

# Industry Consumption Review

August 2019



पेट्रोलियम योजना एवं विश्लेषण प्रकोष्ठ

पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय

**Petroleum Planning & Analysis Cell**

Ministry of Petroleum & Natural Gas

## HIGHLIGHTS OF THE REPORT

1. Petroleum products consumption during August 2019 recorded a growth of 2.8% over the historical volume of August 2018. Consumption for the period April-August 2019 saw a growth of 1.9% as compared to the same period last year. Except for SKO (-24.0%), HSD (-1.1%), Lubes+Greases (-13.3%), FO/LSHS (-16.0%) and ATF (-0.6%) all other products registered growth during August 2019.
2. Preference for petrol driven vehicles due to narrow price difference between petrol and diesel has led to high growth in MS sales, which for twenty-four months in a row recorded a growth and registered an 8.9% increase during August 2019 as compared to August 2018. The consumption of MS for the period April-August 2019 registered a growth of 9.6% as compared to the same period last year.
3. HSD consumption recorded a dip of -1.1% during August 2019 as compared to August 2018. HSD consumption for the period April-August 2019 registered a growth of 1.8% over the same period last year. The power deficit position has improved to -0.2% in August 2019 from -0.5% in August 2018. Commercial vehicles sale has recorded a drop of -38.7% in the month of August 2019. Rainfall during the month was 15% above normal distribution. There is a growth of 1.2% in port traffic during August 2019 as compared to August 2018.
4. Total LPG consumption recorded a growth of 13.0% in August 2019 as compared to 2.9% growth in August 2018. Total LPG consumption for the period April-August 2019 has registered a growth of 3.6% as compared to the same period last year.
5. ATF consumption registered a drop of -0.6% in the month of August 2019, while cumulative consumption of ATF for the period April-August 2019 has registered a drop of -2.8%. Grounding of Boeing 737 Max planes, cancellation of flights by Jet Airways and sharp rise of fares due to drop in capacity have affected growth in passenger traffic.
6. Bitumen consumption during August 2019 recorded a growth of 23.7% as compared to August 2018. Bitumen consumption for the period April-August 2019 also registered a growth of 6.4% compared to the same period last year. Government focus on new infrastructure projects and Industrial corridors are creating the demand for bitumen.
7. SKO consumption registered a drop of -24.0% in August 2019 as compared to August 2018. SKO consumption for the period April-August 2019 has registered a negative growth of -19.5% compared to the same period last year. This was mainly because of reduced PDS SKO allocation and voluntary surrender of some of the allocation by the states.

This report analyses the trend of consumption of petroleum products in the country during the month of August 2019. Data on product-wise monthly consumption of petroleum products for August 2019 is uploaded on the PPAC website ([www.ppac.gov.in](http://www.ppac.gov.in)) and on the 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 August 2019 is given in Table-1.

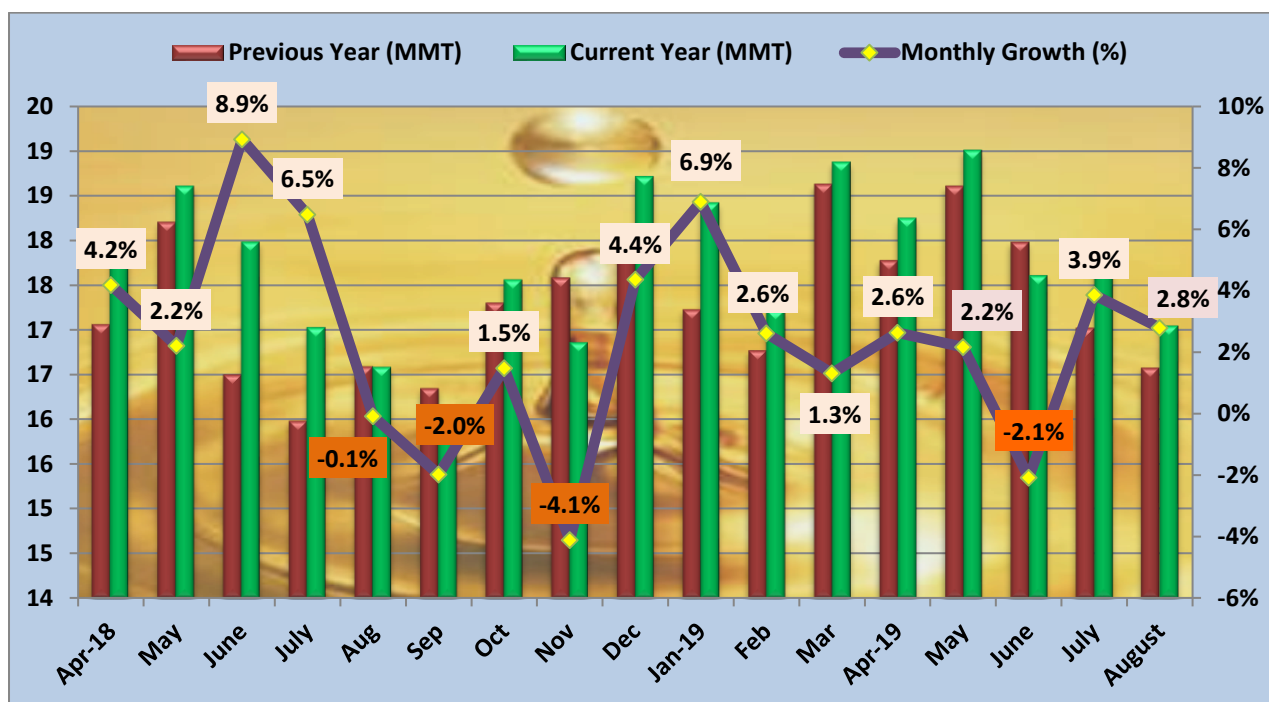
**Table-1: Petroleum Products Consumption (Quantity in TMT)**

Product Type	Share %	August-18	August-19	Growth (%)	Products included
Sensitive Products	15.4	2,424	2,627	8.4	SKO & LPG
Major Decontrolled Products	68.4	11,556	11,655	0.9	HSD, MS, Naphtha, Lubes, LDO, FO/LSHS, Bitumen & ATF
Minor Decontrolled Products	16.2	2,602	2,762	6.1	Petcoke & other minor products
<b>Total</b>	<b>100</b>	<b>16,582</b>	<b>17,044</b>	<b>2.8</b>	

**All Products:** India's petroleum products consumption in the month of August 2019 registered a growth of 2.8%. Consumption of petroleum products during August 2019 was 17.0 TMT as against 16.6 TMT in August last year. Except for SKO (-24.0%), HSD (-1.1%), Lubes+Greases (-13.3%), FO/LSHS (-16.0%) and ATF (-0.6%) all other products registered growth during August 2019. Total cumulative consumption for the period April-August 2019 has shown a growth of 1.9% compared to the same period last year. Except for SKO (-19.5%), Naphtha (-11.5%), Lubes & Greases (-4.2%), FO+LSHS (-6.1%), ATF (-2.8%) and Pet Coke (-2.2%) all other products registered growth during April-August 2019 as compared to April- August 2018.

Figure-1 gives a comparison of monthly POL consumption (MMT) and growth (%) since April 2018.

**Figure-1: Comparison of monthly POL consumption (MMT) and growth (%) since April, 2018**



Composite PMI in India decreased to 52.60 in August 2019 from 53.9 in July 2019.

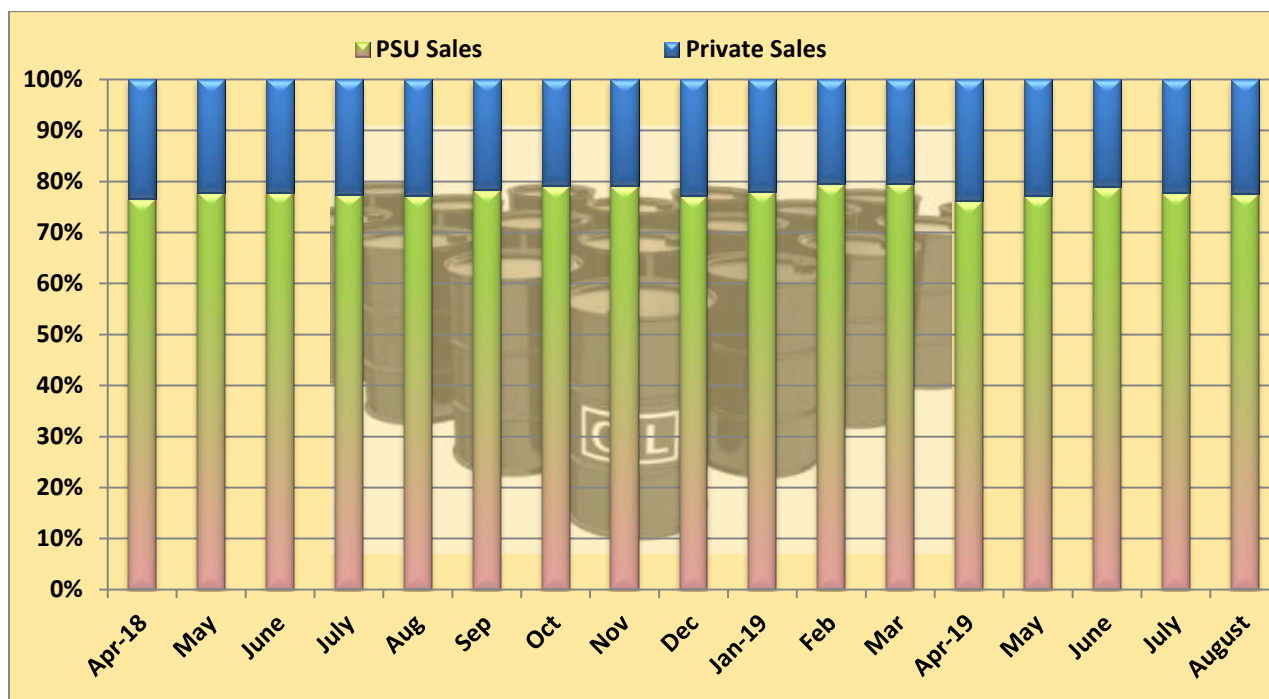
- The Nikkei Manufacturing PMI in India fell to 51.4 in August 2019 from 52.5 in July 2019, signaling a slowdown in expansion.
- The Nikkei Services PMI in India fell to 52.4 in August 2019 from 53.8 in July 2019, signaling a slowdown in expansion.

The expansion in output drives the growth in energy consumption. The trend towards increasing urbanization and improvement in infrastructure is projected to continue and therefore the need for oil and gas is projected to grow more. The government has also announced measures to relax foreign investment norms and ease credit flow, which should impact the growth in manufacturing and infrastructure expansion.

With these numbers and upcoming festive season, consumption is expected to show an upward trend. During the month of August 2019, Petrol and LPG were the main propellers in consumption of petroleum products in the country.

Figure-2 gives a comparison of percentage of monthly sales volumes of all petroleum products by PSU and Private Oil companies since April 2018.

**Figure-2: Comparison of monthly POL Sales in PSU & Private Sector (%) since April 2018**



PPAC analyzes the sales recorded by the Industry and domestic sales by SEZ units based on 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 June 2019 and private imports data for July 2019 and August 2019 are projected based on July 2018 to June 2019 actual data.

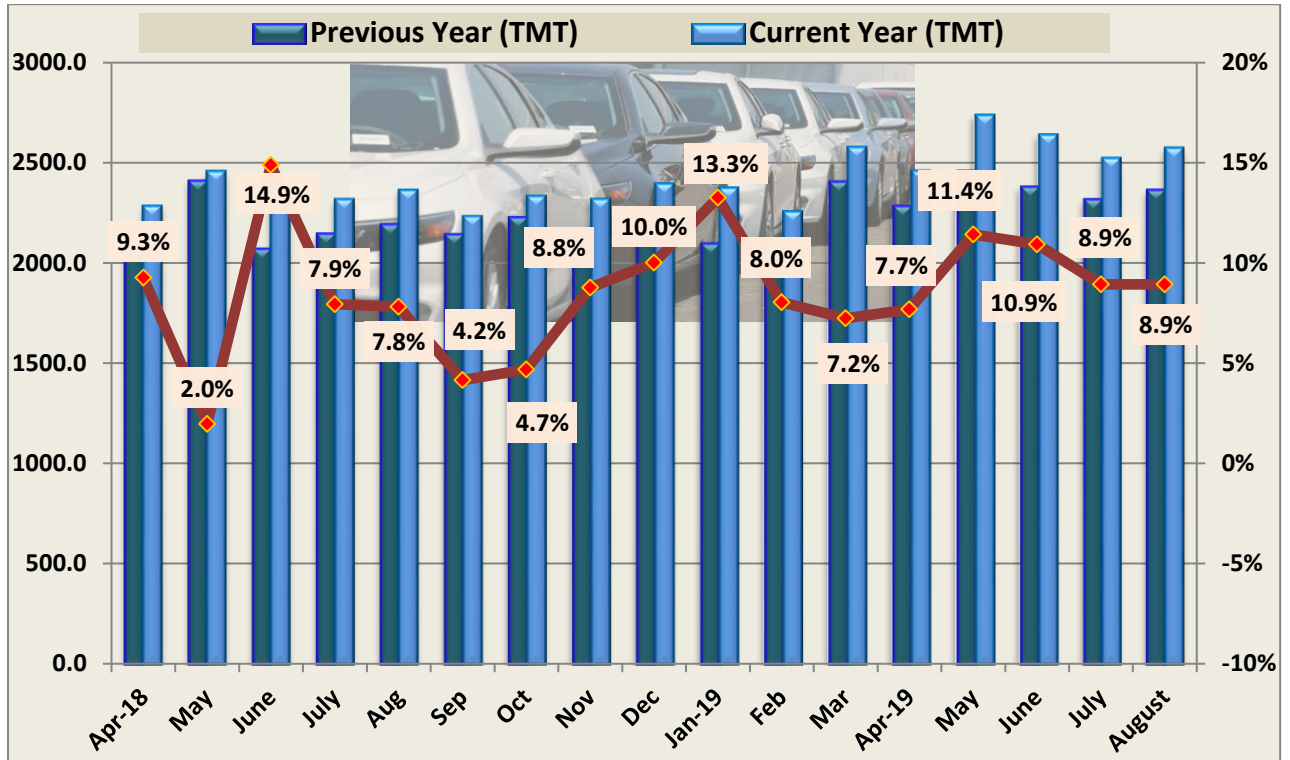
### **Detailed product-wise analysis of growth for August 2019 is given below:**

**1.2 Petrol / Motor Spirit (MS):** MS consumption recorded a growth for twenty-four months in a row, registering a growth of 8.9 % in the month of August 2019 with sales of 2.5 MMT as compared to 2.3 MMT in August 2018. The consumption of MS for the period April-August 2019 registered a growth of 9.6% 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 due to narrow price difference between petrol and diesel. As per SIAM, diesel powered cars accounted for 19% of total car sales in India in FY 2018-19 compared to 47% of sales in FY 2012-13. The percentage of diesel driven passenger vehicles in total passenger vehicles dropped to 36% in 2018-19 as compared to 58% in 2012-13.
- ii. Improved road connectivity because of many new road projects and widening of roads. Preference for road travel is increasing in comparison to rail and air travel.

Figure-3 gives month-wise MS consumption volume (TMT) and month-on-month growth (%) since April 2018.

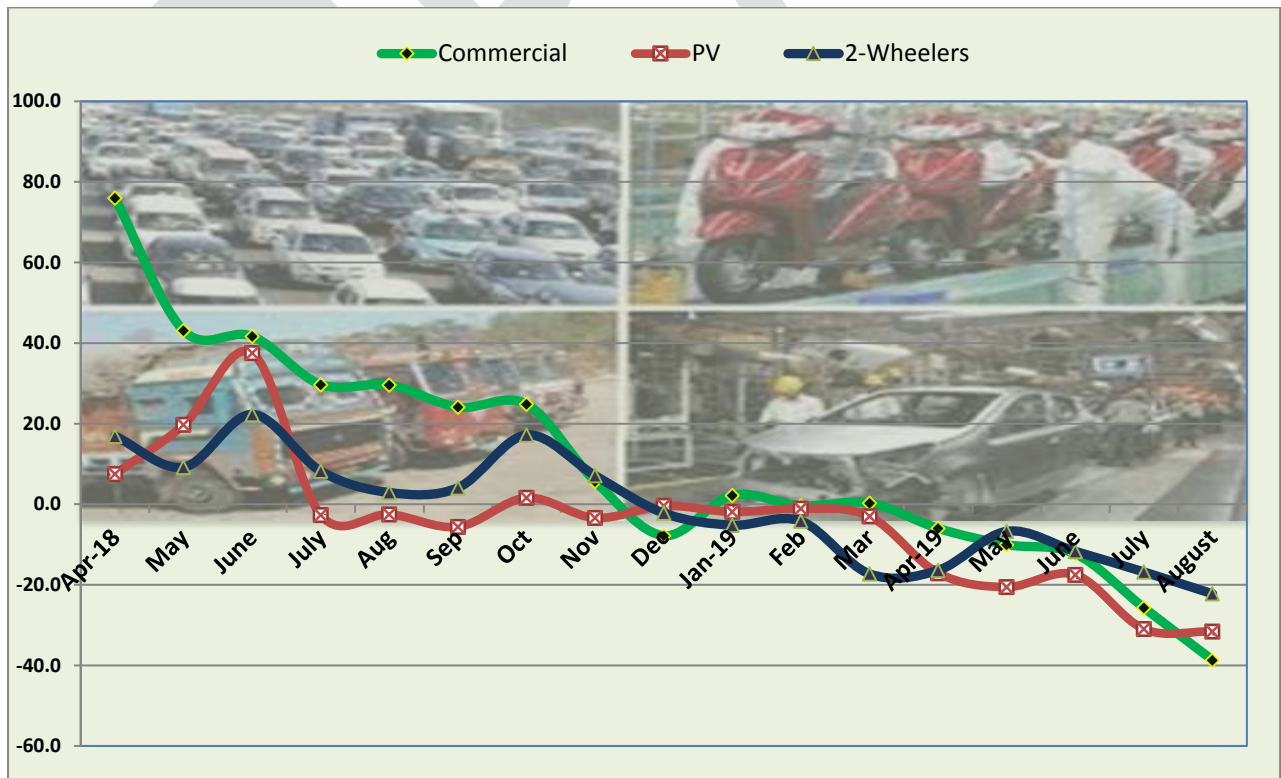
**Figure-3: Month wise MS consumption (TMT) and growth (%) since April 2018**



**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 2018.

**Figure-4: Month-wise sales growth (%) of Indian Automobile Industry since April 2018**



**Total passenger vehicles (PV) sales:** The passenger vehicle sales growth has been in the negative territory since July 2018 with an exception of one month during October 2018.

Automakers continue to face the heat of the weak consumer sentiment. The reason behind the fall in demand for passenger vehicles could be attributed to delay by consumers in making any discretionary spending, popularity of ride sharing apps, liquidity crunch and upcoming BS-VI emission norms.

Overall passenger vehicle sales recorded a sharp decline of -31.6% in the month of August 2019 as compared to August 2018. Passenger vehicle sale for the period April-August 2019 has also registered a negative growth of -23.5% as compared to the same period last year.

Passenger car segment recorded a drop of -41.1% while utility vehicles and vans recorded a drop of -2.2% and -47.4% respectively during August 2019. On cumulative basis, passenger cars, utility vehicles and vans recorded a drop of -29.4%, -6.3% and -34.0% respectively.

Segment	August			April-August		
	2018-19	2019-20	Growth %	2018-19	2019-20	Growth %
Passenger Cars	196,847	115,957	-41.1	972,373	686,366	-29.4
Utility Vehicles	73,085	71,478	-2.2	387,013	362,728	-6.3
Vans	17,266	9,089	-47.4	92,233	60,836	-34.0
<b>Total PV</b>	<b>287,198</b>	<b>196,524</b>	<b>-31.6</b>	<b>1,451,619</b>	<b>1,109,930</b>	<b>-23.5</b>

Source: Society of Indian Automobile Manufacturers (SIAM)

a) **2-wheeler sales:** The overall sales for two-wheelers declined for the ninth consecutive month as compared to last year. A huge hike in insurance, weak customer sentiment, feeble rural economy and liquidity crunch due to NBFC crises are some of the factors leading to slide in the sales. Improving public transport system like BRTS and Metro in certain cities could have also impacted the 2-wheeler sales. Sales dropped in the month of August 2019 by -22.2% as compared to last year.

In August 2019, scooter sales recorded a drop of -22.2% by selling 520,898 units. Motorcycle segment also recorded a drop of -22.3% by selling 937,486 units. Moped sales recorded a drop of -21.3% by selling 55,812 units. On cumulative basis scooter, motorcycle and moped sales recorded a drop of -17.0%, -13.4% and -20.4% respectively.

Segment	August			April-August		
	2018-19	2019-20	Growth %	2018-19	2019-20	Growth %
Scooters/ Scooterette	669,416	520,898	-22.2	3,086,627	2,561,604	-17.0
Motor Cycles	1,207,005	937,486	-22.3	6,009,871	5,203,264	-13.4
Mopeds	70,883	55,812	-21.3	345,555	275,091	-20.4
<b>Total 2 Wheelers</b>	<b>1,947,304</b>	<b>1,514,196</b>	<b>-22.2</b>	<b>9,442,053</b>	<b>8,039,959</b>	<b>-14.8</b>

Source: Society of Indian Automobile Manufacturers (SIAM)

**1.3 High Speed Diesel (HSD):** HSD consumption during the month recorded a drop of -1.1% with sales of 6.1 MMT in August 2019 as compared to 6.2 MMT in August 2018. HSD consumption for the period April-August 2019 registered a growth of 1.8% over the same period last year. Drivers of diesel demand in the country is now largely dependent commercial vehicles and government spending on infrastructure.

Factors affecting diesel consumption during the current month can be attributed mainly to the following factors:

- i. Preference for petrol driven vehicles due to narrow price difference between petrol and diesel. Steady decline in price difference between the two fuels has spurred petrol demand for consumption in transportation. Diesel driven passenger vehicles are not attractive to consumers any longer.
- ii. Heavy rainfall in Kerala, Karnataka, Maharashtra and Gujarat has severely affected economic activities.

Figure-5 gives month-wise HSD consumption volume (TMT) and month-on-month growth (%) since April 2018.



**Figure-5: Month-wise HSD consumption (TMT) and growth (%) since April 2018**

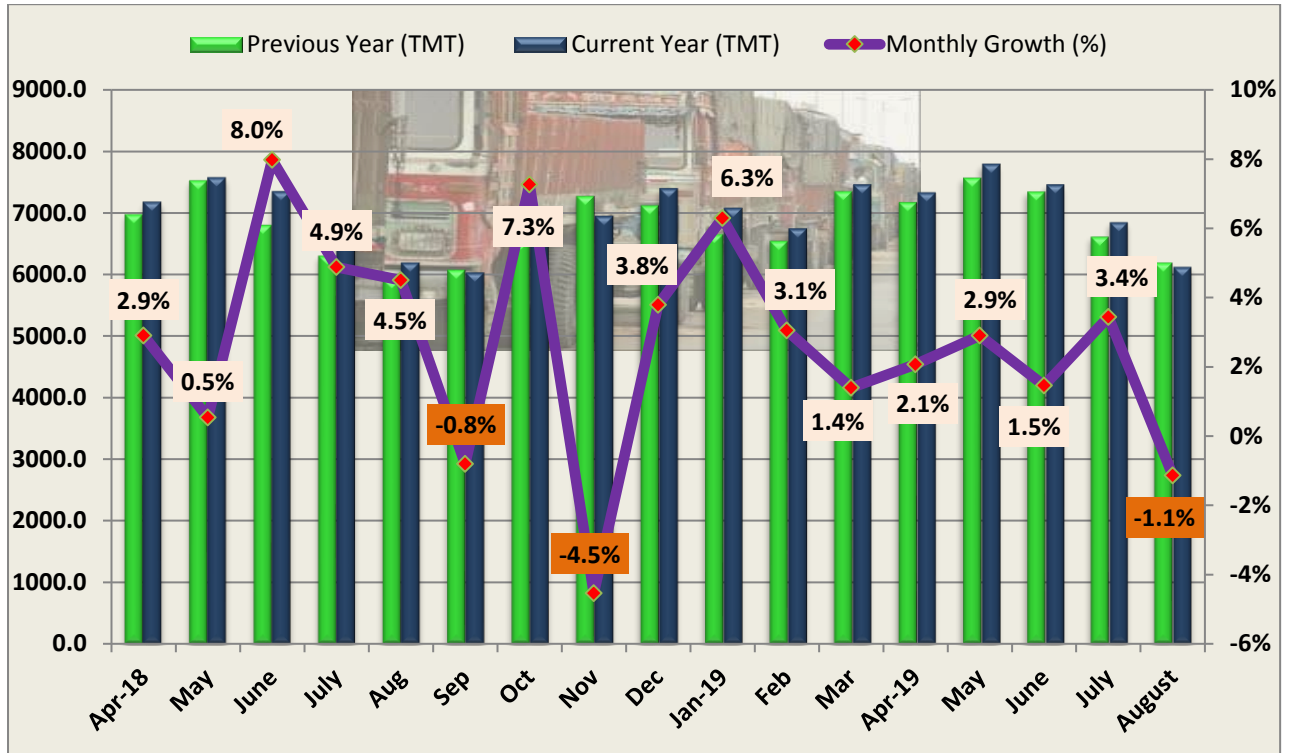
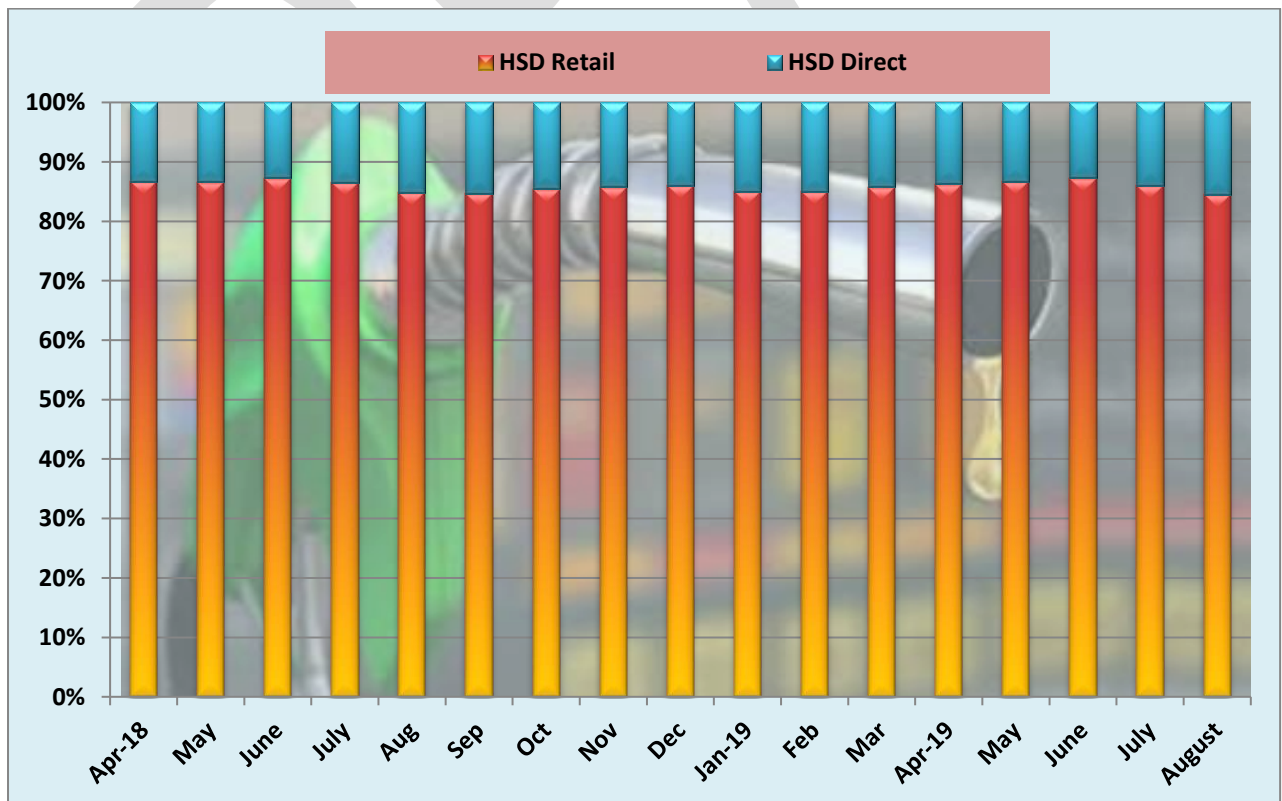


Figure-6 gives a comparison of month-wise percentage of HSD consumption by Retail and Consumer (Direct) business share since April 2018.

**Figure-6: Month-wise HSD consumption by Retail and Direct business share (%) since April 2018**



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

- a) **Commercial vehicles (CV) sales:** The commercial vehicle (M&HCV and LCV) segment also recorded a drop of -38.7% in August 2019. Lack of financing options from NBFCs, falling freight rentals and limited routes have contributed to the slide in the sales. M&HCV witnessed a drop of -54.3% in August 2019 by selling 15,573 units vis-a-vis 34,073 units in August 2018.
- b) **Light Commercial Vehicle (LCV):** The LCV segment also witnessed a drop of -28.2% during the month of August 2019 as compared to the same period last year. LCV sector contributed sales of 36,324 units as against a historical of 50,595 units during the month.

Segment	August			April-August		
	2018-19	2019-20	Growth %	2018-19	2019-20	Growth %
M & HCV	34,073	15,573	-54.3	151,591	107,666	-29.0
LCV	50,595	36,324	-28.2	239,858	209,395	-12.7
<b>Total C'I Vehicles</b>	<b>84,668</b>	<b>51,897</b>	<b>-38.7</b>	<b>391,449</b>	<b>317,061</b>	<b>-19.0</b>

Source: Society of Indian Automobile Manufacturers (SIAM)

- c) **Port traffic:** The major ports in India recorded a growth of 1.2% and together handled 57.6 MMT of cargo during August 2019 as against 56.9 MMT handled during the corresponding period of the previous year. A dip in cargo handled during the month of August 2019 was recorded at the ports of Paradip, Visakhapatnam, Ennore, Chennai, Mormugao and JNPT.

During the period April-August 2019, growth was registered specifically in iron ore (32.7%), coking & others coal (14.9%), fertilizer finished (7.9%) containers (5.8%) and POL products (2.2%). A drop was observed in fertilizer raw (-14.6%), thermal & steam coal (-13.2%), miscellaneous cargo (-8.3%) and other liquids (-1.5%),. While iron ore mining activities have increased in Karnataka and Odisha, it has been severely restricted in Goa. Commodity-wise, the percentage share of POL was maximum i.e. 33.2%, followed by container (21.6%), thermal & steam coal (13.2%), other miscellaneous cargo (9.8%), coking & other coal (8.5%), iron ore & pellets (7.3%), other liquids (4.3%), finished fertilizer (1.4%) and raw fertilizer (0.8%).

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

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

<b>Traffic handled at major ports (TMT)</b>			
<b>Ports</b>	<b>August 2018</b>	<b>August 2019</b>	<b>Growth (%)</b>
Kolkata + Haldia	5,261	5,286	0.5
PARADIP	9,112	8,872	-2.6
VISAKHAPATNAM	5,412	5,287	-2.3
KAMARAJAR (ENNORE)	2,634	2,464	-6.5
CHENNAI	4,413	4,283	-2.9
V.O. CHIDAMBARANAR	2,619	3,429	30.9
COCHIN	2,604	2,774	6.5
NEW MANGALORE	2,867	2,940	2.5
MORMUGAO	1,415	817	-42.3
MUMBAI	4,711	5,249	11.4
JNPT	5,736	5,683	-0.9
DEENDAYAL	10,135	10,540	4.0
<b>TOTAL:</b>	<b>56,919</b>	<b>57,624</b>	<b>1.2</b>

Source: Indian Ports Association (IPA)

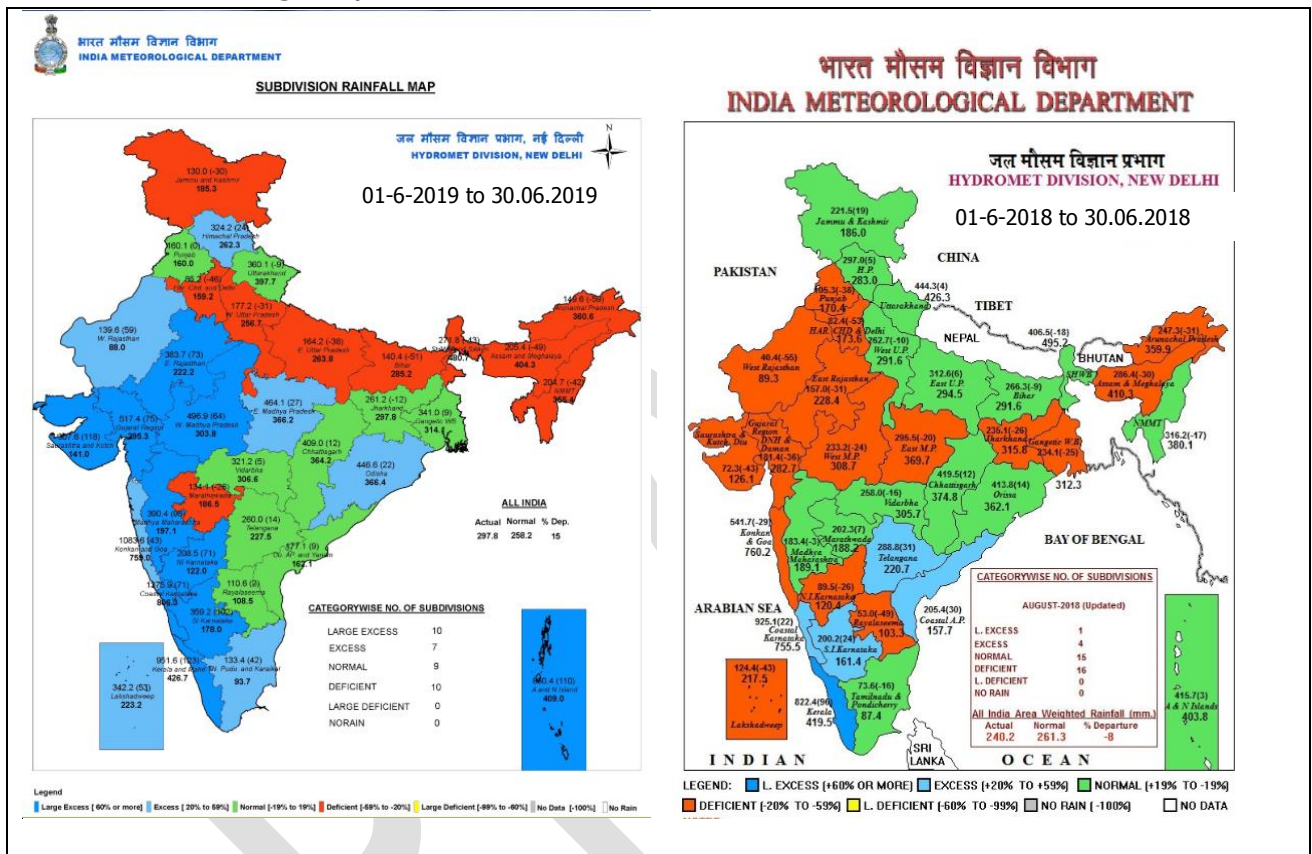
- d) **Power situation:** The position of power supply for the month of August 2019 is given in Table-3. As per data reported, power deficit position has improved to -0.2% in August 2019 from -0.5% in August 2018. The deficit was mainly in the state Uttar Pradesh. The reduced power deficit in August 2019 may have led to decreased usage of diesel for back-up power generation.

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

<b>States</b>	<b>August-19</b>				<b>August-18</b>
	<b>Requirement (MU)</b>	<b>Available (MU)</b>	<b>Deficit</b>		<b>Deficit (%)</b>
			<b>MU</b>	<b>(%)</b>	
<b>North</b>	38,951	38,771	-180	-0.5%	-1.0%
<b>West</b>	28,925	28,924	-1	0.0%	0.0%
<b>South</b>	27,604	27,590	-14	-0.1%	-0.1%
<b>East</b>	13,689	13,689	0	0.0%	-0.3%
<b>North-East</b>	1,727	1,670	-57	-3.4%	-2.9%
<b>Total</b>	<b>110,896</b>	<b>110,644</b>	<b>-252</b>	<b>-0.2%</b>	<b>-0.5%</b>

Source: Central Electricity Authority (CEA)

e) **Seasonal rainfall scenario:** The rainfall in the country during August 2019 was almost 15% above normal precipitation. As against a normal reading of 258.2 mm, 297.8 mm rain was recorded during August 2019. Out of total 36 sub divisions, 10 divisions received large excess, 7 divisions received excess, 9 divisions received normal and 10 divisions received deficient rainfall during the month as can be seen from the following map, which would have an impact on diesel usage for agricultural activities. Excess rainfall and flood like situations in several states have hampered economic activities and affected traffic movement on highways.

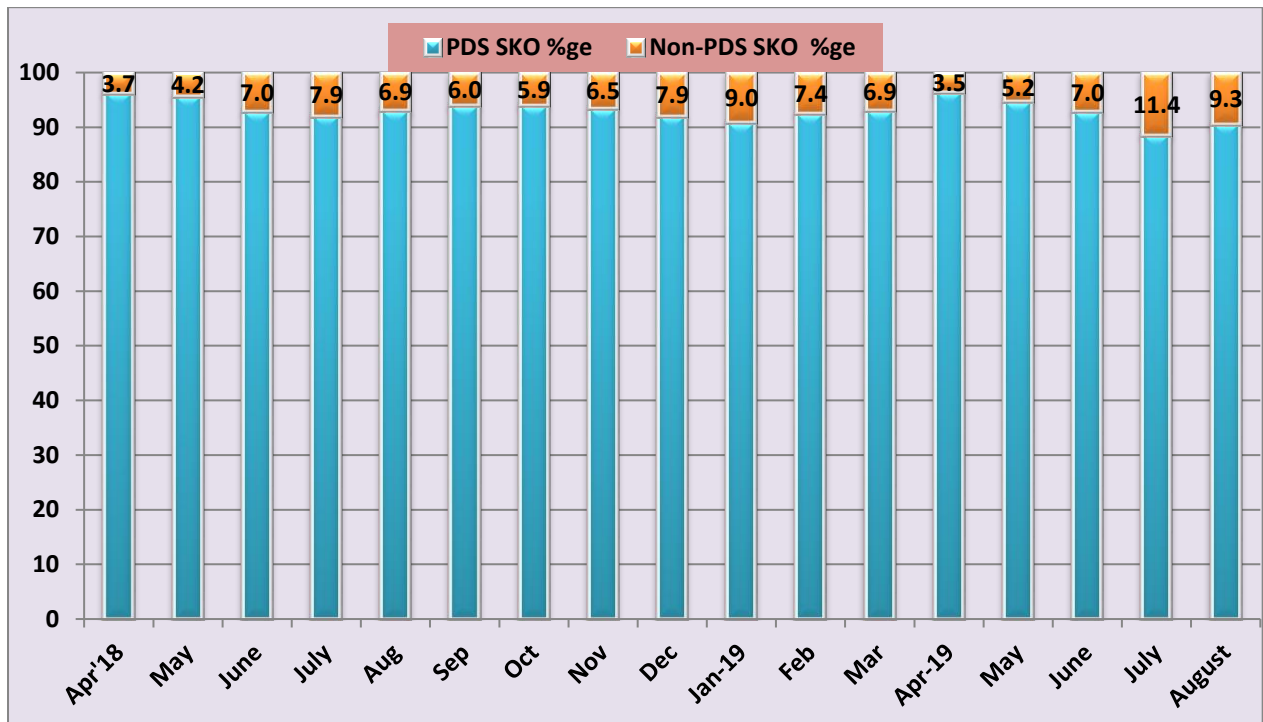


Source: India Meteorological Department (IMD)

**1.4 Kerosene:** Kerosene consumption registered a drop of -24.0% during August 2019 as compared to August 2018. The cumulative consumption of SKO for the period April-August 2019 has shown a negative growth of -19.5% as compared to the same period last year. The month of August 2019 saw nil upliftment by Andhra Pradesh, Chandigarh, Delhi, Dadra & Nagar Haveli, Daman & Diu, Haryana, Puducherry, Punjab and Uttarakhnad.

Figure-7 gives a comparison of kerosene sales in public distribution system vis-à-vis Non-PDS system since April 2018.

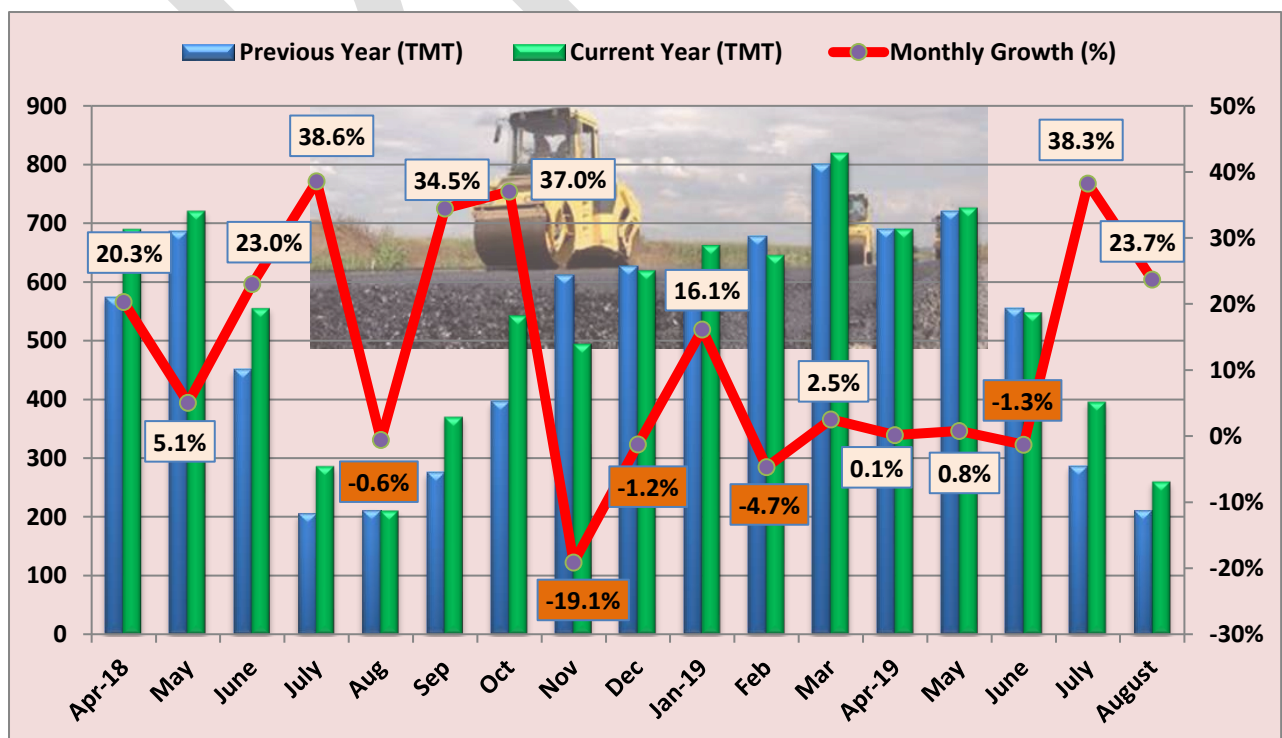
**Figure-7: Month-wise PDS & Non PDS SKO consumption in share (%) since April 2018**



**1.5 Bitumen:** Bitumen consumption during August 2019 recorded a growth of 23.7% as compared to August 2018. Cumulatively, the consumption of bitumen during the period April-August 2019 has also grown at 6.4% as compared to the same period in the previous year. Road construction activity has picked up with fresh round of investments.

Figure-8 gives the month wise bitumen consumption and growth since April 2018.

**Figure-8: Month-wise Bitumen consumption (TMT) and growth (%) since April 2018**



**1.6 LPG:** Total LPG consumption recorded a growth of 13.0% in August 2019 as compared to 3.5% growth in August 2018. Total LPG consumption for the period April-August 2019 has registered a growth of 3.6% as compared to growth of 7.4% in the period of April-August 2018. During August 2019, out of the five regions, Northern region had the highest share in total LPG consumption of 30.9% followed by Southern region at 28.2%, Western region at 22.4%, Eastern region at 16% and North Eastern region at 2.5%. North Eastern region had the highest growth of 19.2% in total LPG consumption during August 2019.

**LPG-Packed Domestic** consumption recorded a growth of 13.6% during August 2019 and a cumulative growth of 3.7% during the period April-August 2019. Last year during August 2018, a growth of 3.3% was observed and the cumulative growth during April-August 2018 was 7.6%. This year during the period April-August 2019, 20.8 lakh DBCs and 115.8 lakh new connections were released out of which 84.4 lakh were released under PMUY. A total of 803.4 lakh connections have been released under PMUY till 31.08.2019 since inception. During August 2019, the region-wise share of LPG Packed Domestic consumption was highest in Northern region (32.2%) followed by Southern region (26.4%), Western region (21.6%), Eastern region (17.1%) and North-Eastern region (2.7%). During August 2019, the five states with the highest LPG-Packed domestic sales share were Uttar Pradesh (14.4%), Maharashtra (11.1%), Tamil Nadu (7.7%), West Bengal (7.4%) and Karnataka (6.4%). During August 2019, percentage share of LPG-Packed Domestic was 88.2% of total LPG consumption whereas it was 88.5% in August 2018.

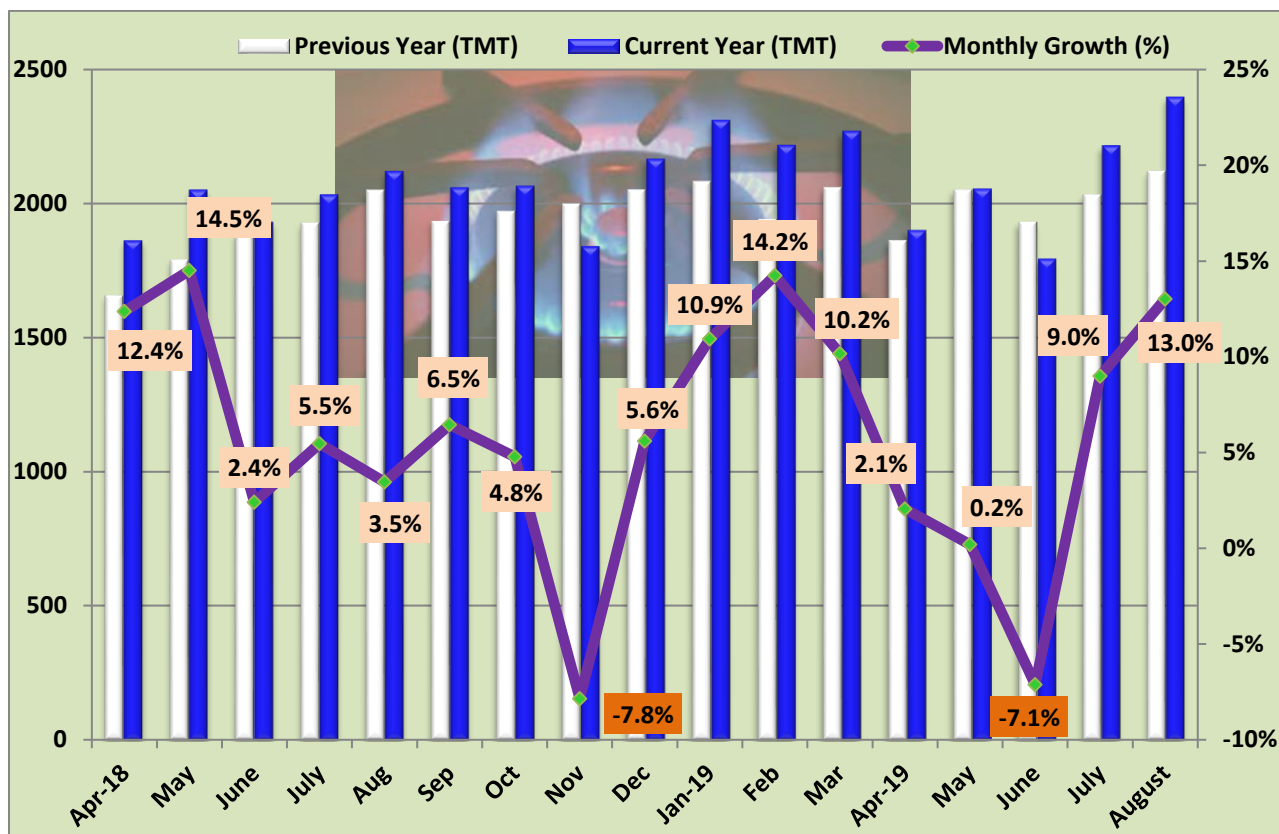
**LPG-Packed Non-Domestic** consumption recorded a growth of 20.6% in August 2019 and a cumulative growth of 9.8% during the period April-August 2019. Last year during August 2018, a growth of 4.7% was observed and the cumulative growth during April-August 2018 was 15.2%. Share of LPG Packed Non-Domestic in total LPG consumption has increased to 10% in August 2019 from 9.5% in August 2018. Region-wise share of LPG Packed Non-Domestic consumption was highest in Southern region (39.8%) followed by Western region (29.2%), Northern region (22.5%), Eastern region (7.5%) and North-Eastern region (1.1%) during August 2019.

**Bulk LPG** consumption registered a growth of 1.7% during August 2019 and a cumulative drop of -21.6% during April-August 2019. Last year in the month of August 2018, there was a drop of -33% while for the period April-August 2018, a drop of -8.3% was witnessed. Percentage share of Bulk LPG in total LPG consumption was 1.1% in August 2019 whereas it was 1.3% in August 2018.

**Auto LPG** consumption registered a drop of -0.4% in August 2019 and a cumulative drop of -6.0% during the period April-August 2019. The sales volume decrease was about 0.1 TMT in August 2019 as against August 2018. Last year in the month of August 2018 a drop of -3.6% was observed while there was a cumulative drop of -0.1% during April-August 2018. During August 2019, the percentage share of Auto LPG was 0.7% of total LPG consumption whereas it was 0.8% in August 2018.

Figure-9 gives the month-wise LPG consumption and growth since April 2018.

**Figure-9: Month-wise LPG consumption (TMT) and growth (%) since April 2018**



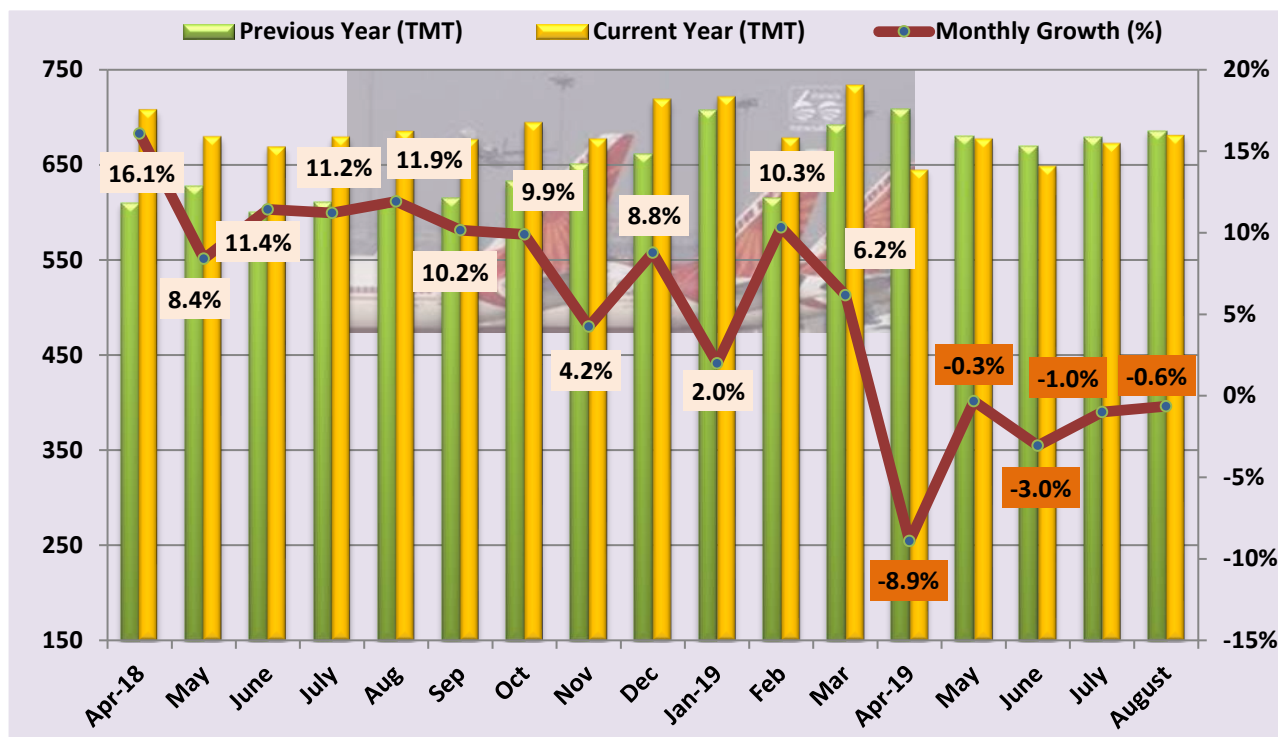
**1.7 Naphtha:** Naphtha consumption recorded a growth of 3.6% in August 2019 as compared to August 2018. Cumulatively, the consumption of naphtha during the period April-August 2019 has seen a drop of -11.5% as compared to the same period in the previous year. Petrochemical industries remain the main 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.

**1.8 ATF:** ATF consumption has stayed in negative territory for the fifth consecutive month with a minor drop of -0.6% in the month of August 2019. Cumulative growth for the period April-August 2019 has seen a drop of -2.8% as compared to the same period in the previous year.

Passengers carried by domestic airlines during August 2019 stood at 117.9 lakhs as against 113.5 lakhs during August 2018 thereby registering a growth of 3.8%. Total number of domestic passengers carried by airlines for the period April-August 2019 stood at 589 lakhs as against 576 lakhs during the same period last year, thereby recording a growth of 2.2%. Grounding of Boeing 737 Max planes and cancellation of flights by Jet Airways and sharp rise of fares due to drop in capacity have adversely affected the consumer decision to travel by air during the month.

Figure-10 gives the month-wise ATF consumption and growth since April 2018.

**Figure-10: Month-wise ATF consumption (TMT) and growth (%) since April 2018**



**1.9 FO/LSHS:** FO/LSHS consumption registered a drop of -16.0% during August 2019 as compared to August 2018. On a cumulative basis a drop of -6.1% was recorded in the consumption for the period April-August 2019 as compared to the same period last year. Increased consumption of FO in the power and petrochemical sector would have led to the volume growth during the month of August 2019. The cumulative 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 growth of 3.8% in August 2019 as compared to August 2018. The cumulative consumption of petcoke during the period April-August 2019 has also seen a drop of -2.2% as compared to the same period in the previous year. The consumption of petcoke fluctuates with demand in the cement industry. 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 growth of 35.7% during August 2019 as compared to August 2018. The consumption of LDO during the period April-August 2019 has seen a growth of 12.3% as compared to the same period in the previous year. LDO is extensively used in various types of furnaces. The ban of FO in Delhi, Uttar Pradesh, Rajasthan and Haryana has led to an increase in consumption of LDO.

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## Industry Consumption Trend Analysis 2019-20 (Provisional)

('000 MT)

Product	August			April-August		
	2018-19	2019-20	Growth (%)	2018-19	2019-20	Growth (%)
<b>(A) Sensitive Products</b>						
<b>SKO</b>	304.6	231.4	<b>-24.0</b>	1500.9	1208.9	<b>-19.5</b>
<b>LPG</b>	2119.7	2395.7	<b>13.0</b>	9995.0	10359.0	<b>3.6</b>
<b>Sub Total</b>	<b>2424.3</b>	<b>2627.1</b>	<b>8.4</b>	<b>11495.9</b>	<b>11567.9</b>	<b>0.6</b>
<b>(B) Major Decontrolled Products</b>						
<b>Naphtha</b>	1108.1	1148.5	<b>3.6</b>	5655.7	5007.1	<b>-11.5</b>
<b>MS</b>	2362.7	2573.9	<b>8.9</b>	11797.8	12931.8	<b>9.6</b>
<b>HSD</b>	6186.1	6115.5	<b>-1.1</b>	34877.4	35508.9	<b>1.8</b>
<b>Lubes/Greases</b>	364.9	316.4	<b>-13.3</b>	1609.6	1541.6	<b>-4.2</b>
<b>LDO</b>	46.6	63.2	<b>35.7</b>	233.8	262.6	<b>12.3</b>
<b>FO/LSHS</b>	591.3	496.5	<b>-16.0</b>	2690.5	2526.3	<b>-6.1</b>
<b>Bitumen</b>	210.3	260.1	<b>23.7</b>	2461.9	2620.7	<b>6.4</b>
<b>ATF</b>	685.7	681.2	<b>-0.6</b>	3422.3	3325.4	<b>-2.8</b>
<b>Sub Total</b>	<b>11555.7</b>	<b>11655</b>	<b>0.9</b>	<b>62749.1</b>	<b>63724.4</b>	<b>1.6</b>
<b>Sub - Total (A) + (B)</b>	<b>13980.0</b>	<b>14282.6</b>	<b>2.2</b>	<b>74244.9</b>	<b>75292.3</b>	<b>1.4</b>
<b>(C) Minor Decontrolled Products</b>						
<b>Petcoke</b>	1721.3	1785.9	<b>3.8</b>	9407.6	9203.5	<b>-2.2</b>
<b>Others</b>	880.6	975.9	<b>10.8</b>	4321.3	5110.4	<b>18.3</b>
<b>Sub Total</b>	<b>2602.0</b>	<b>2761.8</b>	<b>6.1</b>	<b>13728.9</b>	<b>14313.9</b>	<b>4.3</b>
<b>Total</b>	<b>16582</b>	<b>17044</b>	<b>2.8</b>	<b>87974</b>	<b>89606.2</b>	<b>1.9</b>