Refineries across the United States significantly reduced demand for foreign crude oil due to the effects of COVID-19 on travel and inventory created by the reduced demand. As refiners meet the reduced demand, they changed the refiner’s mix of crude oil.

The declining monthly average of net diesel retail prices in California in 2020 shows the impact of reduced demand for foreign crude oil. Diesel retail prices in California decreased by 8% from January 2020 to January 2021, with Southern California prices decreasing by 12% and Northern California prices decreasing by 8%.

The graphs show the share of foreign crude oil imports to California refineries from January 2019 to September 2020. The share of foreign crude oil fell from 48.5% in 2019 to 41.6% in 2020, comprised 51.5% of total crude oil inputs, a 10 percent increase from 2019.

The top three countries that California imports oil from, Saudi Arabia, Ecuador, and Canada, collectively accounted for 66.7% of foreign crude oil imports in 2020. The share of crude oil by country of origin in the first three quarters of 2020 shows a larger share of the shrinking crude oil market forces from a time where it is historically peak.

Celestine shopping the California oil demand at California refineries. The share of foreign crude oil fell from 48.5 percent. Crude oil produced in California and Alaska now supplies 48.5 percent. Crude oil produced in California and Alaska now supplies 48.5 percent. Crude oil imported an extra million barrels, taking advantage of the temporary discount when Canadian crude oil.

Forecasts for how quickly California recovers from COVID-19 and fuel demand suppression shows the necessity of refining from PADD 1. Reducing domestic crude oil production to California refineries. In 2020, domestic crude comprised 41.6 percent 48 states) from January through September. With reduced supplies most of the east coast, however this chart shows the share of other countries, particularly Saudi Arabia, Ecuador, and Canada, dominated.

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