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Abu Dhabi approves \$6.2 billion gas project to boost UAE supply

CNBC + NewBase Energy

Abu Dhabi's National Oil Company will invest \$6.2 billion to develop the Umm Shaif Gas Cap, a massive offshore oil and gas field, as part of its strategy to expand natural gas production and liquefied natural gas exports.

Disruptions in the Strait of Hormuz, usually an avenue for around 20% of the world's LNG trade, have underscored the importance of the project and highlighted the vulnerability of global energy supplies.



Umm Shaif, Abu Dhabi's longest-operating offshore field, is being developed alongside TotalEnergies, Eni and China National Petroleum Corporation.

The field will unlock more than 600 million standard cubic feet of natural gas and associated gas liquids per day, according to ADNOC, equivalent to nearly 10% of the UAE's current daily gas consumption. Production is expected to begin by 2030.

The investment comes as the UAE seeks to monetize its gas reserves, while strengthening domestic energy security and bolstering its position in global LNG markets. The country holds the world's seventh-largest proven gas reserves, in addition to its over four million barrels per day of oil production.





The UAE left OPEC earlier this year and now has no output limits. Abu Dhabi is hoping to surpass 5 million barrels per day of production by next year.

“ADNOC is accelerating its integrated gas strategy to further harness the UAE’s vast gas resources and expand our global LNG platform, as global demand for natural gas continues to rise,” ADNOC CEO Sultan Ahmed Al Jaber said in a statement.

Umm Shaif has played a central role in Abu Dhabi’s energy industry for more than six decades. The field was home to Abu Dhabi’s first offshore well and supplied crude oil for the emirate’s first oil exports in 1962.

The investment also signals Abu Dhabi’s broader ambition to establish itself as a major global gas and LNG supplier. ADNOC is targeting 47 million metric tons of LNG capacity per annum by 2035 as it expands production, trading and export capabilities.

The strategy has gained urgency as the Middle East war continues to disrupt global energy markets and highlights the importance of reliable gas supplies, with the Strait of Hormuz remaining effectively closed, especially to major producers like Qatar.

The UAE’s gas push is increasingly necessary as a third of its domestic demand is supplied by a deal with Doha via pipeline, set to expire in 2032.

This presents roughly 10% of the UAE’s current daily gas consumption and anchors a massive shift toward becoming a global LNG powerhouse.

The final investment decision (FID), approved on July 21, 2026, brings together a high-profile consortium consisting of ADNOC, TotalEnergies, Eni, and China National Petroleum Corporation (CNPC).

Strategic Project Scope

- **Offshore Infrastructure:** ADNOC awarded three engineering, procurement, and construction (EPC) contracts totaling \$5.1 billion to Emirati and international contractors.
- **Drilling Operations:** ADNOC Drilling will execute a \$365 million program to drill 14 wells over the next 18 months using three existing rigs.
- **Projected Timeline:** First gas production from the offshore site is targeted to go online by 2030.

Driving Forces Behind the Expansion

- **Fueling AI and Local Industry:** The project secures critical domestic energy supplies to power data centers, artificial intelligence infrastructure, and manufacturing. [1, 2]
- **Securing Energy Independence:** The expansion reduces reliance on gas imported from Qatar via the Dolphin pipeline, which is scheduled to expire in 2032. [1, 2]
- **Bypassing Transit Vulnerabilities:** Amid regional tensions affecting the Strait of Hormuz, local supply limits the risk of maritime trade disruptions. [1, 2, 3]
- **Global LNG Targets:** The project feeds into ADNOC’s overarching goal to hit 47 million metric tons of marketable LNG capacity per year by 2035. [1, 2]
- **Complementary Megaprojects:** The development directly aligns with the ongoing Bab Gas Cap expansion and the clean-powered Ruwais LNG export plant. [1, 2]

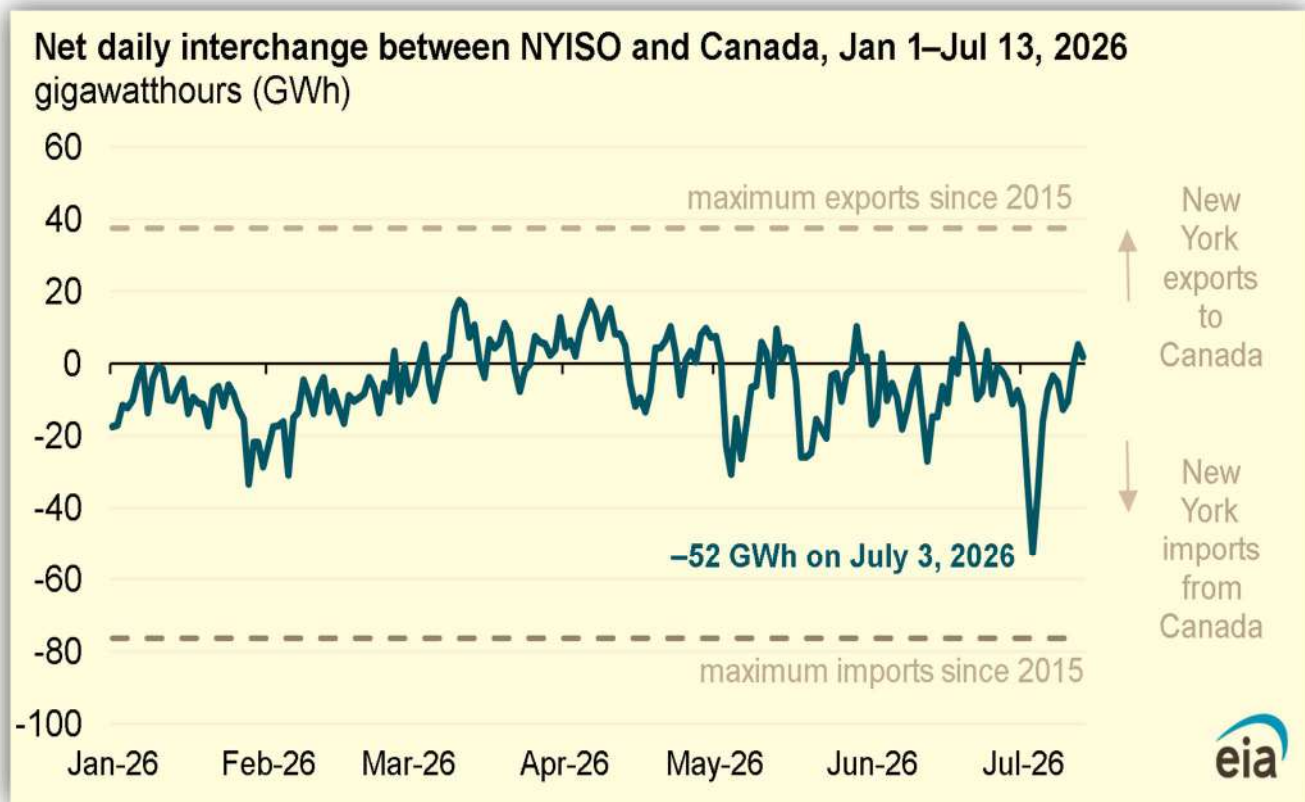
If you would like to track this development further, tell me if you want to look into the **Ruwais LNG project timeline**, review the details of the **EPC contract winners**, or analyze how **UAE’s exit from OPEC** impacts its energy strategy.

US: New York imports more electricity from Canada after high-voltage transmission line opens

U.S. Energy Information Administration, Hourly Electric Grid Monitor

On July 3, 2026, the New York Independent System Operator (NYISO) imported 52 gigawatthours (GWh) of electricity from Canada, the most traded between the two areas since January 2025. Some of the imported electricity flowed along the new Champlain Hudson Power Express (CHPE) transmission line between Québec, Canada, and New York City, which officially reached commercial operations in May after three years of construction.

A strong heat wave drove electricity demand in NYISO up during the first week of July with a maximum hourly load (peak load) of 31,097 megawatts (MW) on July 2 at 7:00 PM. The hourly peak load last summer (June through August) was 31,857 MW on June 24, 2025, at 7:00 PM (the all-time record load of 33,956 MW occurred in July 2013).



Canadian imports fulfilled 9% of electricity demand in NYISO on July 3, with a daily average of 1,400 megawatts (MW) per hour coming from Hydro-Québec and 800 MW per hour from the Independent Electric System Operator in Ontario. The new CHPE transmission line connecting Hydro-Québec's grid and the NYISO grid has a capacity of 1,250 MW, which was fully utilized on July 3.

According to the New York State Energy Research and Development Authority, CHPE is expected to meet up to 20% of New York City's power demand. Although the transmission line supplied power to New York during the heat wave in July, an outage occurred in June, and the transmission line was taken offline again on July 4 for further repairs.

In recent years, both ISO-New England and NYISO have relied less on electricity imports from Canada as drought conditions have limited hydroelectric generation. However, both regional grids have built high voltage transmission lines connecting hydropower from Québec to their respective regions, which could reverse the trend if hydroelectric generation increases.

Saudi US nuclear deal gets approval, does not include enrichment

CNBC + US news

President Donald Trump said Thursday that Saudi Arabia will not enrich uranium under the landmark nuclear deal signed with the U.S. this week. Trump said the nuclear agreement is subject to Riyadh establishing diplomatic relations with Israel through the Abraham Accords.

“There will be no enrichment of material!” the president said in a Truth Social post. The deal “is totally subject to Saudi Arabia joining the very respected and successful Abraham Accords,” he said.

U.S. Energy Secretary Chris Wright and Saudi Energy Minister Prince Abdulaziz bin Salman signed an agreement Wednesday on civilian nuclear cooperation. They also signed a bilateral agreement on nuclear safeguards. The White House has not released the text of the deal.

President Donald Trump said Saudi Arabia must establish diplomatic relations with Israel for the nuclear deal with the U.S. to move forward.

Trump also said the nuclear deal does not include uranium enrichment.

Congress still has to review the civilian nuclear cooperation agreement.



The Department of Energy said the deal would lay the foundation for a decades-long, multibillion-dollar nuclear partnership between the two countries. The agreement will be sent to Congress for review, the department said. U.S. cooperation with foreign nations on civilian nuclear power requires such review under the Atomic Energy Act.

Democratic lawmakers have expressed concern about the impact of the deal on the Middle East. The U.S. and Israel have justified the current war against Iran in part as an effort to force Tehran to renounce its nuclear ambitions. They previously bombed Iranian nuclear sites in June 2025.

“This agreement will set off a nuclear race in the region, further disincentivizing Iran from limiting its own program,” Sen. Chris Murphy of Connecticut said in a social media post.



Oil price special coverage



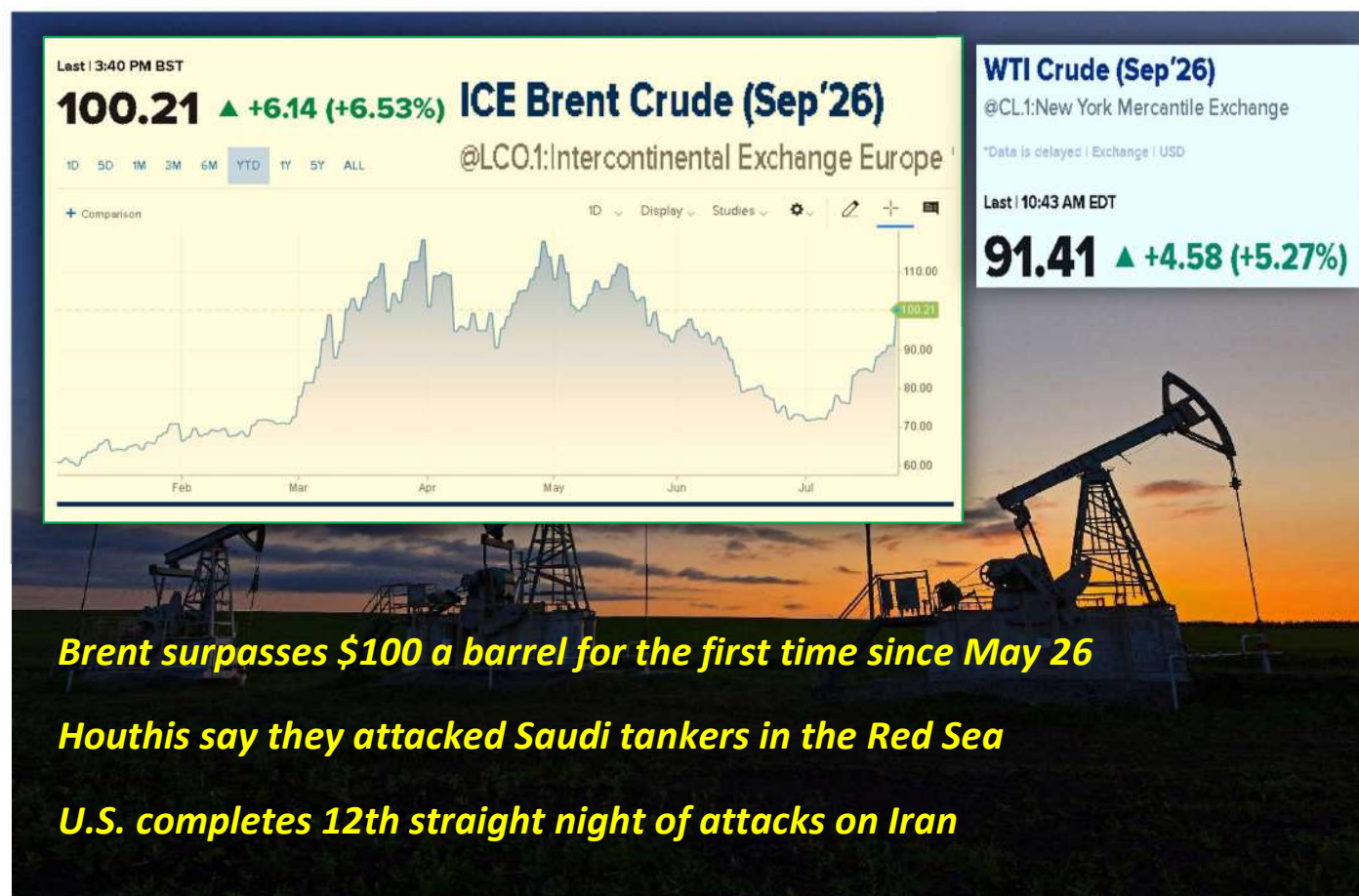
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Oil hits \$100 after Houthi attack on Saudi tankers worsens oil supply disruption

[Reuters + NewBase Energy](#)

Oil prices hit their highest in nearly two months on Thursday, rising for a fifth day after Yemen's Houthis said they struck two Saudi oil tankers, widening disruption to global oil shipping through both the Red Sea and the Strait of Hormuz.

Brent crude futures were up by \$5.83, or 6.2%, at \$99.90 a barrel by 1310 GMT after reaching \$100 a barrel for the first time since late May. U.S. West Texas Intermediate crude rose \$4.41, or 5.08%, to \$91.24, exceeding \$90 a barrel for the first time since June 11.



"The immediate outlook for crude oil remains supportive as markets price a worrying probability of supply interruptions in a second chokepoint," said Pepperstone research strategist Ahmad Assiri.

Besides the renewed conflict over control of the Strait of Hormuz, Yemen's Houthis have opened a new front by targeting vessels carrying Saudi oil in the Bab el-Mandeb strait after stating they would impose a naval blockade on shipments from Saudi Arabia.

Houthi militia attacked two Saudi Arabian oil tankers in a military operation, the group said on Thursday, with a Saudi news agency later confirming one of the two vessels was ablaze after an assault while sailing in the Red Sea.

Goldman Sachs said Brent might exceed \$120 a barrel in the fourth quarter and average \$100 next year if the Strait of Hormuz remains disrupted through 2027, with further upside if the Bab el-Mandeb strait and Suez Canal also suffer persistent disruption.

Iran's Revolutionary Guards said an oil tanker caught fire after an explosion while attempting to follow a mined route in the southern area of the Strait of Hormuz near the coast of Oman and that two others had turned back.

The Guards said the strait was under their control and "completely closed" while U.S. actions continued in the region, warning that no tanker would be allowed to enter or leave without coordination with Iran.

The U.S. military said it had completed a 12th consecutive night of attacks on Iran, hours after U.S. President Donald Trump vowed to destroy an Iranian bridge or power plant every time Iran shoots at a ship in the Strait of Hormuz.

Goldman expects oil prices to retain most of their recent gains through July and August as global inventories continue to decline, supported by lower Middle East production, seasonal summer travel demand and a sharp slowdown in releases of strategic petroleum reserves.

Meanwhile, European diesel margins hit a record \$66.25 a barrel on July 17, supported by Russia's diesel export ban following repeated Ukrainian attacks on its refineries and concerns over further disruptions to Middle East supplies, and traded as high as \$65.30 a barrel on Thursday.





HAWK ENERGY

Oil & Gas Services





- Hawk Energy revises Oil at averaging \$82-\$85 This Year 2026 with positive Growth
- That's a 'foreseeable & sensible range,' Hawk Energy CEO M. Al Shihabi says
- Demand set to grow (1.2 MBD) from 105.3 to 106.5 MBD in 2026: Al Awadhi says





Mideast war escalation threatens recovery in global oil refining

Siyi Liu, Trixie Sher Li Yap, Nicole Jao and Seher Dareen + Reuters + NewBase

The escalating U.S.-Iran war threatens Asian oil refiners' plans to ramp up output in August, which could keep global fuel stocks tight and bolster prices for longer unless China fills the gap.

Asian refiners, counting on steadier oil supply, had been expected to lead a recovery in global fuel production this quarter, but attacks between the U.S. and Iran have again throttled Gulf crude exports through the Strait of Hormuz, where a fifth of the world's oil previously passed before the war.

- ***Crude supply disruption hampers Asian fuel output recovery***
- ***Strained Asian output and Russian diesel export ban boost global refining margins***
- ***China has most spare capacity to boost throughput***
- ***Refiners in Europe and US to run flat out in third quarter***



Now, Yemen's Iran-aligned Houthis have threatened to block Saudi Arabian exports from the Red Sea, which could force more than 3 million barrels per day of Saudi crude that were going to Asia through the Bab el-Mandeb waterway to take much longer routes, according to research firm Energy Aspects.

On Tuesday, three tankers carrying Saudi crude bound for China and India through Bab el-Mandeb made U-turns, heading towards the Suez Canal.

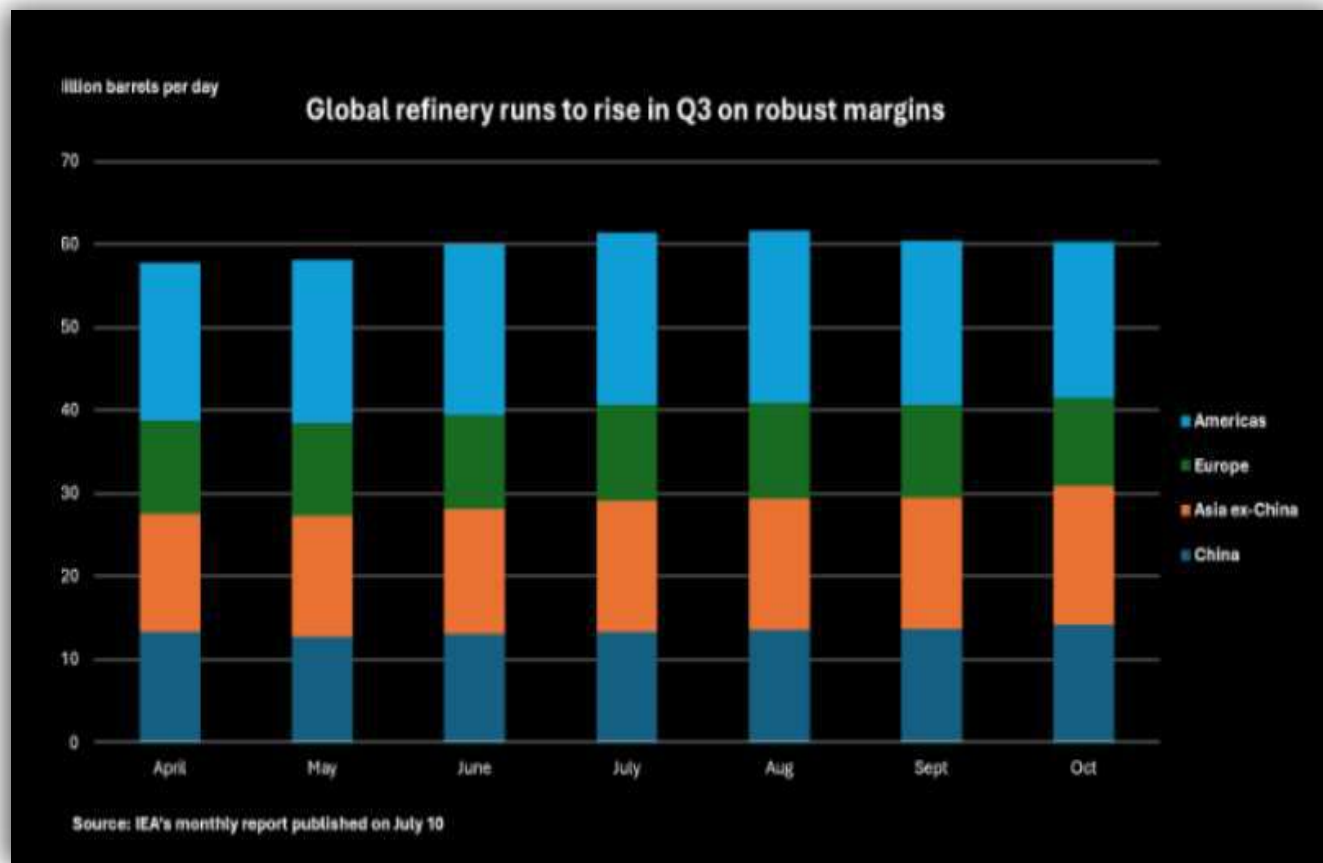
As a result, Asian refiners who had lined up crude supply for August are now bracing for delays in shipments from the Middle East, while processors in the U.S. and Europe are already running near capacity.

At the same time, Russia has banned diesel exports due to Ukrainian drone attacks on its refineries, which means global oil products supply will remain tight, bolstering gasoline, diesel and jet fuel prices.

Lofty fuel prices have propelled refiners' profit margins to record highs in the U.S. and Europe and to two-month highs in Asia.

"Margins are set to stay high. There is simply not enough capacity in the world to deal with the double whammy of Hormuz closure and Russian export bans. Prices need to go up to lower end-user demand," said Sparta Commodities' analyst Neil Crosby.

For gasoil and jet fuel, Asian refiners' margins have jumped to more than \$65 a barrel, up from just above \$20 before the war.



RECOVERY NOW UNCERTAIN

Globally, refiners had been expected to run 81.6 million barrels per day in the third quarter, the International Energy Agency said on July 10, up more than 4% from the second quarter, led by a recovery in Asia, but still 4% lower than a year earlier.

In Asia, consultancy Wood Mackenzie expected throughput to reach 30.37 million bpd in August, rebounding from about 28 million bpd in May and June.

However, that recovery could stall if shipments through the Strait of Hormuz decline further and Saudi exports take an extra month to reach Asia, going around the west coast of Africa.

Taiwan's Formosa Petrochemical Corp (FPCC), a key exporter, had planned to raise throughput to 480,000 bpd, or nearly 90% of capacity, in August, President K.Y. Lin said.

"While FPCC has managed to secure crude supplies for August arrival, the delivery and arrival of some of these cargoes remain uncertain for now, given the resumption of Middle East conflict," Lin said.

"There should still be a trickle in crude exports from the Strait of Hormuz, but such volumes still cannot be compared with pre-war levels."

A Chinese refining executive said he expects some delays for July-August loading cargoes which will make it hard to raise output. The executive declined to be named as he is not authorised to speak to media.

CHINA COULD HELP FILL FUEL SUPPLY GAP

Refineries in Asia excluding China are running at 93% to 95% of pre-war levels, said Kpler analyst Sumit Ritolia.



By contrast, China's refinery runs slumped to just 58% of capacity in June. It has the most room to ramp up output and is also less dependent than other countries on imported crude, as it has a large stockpile it can tap.

Its refiners have kept a lid on output due to weak domestic demand and fuel export restrictions. Beijing eased export restrictions for July, but it remains unclear whether the policy will extend into August.

Wood Mackenzie sees China's throughput climbing to 13.96 million bpd in August, up from 12.63 million bpd in June.

China's independent refiners, which have bought discounted Middle Eastern crude, are expected to raise output, trade sources said. Shenghong Petrochemical's 320,000-bpd refinery in Jiangsu province, for example, is expected to resume operations in mid-August after a major overhaul.

U.S., EUROPE AT FULL TILT

U.S. and European refiners are expected to maximise third quarter output to capitalise on record margins but have little room to ramp up, analysts said.

European diesel profit margins hit a record of \$66.25 a barrel after Russia banned diesel exports. In the U.S., the crude-to-fuel products spread most widely used as the benchmark for U.S. refiner profitability rose to a record of close to \$70 a barrel late last week.

Energy Aspects analyst Raul Calzada said refiners are running at record utilisation rates. For the third quarter, U.S. Gulf Coast runs are forecast to rise by 200,000 bpd, up 2.1% from a year earlier.

"In the past couple of months, we have witnessed several refiners marginally increase rates beyond their normal operating where possible," said Trey Hamblet, analyst at refinery tracker Industrial Info Resources.

Although gasoline stocks are "super low" at the U.S. Gulf Coast, he said refiners are not incentivised to maximise production of gasoline. "They need to make as much diesel as possible because that's where the margin is," he said. "So we are locked in this situation where all products get tight."

Asian refinery throughput estimates

	Asia	China	India	Japan, South Korea, Taiwan	Selected SE Asia*
May-26	28.02	12.69	5.24	5.47	3.61
Jun-26	28.29	12.63	5.24	5.69	3.69
Jul-26	28.98	12.80	5.49	5.81	3.81
Aug-26	30.37	13.96	5.37	6.05	3.94

Source: Wood Mackenzie, Unit: million barrels per day.

*Indonesia, Malaysia, Philippines, Singapore and Thailand

Global refinery runs to rise in Q3 on robust margins, as product-market vulnerability

The recent disruption in the Middle East, including the closure and uneven reopening of the Strait of Hormuz, has exposed a shift in the global energy system's principal vulnerability. Initial concern focused on whether enough crude oil could reach the market.

Yet crude flows have recovered faster than supplies of gasoline, diesel, jet fuel and other products. Strategic petroleum reserve releases, softer Chinese demand and alternative export routes have helped cushion the crude market, but they cannot substitute for operational refineries.



The central constraint is therefore no longer simply the availability of crude; it is the capacity to process the right grades of crude into usable fuels and deliver them to consumers. That distinction defines the current global market imbalance.



Kpler's analysis supports this distinction between crude availability and product supply. The company expects Middle Eastern refined-product exports to require another three to four months to recover as refineries return to stable operating rates and rebuild export flows.

It also notes that product inventories in the United States, Singapore, Fujairah and the Amsterdam-Rotterdam-Antwerp hub remain low, leaving the market with limited protection against additional outages.

In Kpler's base case, global refinery runs rise from about 81.5 million barrels per day (mb/d) in the third quarter to 84.5 mb/d in the fourth, but transportation-fuel balances remain in deficit through much of the second half of 2026.

Refining as the Binding Constraint

Crude markets have shown greater resilience than product markets. According to the International Energy Agency (IEA), global oil supply rebounded by 4.1 mb/d in June as transit through Hormuz partially resumed. Increased Gulf exports helped North Sea Dated crude fall to about \$68 per barrel in June, although renewed hostilities later lifted it to around \$77.

Government stocks also provided temporary support: the IEA estimates that 44 million barrels of the June decline in OECD inventories came from emergency reserve releases. These measures improved immediate crude availability, but they did not restore damaged processing units or restart export refineries.

Product-market indicators tell a different story. The IEA reports that refined-product cracks and refining margins reached four-year highs in early July even as crude prices declined. Global refinery runs increased by 1.5 mb/d in June but remained 6 mb/d below the previous year's level.

Middle Eastern export refineries had not fully restarted, Russian throughput remained constrained by attacks, and Asian plants continued to operate at reduced rates. Consequently, Gulf exports of refined products and liquefied petroleum gas remained below half of their pre-war volumes, whereas crude flows had recovered to nearly three-quarters of February levels.

The widening gap between crude and product markets is also visible in refining margins. In mid-July, the U.S. 3-2-1 crack spread the estimated margin from converting three barrels of crude into two barrels of gasoline and one of diesel rose to a record \$69.66 per barrel. U.S. gasoline inventories had fallen to their lowest seasonal level since 2012, while diesel stocks remained historically weak.



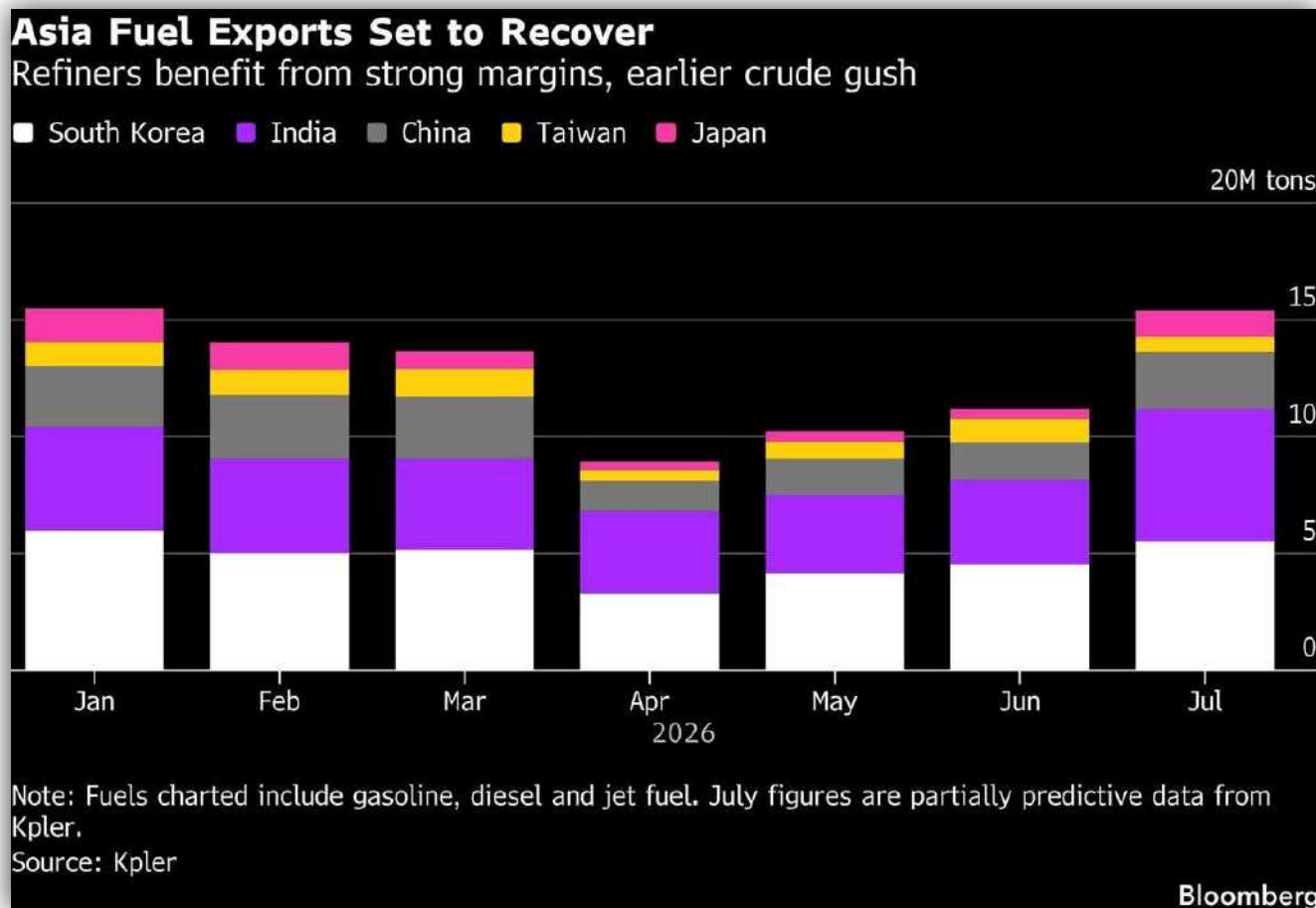
These conditions reflect a shortage of processing output rather than an absolute lack of crude. They also explain why lower crude benchmarks have not translated into comparable relief for motorists and industrial consumers

Russia has intensified the constraint. Kpler estimates that Russian refinery runs fell to about 3.8 mb/d in July, their lowest level in more than two decades. Around 4.3 mb/d of capacity was either undergoing downtime or affected by attacks, although the volume considered effectively offline was lower, at approximately 1.5–2 mb/d.

Since August 2025, at least 25 Russian refineries have been affected, including crude-distillation and secondary-processing units needed to produce on-specification transport fuels.

Kpler expects runs to recover modestly to around 4.3 mb/d in August, but continuing attacks and complex repairs create substantial downside risks.

These developments demonstrate why crude supply and refining capacity are not interchangeable. Refineries are configured for crude qualities and product yields; available barrels cannot always replace lost feedstocks without operational adjustments. Maintenance backlogs, damaged conversion units, limited storage and disrupted shipping further slow recovery. A crude surplus can therefore coexist with shortages of diesel, gasoline or jet fuel.



Responses and Trade-Offs

The first response is to restore refinery output in the Gulf and Russia. Higher utilization would increase fuel availability and reduce exceptional margins. Kpler estimates that refiners with operational flexibility, particularly in the United States, India and parts of Asia, could add 700,000–900,000 barrels per day above its base case through higher utilization and optimization.

This would provide meaningful relief, but not an immediate solution. Repairs, safety inspections and restarts take time, while pushing plants too hard increases the risk of unplanned outages.

The geopolitical constraint is equally important: Gulf recovery depends on security around Hormuz, while Russian output remains tied to the course of the war in Ukraine.

The second response is to rebuild commercial confidence in Hormuz. Physical reopening is insufficient if shipowners, insurers and traders continue to price in the possibility of renewed attacks.

More reliable transit would lower freight and war-risk insurance costs, release delayed cargoes and reconnect Gulf refineries with export markets. The trade-off is that confidence may require continued naval protection and political arrangements among regional and external powers.

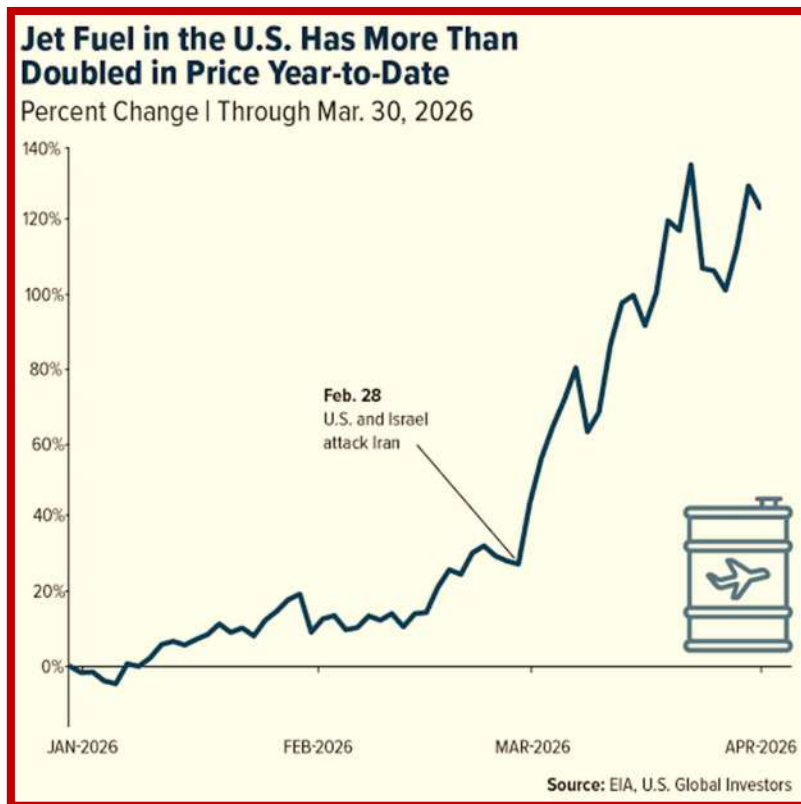
Such measures can reduce immediate disruption but cannot remove the strategic vulnerability created by concentrating large volumes of crude and products in one maritime chokepoint. Moreover, crude flows may normalize faster than refinery operations, placing downward pressure on crude prices while product premiums remain elevated.

The third response is to encourage greater refined-product exports from producers with spare operational capacity. Higher exports from the United States and Atlantic Basin, increased output from flexible Indian and Asian refineries, and less restrictive Chinese export policies could ease regional shortages. However, the economic and political costs are significant.

Exporting more fuel can tighten domestic inventories and raise local prices, especially during peak demand. Governments may therefore prioritize domestic security through quotas or restrictions, even when exports would improve the global balance. This tension between national affordability and international market stability limits the speed and scale of the response.

Rebalancing Through Weaker Demand

If product supply does not recover quickly, adjustment is more likely to occur through weaker demand than a rapid expansion of refining output. New or repaired capacity cannot enter service as quickly as consumers respond to higher prices. Costlier gasoline discourages driving, expensive jet fuel raises airfares, and elevated diesel prices increase freight, agricultural and manufacturing costs.



These effects weaken consumption directly and slow wider economic activity. Reuters similarly concludes that, with roughly 5 mb/d less global refining output than a year earlier, persistent fuel shortages may ultimately require demand destruction to restore balance.

Supply-side relief will nevertheless emerge gradually. Strong margins encourage refiners to maximize throughput, Middle Eastern facilities will restart, and Russian plants may recover part of their lost production. The IEA expects global refinery runs to decline by 2.4 mb/d in 2026 before rebounding by 3.1 mb/d in 2027.

Until then, emergency reserve releases and inventory draws can bridge temporary gaps but cannot create sustainable product supply. If shortages persist, price-sensitive

emerging economies will bear the greatest adjustment through reduced mobility, industrial use and consumption.

Conclusion

The Hormuz disruption has shown that energy security depends not only on producing and transporting crude oil but also on converting it into the fuels the economy uses. Crude flows and prices can normalize while gasoline, diesel and jet fuel remain scarce because damaged refineries, low inventories and disrupted export networks recover more slowly.

Restoring refinery output, securing Hormuz and increasing product exports can ease the pressure, but each option involves operational delays, domestic economic costs or geopolitical dependencies.

The current refining market remains highly supportive for U.S. refiners, and Marathon Petroleum Corporation MPC is emerging as a clear beneficiary. Geopolitical tensions in the Middle East have disrupted global fuel supply, while strong demand for gasoline, diesel and jet fuel has kept crack spreads elevated. At the same time, constrained global refining capacity and robust export demand continue to create a favorable pricing environment, allowing efficient refiners to capture stronger margins.

Marathon Petroleum is among the biggest beneficiaries of these conditions. During the first quarter of 2026, the company generated \$1.4 billion in Refining & Marketing adjusted EBITDA, with refining margin capture reaching 99% despite completing nearly 40% of its planned annual maintenance. Its refineries operated at 89% utilization, reflecting disciplined operations and strong commercial execution.

The company's advantage extends beyond favorable industry conditions. Marathon Petroleum sources most of its crude from the United States and Canada, reducing exposure to global supply disruptions while enabling it to capitalize on attractive domestic feedstock economics. Its integrated logistics network also allows rapid adjustments in crude sourcing, product yields and exports, helping maximize profitability as market conditions evolve.

Strategic investments further strengthen this position. The recently completed Garyville jet fuel expansion and upcoming yield-improvement projects increase exposure to higher-margin products, particularly jet fuel and diesel, where demand remains healthy. Combined with strong planning, operational reliability and commercial optimization, these initiatives position Marathon Petroleum to sustain superior refining margins even as market volatility persists.

Other Energy Players Benefiting From Current Refining Margins

Valero Energy Corporation VLO is among the largest independent refiners in the United States, with a combined high-complexity throughput capacity of nearly 3 million barrels per day across its refineries. VLO's refining footprint is heavily concentrated along the U.S. Gulf Coast and the Midcontinent, offering feedstock sourcing flexibility, with management emphasizing that crude availability is not a significant constraint for the company. Moreover, its Gulf Coast access enables it to sell refined products in high-demand markets and capitalize on the current increase in export demand for distillates driven by the supply disruptions in the Middle East. This positions Valero to benefit from elevated refining margins and strong international demand for refined products.

Phillips 66 PSX is well-positioned to benefit from the current refining environment through its diversified refining, midstream and chemicals businesses. Supply disruptions in the Middle East, particularly around the Strait of Hormuz, are expected to keep refined product markets tight, supporting stronger margins for U.S. refiners. Robust jet fuel demand and lower product inventories further reinforce favorable market conditions. The company also sources most of its crude from Canada, the United States and Latin America, limiting Middle East supply risks. However, the sharp increase in commodity prices had a significant downside. In the first quarter of 2026, Phillips 66 reported \$839 million in pre-tax mark-to-market losses on its short derivative positions, including

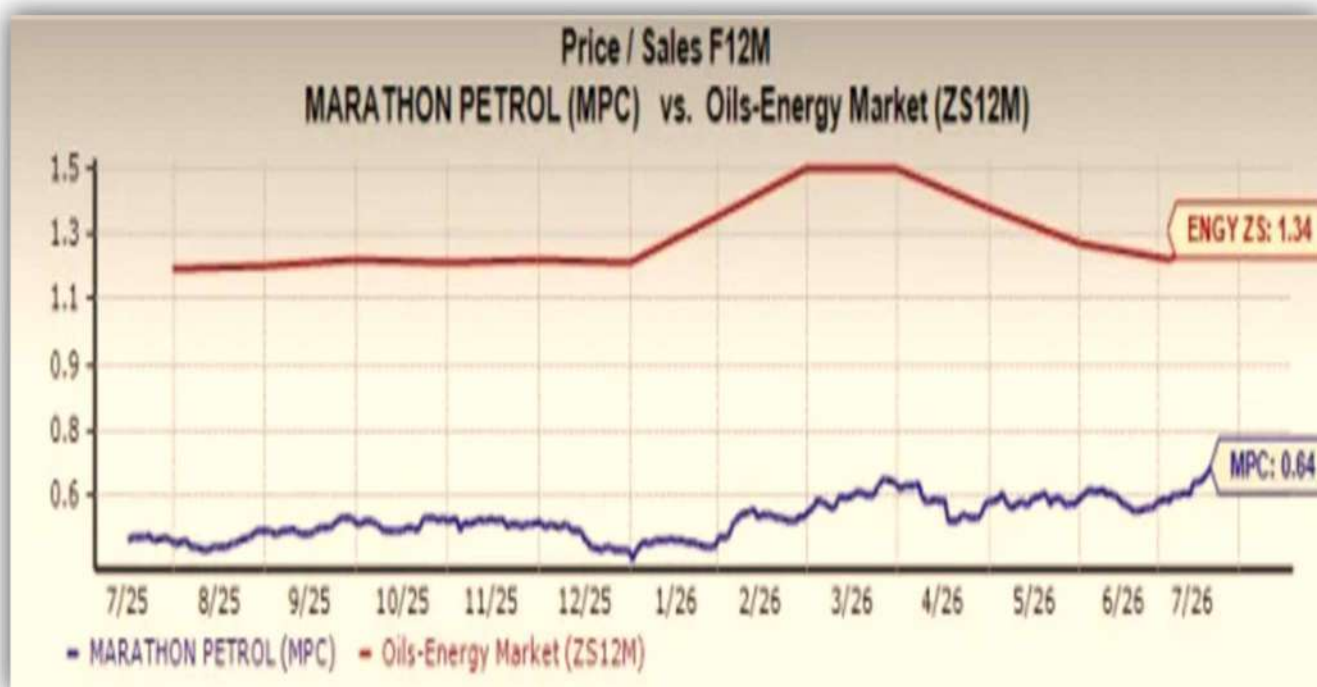
\$396 million in its Refining business. The company explained that these hedging losses were linked to its physical inventory. While rising prices increased the value of the inventories, that gain was not recorded at the same time because of the LIFO (last in, first out) accounting method, creating a temporary mismatch in reported earnings.

The Zacks Rundown on Marathon Petroleum

Shares of Marathon Petroleum displayed a staggering rally of 72.7% in the past six months, compared with the Oil/Energy sector's gain of 17.2%.



From a valuation perspective — in terms of forward price-to-sales ratio — MPC is trading at a discount of 0.64X compared with the industry average of 1.34X.

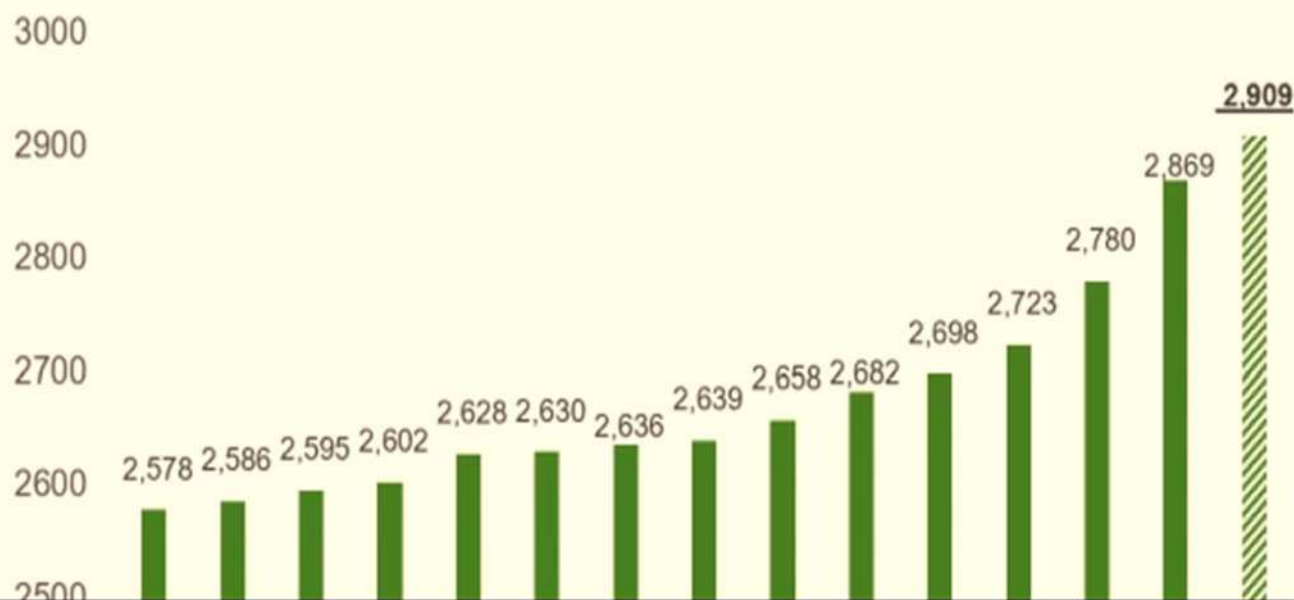


The Zacks Consensus Estimate for MPC's 2026 earnings is pegged at \$33 per share, indicating 208.4% year-over-year growth.

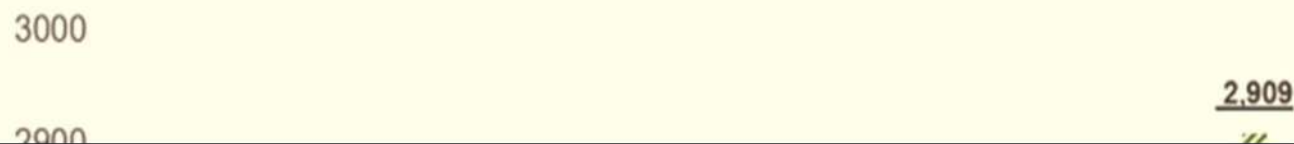
Earnings Estimates

	Current Qtr (6/2026)	Next Qtr (9/2026)	Current Year (12/2026)
Zacks Consensus Estimate	13.26	12.24	33.00
# of Estimates	3	4	6
Most Recent Consensus	NA	NA	NA
High Estimate	15.00	16.24	41.95
Low Estimate	10.83	10.50	29.20
Year ago EPS	3.96	3.01	10.70
Year over Year Growth Est.	234.85%	306.64%	208.41%

Evolution of Aggregate 2026 S&P 500 Earnings Estimates (Billion \$)



Evolution of Aggregate 2026 S&P 500 Earnings Estimates (Billion \$)



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Has drafted & finalized many contracts/agreements in products sale, transportation, operation & maintenance agreements. Along with many MOUs & JVs for organizations & governments authorities. Currently dealing for biomass energy, biogas, waste-to-energy, recycling and waste management. He has participated in numerous conferences and workshops as chairman, session chair, keynote speaker and panelist.

Khaled is the Editor-in-Chief of NewBase Energy News and is a professional environmental writer with over 1400 popular articles to his credit. He is proactively engaged in creating mass awareness on renewable energy, waste management, plant Automation IA and environmental sustainability in different parts of the world. Khaled has become a reference for many of the Oil & Gas Conferences and for many Energies program broadcasted internationally, via GCC leading satellite Channels. Khaled can be reached at any time, see contact details above.



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