for returning to the negotiating table.

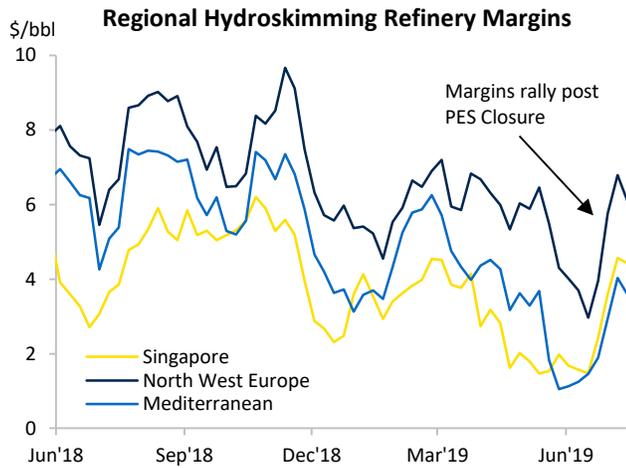
**Chinese Refined Product Exports – Market Ranking: Bearish**

Asia has built a considerable amount of refining capacity over recent years. Refining margins are weak, prompting questions of whether refining capacity been overbuilt. This would not be the case if Chinese product demand growth were occurring at a faster pace. **Chinese gasoline and distillate exports** are near all-time highs. This is indicative that refined product production is outpacing domestic demand. Excess product is being pushed out to the region, which means that competing suppliers of refined product to Emerging Asia, such as the Middle East, are redirecting barrels into the Mediterranean. Refined products are being diverted in attempts to locate the marginal buyer. The inability to find the incremental bid leads to widespread weaker margins. The redrawing of the refined product map will continue until either demand improves, refiners cut runs, or fall turnarounds take place.



Source: RBC Capital Markets, EIA, Petro-Logistics SA, Chinese Customs General Administration, country reports

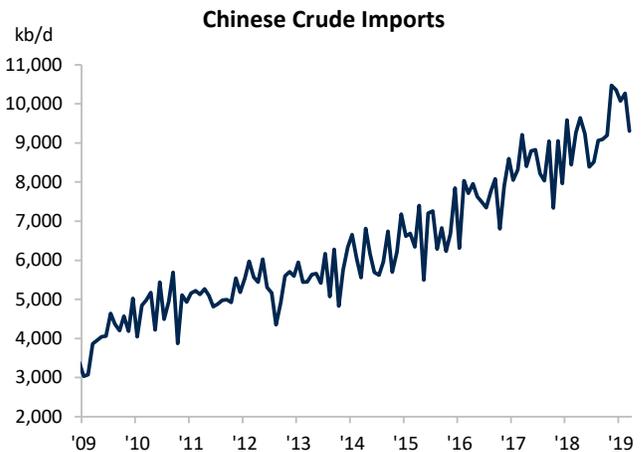
**US East Coast Gasoline Imports – Market Ranking: Bullish**



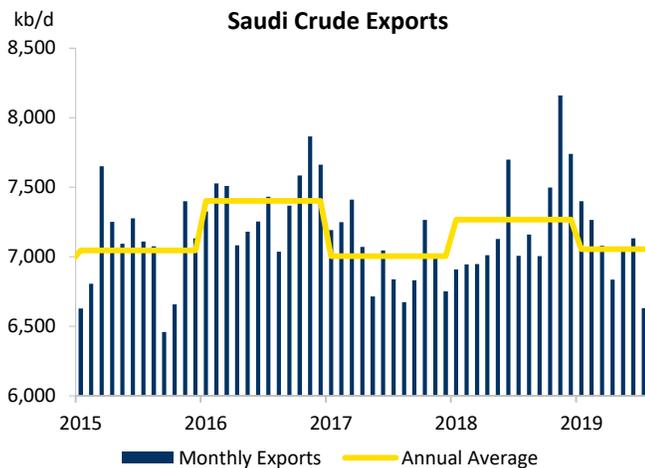
The closure of the Philadelphia refinery following a recent fire is bearish for crude but can be viewed as a temporary [release valve](#) for a saturated **global gasoline** market. Naturally, shutting a refinery destroys crude demand, meaning that the 235 kb/d of light crude that PES imported will be left behind in the Atlantic Basin (hence the recent physical weakness). On the bullish front, gasoline comprises nearly 50% of the US East Coast refinery yield, meaning that PADD 1 will be left perpetually short and must lean heavily on cross Atlantic imports. This means that the East Coast can act as a release valve and give lift to the largely lackluster global gasoline refining margins. The bottom line is that the East Coast is pulling otherwise stranded barrels of gasoline across Atlantic, which is temporarily supporting gasoline margins.

**Chinese Crude Oil Imports – Market Ranking: Cautious**

While record Chinese buying was a major driving force behind the physical tightness through much of the first half of the year, we suggested that even a slight easing could leave the global physical market soggy. Year-to-date **Crude imports** grew by a staggering 740 kb/d YoY, but the breakneck pace of imports has slowed to 9.8 mb/d over the last three months relative to the prior three months when imports averaged 10.2 mb/d. China also built inventories at a ferocious rate of over 360 kb/d, on average, over 1H'19. Why import at a record pace only to stuff barrels into storage? Iran and Venezuela historically comprised nearly 10% of Chinese imports, indicating that recent stockpiling was largely for energy security purposes. Funding peak demand season by destocking rather than continuing the rapid import pace could create transient pockets of oversupply.



**Saudi Crude Oil Exports – Market Ranking: Bullish**



Saudi crude production has averaged 10 mb/d so far this year, almost exactly 300 kb/d below quota. The commitment to rebalancing the market [remains steadfast](#) and the Kingdom has indicated that output will remain below quota as needed and **softer exports** have reflected the Saudi resolve. Domestic summer crude burn has historically meant increased production, but output since June has averaged nearly 500 kb/d below last year's levels, while the July export print has outbound shipments falling to the lowest point since late 2015. The Kingdom is sending fewer barrels to visible regions like the US, but even with lower exports, the Saudis are winning market share where it matters. Saudi Arabia has increased [shipments](#) to China by 339 kb/d, capturing more than 45% of the world's fastest import growth market (see box above).

Source: RBC Capital Markets, EIA, Petro-Logistics SA, Chinese Customs General Administration, Bloomberg, country reports

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## Global Macro, Economics & Rates Strategy Research Team

### Europe

#### RBC Europe Limited:

Vatsala Datta	UK Rates Strategist	+44 20 7029 0184	vatsala.datta@rbccm.com
Cathal Kennedy	European Economist	+44 20 7029 0133	cathal.kennedy@rbccm.com
Megum Muhic	Associate	+44 20 7029 0092	megum.muhic@rbccm.com
Peter Schaffrik	Global Macro Strategist	+44 20 7029 7076	peter.schaffrik@rbccm.com

### Asia-Pacific

#### Royal Bank of Canada – Sydney Branch:

Su-Lin Ong	Head of Australian and New Zealand FIC Strategy	+612-9033-3088	su-lin.ong@rbccm.com
Robert Thompson	Macro Rates Strategist	+612 9033 3088	robert.thompson@rbccm.com

### North America

#### RBC Dominion Securities Inc.:

Mark Chandler	Head of Canadian Rates Strategy	(416) 842-6388	mark.chandler@rbccm.com
Simon Deeley	Rates Strategist	(416) 842-6362	simon.deeley@rbccm.com

#### RBC Capital Markets, LLC:

Jacob Oubina	Senior US Economist	(212) 618-7795	jacob.oubina@rbccm.com
Tom Porcelli	Chief US Economist	(212) 618-7788	tom.porcelli@rbccm.com

## Commodities Strategy Research Team

### North America

#### RBC Capital Markets, LLC:

Helima Croft	Global Head of Commodity Strategy	(212) 618-7798	helima.croft@rbccm.com
Christopher Louney	Commodity Strategist	(212) 437-1925	christopher.louney@rbccm.com
Michael Tran	Commodity Strategist	(212) 266-4020	michael.tran@rbccm.com
Megan Schippmann	Associate	(212) 301-1531	megan.schippmann@rbccm.com