

News Tracker:

-Natural gas spot prices rose at most locations for the Report Week of Wednesday, July 18 to Wednesday, July 25. The Henry Hub spot price rose from \$2.72/MMBtu to \$2.77/MMBtu from start to end of the Report Week.

-At the New York Mercantile Exchange (Nymex), the August 2018 natural gas futures contract price rose 5¢ from \$2.721/MMBtu to \$2.775/MMBtu from open to close of the Report Week.

-Net natural gas injections into storage totaled 24 Bcf for the week ending July 20, compared with the five-year (2013-17) average net injections of 46 Bcf and last year's net injections of 19 Bcf during the same week.


Working gas stocks totaled 2,273 Bcf and are now 557 Bcf (20%) lower than the five-year average and 705 Bcf (24%) lower than last year at this time. Temperatures in the Lower 48 states averaged 78 degrees °F, 3°F higher than normal and 1°F higher than last year at this time.

Temperatures were also 2°F higher than the level reported for the previous week.

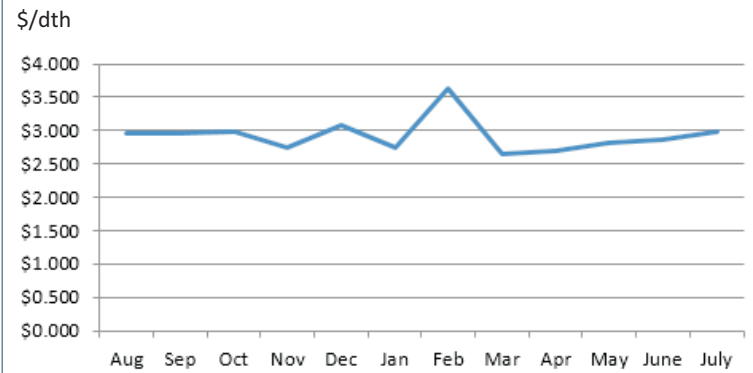
-Total U.S. consumption of natural gas fell by 2% compared with the previous report week, according to data from PointLogic Energy. More moderate temperatures in the northern half of the Lower 48 states, primarily over the weekend, led to a 6% week-over-week decline in natural gas consumed for power generation. Residential and commercial consumption increased by 15% (1.0 Bcf/d) week over week. Industrial sector consumption increased by 1% week over week. Natural gas exports to Mexico decreased 1%.

-The natural gas plant liquids composite price at Mont Belvieu, Texas, rose by 2¢, averaging \$8.66/MMBtu for the week ending July 25. The price of ethane fell by 7%. The price of natural gasoline and isobutane both rose by 2% while the price of butane rose by 11%. The price of propane remained flat week over week.

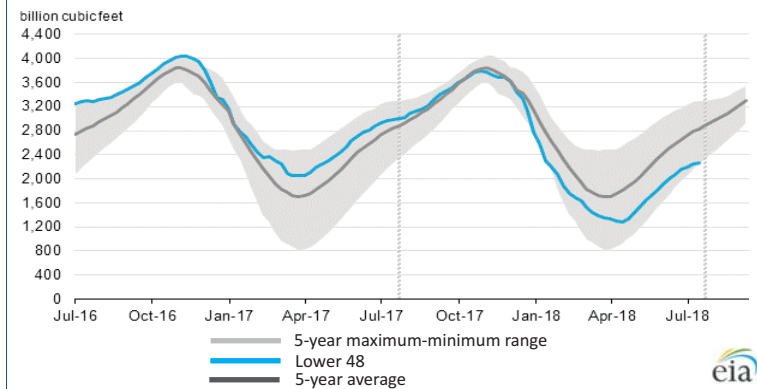
-According to Baker Hughes, for the week ending Tuesday, July 17, the natural gas rig count decreased by 2 to 187. The number of oil-directed rigs fell by 5 to 858. The total rig count decreased by 8, and it now stands at 1,046.

Excerpted from 

Monthly NYMEX Natural Gas Settle Price: Aug 2017 - Jun 2018:



Working natural gas in underground storage as of July 20, 2018

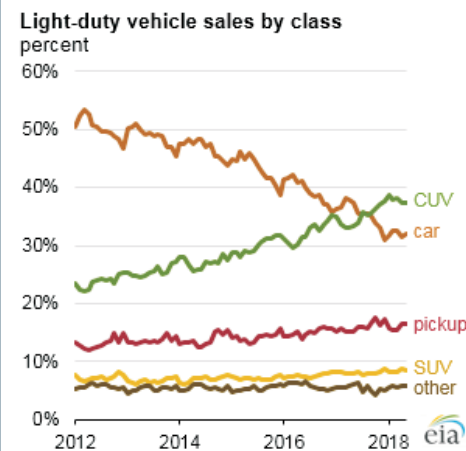


Forward 12-month NYMEX natural gas strip price - Aug18-Jul19:

Process Load-weighted \$2.782/dth - w/o/w = ▲\$0.049
 Typical Heat Load-weighted \$2.863/dth - w/o/w = ▲\$0.058

Crossover utility vehicles overtake cars as the most popular light-duty vehicle type:

Trends in the sales shares of new light-duty vehicles by vehicle type have continued as the crossover utility vehicle (CUV) share of light-duty vehicles has increased, largely at the expense of cars, despite increases in gasoline prices over the previous two years. In each month since September 2017, sales of CUVs



have exceeded those of cars, a class that includes sedans, hatchbacks, and sports cars. CUVs, which typically have ride height and interior space similar to truck-based sport utility vehicles (SUVs), are built on more fuel-efficient, car-based platforms and often have fuel economies that are only slightly lower than comparable cars. Vehicle sales shares for pickups, SUVs, and other vehicle types which typically have much lower fuel economy than sedans and many CUVs have remained relatively constant in recent years, with pickup shares showing comparatively modest gains. Although CUVs and cars are built on similar platforms, CUVs often have slightly lower fuel economy than their comparable sedan counterparts (for example, the Toyota RAV4 CUV versus the Toyota Camry sedan), even when they are equipped with the same engine and transmission. However, the change in vehicle shares from cars to CUVs had less effect on fuel consumption compared with other historical shifts in sales, such as the shift from cars to SUVs in the 1990s and early 2000s. The relatively small variability in annual fuel costs has not been enough to change purchasing trends in the same way that consumers exchanged low fuel economy SUVs for cars and CUVs in the peak of the recession in 2009. At that time, replacing a 20 mile-per-gallon (mpg) vehicle with a 30-mpg vehicle would save an annual 250 gallons when driven 15,000 miles, at a cost savings ranging from \$500 (\$2/gallon) to \$1,000 (\$4/gallon). CUVs often have fuel economy ratings that are more comparable to cars than to the fuel economy ratings of SUVs or pickups.

Excerpted from 

“If you don’t win, you’re going to be fired. If you do win, you’ve only put off the day you’re going to be fired.” -Leo Durocher¹