

# INDUSTRY CONSUMPTION REVIEW

MARCH 2019



पेट्रोलियम योजना एवं विश्लेषण प्रकोष्ठ  
पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय  
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Ministry of Petroleum & Natural Gas

## HIGHLIGHTS OF THE REPORT

1. Petroleum products consumption during March 2019 recorded a growth of 1.3% as compared to March last year. On cumulative basis, total consumption was 211.6 MMT against 206.2 MMT last year thereby witnessing a growth of 2.7% for the period April 2018 to March 2019 as compared to the same period last year. Except for lubes & greases (-8.9%), LDO (-9.4%), FO+LSHS (-1.5%) and petcoke (-21.3%) all other products registered growth during March 2019.
2. Cumulative growth in sales of passenger vehicles (2.7%) and 2-wheelers (4.9%) respectively is continuing to push MS consumption, which for nineteen months in a row recorded a positive growth, registering 7.2% increase during the month and a cumulative growth of 8.1% for the period April 2018 to March 2019 as against April 2017 to March 2018. MS consumption during March 2019 for the first time crossed the 2,500 TMT mark and witnessed the highest ever consumption of 2,577.7 TMT in a month.
3. HSD consumption recorded a growth of 1.4% during March 2019 as compared to March 2018. As the power deficit position reduced from -0.8% in March 2018 to -0.4% in March 2019, diesel usage for power generation may have reduced. Rainfall during the month was 40% below normal distribution, which may have led to increased usage of diesel for agricultural purpose. There was a growth of 4% in port traffic during the month which may have led to increased usage of diesel. Cumulative growth in sales of commercial vehicles (17.6%) has also resulted in increasing diesel consumption. A cumulative growth of 3.0% was recorded in diesel consumption for the period April 2018 to March 2019 as against April 2017 to March 2018.
4. Total LPG consumption recorded a growth of 10.2% during March 2019 and a cumulative growth of 6.8% for the period April 2018 to March 2019 on the back of release of new connections and DBCs.
5. The continued high growth in domestic passenger traffic in the aviation sector consequent to the Government's initiative for improving infrastructure and connectivity has resulted in ATF consumption recording a growth for fifty-two months in a row at 6.2% during March 2019 and 9.1% for the period April 2018 to March 2019.
6. Bitumen consumption recorded a growth of 2.5% during March 2019 and a growth of 8.7% during the period April 2018 to March 2019. Bitumen consumption during March 2019 for the first time crossed the 800 TMT mark and witnessed the highest ever consumption of 819.7 TMT in a month.
7. Despite voluntary surrender of quota and reduced allocations to the states, SKO consumption recorded a growth of 2.8% during March 2019 as this being the last month in the financial year, certain un-lifted allocation quantities were picked up by the States. A drop of -10.1% was recorded on cumulative basis for the period April 2018 to March 2019.

This report analyses the trend of consumption of petroleum products in the country during the month of March 2019. Data on product-wise monthly consumption of petroleum products for March 2019 is uploaded on PPAC website ([www.ppac.gov.in](http://www.ppac.gov.in)) and on mobile app "PPACE (PPAC-Easy)" that draws on the full range of information available on the PPAC website and is available on the play-stores of Android and Apple iOS.

## 1.0 CONSUMPTION:

The growth (%) in consumption of petroleum products, category-wise, for the month of March 2019 is given in Table-1.

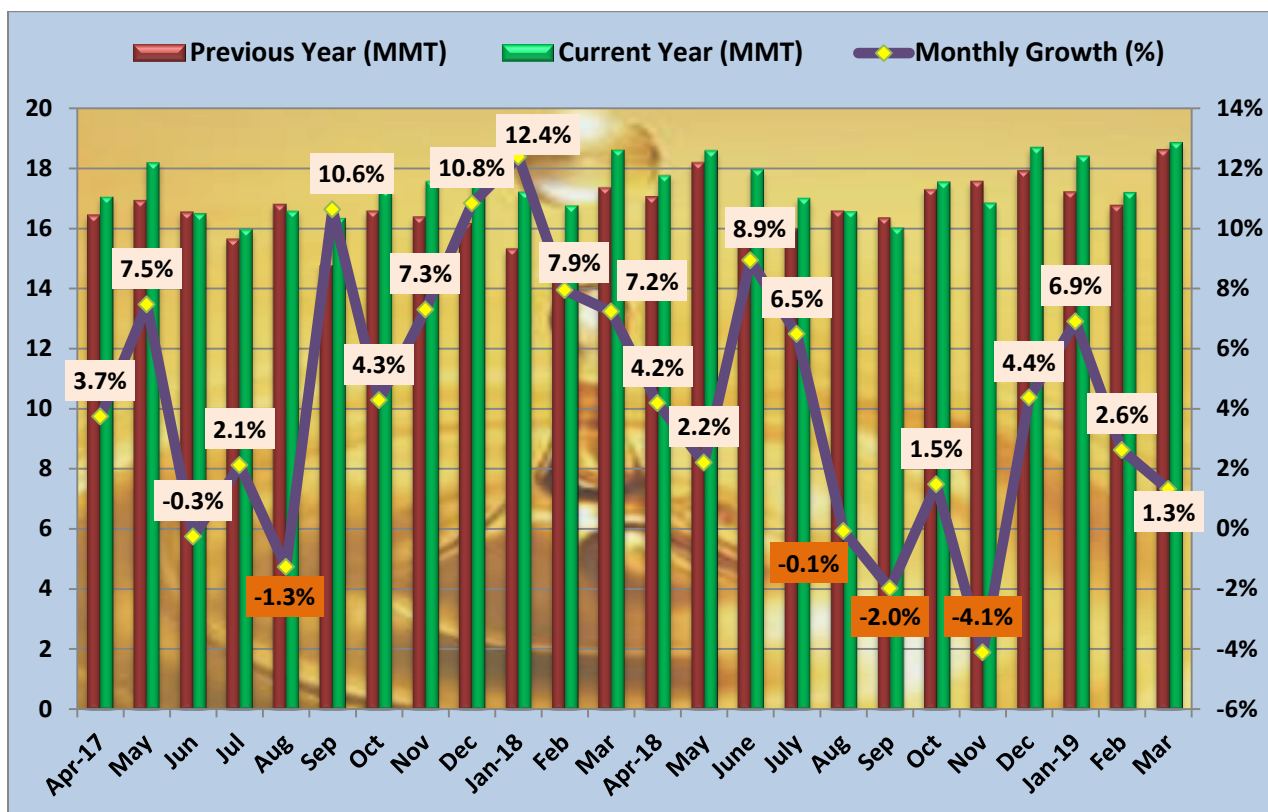
**Table-1: Petroleum Products Consumption (Quantity in TMT)**

Category of Product	Share (%)	March 2018	March 2019	Growth (%)	Products included
<b>Sensitive products</b>	13.6%	2,342	2,560	9.3%	SKO & LPG
<b>Major decontrolled products</b>	73.4%	13,463	13,848	2.9%	HSD, MS, Naphtha, Lubes, LDO, FO/LSHS, Bitumen & ATF
<b>Minor decontrolled products</b>	13.0%	2,822	2,465	-12.7%	Petcoke & other minor products
<b>Grand Total</b>	<b>100%</b>	<b>18,628</b>	<b>18,873</b>	<b>1.3%</b>	

**All Products:** India's fuel consumption in the month of March 2019 grew by 1.3%. Consumption of petroleum products was 18.9 MMT during the month as compared to 18.6 MMT in March last year. During the month of March 2019, growth was registered in consumption of all products except for lubes & greases (-8.9%), LDO (-9.4%), FO+LSHS (-1.5%) and petcoke (-21.3%). On cumulative basis, the consumption of petroleum products was 211.6 MMT, thereby registering a growth of 2.7% for the period April 2018 to March 2019 as compared to the previous year. This growth is despite a fall of 5.1 MMT in petcoke consumption during the current year due to the restrictions for its use as a fuel.

Figure-1 gives a comparison of monthly POL consumption (MMT) and growth (%) since April 2017.

**Figure-1: Comparison of monthly POL consumption (MMT) and growth (%) since April, 2017**



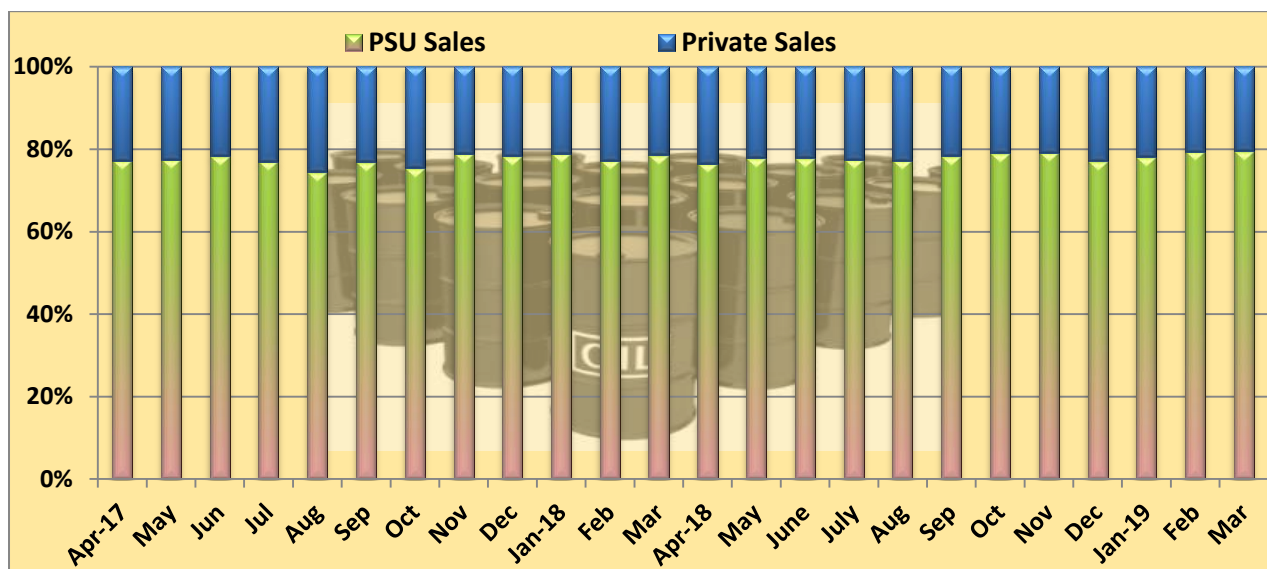
Composite PMI in India decreased to 52.7 in March 2019 from 53.8 in February 2019.

- The Nikkei Manufacturing PMI in India dropped to a six-month low of 52.6 in March 2019 from 54.3 in the previous month. Both output and new orders expanded the least in six months and new export order growth eased.
- The Nikkei Services PMI in India dropped to 52.0 in March 2019 from 52.5 in the previous month. The setback in service sector was caused by declining new business growth and weak pace of job creation.

India’s oil demand growth is strong due to rapidly developing services and manufacturing sectors, increasing consumer demand, infrastructure growth and economic prosperity of the Indian population. Construction of infrastructure in the country, growth in agricultural and manufacturing sector, increase in household spend by the Indian population and increasing flow of goods has spurred increases in rail, road, air and port traffic necessitating further infrastructure improvements. High population base of the country and opening up of the economy has been continuously augmenting sales of petroleum products in the country. The link between infrastructure and economic development is a continuous process.

Figure-2 gives a comparison of percentage of monthly sales volumes of all petroleum products by PSU and Private oil companies since April 2017.

**Figure-2: Comparison of monthly POL Sales in PSU & Private Sector (%) since April 2017**



PPAC analyzes the sales recorded by the Industry and domestic sales by SEZ units on the basis of available data. Data on direct private imports received from DGCIS, which are added to the final sales reported by oil companies and domestic sales by SEZ units, for estimation of consumption figures, are available up to January 2019 and private imports data for the period February and March 2019 are projected based on February 2018 to January 2019 actual data.

**Detailed product-wise analysis of growth for March 2019 is given in the following sections:**

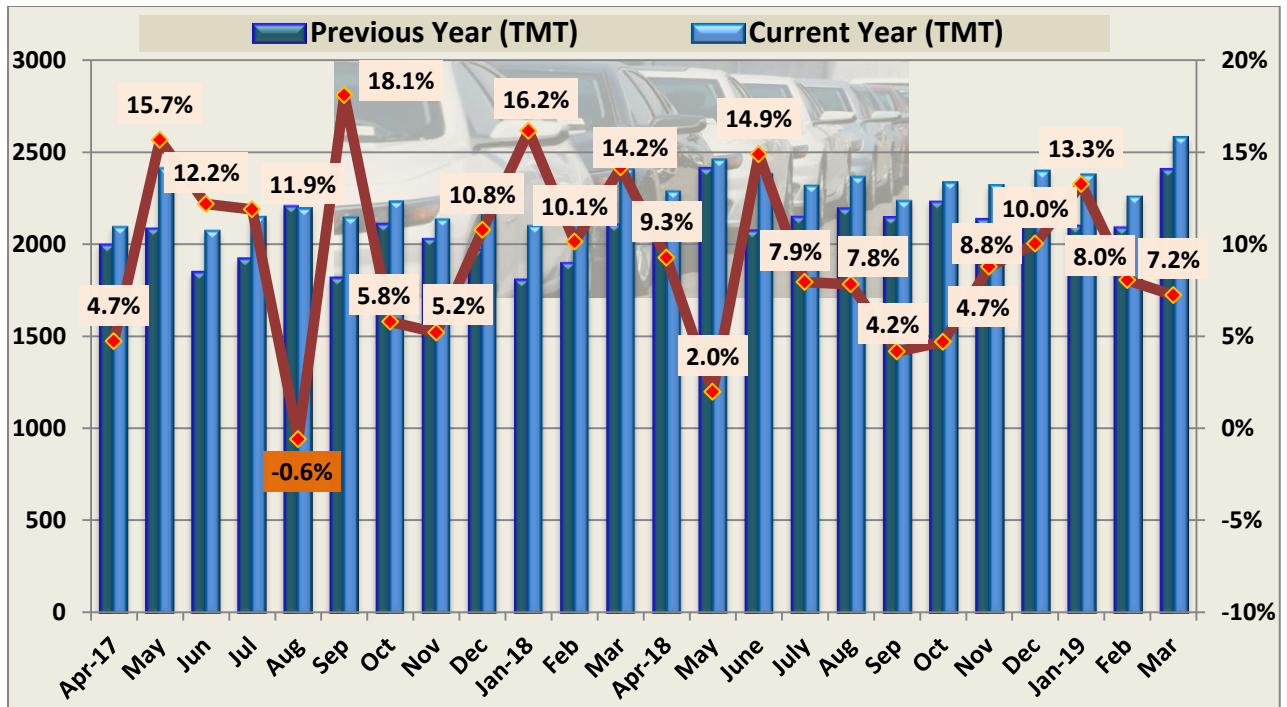
**1.2 Petrol / Motor Spirit (MS):** For nineteen months in a row, MS consumption during March 2019 recorded a positive growth, registering 7.2% increase as compared to March 2018. MS consumption during March 2019 for the first time crossed the 2,500 TMT mark and witnessed the highest ever consumption of 2,577.7 TMT in a month. On cumulative basis, a growth of 8.1% was recorded for the period April 2018 to March 2019 as compared to the same period last year.

Major factors contributing to growth in MS consumption during the month were:

- i. Preference for petrol driven vehicles (both 4-wheelers and 2-wheelers) due to narrow price difference between petrol and diesel driven automobiles has increased leading to high growth in MS sales.
- ii. Improved road connectivity because of many new road projects and widening of roads undertaken. Continuous growth in sales of automobiles and movement by roads at a rapid rate has been leading to continuous growth in petrol sales.
- iii. Improved economic activity and prosperity in rural as well as urban areas.
- iv. Campaigning for the general elections across the country.

Figure-3 gives month-wise MS consumption volume (TMT) and month-on-month growth (%) since April 2017.

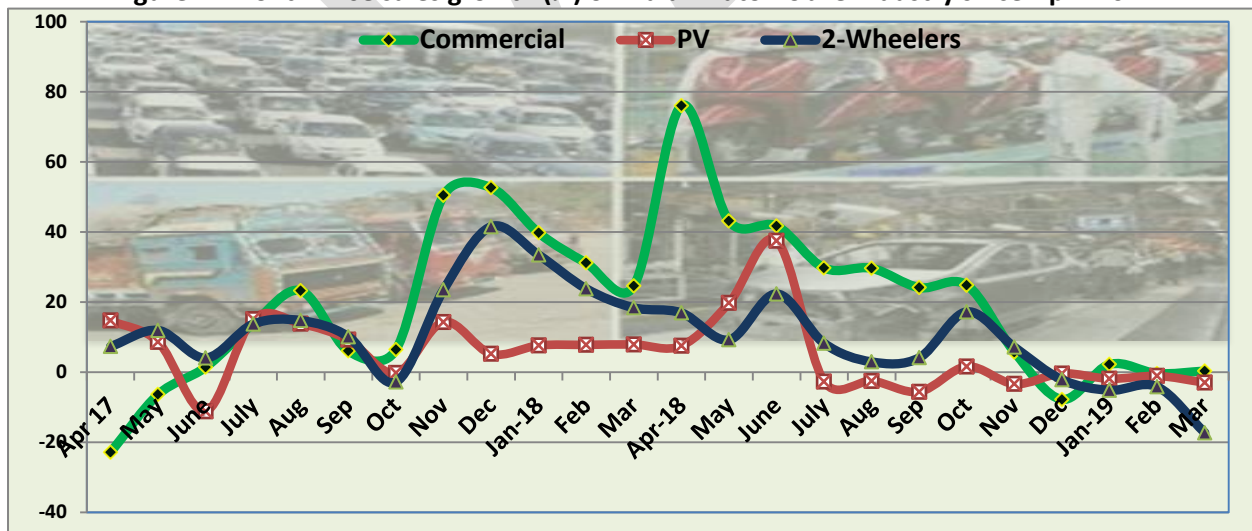
Figure-3: Month wise MS consumption (TMT) and growth (%) since April 2017



### Other factors impacting consumption of MS are:

Figure-4 gives a graphic representation of month-wise growth percentages of passenger vehicles, commercial vehicles and 2-wheelers since April 2017.

Figure-4: Month-wise sales growth (%) of Indian Automobile Industry since April 2017



**Total passenger vehicles (PV) sales:** Sales of passenger vehicles grew at their slowest pace in the just concluded fiscal year as higher insurance costs, liquidity crunch and uncertainty ahead of the general elections hurt consumer sentiment. The vehicle sales data for March 2019 showed a decline in sales of passenger vehicles. It was the eighth monthly decline since July 2018. Overall passenger vehicle sales recorded a decline of -3.0% in the month of March 2019 and on cumulative basis, a growth of 2.7% was observed for the period April 2018 to March 2019 as compared to April 2017 to March 2018.

Passenger car segment recorded a drop of -6.9% while utility vehicles and vans recorded a growth of 1.9% and 13.7% respectively during the month of March 2019. On cumulative basis passenger cars, utility vehicles and vans recorded a growth of 2.0%, 2.1% and 13.1% respectively.

Segment	March			April-March		
	2017-18	2018-19	Growth (%)	2017-18	2018-19	Growth (%)
Passenger Cars	191,082	177,949	-6.9	2,174,024	2,218,549	2.0
Utility Vehicles	91,483	93,221	1.9	922,322	941,461	2.1
Vans	18,157	20,636	13.7	192,235	217,426	13.1
<b>Sub-Total</b>	<b>300,722</b>	<b>291,806</b>	<b>-3.0</b>	<b>3,288,581</b>	<b>3,377,436</b>	<b>2.7</b>

Source: Society of Indian Automobile Manufacturers (SIAM)

- a) **2-wheeler sales:** The overall sales for two-wheelers declined even more aggressively for the fourth consecutive month as compared to last year. A huge hike in insurance, weak customer sentiment, high GST rate and postponement of purchase decisions by buyers ahead of general elections affected consumer purchase. Sales dropped in the month of March 2019 by -17.3% as compared to last year. On cumulative basis, the segment has recorded a growth of 4.9% for the period April 2018 to March 2019 as compared to the same period last year.

In March 2019, scooter sales recorded a drop of -25.2% by selling 387,552 units. Motorcycle segment also recorded a drop of -14.3% by selling 982,385 units. Moped sales recorded a drop of -9.8% by selling 70,726 units. On cumulative basis, motorcycles and moped sales recorded a growth of 7.8% and 2.4% respectively, whereas scooters sales dropped by -0.3%.

Segment	March			April-March		
	2017-18	2018-19	Growth (%)	2017-18	2018-19	Growth (%)
Scooters/ Scooterettes	518,015	387,552	-25.2	6,719,909	6,701,469	-0.3
Motor Cycles	1,145,879	982,385	-14.3	12,620,690	13,599,678	7.8
Mopeds	78,413	70,726	-9.8	859,518	880,243	2.4
<b>Sub Total</b>	<b>1,742,307</b>	<b>1,440,663</b>	<b>-17.3</b>	<b>20,200,117</b>	<b>21,181,390</b>	<b>4.9</b>

Source: Society of Indian Automobile Manufacturers (SIAM)

**1.3 High Speed Diesel (HSD):** HSD consumption during the month increased by 1.4% and recorded sales of 7.5 MMT in March 2019 as compared to 7.3 MMT in March 2018. On cumulative basis, a growth of 3.0% was recorded for the period April 2018 to March 2019 as compared to the same period last year.

Due to improved economic and manufacturing activities, allied with infrastructure growth in the country supported by continuous high growth of LCV and M&HCV vehicle sales, diesel sales has been increasing steadily. Factors affecting diesel consumption during the current month can be attributed mainly to the following factors:

- i. Due to impending election announcement in various States, infrastructure works were speeded up that may have resulted in an increase in consumption of diesel.
- ii. Opening and resumption of mines improved diesel sales in the States of Nagaland and Jharkhand.

Figure-5 gives month-wise HSD consumption volume (TMT) and month-on-month growth (%) since April 2017.

**Figure-5: Month-wise HSD consumption (TMT) and growth (%) since April 2017**

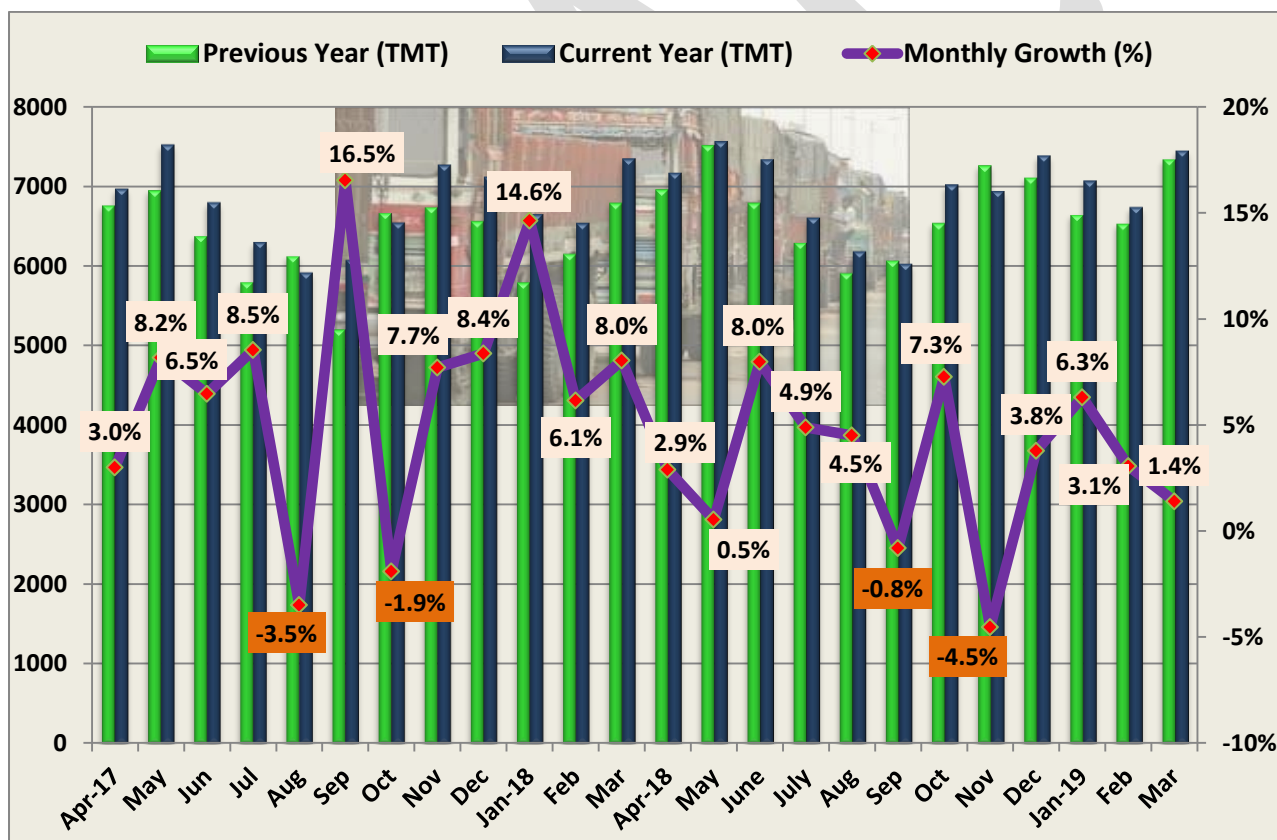
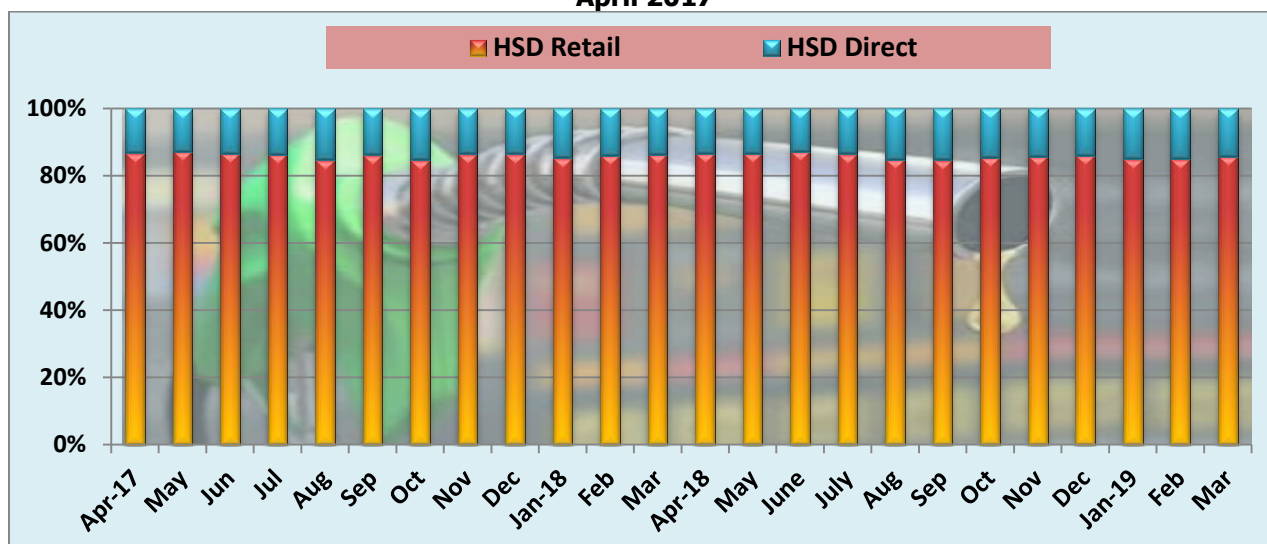


Figure-6 gives a comparison of month-wise percentage of HSD consumption by Retail and Consumer (Direct) business share since April 2017.



**Figure-6: Month-wise HSD consumption by Retail and Direct business share (%) since April 2017**



### Other factors affecting diesel consumption are discussed below:

- a) **Commercial vehicles (CV) sales:** The commercial vehicle (M&HCV and LCV) segment recorded a minor growth of 0.3% in March 2019. Subdued market sentiments, high-interest rates, lag effect of implementation of revised axle load norms, slowing industrial output and declining IIP growth index remain the primary factors behind the lull. Increasing internet penetration, advent of social commerce and increasing digital payments in rural areas is helping the MCV segment move into the fast lane. On cumulative basis, the segment has recorded a growth of 17.6% for the period April 2018 to March 2019, as compared to the same period last year.

M&HCV witnessed a drop of -4.7% in March 2019 by selling 43,650 units vis-a-vis 45,809 units in March 2018. On cumulative basis, M&HCV recorded a growth of 14.7%.

- b) **Light Commercial Vehicle (LCV):** The LCV segment witnessed a 3.9% growth driven by rising demand from e-commerce and logistics sectors during the current month. LCV sector contributed sales of 65,380 units as against a historical of 62,921 units during the month. A growth of 19.5% was recorded for the light commercial vehicle segment for the period April 2018 to March 2019.

Segment	March			April-March		
	2017-18	2018-19	Growth (%)	2017-18	2018-19	Growth (%)
<b>M&amp;HCV</b>	45,809	43,650	-4.7	340,781	390,740	14.7
<b>LCV</b>	62,921	65,380	3.9	516,135	616,647	19.5
<b>Total CV</b>	<b>108,730</b>	<b>109,030</b>	<b>0.3</b>	<b>856,916</b>	<b>1,007,387</b>	<b>17.6</b>

Source: Society of Indian Automobile Manufacturers (SIAM)

- a) **Port traffic:** The major ports in India have recorded a growth of 2.9% and together handled 699.0 MMT of cargo during the period April 2018 to March 2019 as against 679.4 MMT handled during the corresponding period of the previous year. A growth of 4% was recorded in the traffic during the month of March 2019, mainly due to growth in traffic at all ports except Kamarajar (Ennore), Chidambaranar and Mormugao.

During the period April 2018 to March 2019, growth was registered specifically in POL products (2.5%), other liquids (0.3%), finished fertilizer (9.6%), thermal coal (9.0%), coking coal (14.2%) and containers (8.8%). A drop has been observed in iron ore (-16.1%), raw fertilizer (-7.2%), and other cargo (-7.4%). While iron ore mining activities have increased in Karnataka and Odisha, it has been severely restricted in Goa. Commodity-wise percentage share of POL was maximum i.e. 33.3%, followed by container (20.8%), thermal & steam coal (14.8%), other miscellaneous cargo (10.6%), coking & other coal (8.2%), iron ore & pellets (5.8%), other liquids (4.2%), finished fertilizer (1.1%) and raw fertilizer (1.0%).

Table-2 below gives the port-wise performance during the month of March 2019.

**Table-2: Traffic handled at major ports in March 2019**

Traffic handled at major ports (TMT)			
Ports	March 2018	March 2019	Growth (%)
Kolkata + Haldia	5,796	6,129	5.7%
Paradip	8,858	10,546	19.1%
Visakhapatnam	5,839	6,108	4.6%
Kamarajar (Ennore)	3,204	3,071	-4.2%
Chennai	4,295	4,525	5.4%
V.O. Chidambaranar	3,540	3,081	-13.0%
Cochin	2,566	2,923	13.9%
New Mangalore	3,878	4,021	3.7%
Mormugao	2,960	1,404	-52.6%
Mumbai	5,427	5,608	3.3%
JNPT	6,531	6,107	6.9%
Deendayal	10,224	11,230	9.8%
<b>Total:</b>	<b>62,694</b>	<b>65,177</b>	<b>4.0%</b>

Source: Indian Ports Association (IPA)

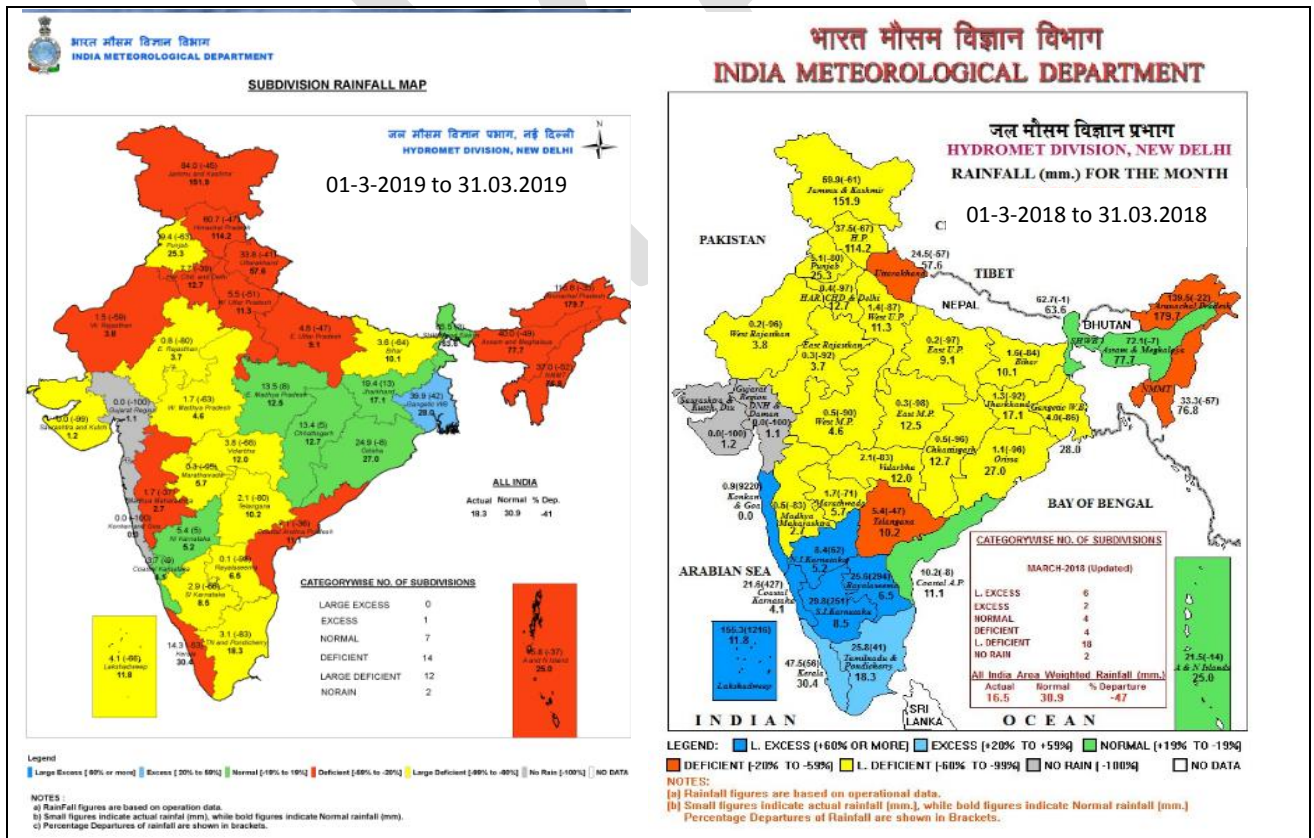
- b) **Power situation:** The improved power position for the month of March 2019 is given in Table-3. As per data reported, power deficit position improved from -0.8% in March 2018 to -0.4% in March 2019. The deficit was mainly in the state of Jammu & Kashmir. The power deficit in March 2019 may have led to decreased usage of diesel for back-up power generation.

**Table-3: Power deficit: Region-wise position for March 2019 (% deficit)**

States	March 2019 <sup>(P)</sup>				March 2018
	Requirement (MU)	Available (MU)	Deficit		Deficit (%)
			MU	(%)	
North	28,464	28,041	-423	-1.5%	-1.7%
West	33,357	33,349	-8	0.0%	0.0%
South	33,605	33,597	-8	0.0%	-0.9%
East	11,999	11,995	5	0.0%	-0.1%
North-East	1,240	1,214	-26	-2.1%	-3.3%
<b>Total</b>	<b>108,665</b>	<b>108,196</b>	<b>-469</b>	<b>-0.4%</b>	<b>-0.8%</b>

Source: Central Electricity Authority (CEA)

- c) **Seasonal rainfall scenario:** The rainfall in the country during March 2019 was almost 40% below normal precipitation. As against a normal reading of 30.9 mm, 18.3 mm rain was recorded during March 2019. 28 out of 36 sub divisions in the country received deficient to nil rainfall during the month as can be seen from the following map. Decreased rainfall may have led to increased usage of diesel for agriculture-related activities.

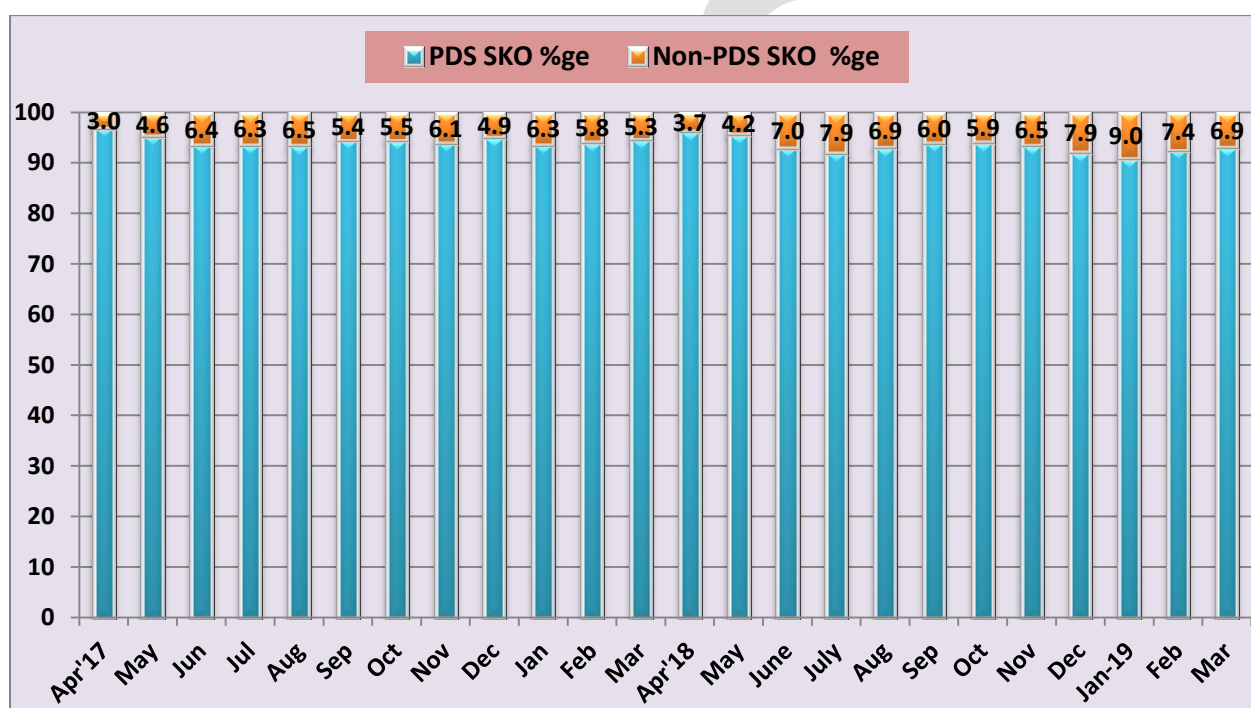


Source: India Meteorological Department (IMD)

**1.4 Kerosene:** Kerosene consumption registered a growth of 2.8% during March 2019 as this being the last month in the financial year, certain un-lifted allocation quantities were picked up by the States. However, a drop of -10.1% on cumulative basis for the period April 2018 to March 2019 was observed. The month of March 2019 saw nil upliftment by Andhra Pradesh, Chandigarh, Delhi, Dadra & Nagar Haveli, Daman & Diu, Haryana, Puducherry and Punjab. States like Gujarat, Rajasthan, Goa and Maharashtra have voluntarily surrendered a portion of their PDS quota during the month, resulting in lower upliftment by these states.

Figure-6 gives a comparison of kerosene sales in public distribution system vis-à-vis Non-PDS system since April 2017.

**Figure-6: Month-wise PDS & Non PDS SKO consumption in share (%) since April 2017**

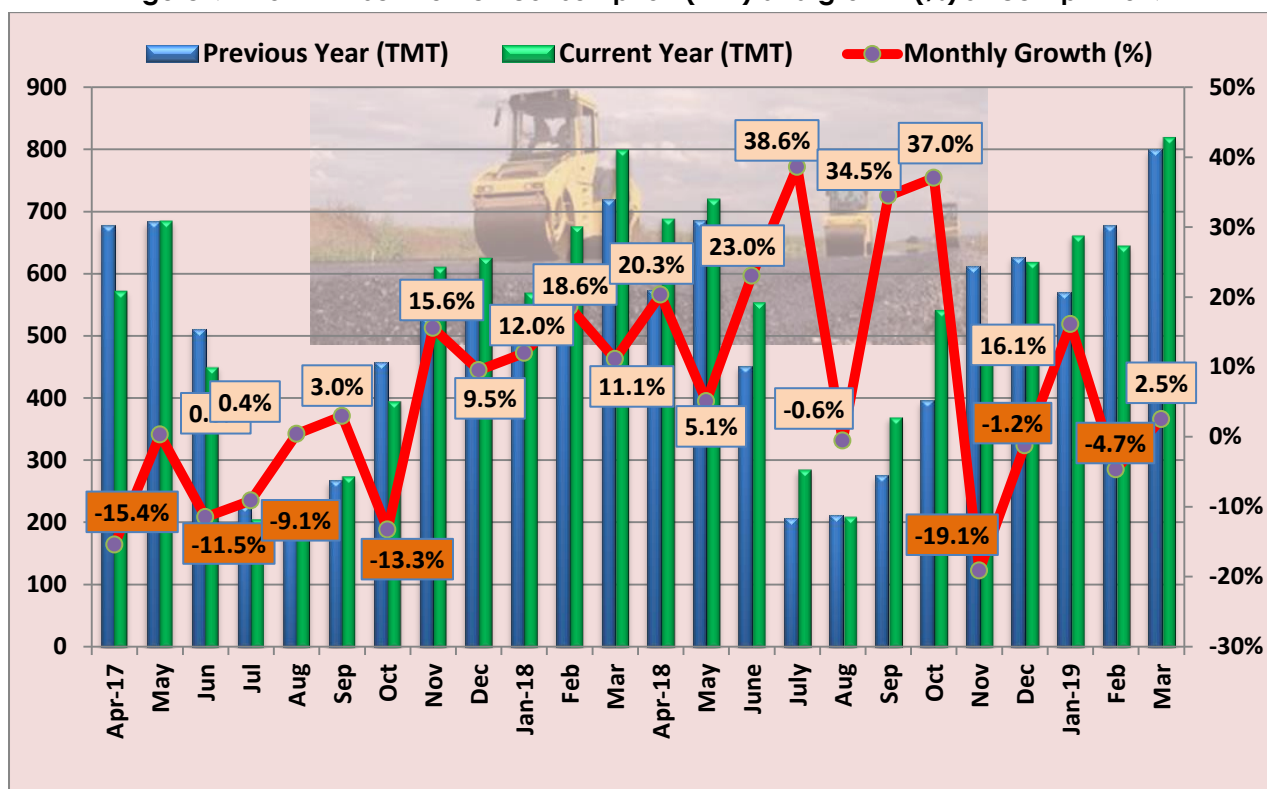


**1.5 Bitumen:** Bitumen consumption during March 2019 for the first time crossed the 800 TMT mark and witnessed the highest ever consumption of 819.7 TMT in a month. Bitumen consumption recorded a growth of 2.5% during the month of March 2019 and a growth of 8.7% on cumulative basis for the period April 2018 to March 2019 as compared to April 2017 to March 2018.

The government's thrust on improving road infrastructure by widening and 4/6 laning of highways, development of roads in challenging terrains and improving road network in North-east India at an accelerated pace has led to a rise in demand for bitumen products. On the basis of application, the bitumen market is segmented into roadways, waterproofing, adhesives and insulation. Roadways segment holds the major share among all applications. India's roads and highways expansion drive has led to a sharp annual growth in import of bitumen, opening up a growing market for shipments from other countries as well.

Figure-7 gives the month wise bitumen consumption and growth since April 2017.

Figure-7: Month-wise Bitumen consumption (TMT) and growth (%) since April 2017



**1.6 LPG: Total LPG consumption** recorded a growth of 10.2% during March 2019 and a cumulative growth of 6.8% during FY 2018-19. Last year during March 2018, a growth of 7.2% was observed and the cumulative growth during FY 2017-18 was 5.9%. During March 2019, out of the five regions, Northern region had the highest share in total LPG consumption of 33.3% followed by Southern region at 26.8%, Western region at 22%, Eastern region at 15.4% and North Eastern region at 2.6%. Northern region had the highest growth of 17.9% in total LPG consumption during March 2019.

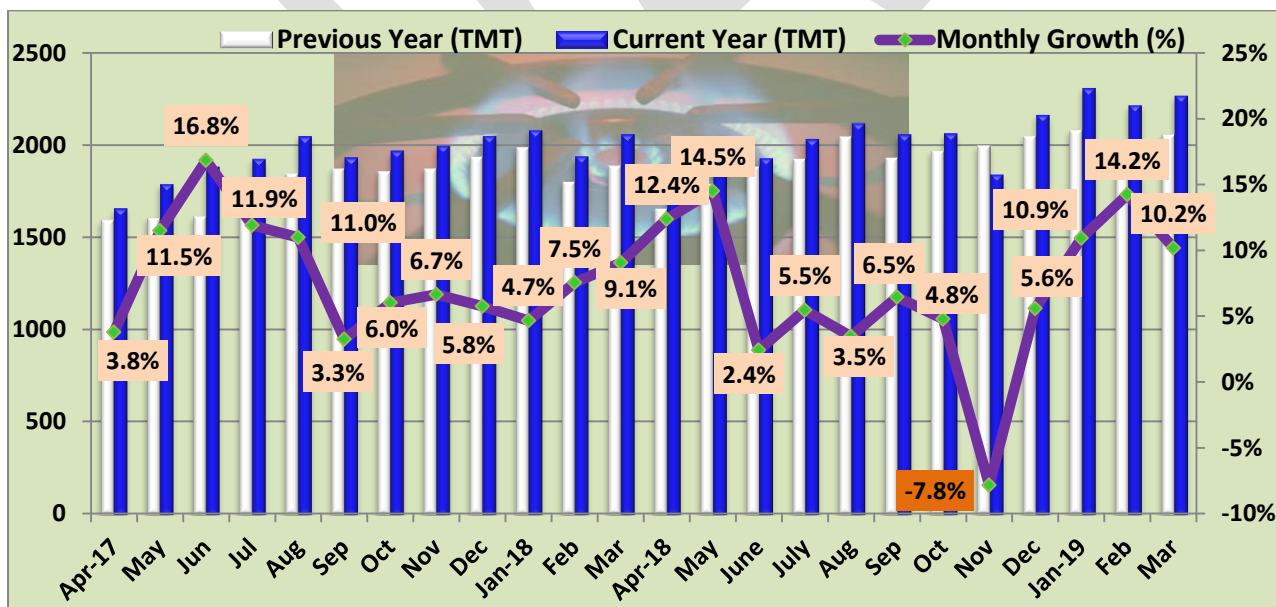
**LPG-Packed Domestic** consumption registered a growth of 10.4% during March 2019 and a growth of 6.8% during FY 2018-19. Last year during March 2018, a growth of 7.9% was observed and the cumulative growth during FY 2017-18 was 7.8%. During FY 2018-19, 51.4 lakh DBCs and 455.2 lakh new connections were released out of which 362.9 lakh were released under PMUY. Under PMUY, nearly 207.2 lakh new connections have been released more during FY 2018-19 as compared to FY 2017-18. A total of 719 lakh connections have been released under PMUY till 31.03.2019 since inception. During March 2019, the region-wise share of LPG Packed Domestic consumption was highest in Northern region (34.8%) followed by Southern region (24.9%), Western region (21.1%), Eastern region (16.4%) and North-Eastern region (2.8%). During March 2019, the five states with the highest LPG-Packed domestic sales share were Uttar Pradesh (14.8%), Maharashtra (11.1%), Tamil Nadu (7.6%), West Bengal (7.1%) and Karnataka (5.9%). During March 2019, percentage share of LPG-Packed Domestic was 88.4% of total LPG consumption whereas it was 88.7% in March 2018.

**LPG-Packed Non-Domestic** consumption recorded a growth of 18.4% in March 2019 and a cumulative growth of 13.1% during FY 2018-19. Last year during March 2018, a growth of 24.4% was observed and the cumulative growth during FY 2017-18 was 17.5%. Share of LPG Packed Non-Domestic in total LPG consumption has increased to 9.6% in March 2019 from 9% in March 2018. Region-wise share of LPG Packed Non-Domestic consumption was highest in Southern region (38.2%) followed by Western region (29.1%), Northern region (24.2%), Eastern region (7.4%) and North-Eastern region (1.1%) during March 2019.

**Bulk LPG** consumption recorded a drop of 8.9% during March 2019 and a cumulative negative growth of 9.4% during FY 2018-19. Last year in the month of March 2018, there was a growth of 15.2% while for the period FY 2017-18, a negative growth of 2.5% was witnessed. Percentage share of Bulk LPG in total LPG consumption was 1.3% in March 2019 whereas it was 1.5% in March 2018.

**Auto LPG consumption** registered a drop of 3.7% in March 2019 and a cumulative negative growth of 2.2% during FY 2018-19. The sales volume increase was about 0.2 TMT in March 2019 as against March 2018. However, last year in the month of March 2018 a growth of 4.8% was observed while there was a cumulative de-growth of 3.7% during FY 2017-18. During March 2019, the percentage share of Auto LPG was 0.7% of total LPG consumption compared to 0.8% during March 2018.

**Figure-8: Month-wise LPG consumption (TMT) and growth (%) since April 2017**



**1.7 Naphtha:** Naphtha consumption recorded a growth of 8.0% in March 2019 and a growth of 9.1% on cumulative basis for the period April 2018 to March 2019 as compared to April 2017 to March 2018. Petrochemical industries remain the main consumers of naphtha in addition to minor consumers like fertilizer and power plants. Fluctuation in demand by the petrochemical industry (particularly for polymers and plastics) largely drives the pattern of naphtha consumption. The consumption of naphtha by the fertilizer industry shrunk during the current month as well as during the financial year.

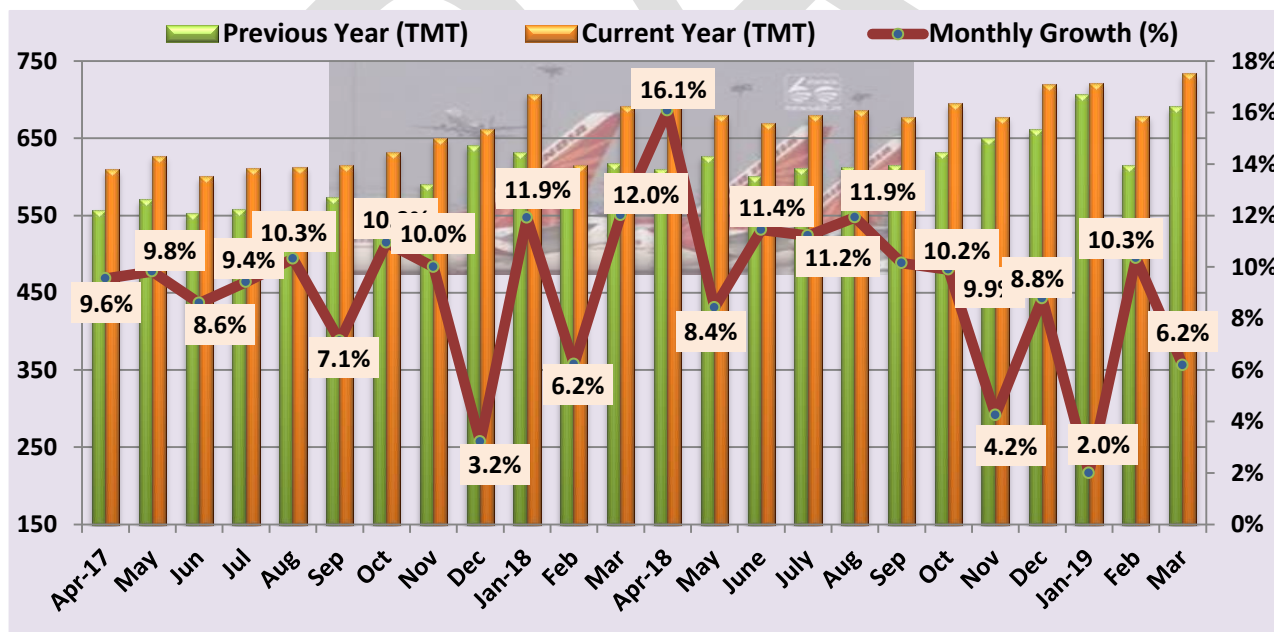
**1.8 ATF:** ATF consumption for the last fifty-two months in a row recorded a positive growth, registering 6.2% increase during March 2019 as compared to March 2018 and 9.1% on cumulative basis for the period April 2018 to March 2019 as compared to the same period last year.

Passengers carried by domestic airlines during March 2019 stood at 115.96 lakhs as against 115.80 lakhs during March 2018 thereby registering a growth of 0.14% during the month and 13.7% on cumulative basis for the period April 2018-March 2019 as compared to April 2017 to March 2018. Grounding of Boeing 737 Max planes and cancellation of flights by Jet Airways have affected growth in passenger traffic during the month.

The Indian air transport sector has shown very strong growth in recent years and is expected to grow faster in the coming years. The fundamental drivers of the air passenger demand viz, population, demographics and increasing incomes are favorable and supportive of on-going growth which is likely to continue in the near future. India is expected to become the world's largest domestic civil aviation market in the next 10 to 15 years.

Figure-9 gives the month-wise ATF consumption and growth since April 2017.

**Figure-9: Month-wise ATF consumption (TMT) and growth (%) since April 2017**



**1.9 FO/LSHS:** FO/LSHS consumption registered a drop of -1.5% during March 2019 as compared to March 2018 and on cumulative basis a drop of -3.2% was recorded for the period April 2018 to March 2019 as compared to April 2017 to March 2018. The overall drop during the current year is a result of decreased consumption of FO in fertilizer, steel, 'others' sectors and general trade sector. However, a marginal growth was noted for petrochemical and power sector. The drop in consumption of FO has been mainly due to

ban of FO in Delhi, Uttar Pradesh, Rajasthan and Haryana. Consumption of LSHS has also reduced due to shift to natural gas by major customers like the fertilizer industry.

**1.10 PETCOKE:** Petcoke consumption registered a drop of -21.3% in March 2019 as compared to March 2018 and -20.0% on cumulative basis for the period April 2018 to March 2019 as compared to April 2017-March 2018. The consumption of petcoke by the cement industry is on the rise after the Supreme Court order of March 2017 allowed its use as a feedstock. Directorate General of Foreign Trade (DGFT) under Ministry of Commerce and Industry has banned import of petcoke for use as fuel, but has allowed its import only for use as feedstock in some select industries such as cement, lime kiln, calcium carbide and gasification industries.

**1.11 LDO:** LDO consumption recorded a drop of -9.4% for the month of March 2019 and a growth of 14.2 % on cumulative basis for the period April 2018 to March 2019 as compared to April 2017 to March 2018. LDO is also extensively used in various types of furnaces and the ban of FO in Delhi, Uttar Pradesh, Rajasthan and Haryana has led to an increase in consumption.

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## Industry Consumption Trend Analysis 2018-19 (Provisional)

('000 MT)

Product	March			April-March		
	2017-18	2018-19	Growth (%)	2017-18	2018-19	Growth (%)
<b>(A) Sensitive Products</b>						
SKO	283.5	291.3	2.8	3,845.1	3,457.5	-10.1
LPG	2,058.9	2,268.3	10.2	23,341.8	24,918.0	6.8
<b>Sub Total</b>	<b>2,342.3</b>	<b>2,559.6</b>	<b>9.3</b>	<b>27,186.9</b>	<b>28,375.5</b>	<b>4.4</b>
<b>(B) Major Decontrolled Products</b>						
Naphtha	1,203.9	1,300.7	8.0	12,888.6	14,060.0	9.1
MS	2,403.8	2,577.7	7.2	26,174.5	28,284.5	8.1
HSD	7,348.9	7,451.1	1.4	81,073.4	83,519.8	3.0
Lubes + Greases	420.7	383.4	-8.9	3,883.9	3,868.7	-0.4
LDO	51.1	46.4	-9.4	523.8	598.0	14.2
FO/LSHS	543.7	535.4	-1.5	6,721.0	6,502.8	-3.2
Bitumen	799.5	819.7	2.5	6,085.9	6,616.6	8.7
ATF	691.1	733.8	6.2	7,632.7	8,325.1	9.1
<b>Sub Total</b>	<b>13,462.8</b>	<b>13,848.2</b>	<b>2.9</b>	<b>144,983.7</b>	<b>151,775.5</b>	<b>4.7</b>
<b>Sub - Total (A) + (B)</b>	<b>15,805.2</b>	<b>16,407.8</b>	<b>3.8</b>	<b>172,170.6</b>	<b>180,151.0</b>	<b>4.6</b>
<b>(C) Other Decontrolled Products</b>						
Petcoke	1,937.1	1,524.9	-21.3	25,656.7	20,518.4	-20.0
Others	885.3	939.7	6.1	8,338.8	10,971.1	31.6
<b>Sub Total</b>	<b>2,822.4</b>	<b>2,464.7</b>	<b>-12.7</b>	<b>33,995.5</b>	<b>31,489.5</b>	<b>-7.4</b>
<b>Total</b>	<b>18,627.6</b>	<b>18,873.0</b>	<b>1.3</b>	<b>206,166.2</b>	<b>211,640.5</b>	<b>2.7</b>