

# Chart Collection for Morning Briefing

Yardeni Research, Inc.

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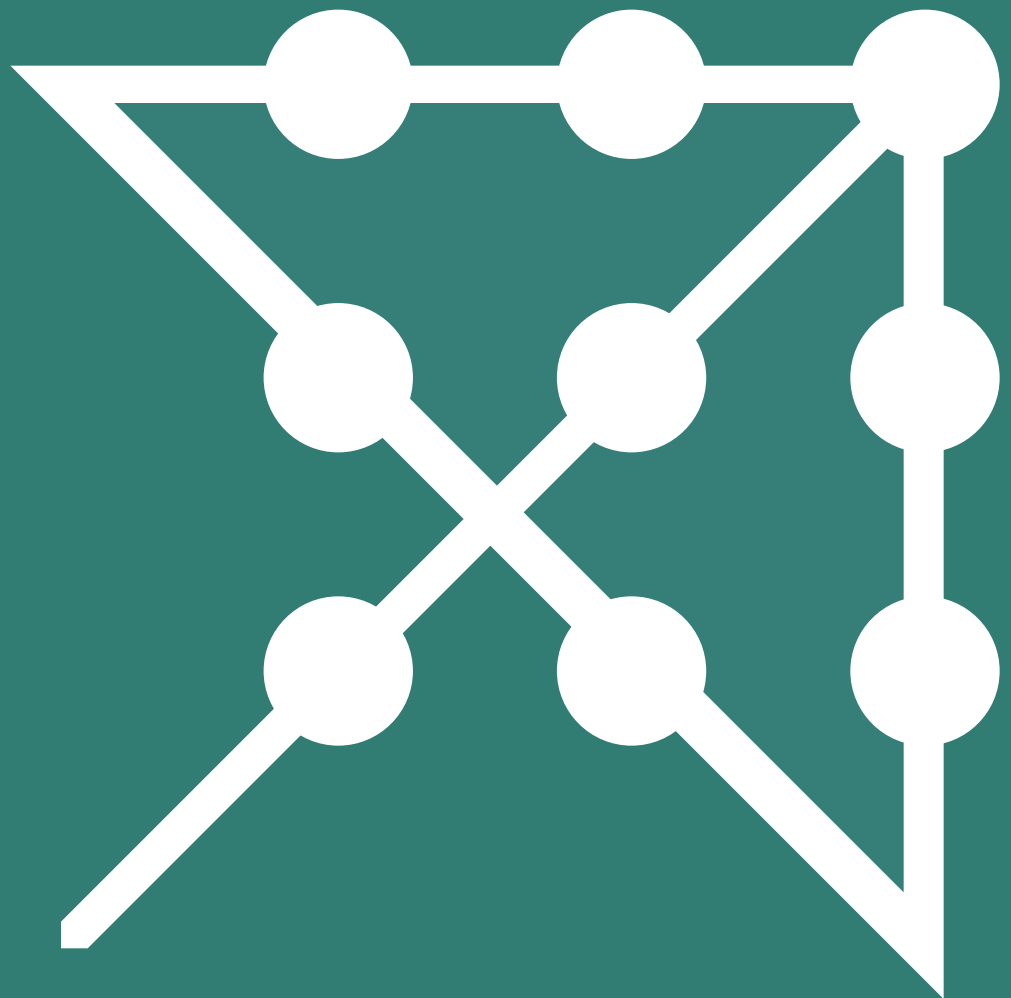
480-664-1333

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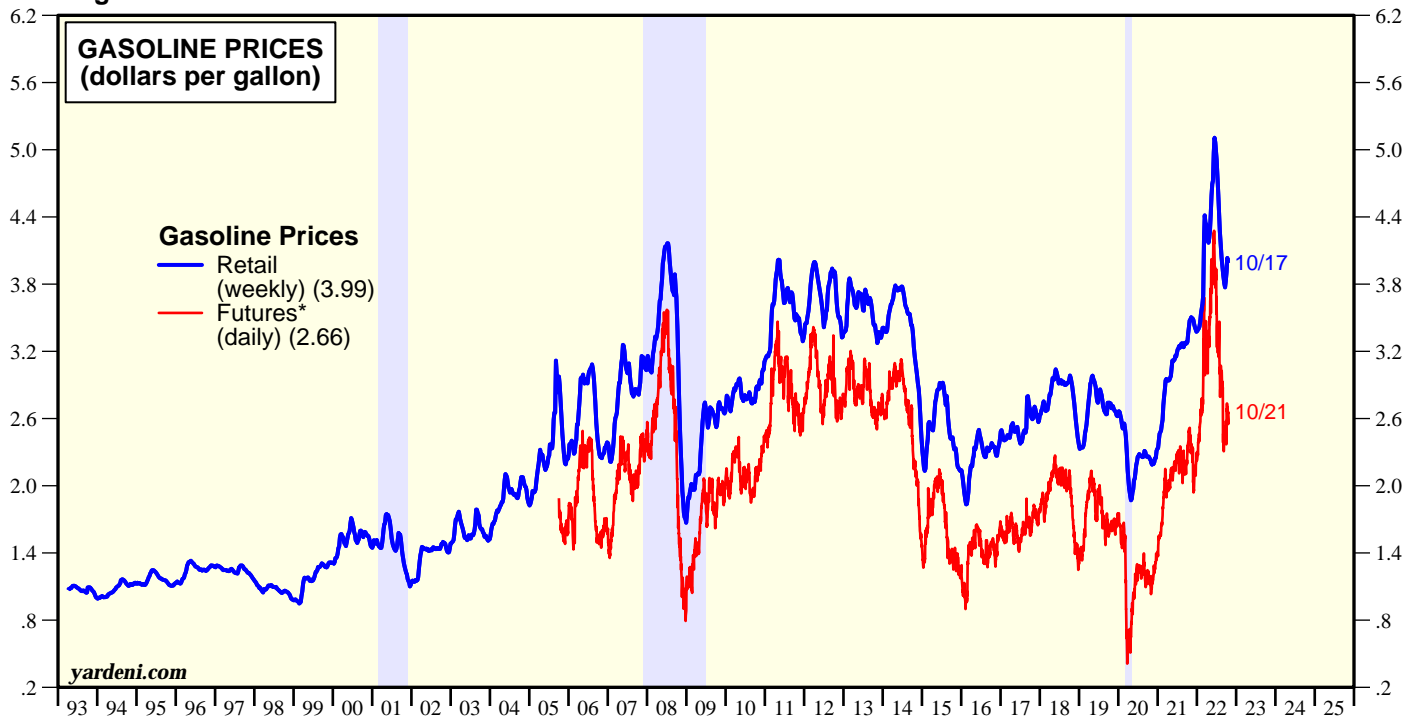
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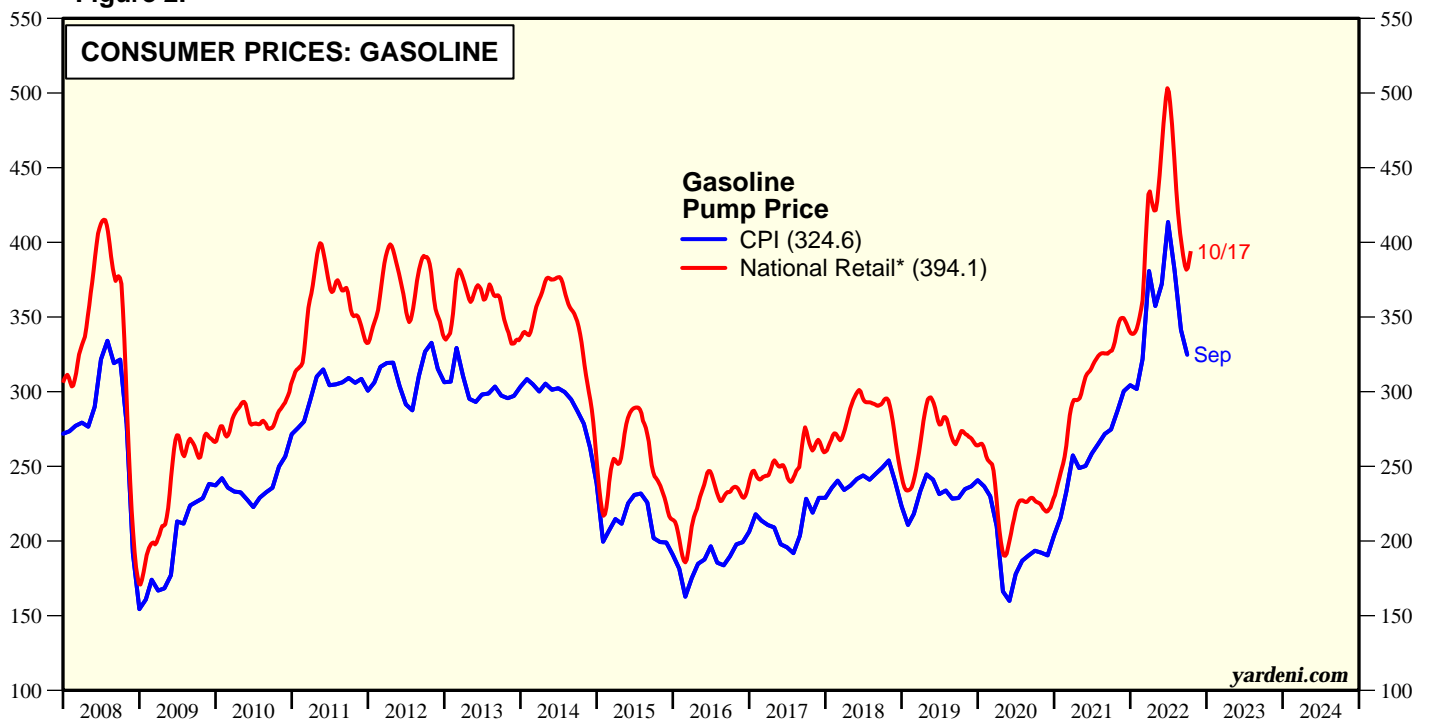
*thinking outside the box*

**Figure 1.**



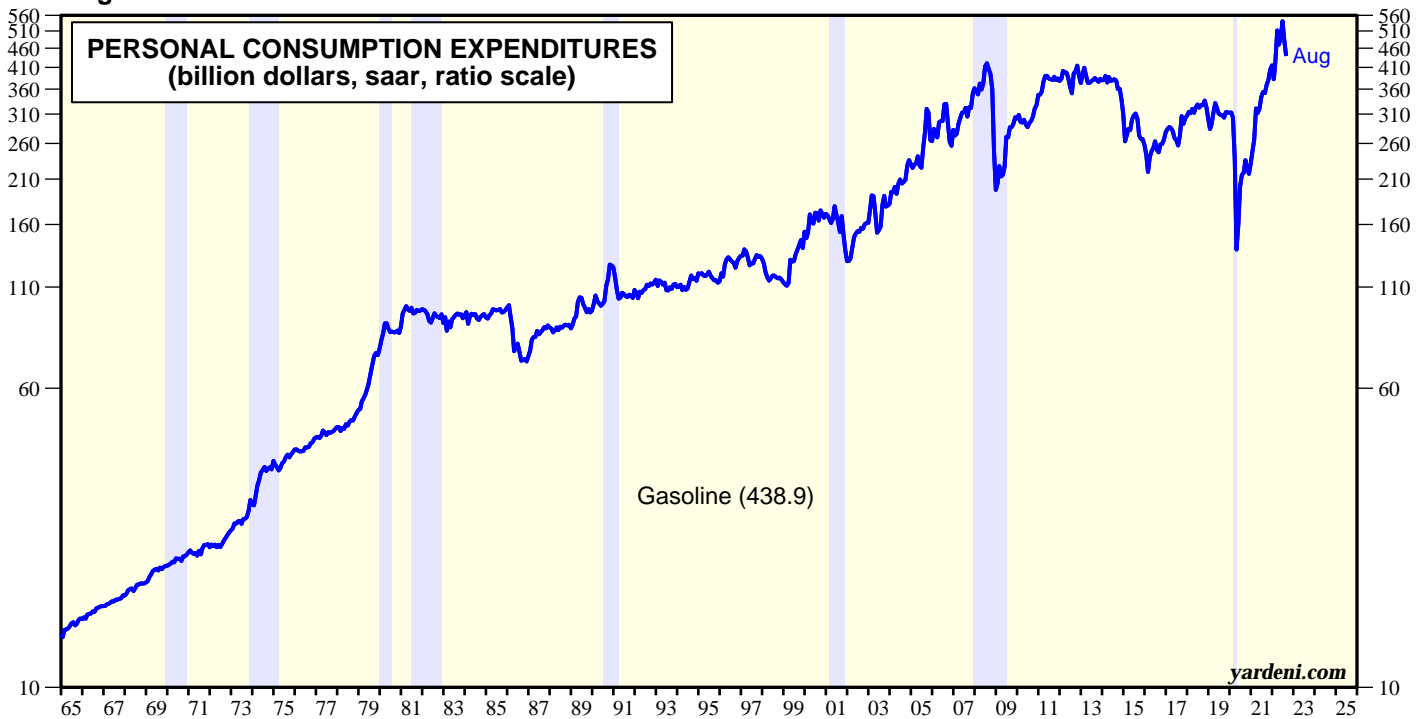
\* Nearby contract.  
 Note: Shaded areas are recessions according to the National Bureau of Economic Research.  
 Source: Energy Information Administration and Haver Analytics.

**Figure 2.**



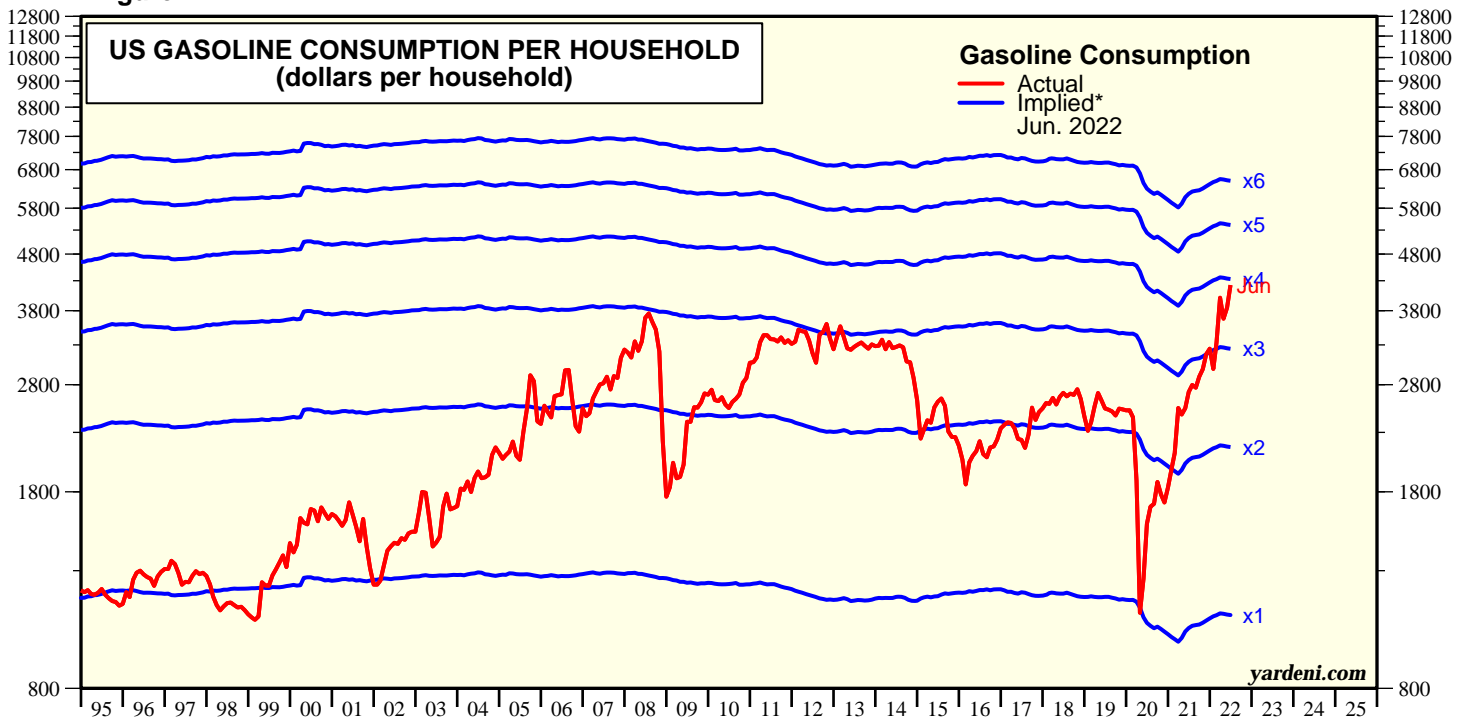
\* Four-week moving average in cents per gallon.  
 Source: Bureau of Labor Statistics, Energy Information Administration, and Haver Analytics.

**Figure 3.**



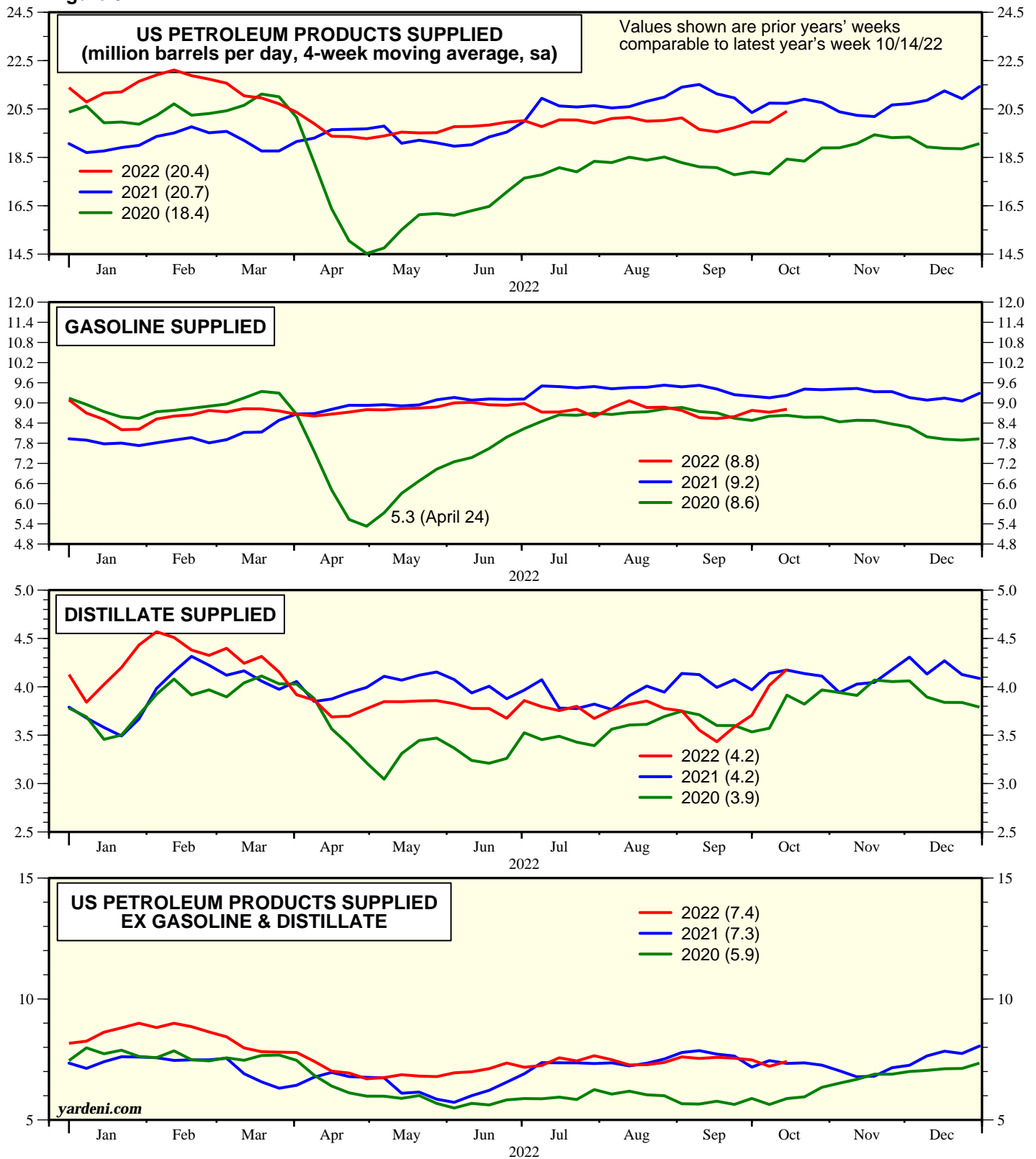
Source: Bureau of Economic Analysis.

**Figure 4.**



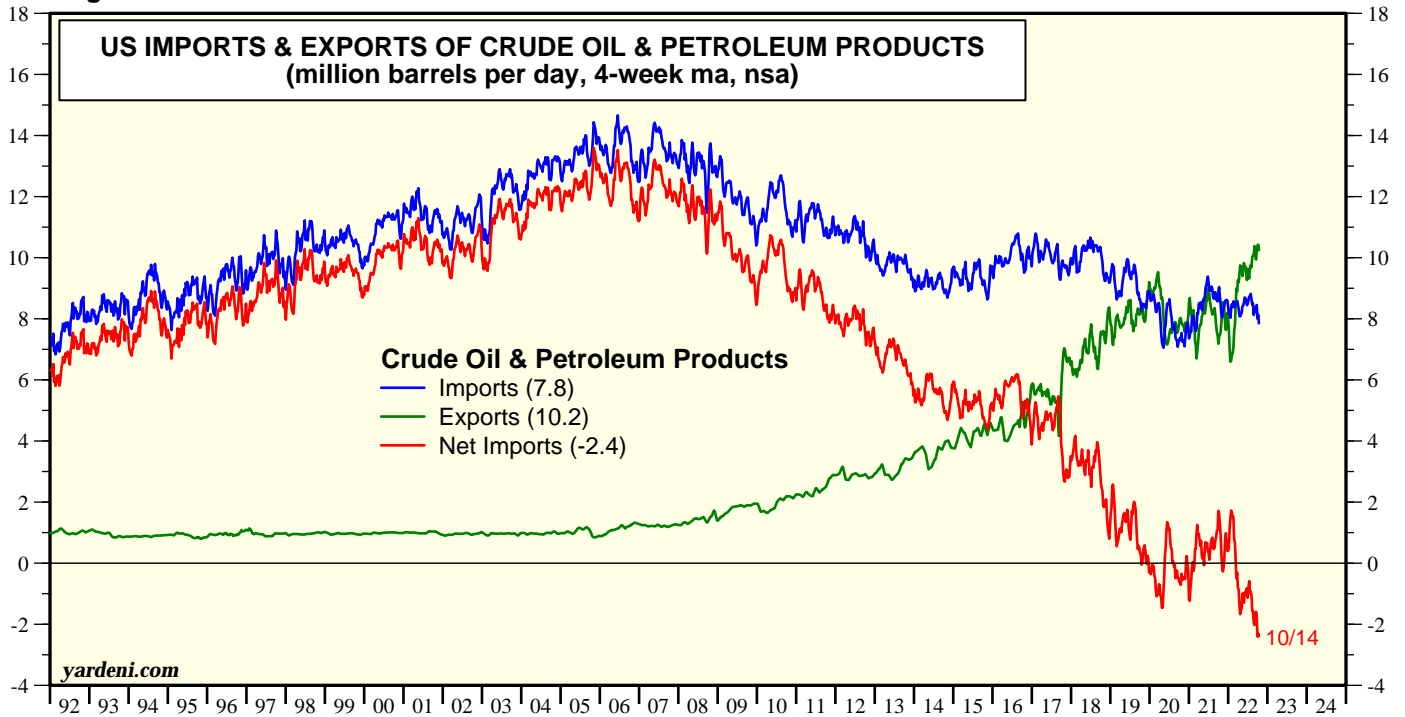
\* Usage in millions per barrels per day times 42 gallons/barrel times 365 days divided by number of households. Blue series show implied gasoline outlays per household at retail prices of \$1-\$6 per gallon.  
Source: US Department of Energy and Census Bureau.

Figure 5.



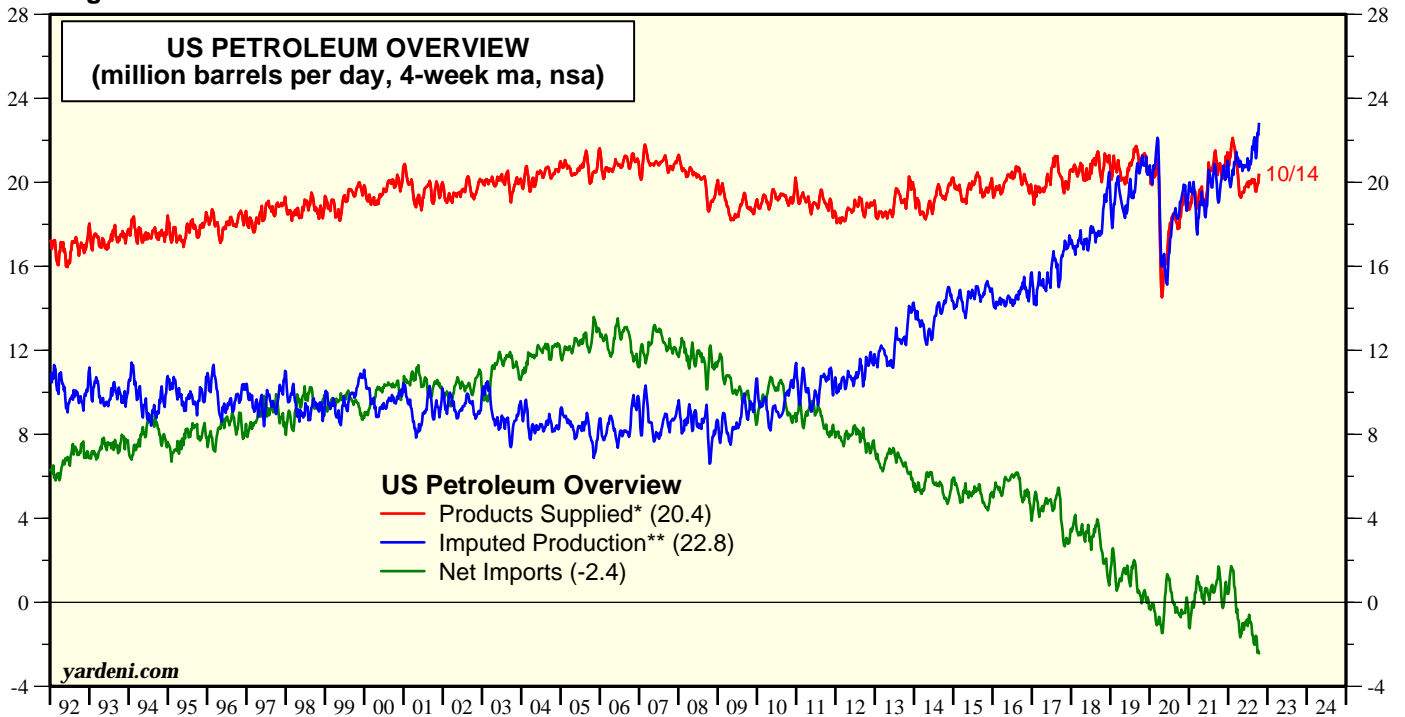
Source: US Department of Energy and Haver Analytics.

Figure 6.



Source: US Department of Energy and Haver Analytics.

Figure 7.

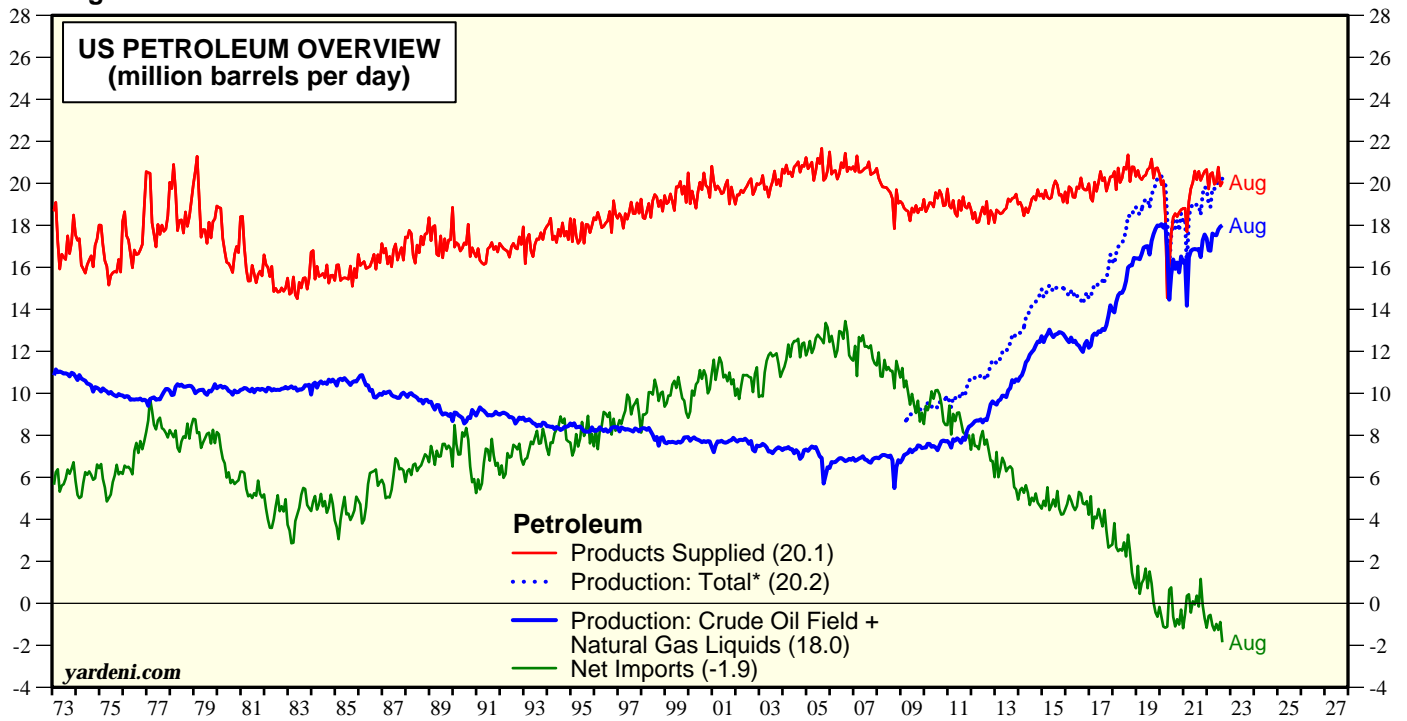


\* A proxy for US domestic demand.

\*\* Products supplied minus net imports.

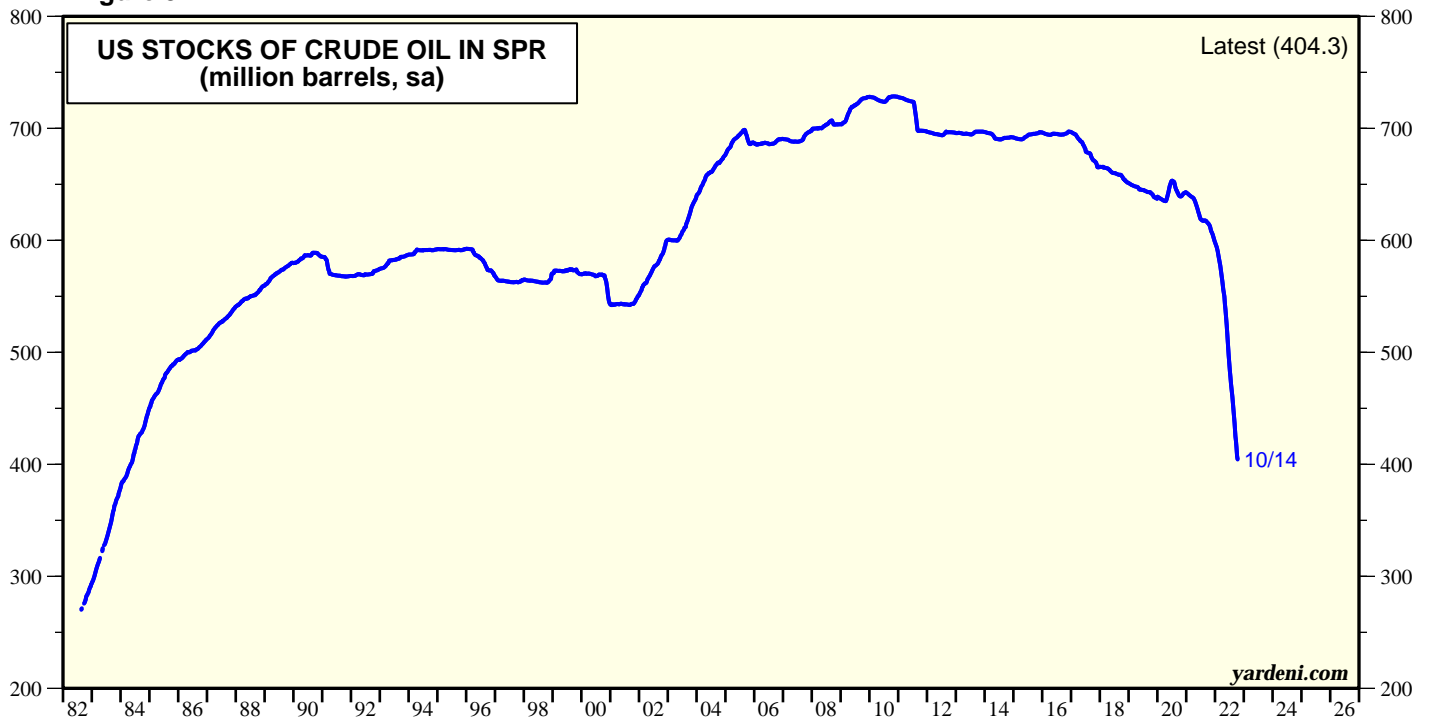
Source: US Department of Energy and Haver Analytics

Figure 8.



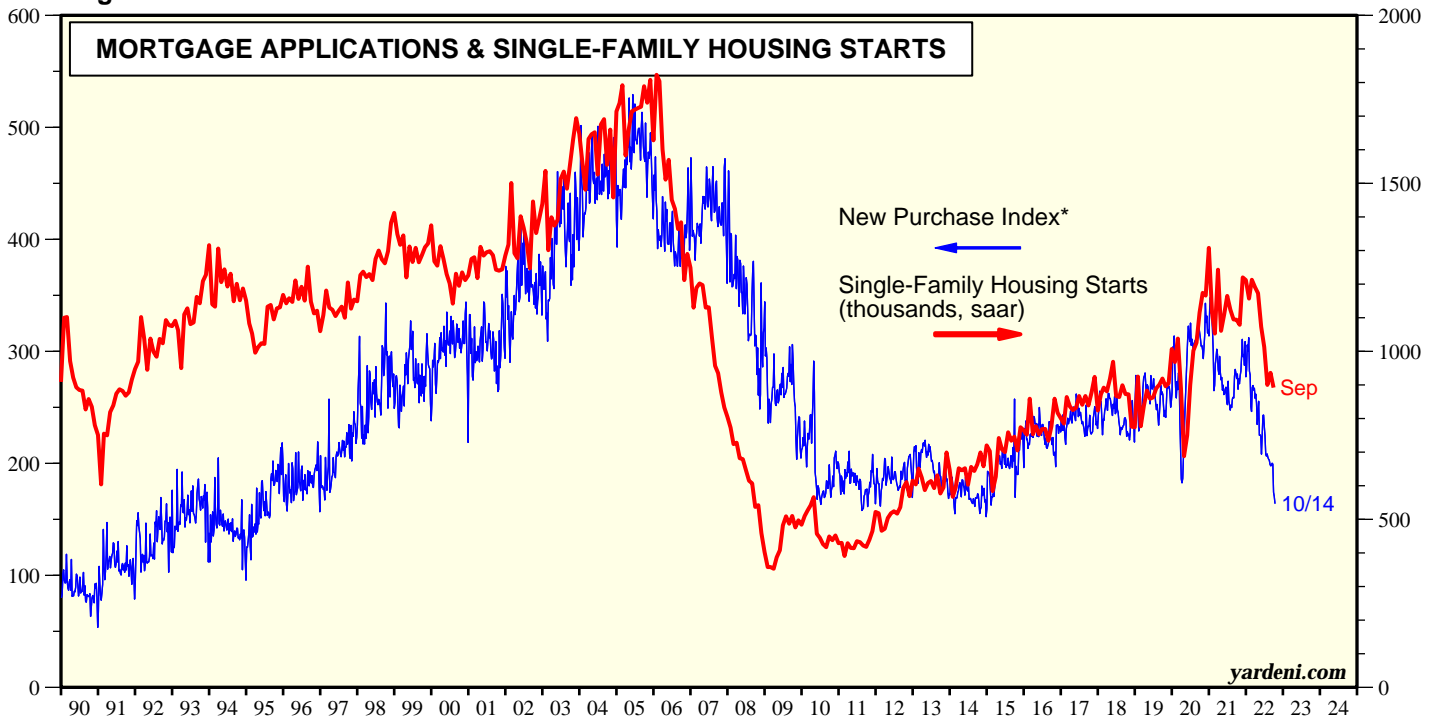
\* Includes crude oil field production, natural gas liquids, biofuels, and processing gain.  
Source: US Energy Information Administration, Monthly Review, Table 3.1.

Figure 9.



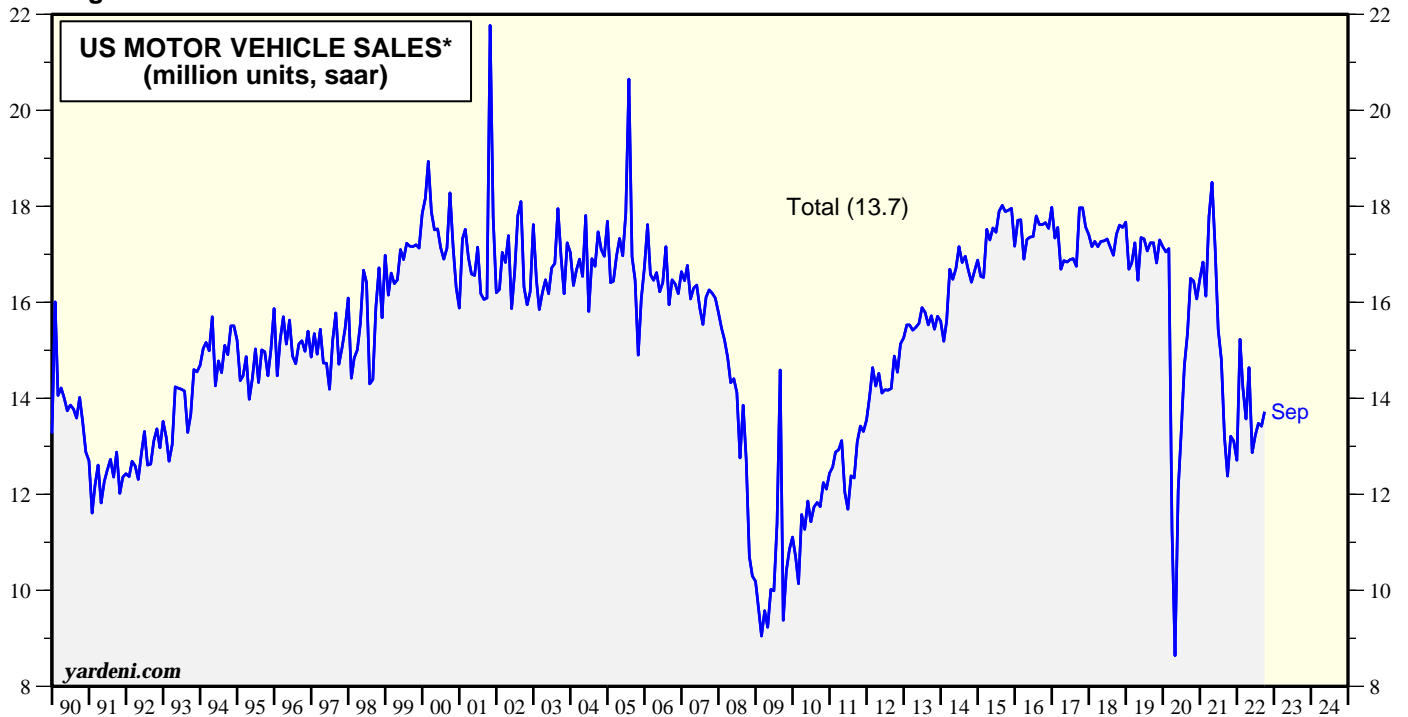
Source: Energy Information Administration.

**Figure 10.**



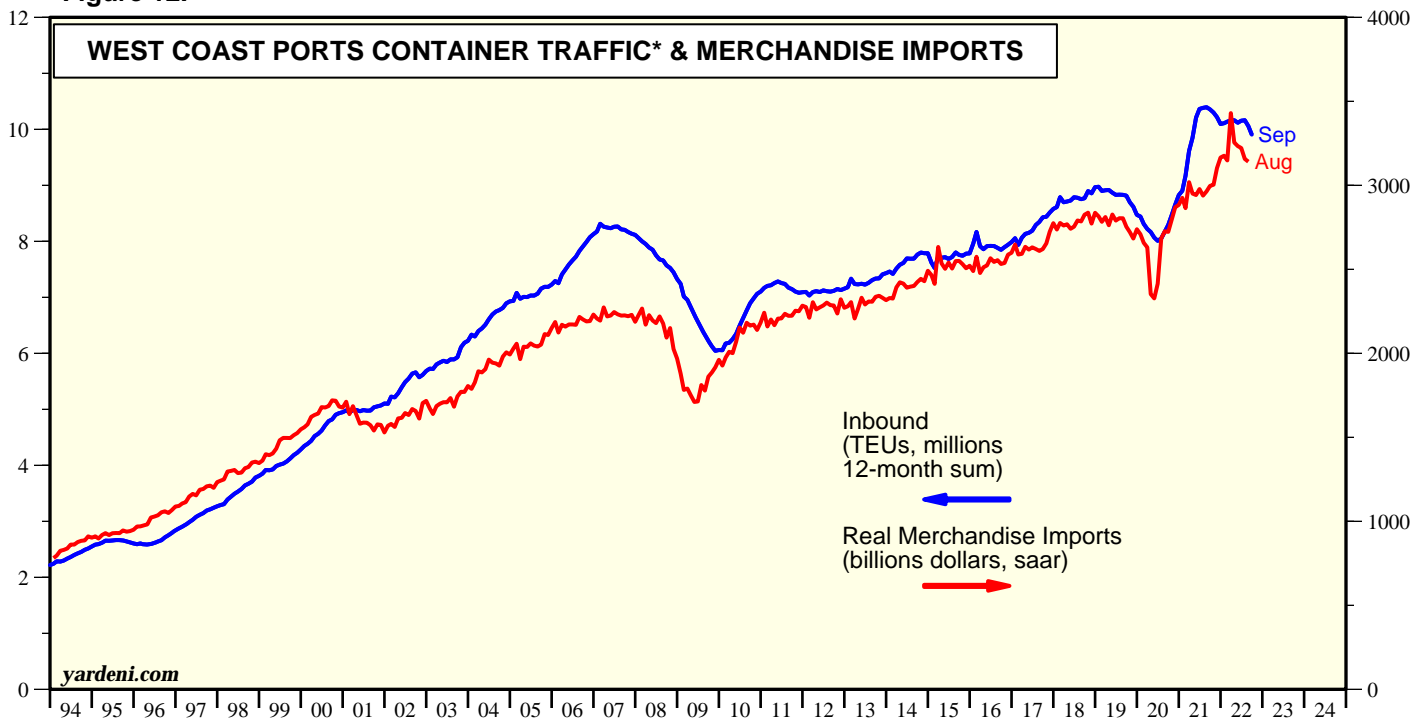
\* March 16, 1990=100.  
 Source: Mortgage Bankers Association and Bureau of the Census.

**Figure 11.**



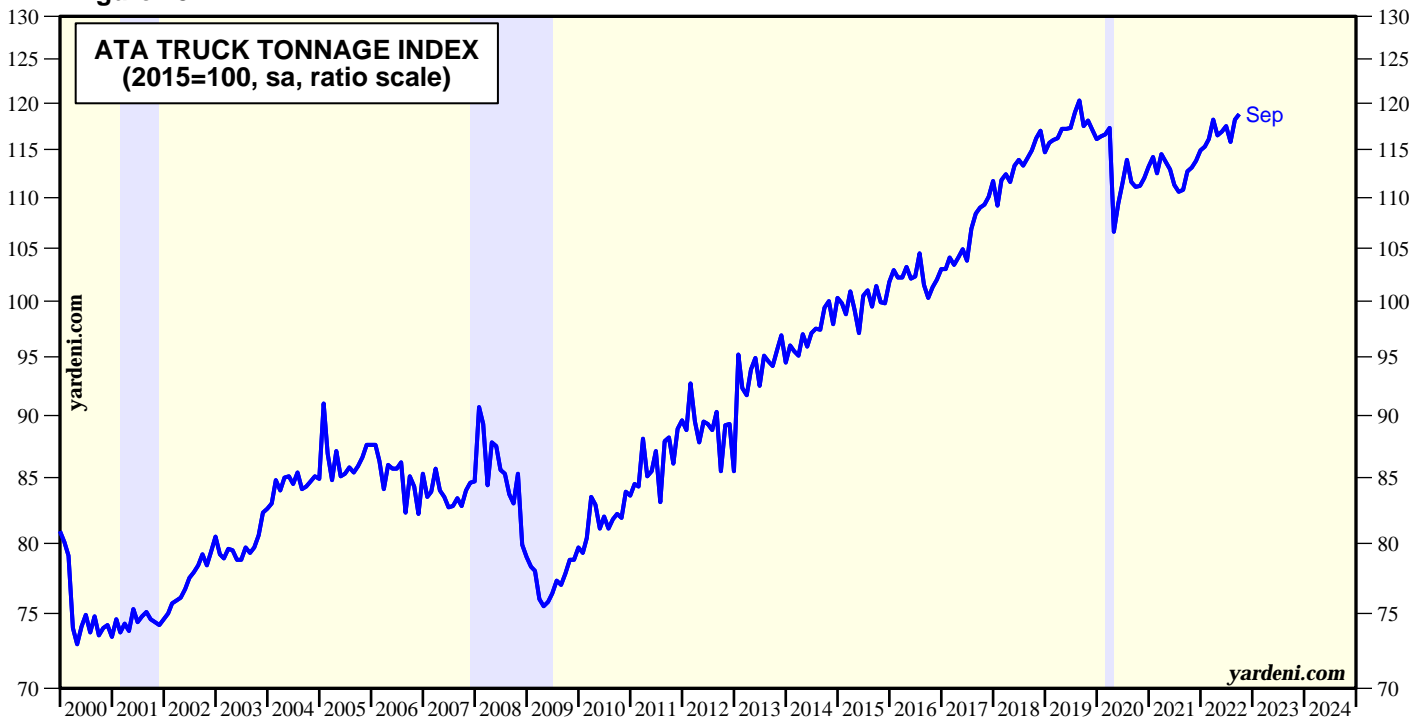
\* Includes domestic cars, light trucks, and imports.  
 Source: Autodata and Haver Analytics.

Figure 12.



\* Sum of Port of Los Angeles and Port of Long Beach Loaded Containers. TEUs=20-foot equivalent units.  
Source: Ports of Los Angeles and Long Beach and Bureau of Economic Analysis.

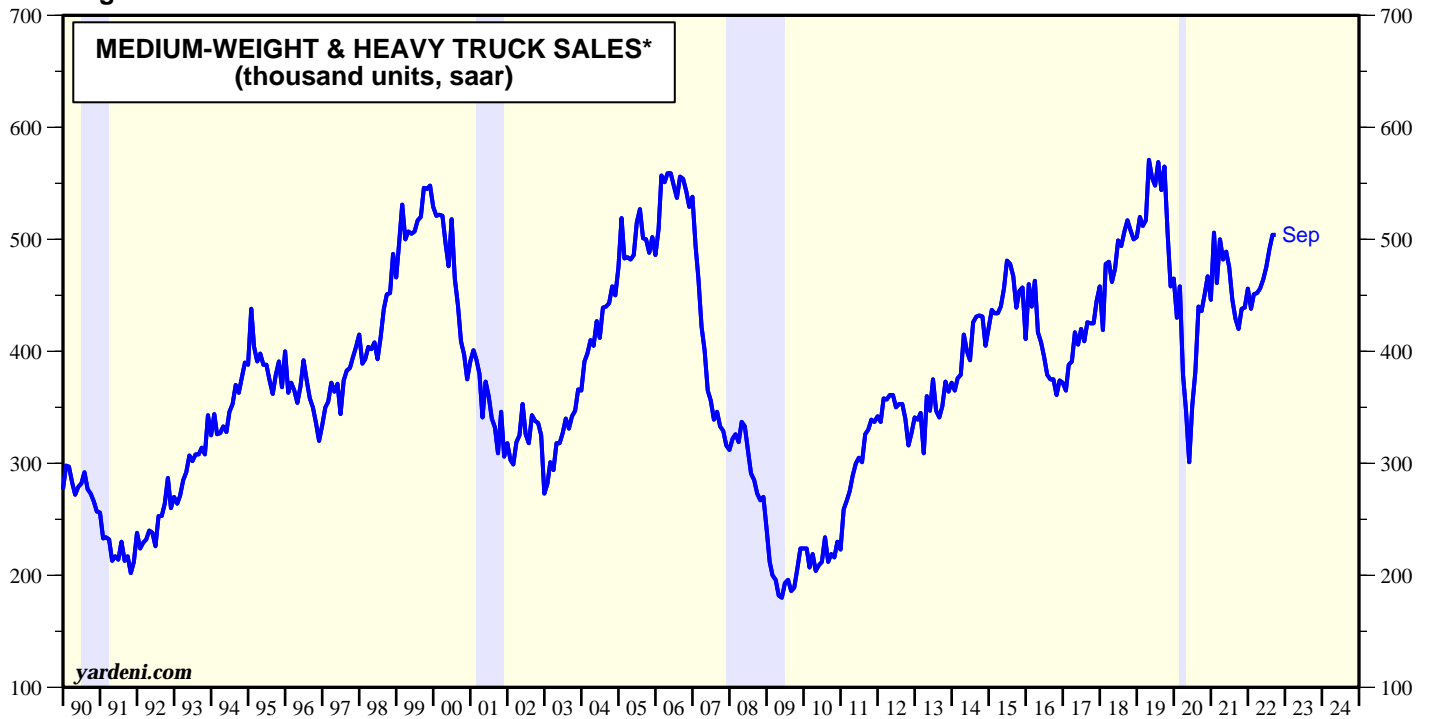
Figure 13.



Note: Shaded areas are recessions according to the National Bureau of Economic Research.  
Source: American Trucking Association.

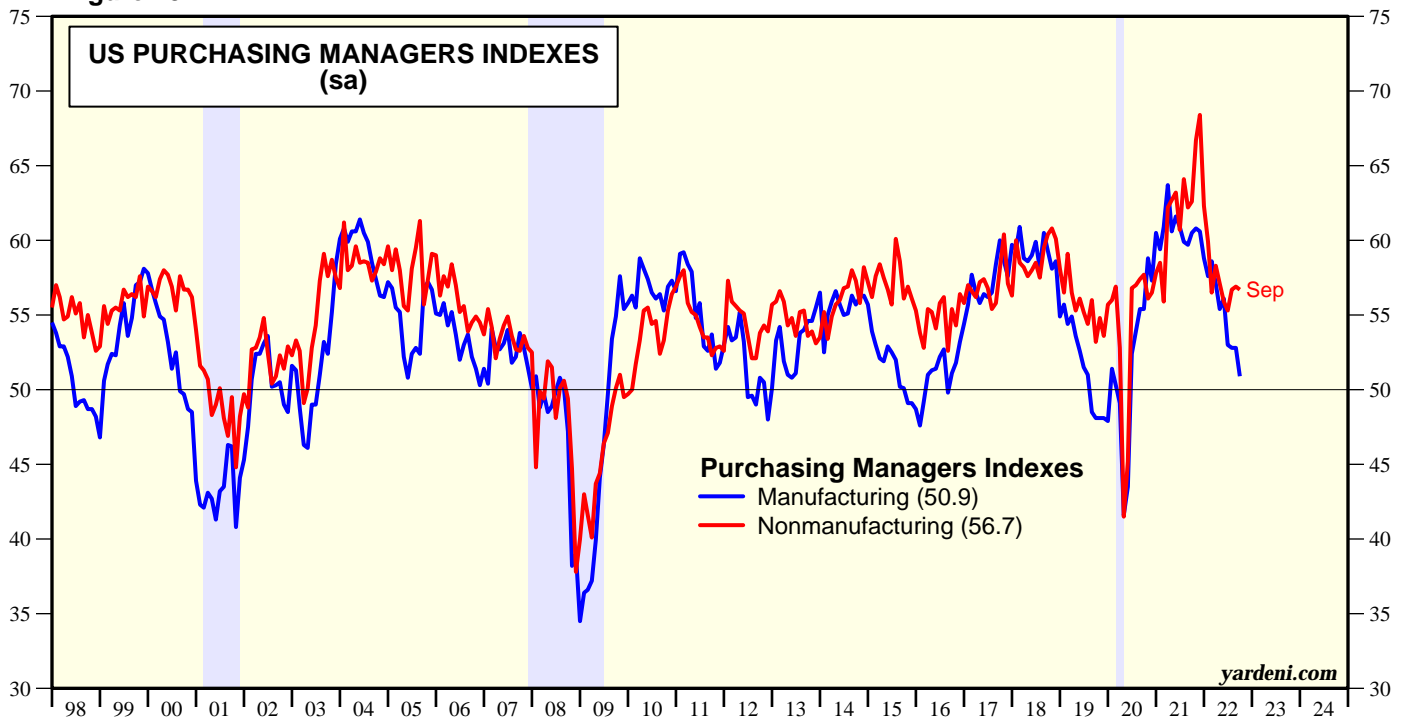


**Figure 14.**



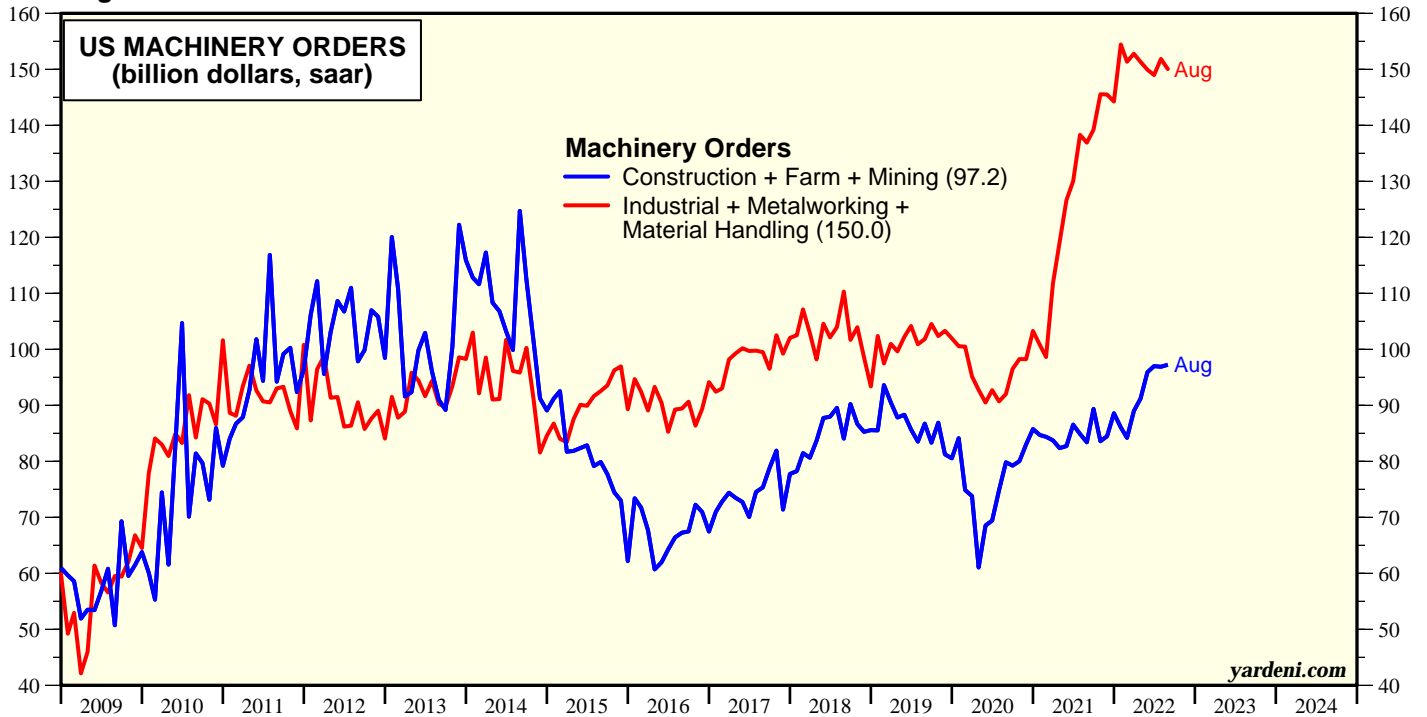
\* Class III & IV trucks with a gross vehicle weight of more than 14,001 lbs.  
 Note: Shaded areas are recessions according to the National Bureau of Economic Research.  
 Source: Bureau of Economic Analysis.

**Figure 15.**



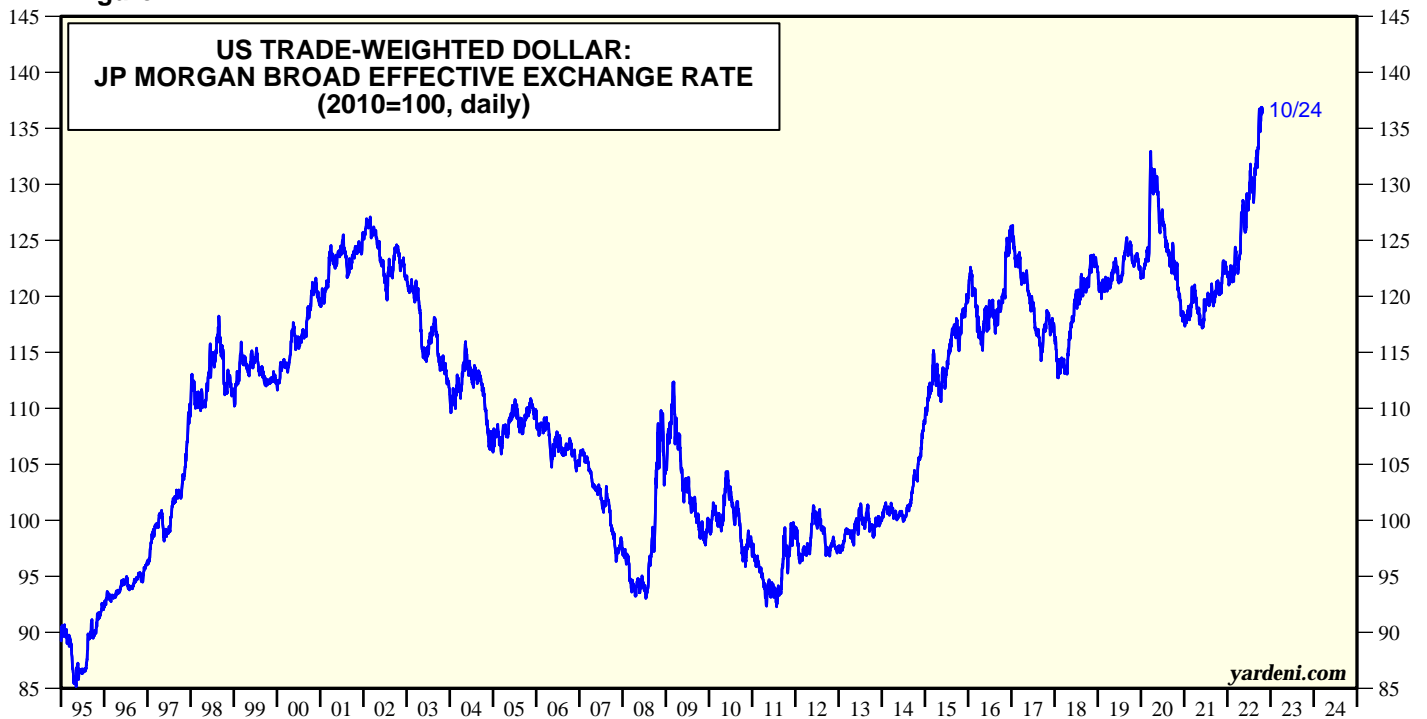
Note: Shaded areas are recessions according to the National Bureau of Economic Research.  
 Source: Institute for Supply Management.

Figure 16.



Source: Census Bureau.

Figure 17.



\* Argentina, Australia, Brazil, Bulgaria, Canada, Chile, China, Colombia, Croatia, Czech Republic, Denmark, Ecuador, Egypt, France, Germany, Hong Kong, Hungary, Japan, India, Indonesia, Israel, Italy, Korea, Kuwait, Malaysia, Mexico, Morocco, New Zealand, Nigeria, Norway, Pakistan, Panama, Peru, Philippines, Poland, Romania, Russia Saudi Arabia, Singapore, South Africa, Spain, Sweden, Switzerland, Taiwan, Thailand, Turkey, United Kingdom, Ukraine, Uruguay, Venezuela, Vietnam, and United States.  
Source: JP Morgan.

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