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Argus *European Products*

Daily European product market prices, news and analysis

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MARKET COMMENTARY

On the horizon

Europe is lined up in the coming months to lose its largest segment of refining capacity since before Russia invaded Ukraine — and traders may be turning closer attention now to how exactly markets will handle it.

Shell plans to close the 147,000 b/d Wesseling refinery in western Germany in March, converting one unit to produce base oils, and Petroineos plans to close the 150,000 b/d Grangemouth refinery in Scotland in 2Q.

The closures will probably increase northwest Europe's diesel import need by around 300,000 t/month and cut gasoline exports by around 200,000 t/month — judging by their crude capacities and regional aggregate yield ratios. Recent shifts in the markets for these fuels make these prospects palatable — if they had not done so, the refineries would have been more profitable and might have continued operating for longer. But while most fundamental changes are gradual, refinery closures are indivisible lump, and markets will be called upon to compensate for an overnight loss of output.

In northwest Europe, a recent rally in crack spreads has flown in the face of seemingly slow demand and might partly reflect adjusting expectations ahead of these refinery closures. Gasoline has rallied in recent days to its strongest crack spread in six months and diesel to its strongest in 10 months.

German diesel demand has declined so much that, after Wesseling closes, the country will probably still not import as much diesel as during the peak demand years of 2015-2019. In 2024, German diesel demand averaged 2.7mn t/month, Eurostat data shows. But between July 2015 and June 2020, the 12-month rolling average never fell below 3mn t/month. None of Germany's conventional refineries

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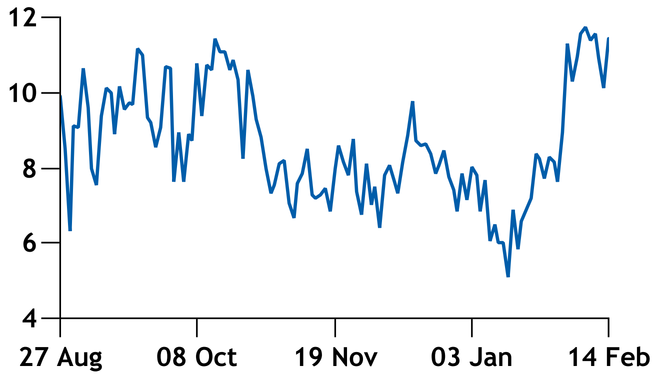
PRICES

European refined product cracks vs 16:30 Ice Brent	Midpoint	±
$/bl		
NWE		
Eurobob non-oxy gasoline barge	11.44	+1.31
Naphtha 65 para cif NWE cargo	-0.96	+0.32
Jet cif NWE cargo	20.59	+0.93
Diesel French ARA 10ppm fob cargo	22.27	+1.43
Fuel oil 3.5%S RMG fob barge	-5.79	-0.14
Fuel oil 0.5%S fob barge	6.77	+0.10

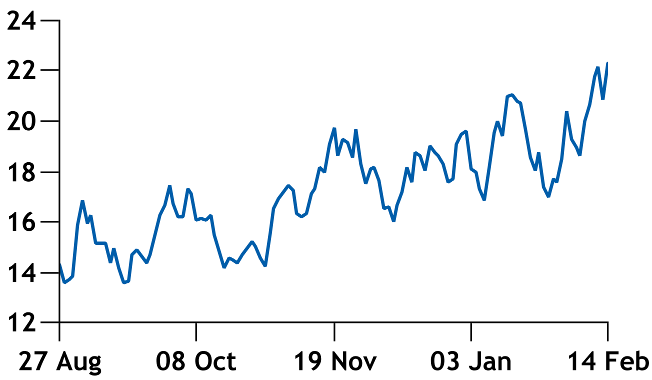
Ice settlements

Contract	Gasoil $/t	Brent 1-minute $/bl
Mar	714.50	na
Apr	702.00	74.78
May	692.25	74.44

Gasoline Eurobob non-oxy barge vs Ice Brent month 1 *$/bl*



Diesel fob ARA cargo vs Ice Brent month 1 *$/bl*



have yet closed down since that peak demand period.

German gasoline demand, on the other hand, has fluctuated around the range of 1.5-1.8mn t/month for the last 15 years and was near the top end in 2024. Germany exports 200,000-300,000 t/month of gasoline on a net basis, 30-50pc of which could disappear with Wesseling.

A relaxed analyst may mention Germany has already proved it has redundancy in its system enabling it to cope with missing refinery production. Bayernoil and Miro in southern Germany have both had crude distillation units (CDUs) offline due to faults or fires since January — combined, those are shutting down greater capacity than Wesseling. Yet *Argus* has been assessing truck diesel prices in southern Germany lower than a year ago — and before the expiry of Ice February gasoil futures this week, diesel barges at ARA were trading cheaper than the futures, suggesting prompt supply was very comfortable. Bayernoil and Miro could eclipse the closure of Wesseling if they both restarted.

But a more anxious analyst may note that Europe's refining infrastructure is fragile and could require its spare capacity at any moment. The Bayernoil and Miro units could shut down unexpectedly again — as could others. Indeed, Bayernoil has experienced a cascade of unplanned outages over the last year.. ExxonMobil's 236,000 b/d Port Jerome refinery in northern France experienced a major fire a year ago, which shut one of its CDUs for two months. TotalEnergies took its 219,000 b/d Donges refinery in northwest France offline in early 2024 after local authorities reported problems with its condition. Some European units are 50 years old or more, and uncertainty over viability and likely unit lifetime may be disincentivising maintenance investment beyond bare minimums.

The Grangemouth closure is driven by dwindling margins, suggesting its output may already be surplus to requirements. After the refinery shuts, the UK will probably import more middle distillates and export less gasoline, at least in the short term — but since domestic demand for diesel and export demand for gasoline are both trending down, both impacts may start to shrink the minute they appear.

One of the most significant effects of the Grangemouth closure could be shorter supply of dirty products internationally. The refinery is one of the largest loaders of seaborne dirty product cargoes in northwest Europe — a problem for its overall profitability, since these garner some of the lowest margins out of the main refinery output streams. The UK and EU have already lost a large stream of Russian dirty products in recent years. For fuel oil, the price impact has been muddied by the region's adjustment to tighter sulphur standards in shipping fuel. On the other hand, for vacuum gasoil (VGO), there has been a clear rise in spreads against crude and the loss of Grangemouth could exacerbate that.

Northwest Europe light products			$/t
	Low	High	±
cif			
Gasoline non-oxy 10ppm	751.25	751.75	+1.25
Gasoline non-oxy 10ppm*	+33.25		
Naphtha 65 para	656.50	657.50	+0.25
barge			
98R gasoline	756.75	757.25	+8.50
95R gasoline 10ppm*	-2.50		
95R gasoline 10ppm	715.50	716.00	+8.50
Eurobob oxy	714.25	714.75	+8.50
VWA diff to Eurobob swap	-2.75		
DIFF	-3.75		
Eurobob non-oxy	718.00	718.50	+8.50
VWA diff to Eurobob swap	+1.00		
MTBE	885.75	886.25	+10.50
MTBE factor	1.24		
ETBE	1,135.75	1,136.25	+10.50
ETBE diff to MTBE	+250.00		
Naphtha 65 para	652.50	653.50	+0.25
Former Eurobob oxy VWA	718.00	718.50	+10.75

**differential to Eurobob non-oxy midpoint*

Barge freights	$/t		€/t	
	Midpoint	±	Midpoint	±
Rotterdam-Amsterdam or Antwerp	2.57	+0.12	2.45	+0.10
Antwerp-Amsterdam	3.56	+0.02	3.40	nc
ARA cross-harbour	1.47	+0.01	1.40	nc
Ant-Ams diff to Rott-Ams/Ant	+0.99	-0.10	+0.95	-0.10

West Mediterranean light products			$/t
	Low	High	±
fob			
95R gasoline 10ppm	729.75	730.25	+7.00
Naphtha 65 para	629.75	630.75	-1.50
cif			
95R gasoline 10ppm	743.75	744.25	+8.00
Naphtha 65 para	643.75	644.75	-0.50

Ukrainian light products			$/t
	Low	High	±
cfr Ukrainian ports			
95R gasoline 10ppm	782.30	798.10	-0.56
diff to fob W Med	+47.00	+62.80	nc
daf Poland/Ukraine			
95R gasoline 10ppm	813.55	821.55	+0.050
diff to cif Northwest Europe	+56.00	+64.00	nc

Assessment rationale

Gasoline Eurobob non-oxy grade NWE barges (PA0005644) were assessed at $718.25/t according to Argus methodology on the basis of a 3,000t assessment based on the best bid and offer levels at 16:30 BST. Trades are listed in Argus European Products and published on the Argus gasoline bulletin board.

Gasoline cargoes

Northwest European gasoline prices and margins to crude rose in the closing session of the week, shrugging off lacklustre export demand out of the region.

Eurobob non-oxy gasoline barges at the close were marked at an $11.44/bl premium to the front-month Ice April Brent crude futures contract at 16:30 GMT, rising sharply from a $10.13/bl premium at the close on 13 February.

Traders in the region pointed to a slowdown in blending activity in northwest Europe, likely influenced by sufficient stocks in independent tanks. One participant also pointed to the gasoline-naphtha spread in Europe — a general indicator of profitability for refining and blending naphtha into the gasoline pool — becoming less economics in recent sessions. Premiums for reformate have edged lower this week, as traders pointed to waning buying interest for the high-octane component.

Independently-held gasoline stocks at the Amsterdam-Rotterdam-Antwerp (ARA) hub fell for the first time since the last week of November, down by 9.5pc to 1.52mn t, according to Insights Global data. The volumes came down even though the consultancy pointed to lacklustre flows from the ARA hub up the Rhine river into Germany. Seasonally low demand is slowing those flows, but demand is actually relatively firm by the typical standards the winter period, according to regional participants.

Export interest has remained slow out of Europe, pressured by seasonal trends as well as lower interest from west Africa. Kpler data for the week starting 3 February suggests 678,000 b/d loading for exports, down from 997,000 b/d in the week prior. Exports to the US were up slightly, at approximately 216,000 b/d, compared with 199,000 b/d previously. Loadings for west Africa were lower during the week, at 224,000 b/d, down from 328,000 b/d in the previous week.

Waning export volumes to west Africa are likely to continue, as one source in the region suggested the 650,000t b/d Dangote refinery in Nigeria was expected to begin production of 10ppm gasoline by the end of February, suggesting it would be producing road fuels in accordance with Euro-5 emissions standards. The refinery currently produces 50ppm gasoline.

Musket was reported offering a non-oxy finished cargo in northwest Europe on the day at $755/t for 25 February to 1 March delivery dates. No deals were reported and the offer did not test prevailing levels. A $19/t freight differential between ARA and the Thames and a $14.25/t blending value were applied to indicated non-oxy barge values of $717.25/t at 16:30 GMT. Non-oxy cargoes on a cif Thames basis were subsequently assessed at $751.50/t on the day, and at a $33.25/t premium to the final non-oxy barge VWA, up from a

Northwest Europe middle distillates $/t

	Ice mth	Differential Low	Differential High	Low	High	±
fob						
Jet	-	-	-	739.25	740.25	+5.00
Diesel French ARA 10ppm	Mar	+9.00	+10.00	723.50	724.50	+8.50
Diesel German 10ppm	-	-	-	723.00	724.00	+8.50
Heating oil 0.1%S	-	-	-	699.25	700.25	+5.25
cif						
Jet	Mar	+36.50	+37.50	751.00	752.00	+5.00
Diesel UK ULS	Mar	+17.75	+18.75	732.25	733.25	+8.50
Diesel French 10ppm	Mar	+17.50	+18.50	732.00	733.00	+8.50
Diesel LR2 ARA 10ppm	Mar	+7.25	+8.25	721.75	722.75	+8.50
Diesel ARA 10ppm	Mar	+13.50	+14.50	728.00	729.00	+8.50
Diesel Hamburg 10ppm	Mar	+20.25	+21.25	734.75	735.75	+8.50
Heating oil 0.1%S	Mar	-3.50	-2.50	711.00	712.00	+5.25
barge						
Jet	Mar	+32.50	+33.00	747.00	747.50	+2.50
Diesel German 10ppm	Mar	+6.25	+6.75	720.75	721.25	+5.50
Heating oil 0.1%S	Mar	-5.00	-4.50	709.50	710.00	+5.50
Heating oil German 50ppm	Mar	+5.50	+6.50	720.00	721.00	+5.50

West Mediterranean middle distillates $/t

	Ice mth	Differential Low	Differential High	Low	High	±
fob						
Jet	-	-	-	725.25	726.25	+3.25
Diesel French 10ppm	-	-	-	711.50	712.50	+4.25
Heating oil 0.1%S	-	-	-	700.50	701.50	+4.75
cif						
Jet	Mar	+35.25	+36.25	749.75	750.75	+5.00
Jet diff to fob Med	-	+24.00	+25.00	-	-	+1.75
Diesel LR2 French 10ppm	Mar	+2.50	+3.50	717.00	718.00	+5.25
Diesel French 10ppm	Mar	+8.50	+9.50	723.00	724.00	+5.25
Diesel 10ppm diff to spot	-	+1.00	+2.00	-	-	nc
Heating oil 0.1%S	Mar	0	+1.00	714.50	715.50	+5.75

Ukrainian middle distillates $/t

	Diff basis	Differential Low	Differential High	Low	High
Diesel					
daf Poland-Ukraine	Diesel ARA high	+81.00	+84.00	811.75	812.67
cfr Ukrainian ports	Diesel French W Med high	+46.00	+60.00	762.20	774.83

West African middle distillates $/t

	Ice mth	Differential Low	Differential High	Low	High	±
fob STS Lomé						
Gasoil diesel 50ppm	Mar	+25.25	+26.25	739.75	740.75	+10.25

$33.25/t premium previously.

In the Mediterranean cargo market, participants pegged values at a $7.50/t discount against March Mediterranean swaps, compared with a $4.75/t discount against the February swap in the previous session. This equated to an $14/t premium to March Eurobob swaps and a $11.75/t premium to physical non-oxy barges, when adjusted for dates and structure, falling from a $13.25/t premium in the previous session. Outright Mediterranean cargo assessments were made at $730/t.

Gasoline barges

Eurobob non-oxy gasoline barge prices rose in outright terms and were steady against the underlying Eurobob swap in the Friday session.

Non-oxy gasoline barges were assessed at $718.25/t, up from the $709.75/t at the previous close. The grade was assessed at a $1/t premium to the March oxy swap, unchanged from the close on 13 February.

The minimum aggregate volume on non-oxy gasoline was not met and the volume-weighted average was calculated according to *Argus* methodology on the basis of a 3,000t assessment based on the best bid and offer levels at 16:30. The assessed price at 16:30 GMT was $718.25/t, yielding a VWA of $718.25/t.

And oxy barges traded for a total of 8,000t for a VWA discount of $13.75/t to the underlying swap, meaning oxy barges were assessed at a $3.75/t discount to the day's non-oxy barge VWA, at $714.50/t.

No bids, offers, or trades were reported in the 95 Ron barge market in the Friday session. *Argus* 95 Ron 10ppm finished-grade barge assessments were held at a $2.50/t discount to the non-oxy VWA, unchanged on the day.

And no trades, bids or offers were reported in the 98 Ron barge market and *Argus* assessments were held at a $38.75/t premium to the non-oxy physical barge price, unchanged on the day.

Naphtha

European naphtha outright prices marginally edged up at the close of the final session of the week, although gasoline blending margins slightly fell.

The naphtha crack to North Sea Dated crude has strengthened meanwhile to a $1.30/bl discount. And a relatively heavy backwardation has appeared, with the front month trading $10-12/t above the second month this week.

Blending margins have worsened slightly as naphtha has rallied, with Eurobob non-oxy premiums to naphtha falling to $53/t on 13 February, $11.75/t down from the week prior. European gasoline prices fell and margins to North Sea Dated crude edged down on Thursday, despite ARA gasoline stocks

Northwest Europe fuel oil and VGO			$/t
	Low	High	±
fob			
Fuel oil 1%S	489.00	493.00	-2.75
Fuel oil 3.5%S	446.50	450.50	-2.75
Fuel oil straight-run 0.5%S	539.75	543.00	-2.00
Fuel oil straight-run 0.5%S* *$/bl*	+4.00	+4.50	nc
VGO 0.5%S	589.25	592.50	-2.00
VGO 0.5%* *$/bl*	+10.75	+11.25	nc
VGO 2.0%S	582.75	586.25	-2.00
VGO 2.0%* *$/bl*	+10.75	+11.25	nc
cif			
Fuel oil 1%S	499.25	503.25	-3.25
Fuel oil 3.5%S	456.75	460.75	-3.25
VGO 0.5%S	603.00	606.50	-2.00
VGO 0.5%* *$/bl*	+12.75	+13.25	nc
VGO 2.0%S	596.50	599.75	-2.00
VGO 2.0%* *$/bl*	+12.75	+13.25	nc
barge			
Fuel oil 1%S	487.00	491.00	-2.75
Fuel oil 3.5%S RMG	443.00	447.00	-2.75
Fuel oil VWA	445.00		-2.75
3.5%S RMK	442.50		-2.75
3.5%S RMK diff to RMG	-2.50		nc
VGO 0.5%S	589.25	592.50	-2.00
VGO 0.5%* *$/bl*	+10.75	+11.25	nc
VGO 2.0%S	582.75	586.25	-2.00
VGO 2.0%* *$/bl*	+10.75	+11.25	nc

** differential to Brent crude futures ($/bl) †premium to barge VWA*

Ice crude futures - 16:30 London time			$/bl
	Month	Value	±
Brent 1-minute marker	Apr	74.78	-0.29

IMO 2020 compliant fuels			$/t
	Low	High	±
Fuel oil 0.5%S barge NWE fob	524.00	528.00	-1.25
Fuel oil 0.5%S barge NWE fob diff Ice gasoil M1	-188.50		-6.75
Fuel oil 0.5%S cif west Mediterranean	545.50	549.50	-1.25
Marine gasoil 0.1%S NWE barge	676.50	680.50	+5.50
Marine gasoil 0.1%S NWE barge diff Ice gasoil M1		-36.00	nc
Marine gasoil 0.1%S NWE barge diff Ice gasoil M2	-23.50		+2.25

Mediterranean fuel oil and VGO			$/t
	Low	High	±
fob			
Fuel oil 1%S	506.75	510.75	-3.50
Fuel oil 3.5%S	434.50	438.50	-2.75
cif			
Fuel oil 1%S	516.75	520.75	-3.50
Fuel oil 3.5%S	444.50	448.50	-2.75
VGO 0.5%S	603.00	606.50	-2.00
VGO 0.5%S* *$/bl*	+12.75	+13.25	nc
VGO 2.0%S	593.00	596.50	-2.00
VGO 2.0%S* *$/bl*	+12.25	+12.75	nc

** differential to Brent crude futures ($/bl)* coming off from their decade-plus record highs.

Globally naphtha cracks trended upward week-on-week, as blending demand remains firm in the midst of refinery maintenance in the US and Europe, which is limiting supply. However, the possible ramp-up of Dangote to full rates by second half March may help to prevent further upside, especially in combination with relatively strong naphtha stocks in Singapore, the UAE and Europe. The European market is also seeing inland supply constraints due to on-going refinery disruptions in Germany, though at least one of these units is expected to restart in March.

Naphtha premiums against propane large cargoes rose to $106.75/t on 13 February, the highest since 24 July, as propane oversupply continued to weigh on the spread. According to data from Kpler, US LPG exports to northwest Europe reached 786,000t in January, the highest since June 2022. A weak downstream petrochemical market in Europe means cracker utilisation rates linger around 70pc, well below the historical 85-90pc range. That means cracker interest in naphtha is constrained from two directions at once at the moment.

East of Suez naphtha prices have also been on an upward trend recently driven by supply fears, although several traders cautioned this may not last long. Planned cracker turnarounds in South Korea and Japan during April and May will likely keep petrochemical demand for naphtha lean.

Premiums for high-octane blending components fell relative to European gasoline after rising for seven consecutive weeks, as traders pointed to lower buying interest for reformate in particular.

Shell bought a naphtha cargo of 32,000t from Vitol cif Rotterdam on Friday, priced at a 75¢/t premium to the average of spot prices between 17 and 21 February, with delivery scheduled between 26 February and 2 March. The traded value was normalised to a delivery basis 15 days ahead of the assessment, which indicated a price of $657/t, where assessments were made, higher by 25¢/t day-on-day.

Jet

Jet fuel premiums to front-month Ice gasoil futures fell in Europe on Friday, although refining margins for the product against crude in northwest Europe reached a near eight-month high earlier this week on the back of reported volatility in the market.

Northwest European jet fuel commanded a $21.51/bl premium to benchmark crude basket North Sea Dated on 11 February, which marked the widest refining margins since 19 June. These strong refining margins come despite the low season for air travel demand, which usually weighs on jet fuel spreads. Concern about the impact of US tariffs on some of its largest energy trading partners may have sup-

Russian products and price caps			$/bl
	Low	High	±
Premium products (price cap $100/bl)			
Gasoline			
fob Baltic	68.36	73.16	+1.02
Diesel			
fob Baltic	79.06	81.75	+1.14
fob Black Sea	82.42	85.11	+0.71
Gasoil			
fob Black Sea	69.99	78.73	+0.64
VGO			
fob Baltic	52.81	54.81	-0.16
fob Black Sea	57.81	59.81	-0.16
Discounted products (price cap $45/bl)			
Naphtha			
fob Baltic	53.60	56.40	+0.03
fob Black Sea	52.84	57.89	-0.17
Fuel oil			
fob Baltic	45.04	51.43	-0.48
fob Black Sea	44.67	51.01	-0.44

Russian light products			$/t
	Low	High	±
Gasoline			
fob Baltic	569.50	609.50	+8.50
Naphtha			
fob Baltic	477.00	502.00	+0.25
fob Black Sea	470.25	515.25	-1.50

Russian middle distillates			$/t
	Low	High	±
Diesel			
fob Baltic	588.50	608.50	+8.50
fob Black Sea	613.50	633.50	+5.25
Gasoil			
fob Black Sea	521.00	586.00	+4.75

Russian fuel oil and VGO			$/t
	Low	High	±
Fuel Oil			
fob Baltic	281.88	321.88	-3.00
fob Black Sea	281.50	321.50	-2.75
VGO			
fob Baltic	359.85	373.48	-1.09
fob Black Sea	393.92	407.55	-1.09

ported middle distillate values in Europe recently. US refiner PBF this week said tariffs on US crude imports could lead to refinery run cuts in the Gulf coast area. Although US president Trump postponed tariffs on Mexico and Canada for 30 days last week, there remains great uncertainty. US refinery run cuts would likely cut the diesel available for export to Europe and might require the US to import more jet fuel.

Market participants say the partial drop in cracks this week was sparked by news of Trump and Russian president Putin's discussions about the war in Ukraine. Considering the war's impact on European diesel supply, front-month Ice gasoil contracts fell by $15.50/t on 13 February. This knocked onto European jet fuel prices on that day and brought refining margins down by $1.64/bl.

Even though European jet fuel values are still unseasonally high, Trump's actions are reportedly stifling physical jet fuel trading. Market participants told *Argus* that Trump is causing volatility in the market, seen in large day-on-day changes in prices and refining margins, which one broker said is hindering discussions between potential buyers and sellers. Given that demand for jet fuel is already low in winter, uncertainty in the market likely does little to boost market activity.

Shell bought two 2,000t jet fuel barges for loading between 21-25 February at FARAG ports in the final trading session of the week. The first was sold by TotalEnergies at a $2.50/t discount to cargo spot prices as per laycan, and the second was sold by Glencore at a $1/t premium to spot prices as per laycan. These trades normalised to premiums of $32/t and $33.25/t to Ice March gasoil contracts, having converted to an Ice gasoil basis and adjusted to meet delivery periods.

Jet fuel barges closed the week at a $32.75/t premium to front-month Ice gasoil contracts, reflecting the volume-weighted average of the session's two reported trades. This was $3/t lower than the previous assessment.

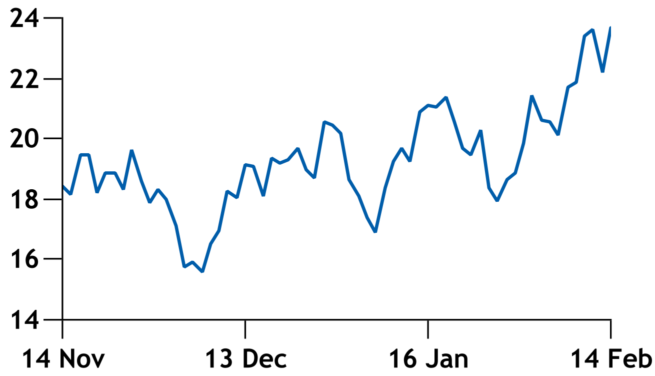
Argus did not hear of any spot market activity for jet fuel cargoes cif northwest Europe during the same trading window, and after following signals from paper markets considered jet fuel in this market to hold a $37/t premium to front-month Ice gasoil contracts. This was 50¢/t lower on the day.

Diesel/Gasoil

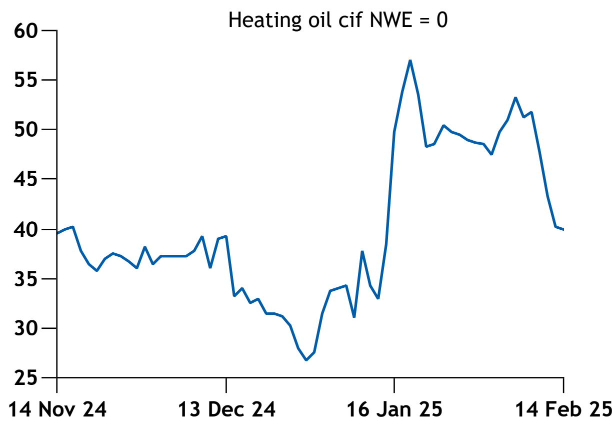
European diesel prices rose further on Friday, but values could fall in the future on the back of increased Nigerian exports.

Nigeria's 650,000 b/d Dangote refinery started production of diesel lower than 10ppm in December, according to a source with knowledge of the matter. The source suggested that the diesel produced was between 2ppm and 3ppm,

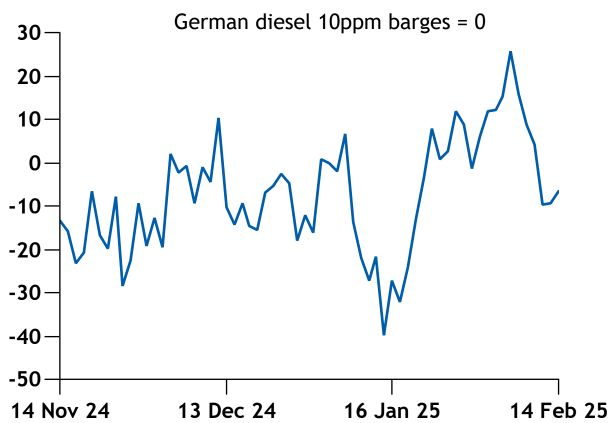
Diesel cargoes cif Le Havre vs North Sea Dated $/bl



Jet premium to heating oil cif NWE $/t



Eurobob oxy differential to diesel barges $/t



which would meet Euro-5 emissions standards. In theory, Dangote would be able to export such a product to the EU and UK. Arrivals to the EU and UK from Nigeria totalled only 42,000t in January, according to Vortexa. The Nigerian regulator has so far tightened Nigeria's domestic fuel standards in lockstep with Dangote's improving output, but it is not clear how far that policy will stretch. Backwardation in Ice gasoil futures steepened again on Friday, perhaps reflecting unplanned outages at northwest European refineries and upcoming planned maintenance, with Ice March gasoil settling $12.50/t above the April futures.

French demand for heating oil rose sharply on the month but fell on the year in January, according to the latest data from fuel industry association Ufip, reflecting seasonal trends but underlying weaker demand. Heating oil deliveries fell to 110,000 b/d, up by 67.1pc from December, which was unusually mild. Heating oil deliveries in January fell by 7pc compared with the same month last year. Deliveries of road fuel diesel declined from December and from last January, by 3.3pc and 1.8pc respectively. But deliveries of non-road diesel, used for plant machinery and agricultural vehicles, for example, rose month-on-month and year-on-year by 1.7pc and 2.4pc respectively.

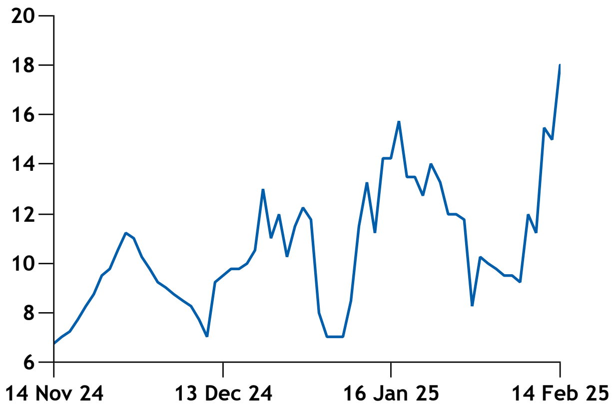
Spanish stocks of diesel and other gasoil likely rose in December, according to the latest data from petroleum reserves regulator Cores. The data show that Spain ended December with 9.41mn t of oil product stocks, up by 2pc from November. Spanish net imports of diesel in December were 20,000 b/d.

Argus assessed cargoes of 30,000t of French winter diesel on a fob ARA basis at a premium of $9.50/t against Ice March gasoil, up by $3/t since Thursday's assessment, reflecting signals from paper markets.

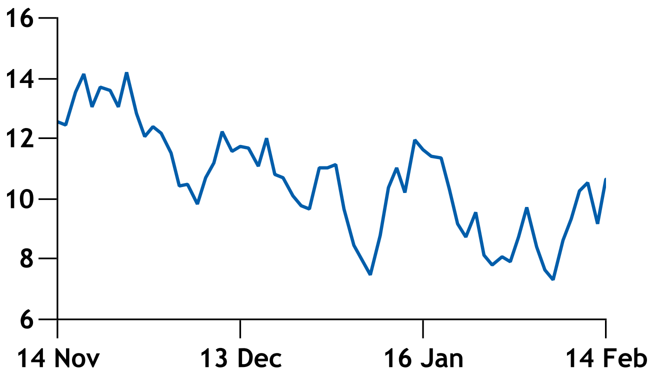
No trades were reported in the ARA diesel barge market on Friday. The barges were assessed at a premium of $6.50/t to Ice March gasoil futures, unchanged since Thursday. The 50ppm sulphur heating oil barges were assessed at a premium of $6/t to the same futures, also unchanged. And 0.1pc sulphur heating oil barges were assessed at a discount of $4.75/t to the March futures, unchanged since the previous session.

In northwest Europe, Mercuria sold a cargo of French winter grade diesel to TotalEnergies on a cif Amsterdam basis, at a $14.50/t premium to Ice March gasoil. After normalising for delivery dates and adjusting for cargo size, *Argus* assessed 30,000-60,000t cargoes on a cif ARA basis at a premium of $14/t to the March futures, up by $3/t since Thursday. Cargoes of 30,000t on cif Le Havre and Hamburg bases were assessed higher by $3/t since Thursday in line with ARA at premiums of $18/t and $20.75/t respectively. Larger LR2 cargoes on a cif ARA basis were assessed at a

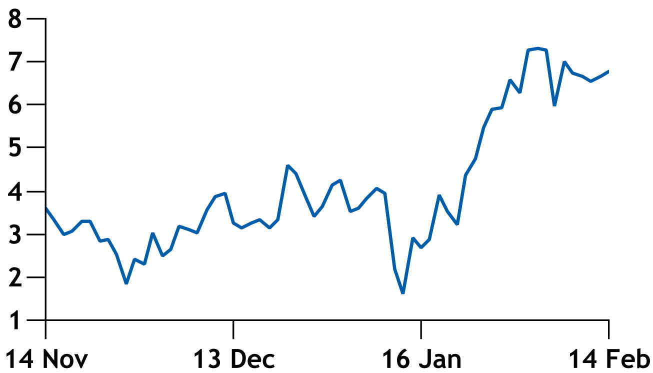
French diesel cargo premium to Ice gasoil *$/t*



Diesel cif Le Havre premium to high-sulphur VGO *$/bl*



VLSFO premium to Ice Brent 16:30 London *$/bl*



$7.75/t premium to Ice March gasoil, also up by $3/t from the previous session. Vitol bid for a cargo of UK winter grade diesel delivered to Thames at a $14.50/t premium to Ice March gasoil. After normalising and adjusting for delivery date, this level did not challenge the previous assessment. Cargoes of 30,000t on a cif Thames basis were assessed at a $18.25/t premium to the same futures, up by $3/t, in line with ARA.

No trades were reported in the cif diesel cargo market in the west Mediterranean on Friday. Cargoes of 30,000-60,000t delivered to the west Mediterranean were assessed at a premium of $5.50/t to Ice February gasoil, down by 50¢/t from the previous session, following indications from the paper market. LR2 cargoes delivered to the west Mediterranean were assessed at a discount of 50¢/t to the same futures, down from flat against the futures on Thursday, for the same reason.

No heating oil cargoes were reported trading in either northwest Europe or the west Mediterranean on Friday. In the former region, the cargoes were assessed cif northwest Europe at a discount of $3/t against the March futures, wider by 25¢/t since Thursday, following indications from the paper market. In the latter region, they were assessed at a premium of 50¢/t to the March futures, higher by 25¢/t since the previous session, also following indications from the paper market.

Fuel oil

European fuel oil prices fell slightly on Friday, although there remained constraints on European primary distillation capacity.

Motor Oil Hellas' 180,000 b/d refinery continues to take elevated volumes of fuel oil, likely for use as a feedstock, as one of its crude distillation units (CDUs) remains offline following a fire last year. The associated port of Agioi Theodoroi has received 225,000t of fuel oil already in February and there is another cargo of 25,000t heading there at the moment, according to Vortexa data. The port only received 50,000t of fuel oil in the whole month of February last year, so the CDU outage appears to be draining at least 200,000 t/month of fuel oil from the regional market.

Most of the fuel oil Motor Oil Hellas is taking comes from the port of Dortyol in southeast Turkey. There is no refinery at Dortyol — it re-exports products it receives from other origins, for example overland from Iraq. Motor Oil Hellas takes some fuel oil directly from Iraq too, such as on the Aframax Anafi Warrior from Khor al Zubair in January, Vortexa data suggest.

Singapore's fuel oil imports surged by around 80pc to 5.5mn bl in the week to 12 February, according to Enterprise Singapore. The city-state has been pricing fuel oil highly relative both to Europe and the US in recent weeks, raising a possibility of workable arbitrage even for high-sulphur product, judging by *Argus* asssessments. Rotterdam HSFO barges were assessed around $43/t cheaper than Singapore caroges on 3 February, the widest discount in eight months. US Gulf coast HSFO barges were assessed $53/t below Singapore cargoes on 12 February, also the widest in eight months.

HSFO barges fob Rotterdam were assessed lower by $2.75/t since Thursday at $445/t on Friday. VLSFO barges fob Rotterdam were assessed lower by $1.25/t since Thursday at $526/t on Friday. Both movements reflected indications from paper markets.

Feedstocks

European feedstock prices fell with Ice Brent futures on Friday, but physical premiums against the futures were marked unchanged from the previous day amid cautious market indications.

Some participants suggested that high-sulphur VGO was pricing at slightly lower premiums to Brent futures than earlier in the week, but this view was still cautious as the week ended. *Argus* assessed high-sulphur VGO cargoes cif ARA at a $13/bl premium to Ice April Brent futures on Friday, unchanged day-on-day. Low-sulphur cargoes cif ARA were assessed at the same premium, also unchanged. And Mediterranean cargoes were assessed at parity to northwest Europe, also unchanged.

The closure of Petroineos' 150,000 b/d Grangemouth refinery in Scotland, if it happens as expected in 2Q 2025, could significantly reduce international supply of VGO in northwest Europe. Grangemouth has loaded around 130,000t of VGO in the opening six weeks of 2025, mostly on coaster vessels and mostly for ARA destinations, Vortexa data shows. This made it the largest load-port for VGO in Europe. It loaded around 260,000t of VGO in the second half of 2025, making it the Europe's second-largest load-port after ARA itself in that period.

Other key suppliers of VGO in northwest Europe include ExxonMobil's 236,000 b/d Port Jerome refinery near Le Havre in northern France and Phillips 66's 221,000 b/d Killingholme refinery near Immingham in northeast England. These two ports combined usually load between 100-200pc of Grangemouth's VGO volumes. Almost all of their cargoes also converge in ARA.

Ice April Brent futures fell by 81¢/bl in the 24 hours to 16:30 GMT on Friday, reaching $75.07/bl.

NEWS

Dangote could meet Euro 5 standards in Feb

Nigeria's privately-owned 650,000 b/d Dangote refinery has started production of lower sulphur diesel and aims to reduce the sulphur content of gasoline by the end of February, according to sources with knowledge of the matter.

One source confirmed that diesel production at the refinery has been for specifications lower than 10ppm since December, in line with expectations of lowering sulphur content before the year-end. The market participant suggested sulphur content for diesel has been between 2ppm and 3ppm during this time, down from 10ppm previously.

The source added that the refinery was also expected to start producing 10ppm gasoline by the end of this month, implying road fuels supplied from the refinery would meet Euro-5 emission standards. The Dangote refinery currently produces 50ppm gasoline, according to participants in the region.

This comes as the refinery could reach maximum operating capacity within a month, according to sources who said the plant touched 85pc of nameplate capacity at the end of January.

By George Maher-Bonnett and Atishya Nayak

Spain ended 2024 with oil product stockbuild

Spanish oil product inventories rose in December as refineries returned from maintenance and net fuels imports increased.

Latest data from Spain's petroleum reserves regulator Cores show the country ended last year with 9.41mn t of product stocks, 2pc higher than in November. The increase was driven by a 7pc rise in domestic refinery output.

Inventories of crude and other refinery feedstock fell by 4pc on the month to 5.07mn t in December. Spanish refineries processed about 1.24mn b/d of crude, steady on the month and broadly in line with crude imports in December, but they also used some 240,000t of other refinery feedstock, compared with just 8,000t in November.

The increased use of intermediate products as feedstock, together with a robust uptick in diesel output, suggest a ramp-up of cracking units brought back online following maintenance in November.

Integrated Repsol concluded planned maintenance on eight units at its 120,000 b/d La Coruna refinery at the end of November, while Abu Dhabi-controlled Moeve brought units back online at its 244,000 b/d Algeciras facility mid-December after a 42-day turnaround.

Cores does not detail individual inventory levels for fuels, but its other data suggest that stocks of finished middle distillates were higher in December than November and that LPG, gasoline and fuel oil inventories moved lower.

Spain turned net diesel importer to the tune of 20,000 b/d in December, compared with net exports of 36,000 b/d in November, driven by a 25pc increase in imports to 181,000 b/d.

The Netherlands supplied 39,000 b/d of diesel to Spain in December, up from 31,000 b/d in November, while receipts more than doubled from India to 25,000 b/d and were up by a third from Italy at 32,000 b/d.

Spanish diesel output grew by 8pc on the month to 518,000 b/d in December, likely supported by stockbuilding ahead of maintenance at Repsol's 220,000 b/d Bilbao refinery, a key supplier of diesel to southern France.

Kerosine output rose by 3pc on the month to 211,000 b/d in December, which combined with a 2pc fall in consumption to 145,000 b/d and a 48pc jump in net imports to 31,000 b/d points to sharply higher inventories. Libya was Spain's largest supplier of kerosine in December, with volumes doubling from November to 13,000 b/d, while supply from Nigeria rose fourfold to 10,000 b/d.

Gasoline stocks appeared to fall, pressured by a 14pc increase in net exports to 88,000 b/d on the back of shipments to Latin America and a 4pc increase in domestic consump-

Current refinery outages

Refinery	Capacity ('000 b/d)	Company	Country	Unit(s)	Since	Reason
Stanlow	195	Essar	UK	Entire	Early February	Maintenance
Feyzin	109.3	TotalEnergies	France	CDU	5 February	Debris blocking feed pipe
Feyzin	109.3	TotalEnergies	France	Naphtha reformer	Early February	Maintenance
Karlsruhe	311	Miro	Germany	1 out of 3 CDUs	21 January	Mechanical failure
Neustadt-Vohburg	214.5	Bayernoil	Germany	Entire Neustadt section	17 January	Fire
Haifa	197	Bazan	Israel	1 out of 3 CDUs, hydrocracker	Mid-January	Maintenance
Plock	373	Orlen	Poland	Hydrocracker	9 January	Maintenance
Corinth	180	Motor Oil Hellas	Greece	1 out of 2 CDUs	Mid-September	Fire

Every effort has been made to verify information directly with appropriate company sources. Some information has been obtained from usually relible sources, but cannot be officially confirmed with the refinery concerned. The list will be updated when new information becomes available.

tion to 150,000 b/d. These more than offset a 5pc increase in refinery production to 231,000 b/d.

Fuel oil stocks also likely fell after a 9pc drop in net imports to 50,000 b/d and consumption of 136,000 b/d more than offset a 37pc increase in refinery production to 80,000 b/d.

By Jonathan Gleave

Rare gasoline flow from Singapore to S Africa

Singapore — a major gasoline blending hub — will send a gasoline cargo to South Africa in a rare move, according to data from Enterprise Singapore.

The city-state sent a 76,000 bl gasoline cargo with a Ron rating above 90 but below 97 in the week ending 12 February, according to Enterprise Singapore. The vessel in question, the *Coral Express*, could have loaded cargoes in Malaysia and Singapore in early February and is expected to arrive in Durban, South Africa, on 23 February, according to Automatic Identification System (AIS) from Kpler.

A flow between the countries last took place in December 2024, when Singapore sent 476,000 bl to South Africa, according to GTT customs data.

Most of South Africa's gasoline import volumes come from the Mideast Gulf, India and the Mediterranean region, according to global shiptracking firm Kpler.

The arbitrage flow to South Africa, coupled with more arbitrage flows from Asia-Pacific to Mexico, is expected to support gasoline prices, said market participants. Mexico's state-controlled trading firm PMI recently bought around 2-3 medium-range combined cargoes of gasoline and jet fuel from Asia-Pacific, pulling supply away from the region. The Asian gasoline crack spread, or the *Argus* Singapore 92R gasoline spot assessments against Ice Brent rose, to a six month high of $9.89/bl on 13 February, the highest level since 29 July 2024, when the spread was at $10.08/bl.

By Aldric Chew

Augusta refinery stocks up crude as works start

Crude deliveries to Algerian state-owned Sonatrach's 198,000 b/d Augusta refinery in Italy rose on the month in January, filling storage as a planned turnaround got underway.

Augusta received 185,000 b/d of crude last month, up from 145,000 b/d in December, according to *Argus* tracking, marking a 17-month high.

According to Kpler data, a significant part of January's imports went into Augusta's storage, which is now holding around 3mn bl of crude at 87pc capacity. Five out of the refinery's 10 crude storage tanks are full and only one has capacity under 50pc.

The refinery began a planned maintenance shutdown at the end of January, its first turnaround since 2019. Sonatrach informed local authorities that the work could extend to 30 April and may include flaring, noise and dust releases. The maintenance is being carried out on a crude distillation unit (CDU), a fluid catalytic cracker (FCC) and alkylation and desulphurisation units.

Sonatrach said the shutdown of the units will take place progressively and some initial flaring was reported to authorities on 29 January.

Augusta's January crude deliveries narrowed to just three suppliers and three grades. Deliveries comprised 80,000 b/d of Saudi Arab Light, 65,000 b/d of Libyan Es Sider, 40,000 b/d of Kazakh Kebco.

Argus assessed Augusta's January deliveries at a weighted average gravity of 33.6°API and 1.2pc sulphur content, compared with 34.8°API and 0.9pc sulphur in December. Receipts in 2024 were estimated at 35.2°API and 0.9pc sulphur, close to 35.7°API and 0.9pc sulphur overall in 2023.

Refineries filling crude storage ahead of maintenance is not uncommon. Augusta had even higher receipts ahead of its 2019 turnaround

. Sonatrach has continued to fill tanks this month. Around 1.1mn bl of Libyan grade Es Sider and 650,000 bl of Arab Light have discharged in February, as well as 600,000 bl of Algerian Saharan Blend, the first delivery of the grade since November last year. No further tankers are currently signalling arrival.

By Adam Porter

Singapore middle distillate stock at 9-week high

Singapore middle distillate inventories rose for the third consecutive week to a nine-week high in the latest week to 12 February, according to latest data from Enterprise Singapore.

Middle distillate onshore stocks rose because higher gasoil imports offset a rise in exports. Out of a total of more than 1.8mn bl of gasoil imports into the city-state, Singapore received 439,000 bl of gasoil exports from Russia during the week, for the first time since October 2024.

Jet fuel imports into Singapore stayed lean for the second consecutive week. Singapore imported merely 220 bl of jet fuel in the latest week, while exports also fell by 57pc to 406,000 bl.

Singapore's onshore fuel oil inventories continued to rise for the second consecutive week as imports spiked, while exports fell. Inventories continued to rise as more supplies for replenishment move to the region while bunker demand remains weak. The majority of fuel oil arrivals were from Indonesia and Brazil, while the bulk of outflows headed to Hong Kong and New Caledonia.

Singapore's onshore light distillate inventories fell marginally after two consecutive weeks of rises, possibly

because of a surge in gasoline export volumes for the week ending 12 February. The city-state's gasoline export volumes rose sharply by 83pc to 6.45mn bl as exports to neighbouring countries Indonesia and Malaysia almost tripled on the week to 4.16mn bl. There was also a rare export to South Africa.
By Aldric Chew, Asill Bardh, Cara Wong and Yawen Lu

Romania increased crude imports in 2024

Romania's crude imports increased in 2024 from a year earlier, while its oil product imports declined, the country's statistics office said on Friday.

Crude imports rose by 12pc to nearly 8.3mn t, after a 15pc fall in 2023.

The statistics office did not give details on import sources. Latest data from Eurostat show Kazakhstan remained Romania's biggest crude supplier in January-October 2024, although its share of total imports fell to 3.7mn t, or 56pc, from 4.3mn t, or 67pc, a year earlier.

Kazakh crude deliveries probably fell partially because of a planned turnaround at Kazakh state-controlled Kazmunaigaz's 105,000 b/d Midia refinery in Romania in March-May 2024. The plant's total throughput fell by 18pc on the year to 3.16mn t in the first nine months of 2024.

Romania's domestic crude output decreased by 4.3pc to less than 2.7mn t in 2024, the statistics office said. The rate of decline slowed from 4.6pc in 2023, when the country produced more than 2.9mn t of crude.

Oil product imports were down by 5pc on the year at less than 4.2mn t in 2024, the statistics office said, without giving details on the sources or on domestic production. Annual product imports climbed by 29pc to nearly 4.5mn t in 2023.

Saudi Arabia was Romania's biggest diesel supplier in January-October, ramping up deliveries to 619,000t from just 78,000t a year earlier, Eurostat said. Hungary accounted for most of Romania's gasoline imports in January-October, with deliveries up at 67,000t from 52,000t a year earlier.
By Bela Fincziczki

Shales firms see little chance of faster growth

Shale firms see little prospect of a return to faster growth in US tight oil production despite some larger firms' strong performances recently.

ExxonMobil, Chevron and ConocoPhillips are reaping benefits from scaling up their shale operations through mergers and acquisitions. "In the Permian [basin], we delivered record production from both our heritage ExxonMobil assets and our Pioneer assets," ExxonMobil chief executive Darren Woods says. "Together, the two are even stronger. We now see an average of more than $3bn/yr of synergies from our combined assets, with production growing from 1.5mn b/d of oil equivalent at the end of 2024 to 2.3mn b/d by 2030, a more than 50pc increase."

Chevron's Permian output exceeded 1mn b/d in December after growing by 18pc last year, and the firm expects 9-10pc growth this year. But it says its Permian investment has peaked. "You can't grow a position like this infinitely," chief executive Mike Wirth says, pointing to past criticisms that shale firms focused on growth at the expense of free cash flow and returns to shareholders. "We'll have an asset that will produce something over 1mn b/d for many, many years into the future," with less need for capital investment.

ConocoPhillips' US lower-48 onshore production grew by 10pc last year on strong productivity and efficiency gains from drilling longer horizontal wells with larger well pads. This was achieved without adding rigs. Only two years ago, ConocoPhillips expected to deploy 2-4 more rigs to achieve such growth. Asked by an analyst last week if there is "anything that would incentivise you to go faster in the lower 48", chief executive Ryan Lance answered: "Not really." The message for the White House transition team is: "I'd say we are drilling, baby, drilling."

After increasing by 385,000 b/d or 3.6pc last year, US lower-48 onshore output growth is expected to slow to 338,000 b/d, or 3.1pc, this year and 100,000 b/d, or 0.9pc, next year, according to the EIA's latest *Short-Term Energy Outlook* (STEO). Permian oil production growth is forecast to slow to 4.9pc this year from 7.1pc last year, and 3.4pc next year. Falling crude prices will discourage drilling, allowing natural output declines at existing wells to overtake new well additions, the EIA says. Oil output from all shale regions except the Permian is expected to be lower in December next year than in December this year.

The STEO sees US benchmark crude WTI averaging just $63/bl next year, compared with $71/bl this year and $77/bl last year — leaving prices very close to the average breakeven level for new shale wells. The Dallas Fed survey of upstream firms in March last year reported average breakeven prices for profitably drilling new wells in a range of $59-70/bl for shale regions with a sample average of $64/bl. And the Kansas City Fed survey last month indicated a $62/bl average price for drilling to be profitable and an $84/bl average price to trigger a substantial increase in drilling activity. "Long term, companies will not make the money they need at sub-$70/bl oil and therefore capex will fall off," a survey respondent says.

Drilling and completion activity in the Permian basin remains flat, according to the EIA's latest *Drilling Productivity Report* (DPR), with slightly more wells drilled than completed recently, leading to a small increase in drilled-but-uncompleted (DUC) wells (*see graph*). But Permian rig counts are still falling as firms drill more wells with fewer rigs using bigger well pads. Last month, 303 rigs were active in the

Permian, down by 15pc on January two years ago. Rigs now drill an average of 1.5 wells/month in the Permian, up from 1.3 wells/month three years ago. Average output from a new Permian well is now around 1,000 bl/month, against around 850 bl/month three years ago.

ANNOUNCEMENTS

Introduction of Eurobob barge certification requirement: Clarification

Following the announcement made on 31 July 2018 regarding gasoline quality testing, *Argus* wishes to clarify that the requirements are binding on both sellers from refineries and those from commercial tank storage. From 1 October 2018, *Argus* is adding a certification of product testing requirement to the methodologies governing Eurobob oxy and non-oxy gasoline barge price assessments.

For a trade to be considered for inclusion in either assessment, the seller must commit at the time of trade to provide the buyer with a full quality certificate at the start of barge loading, at the start of loading ex-refinery or at the start of pump-over into the buyer's tank.

The certificate must be for volumes loaded directly ex-refinery or from a single certified shore-tank. For the avoidance of doubt, trades involving a "proportional composite" analysis of streams from multiple tanks or a "hand blend" test may not be considered for inclusion in the assessment.

For more information, please contact Elliot Radley at elliot.radley@argusmedia.com or +44 20 7780 4205, or by post to Elliot Radley, *Argus* Media Limited, Lacon House, 84 Theobald's Road, London, WC1X 8NL.

Change to Ukrainian diesel differential description

The name of the gasoil diesel 10ppm cfr Ukrainian ports diff to diesel fob Med (cycle 9) has been corrected to gasoil diesel 10ppm cfr Ukrainian ports diff to diesel cif Med (cycle 9) on Argus Direct and in other digital delivery channels. The methodology governing the price is unchanged.

Subscriber notice: Eurobob specifications

On Eurobob oxy barges, *Argus* specifications assume blendstock meeting EN228 gasoline specifications of maximum 10ppm sulphur and maximum vapour pressure of 90kPa in the winter and 60kPa in the summer after blending with 4.8pc ethanol of minimum 98.7pc purity. Oxygen content is limited to 0.9pc. On Eurobob non-oxy barges, Argus specifications reflect blendstock meeting EN228 gasoline specifications of maximum 10ppm sulphur and maximum vapour pressure of 90kPa in the winter and 60kPa in the summer after blending with 9.7pc ethanol of minimum 98.7pc purity.

Introduction of origin restriction on European products

Following consultation, from 3 January all Argus refined oil products prices for loading in or delivery to or within Europe will be for product of non-Russian origin.

Argus has separately announced that its Eurobob oxy, Eurobob non-oxy and 98 Ron fob northwest Europe barge price assessments have been of non-Russian product since 5 December.

Non-Russian product is product that was not produced in the Russian Federation, has not been blended with any product produced in the Russian Federation, has not been exported from the Russian Federation and can be reasonably documented as such.

As part of this change the names of the following recently launched restricted-origin prices will be simplified, to remove the "restricted origin" label:

- Gasoil diesel 10ppm (restricted origin) ARA NWE cif
- Gasoil diesel French 10ppm (restricted origin) W Med cif
- Gasoil diesel 10ppm LR2 (restricted origin) ARA NWE cif
- Gasoil diesel French 10ppm LR2 (restricted origin) W Med cif

The names of the following existing open-origin prices will be amended to differentiate them. They will no longer appear in the print edition of Argus European Products but will remain available electronically and will be assessed at the same price as the restricted-origin assessments until further notice:

- Gasoil diesel 10ppm ARA NWE cif (formerly open origin)
- Gasoil diesel French 10ppm W Med cif (formerly open origin)

Argus will also suspend the following assessments:

- Fuel oil straight-run M-100 fuel oil cif NWE cargo
- VGO 0.5%S fob Black Sea
- VGO 2%S fob Black Sea

Clarification

Argus would like to remind market participants that gasoline barge loadings should be made in as timely a manner and as soon after barge arrival as possible – and certainly within loading dates specified at the time of trade.

Accordingly, and in keeping with its methodology, Argus may exclude from consideration in the assessment any trades or bids/offers for which it has reason to believe that the product will not be deliverable under normal industry nominations and procedures.

Subscriber notice: Gasoline barges

For trades to be included in *Argus* gasoline barge assessments, standard nomination procedures must be followed. The buyer should give two working days' notice of barge ETA. Nominations received after 14:00 London time or on Fridays after 13:00 London time will be deemed to be received on the following working day. Otherwise, the original day of nomination will count as day one of the two days notice.

Quality testing: On gasoline barges, standard industry practice assumes seller's discretion to appoint an inspections company from a list of widely recognised entities. But if a buyer has reasonable cause* to request an alternative but widely recognised inspector, the nominated inspection company should be changed by mutual agreement. If changing the nominated inspection company is not acceptable to the seller, the seller should agree to allow a re-test of the product by an alternative inspections company before loading.
*Reasonable cause may include recent history of deviations between test results at loadport and/or on delivery, where the deviation is in excess of industry accepted margins of reproducibility and repeatability.

Eurobob gasoline seasonal transition

Argus Eurobob gasoline barge price assessments will be based only on information about trade in winter grades until 21 March 2025, and based only on summer grades from 27 March 2025 until 22 September 2025. The assessments will be based only on winter grades from 26 September 2025.

During the 24-26 March and 23-25 September seasonal transition periods, at least 3,000t of summer-specification trade and 3,000t of winter-specification trade are required to calculate the volume-weighted average. If less than 3,000t of trade of either grade within *Argus*' criteria is reported, *Argus* will include in the volume-weighted average an assessment of the prevailing market price for the relevant grade at 4:30pm London time. That assessment will be assigned whatever volume is required such that the total volume of reported trades and the assessment for that grade equals 3,000t.

Subscriber notice

Argus has been made aware of barge loading delays and other logistical issues in the Eurobob gasoline market. *Argus* will commence a programme tracking the performance of transactions used in Argus Eurobob oxy and non-oxy gasoline price assessments. *Argus* may request documentary material including details of quality, location, barge nominations and timesheets as well as other relevant documentation. In particular, *Argus* will monitor the time that elapses between the nomination of a barge and the point at which it begins loading.

Argus successfully completes annual Iosco assurance review

Argus has completed the 13th external assurance review of its price benchmarks covering crude oil, oil products, LPG, chemicals, thermal and coking coal, natural gas, biofuels, biomass, metals, fertilizers and agricultural markets. The review was carried out by professional services firm PwC. Annual independent, external reviews of oil benchmarks are required by international regulatory group Iosco's Principles for Oil Price Reporting Agencies, and Iosco encourages extension of the reviews to non-oil benchmarks. For more information and to download the review visit our website www.argusmedia.com/en/about-us/governance-compliance

Using EU ETS-inclusive WS tanker rates

Following consultation, *Argus* tanker rates will use the version of flat rates published by the Worldscale Association that include EU emissions trading system (ETS) costs.

Argus Tanker Freight will continue to publish a selection of ETS costs for tankers as Carbon Costs of Freight (CCFs).

To discuss this announcement, please contact freightteam@argusmedia.com

Continuation of Argus Eurobob oxy assessment

Following requests from market participants, Argus confirms previous guidance that it will continue to publish the Eurobob oxy barge assessment and that it has no plans to discontinue the assessment. Argus notes strong interest from market participants to continue to actively trade both Eurobob oxy and Eurobob non-oxy barges.

Change to Eurobob gasoline assessments: Update

Argus has observed that bids, offers and trade in the Eurobob gasoline market remain discussed as a differential to the underlying Eurobob oxy gasoline swap and have not transitioned to refer to the increasingly liquid trade in Eurobob non-oxy gasoline swaps. As a result, *Argus* will assess Eurobob oxy and non-oxy barge markets based on their differentials to whatever floating price reference is commonly used by the market, rather than solely against the Eurobob non-oxy swap price as previously stated.

Should Eurobob oxy and non-oxy barges trade at differentials to different underlying derivatives prices, *Argus* will standardise that market information to a common differential basis. The common differential basis will be the one used for the larger share of physical Eurobob non-oxy barge trades on the day of assessment.

Argus will revisit this aspect of the Eurobob methodology should market conditions change.

Following industry consultation and effective 1 January 2024, *Argus* will assess the Eurobob oxy gasoline barge price as a differential to the Eurobob non-oxy barge price. There has been strong support from market participants for the change because E10 is now the primary grade in the northwest European gasoline market.

In addition, from 1 January 2024, *Argus* will use bids, offers and trades for Eurobob oxy and Eurobob non-oxy barges that are expressed as a differential to the Eurobob non-oxy futures price to assess the price of both gasoline grades.

Russian gasoline price resumption

Argus has resumed publication of Russian gasoline discounts following the end of Russia's ban on gasoline exports for producers. *Argus* will continue to monitor the situation.

New Eurobob oxy methodology from 1 January 2024

From 1 January 2024, the Eurobob oxy price will be constructed as follows:

- Volume weighted averages of the differentials at which Eurobob oxy and Eurobob non-oxy barges have traded against the common floating Eurobob derivative price will be calculated;
- Then the difference between those volume-weighted averages will be subtracted from the final Eurobob non-oxy price assessment for that day to arrive at the Eurobob oxy barge price assessment;
- The common differential basis will be the one used for the larger share of physical Eurobob non-oxy barge trades on the day of assessment.

Eurobob non-oxy derivatives are already available for trade

A full range of financial derivatives referencing *Argus* Eurobob non-oxy gasoline barge assessments are already listed on futures exchanges, and these assessments have been part of *Argus*' annual assurance review under the IOSCO principles since 2019.

Eurobob oxy prices to continue beyond the end of 2024

- *Argus* will continue to publish the Eurobob oxy barge price beyond 31 December 2024, assessed as a differential to the Eurobob non-oxy barge price as described above.
- A legacy volume-weighted-average price for Eurobob oxy barges, calculated as the volume-weighted average of the outright $/t prices of Eurobob oxy barge trades, will be published after 1 January 2024, but with a new *Argus* code.

DEALS DONE

Gasoline (barges)						
Seller	**Buyer**	**Loading from**	**Loading to**	**Price $**	**Volume *t***	**Notes**
TotalEnergies	ExxonMobil	16 Feb	22 Feb	718.00	2,000	Gasoline Eurobob oxy 09:04 approx Mar oxy swap -$3.00 included in VWA
TotalEnergies	Vitol	16 Feb	22 Feb	718.00	2,000	Gasoline Eurobob oxy 09:04 approx Mar oxy swap -$3.00 included in VWA
TotalEnergies	Sahara	16 Feb	22 Feb	718.00	2,000	Gasoline Eurobob oxy 09:04 approx Mar oxy swap -$3.00 included in VWA
Trafigura	Litasco	16 Feb	22 Feb	718.75	2,000	Gasoline Eurobob oxy 09:40 approx Mar oxy swap -$2.00 included in VWA

Middle distillates							
Grade	**Seller**	**Buyer**	**Delivery mode**	**Location**	**Price $**	**Volume *t***	**Notes**
Gasoil French diesel NWE	Mercuria	TotalEnergies	cif	Amsterdam	Ice gasoil (Mar) +18.00	27000	Winter grade
Jet-kerosine NWE	Glencore	Shell	fob	FARAG	Platts () +1.00	2000	
Jet-kerosine NWE	TotalEner-gies	Shell	fob	FARAG	Platts () -2.50	2000	ccm

Naphtha						
Seller	**Buyer**	**Delivery from**	**Delivery to**	**Price $**	**Volume t**	**Notes**
Vitol	Shell	26 Feb	02 Mar	Platts () +0.75	32000	Pricing 17-21 February

Argus Assessment Rationale Database

For prices used in financial benchmarks, Argus publishes daily explanations of the assessment rationale with supporting data. This information is available to permissioned subscribers and other stakeholders.

Subscribers to this report via Argus Direct or My Argus may access the database here.

Other subscribers may request access here or contact us by email at sales@argusmedia.com.

AVERAGES FEBRUARY TO DATE

Gasoline				$/t
	NW Europe		W Mediterranean	
	Low	High	Low	High
fob				
95R gasoline 10ppm	-	-	734.80	735.30
Naphtha 65 Para	-	-	627.50	628.50
cif				
95R gasoline 10ppm	-	-	749.68	750.18
Gasoline non-oxy 10ppm	753.75	754.25	-	-
Naphtha 65 para	655.78	656.78	642.38	643.38
barge				
98R gasoline	760.35	760.85	-	-
95R gasoline 10ppm	723.18	723.68	-	-
Eurobob oxy	721.13	721.63	-	-
VWA diff to Eurobob swap	+3.25			
Eurobob non-oxy	720.53	721.03	-	-
VWA diff to Eurobob swap	+2.65			
MTBE	881.23	881.85	-	-
ETBE	1,124.98	1,125.60	-	-
Naphtha 65 Para	651.78	652.78	-	-

Fuel oil				$/t
	NW Europe		Mediterranean	
	Low	High	Low	High
fob				
Fuel oil 1%S	489.48	493.48	507.63	511.63
Fuel oil 3.5%S	453.00	457.00	441.00	445.00
Fuel oil straight-run 0.5%S	543.93	547.25	-	-
VGO 0.5%S	592.60	596.03	-	-
VGO 2.0%S	586.15	589.58	-	-
cif				
Fuel oil 1%S	500.28	504.28	518.30	522.30
Fuel oil 3.5%S	463.80	467.80	451.68	455.68
VGO 0.5%S	606.35	609.83	606.35	609.83
VGO 2.0%S	599.83	603.18	596.38	599.83
barge				
Fuel oil 0.5%S NWE	528.40	532.40	-	-
Fuel oil 1%S	487.48	491.48	-	-
Fuel oil 3.5%S RMG	449.50	453.50	-	-
Fuel oil VWA	-	451.50	-	-
Fuel oil 3.5%S RMK	-	449.00	-	-
VGO 0.5%S	592.60	596.03	-	-
VGO 2.0%S	586.15	589.58	-	-

Middle distillates				$/t
	NW Europe		W Mediterranean	
	Low	High	Low	High
fob				
Jet	741.78	742.78	727.63	728.63
Diesel French 10ppm	714.85	715.85	707.33	708.33
Diesel German 10ppm	714.43	715.43	-	-
Heating oil 0.1%S	694.20	695.20	693.55	694.55
cif				
Jet	754.88	755.88	753.63	754.63
Diesel UK ULS	723.98	724.98	-	-
Diesel French 10ppm	724.78	725.78	-	-
Diesel LR2 French 10ppm	-	-	713.70	714.70
Diesel French 10ppm	-	-	719.70	720.70
Diesel LR2 ARA 10ppm	714.53	715.53	-	-
Diesel ARA 10ppm	720.63	721.63	-	-
Diesel German 10ppm	727.53	728.53	-	-
Heating oil 0.1%S	707.30	708.30	708.43	709.43
barge				
Jet	752.63	753.13	-	-
Diesel German 10ppm	714.30	714.80	-	-
Heating oil 0.1%S	704.98	705.48	-	-
Heating oil German 50ppm	713.55	714.55	-	-
Marine gasoil 0.1%S NWE	675.30	679.30	-	-

Argus European Products Methodology

Argus uses a precise and transparent methodology to assess prices in all the markets it covers. The latest version of the Argus European Products Methodology can be found at: www.argusmedia.com/methodology.

For a hard copy, please email info@argusmedia.com, but please note that methodologies are updated frequently and for the latest version, you should visit the internet site.

SWAPS

Gasoline oxy			$/t
	Low	High	±
Feb	716.00	718.00	+3.25
Mar	718.00	720.00	+3.75
Apr	746.75	748.75	+3.00
2Q25	743.00	745.00	+2.75
3Q25	716.25	718.25	+2.00

Gasoline non-oxy			$/t
	Low	High	±
Feb	714.50	716.50	+3.25
Mar	720.00	722.00	+3.75
Apr	747.50	749.50	+3.00
2Q25	743.75	745.75	+2.75
3Q25	718.50	720.50	+2.00

Naphtha			$/t
	Low	High	±
Feb	654.75	656.75	+2.75
Mar	643.50	645.50	+2.25
Apr	631.75	633.75	+0.50
2Q25	623.00	625.00	-0.25
3Q25	603.50	605.50	-1.75

Jet cif NWE premium to Ice gasoil			$/t
	Low	High	±
Feb	+33.50	+34.50	-3.50
Mar	+39.50	+40.50	-2.00
Apr	+46.00	+47.00	-0.25
2Q25	+49.00	+50.00	-0.75
3Q25	+49.50	+50.50	+0.75

Gasoil premium to Ice gasoil			$/t
	Low	High	±
Feb	-22.25	-21.75	nc
Mar	-21.25	-20.75	nc
Apr	-18.25	-17.75	nc
2Q25	-18.25	-17.75	nc
3Q25	-18.25	-17.75	nc

Diesel premium to Ice gasoil			$/t
	Low	High	±
Feb	+12.25	+12.75	+0.50
Mar	+13.00	+13.50	+0.50
Apr	+11.00	+11.50	+0.25
2Q25	+9.75	+10.25	nc
3Q25	+8.00	+8.50	-0.25

High-sulphur fuel oil cargo			$/t
	Low	High	±
Feb	440.50	441.50	-2.75
Mar	439.50	440.50	-2.75
Apr	436.00	437.00	-2.75
2Q25	430.75	431.75	-2.50
3Q25	409.50	410.50	-2.25

High-sulphur fuel oil barge			$/t
	Low	High	±
Feb	444.50	445.50	-2.75
Mar	443.50	444.50	-2.75
Apr	440.00	441.00	-2.75
2Q25	434.75	435.75	-2.50
3Q25	413.50	414.50	-2.25

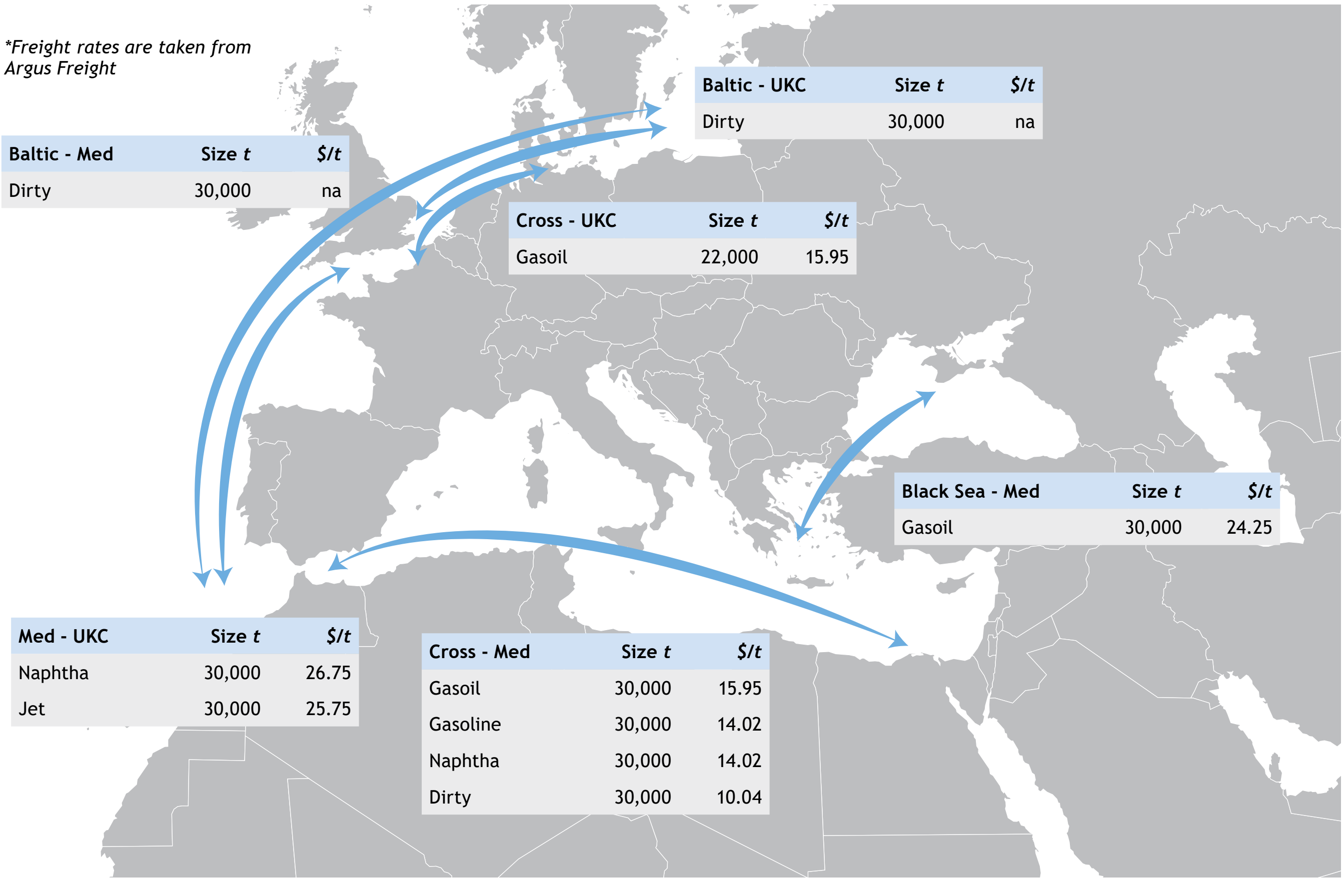
Low-sulphur fuel oil			$/t
	Low	High	±
Feb	471.50	472.50	-2.75
Mar	457.00	458.00	-2.25
Apr	451.25	452.25	-2.25
2Q25	447.75	448.75	-2.00
3Q25	430.50	431.50	-2.25

VLSFO barge			$/t
	Low	High	±
Feb	513.75	514.75	-1.75
Mar	506.75	507.75	-1.75
Apr	499.75	500.75	-1.75
2Q25	495.00	496.00	-1.75
3Q25	483.00	484.00	-2.00

Ice settlements		$/t
Contract	Gasoil	±
Mar	714.50	+5.50
Apr	702.00	+3.25
May	692.25	+2.25

FREIGHT

Spot freight rates



Baltic - Med	Size *t*	$/t
Dirty	30,000	na

Baltic - UKC	Size *t*	$/t
Dirty	30,000	na

Cross - UKC	Size *t*	$/t
Gasoil	22,000	15.95

Black Sea - Med	Size *t*	$/t
Gasoil	30,000	24.25

Med - UKC	Size *t*	$/t
Naphtha	30,000	26.75
Jet	30,000	25.75

Cross - Med	Size *t*	$/t
Gasoil	30,000	15.95
Gasoline	30,000	14.02
Naphtha	30,000	14.02
Dirty	30,000	10.04

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