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1.4 MARKET ANALYSIS

1.4.1 Introduction and Executive Summary

1.4.1.1 Introduction

This section examines petroleum markets, analyzes how they would be affected by the proposed Project, and assesses whether conclusions from previous market analyses should be altered in light of recent developments. It builds upon and updates the Final Environmental Impact Statement (EIS) published on August 26, 2011, and the Draft Supplemental EIS published on March 1, 2013.

The scope and content of the market analysis that was conducted for the Supplemental EIS were informed by public and interagency comments and new information that was not previously available. Among the notable updates to this analysis are revised modeling to incorporate evolving market conditions, more extensive information on the logistics and economics of crude by rail, and a more detailed analysis of supply costs to inform conclusions about production implications.

The updated market analysis in the Supplemental EIS, similar to the market analysis sections in the 2011 Final EIS and Draft Supplemental EIS concludes that the proposed Project is unlikely to significantly affect the rate of extraction in oil sands areas (based on expected oil prices, oil-sands supply costs, transport costs, and supply-demand scenarios). The Department conducted this analysis, drawing on a wide variety of data and leveraging external expertise. The analysis reflects inputs from other U.S. government agencies and was reviewed through an interagency process.

1.4.1.2 Methodological Overview

The subsections of this analysis examine individual market issues relevant to the proposed Project, which are then integrated to draw conclusions about its potential impact on oil sands production. Section 1.4.2, Oil Market Conditions, provides context on the global oil market, North American upstream and downstream oil industries, supply costs, and recent market developments. Section 1.4.3, Crude Oil Transportation, describes current, planned, or potential midstream crude oil transportation infrastructure, particularly pipelines and rail, which could affect crude oil movements. Section 1.4.4, Updated Modeling, describes key findings from external modeling to indicate how oil trade, refining activities, and price differentials might respond to selected supply-demand and pipeline scenarios.

Conclusions about production impacts of the proposed Project are developed in Section 1.4.5, Conclusions. First, prices from the model results were compared to the long-term supply costs of representative oil sands projects. Second, the difference between modeled prices and oil sands supply costs was examined to approximate how far benchmark oil prices might have to fall before selected oil sands projects would become uneconomic. Third, current and potential transportation options between western Canada and the U.S. Gulf Coast were explored to assess how modeled transportation costs, which affect the prices received by oil sands producers, could vary by mode. The results of these analytical approaches were combined in Section 1.4.5.4, Implications for Production, to draw general conclusions about the production impacts of the proposed Project under various conditions.

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