Industry Consumption Review

September 2019

Analysis • Knowledge • Information

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 September 2019 recorded a drop of -0.3% over the historical volume of September 2018. Consumption for the period April-September 2019 saw a growth of 1.4% as compared to the same period last year. Except for SKO (-37.7%), Naphtha (-25.9%), HSD (-3.3%), FO/LSHS (-3.8%), Bitumen (-7.2%), ATF (-1.8%) and products listed under "others" (-0.1%), all other products registered growth during September 2019.

2. Preference for petrol driven vehicles and the use of petrol as a daily household necessity has led to growth in MS sales, which for twenty-five months in a row recorded a growth and registered an 6.2% increase during September 2019 as compared to September 2018. The consumption of MS for the period April-September 2019 registered a growth of 9.1% as compared to the same period last year.

3. HSD consumption recorded a dip of -3.3% during September 2019 as compared to September 2018. HSD consumption for the period April-September 2019 registered a growth of 1.1% over the same period last year. The power deficit position has further dipped to -0.6% in September 2019 from -0.5% in September 2018. Commercial vehicles sale has recorded a drop of -39.1% in the month of September 2019. Rainfall during the month was 52% above normal distribution. There is a dip of -0.5% in port traffic during September 2019 as compared to September 2018.

4. Total LPG consumption recorded a growth of 6.0% in September 2019 as compared to 6.5% growth in September 2018. Total LPG consumption for the period April-September 2019 has registered a growth of 4.1% as compared to the same period last year.

5. ATF consumption registered a drop of -1.8% in the month of September 2019, while cumulative consumption of ATF for the period April-September 2019 has registered a drop of –3.2%. 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 September 2019 recorded a drop of -7.2% as compared to September 2018. Bitumen consumption for the period April-September 2019 also registered a growth of 5.0% compared to the same period last year. Excess rainfall in the month of September 2019 has led to the dip in bitumen sales in the month of September 2019.

7. SKO consumption registered a drop of -37.7% in September 2019 as compared to September 2018. SKO consumption for the period April-September 2019 has registered a drop of -22.4% 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 September 2019. Data on product-wise monthly consumption of petroleum products for September 2019 is uploaded on the PPAC website (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 September 2019 is given in Table-1.

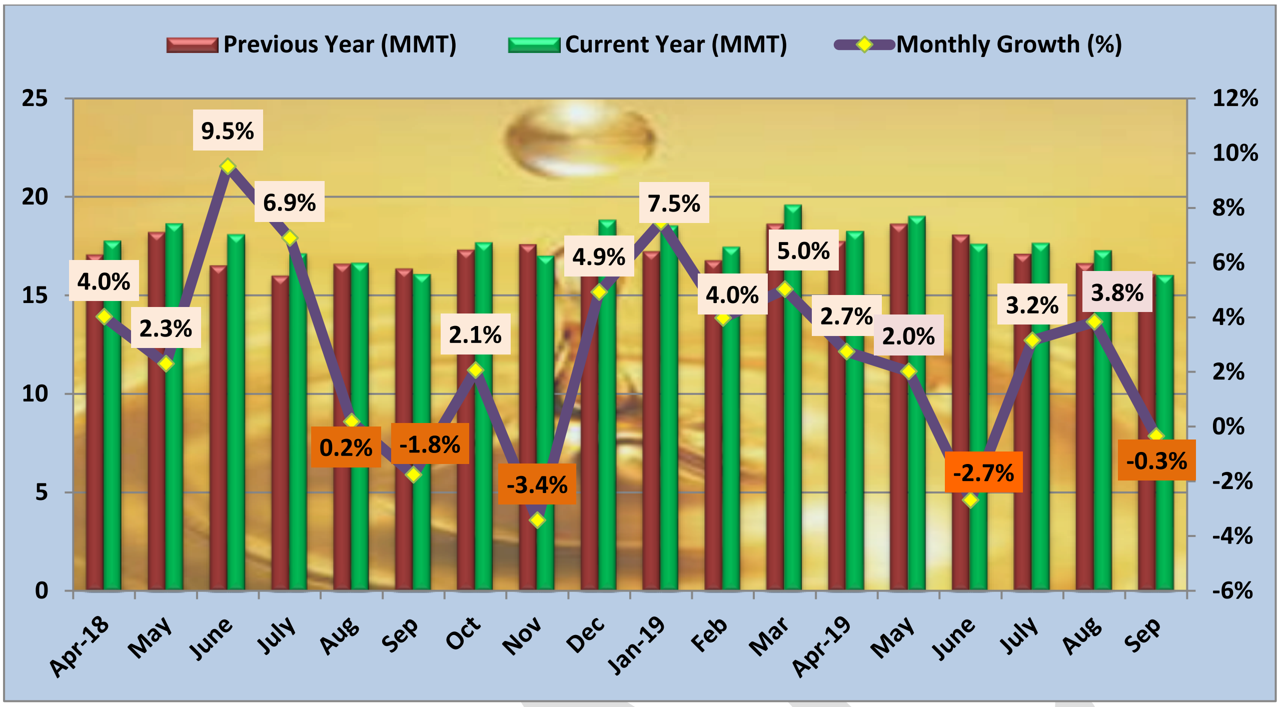
Table-1: Petroleum Products Consumption (Quantity in TMT)

Product Type	Share %	September -2018	September -2019	Growth (%)	Products included
Sensitive Products	14.8	2343	2359	0.7	SKO & LPG
Major Decontrolled Products	68.5	11310	10973	-3.0	HSD, MS, Naphtha, Lubes, LDO, FO/LSHS, Bitumen & ATF
Minor Decontrolled Products	16.7	2413	2679	11.0	Petcoke & other minor products
Total	**100**	**16066**	**16011**	**-0.3**	

All Products: India's petroleum products consumption in the month of September 2019 registered a drop of -0.3%. Consumption of petroleum products during September 2019 was 16.0 TMT as against 16.1 TMT in September last year. Except for SKO (-37.7%), Naphtha (-25.9%), HSD (-3.3%), FO/LSHS (-3.8%), Bitumen (-7.2%), and ATF (-1.8%) all other products registered growth during September 2019. Total cumulative consumption for the period April-September 2019 has shown a growth of 1.4% compared to the same period last year. Except for SKO (-22.4%), Naphtha (-10.1%), FO+LSHS (-5.9%), ATF (-3.2%) and products listed under "others" (-0.1%), all other products registered growth during April-September 2019 as compared to April- September 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 49.80 in September 2019 from 52.60 in August 2019.

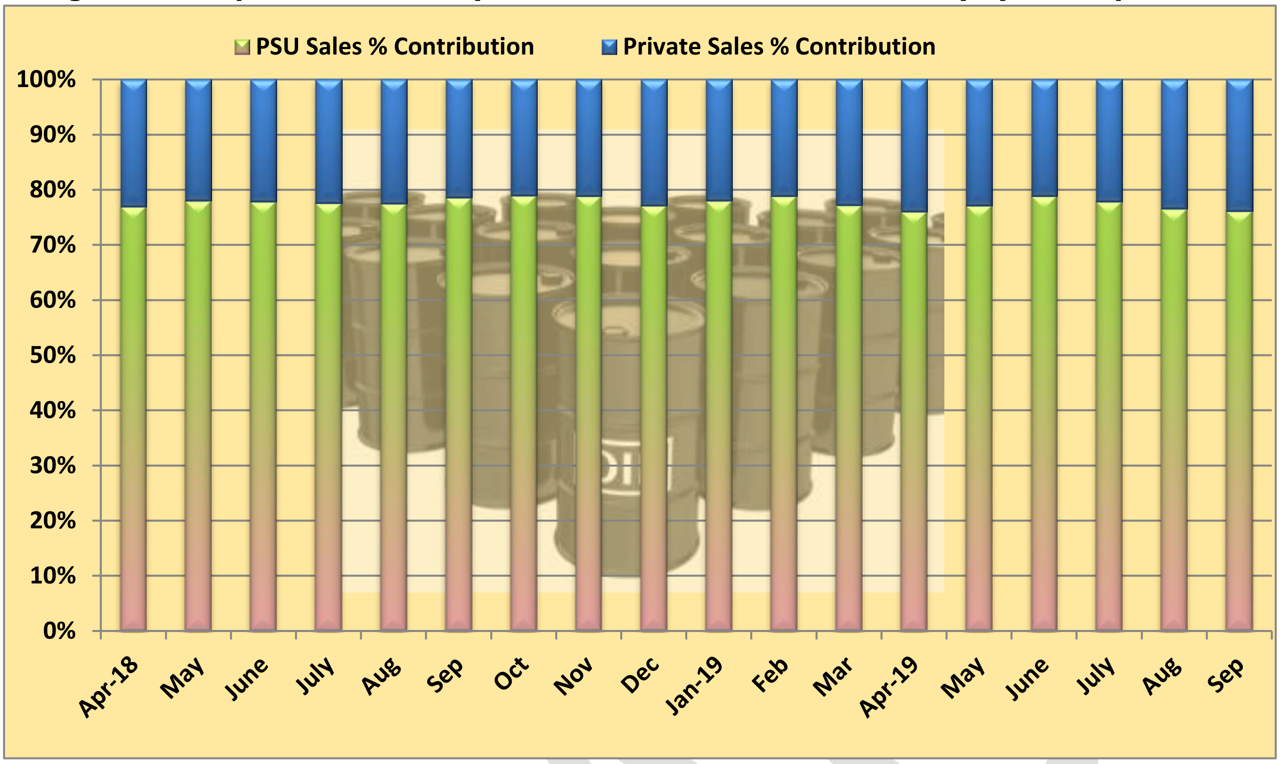
- The Nikkei Manufacturing PMI in India remained constant at 51.4 in September 2019 as in August 2019, signaling no expansion in manufacturing sector.
- The Nikkei Services PMI in India fell to 48.7 in September 2019 from 52.4 in August 2019, signaling a contraction.

India is on the path of growing economy. The expansion in output drives the growth in energy consumption. The increasing urbanization and improvement in infrastructure are projected to continue in the country leading to expansion in energy consumption. Government has taken various initiatives on strengthening infrastructure spending, slashed the corporate income tax in the month of September 2019, etc which ould further stimulate growth.

Prolonged monsoon season resulting in continued rain throughout the month of September and floods across various parts of the country led to reduction of crop yield and affected the vehicular and cargo traffic movement. India's rain fed rural economy, a major driver of consumption in the country underpinned by weak agricultural performance saw a lackluster growth during the month. The festive season in the month of October 2019 is expected to create a consumption led growth. During the month of September 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 July 2019 and private imports data for August 2019 and September 2019 are projected based on August 2018 to July 2019 actual data.

Product-wise analysis of growth for September 2019 is given below:

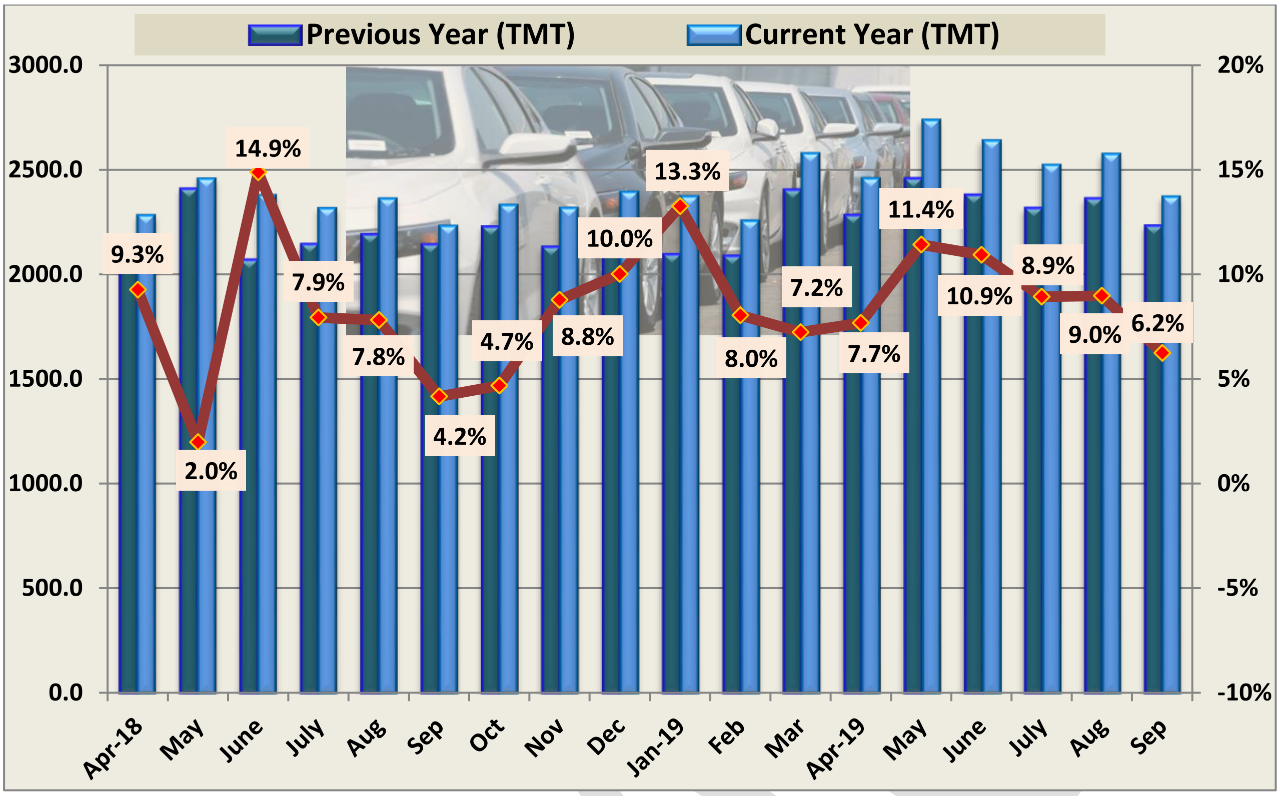
1.2 Petrol / Motor Spirit (MS): MS consumption recorded a growth for twenty-five months in a row, registering a growth of 6.2 % in the month of September 2019 with sales of 2.4 MMT as compared to 2.2 MMT in September 2018. The consumption of MS for the period April-September 2019 registered a growth of 9.1% 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.

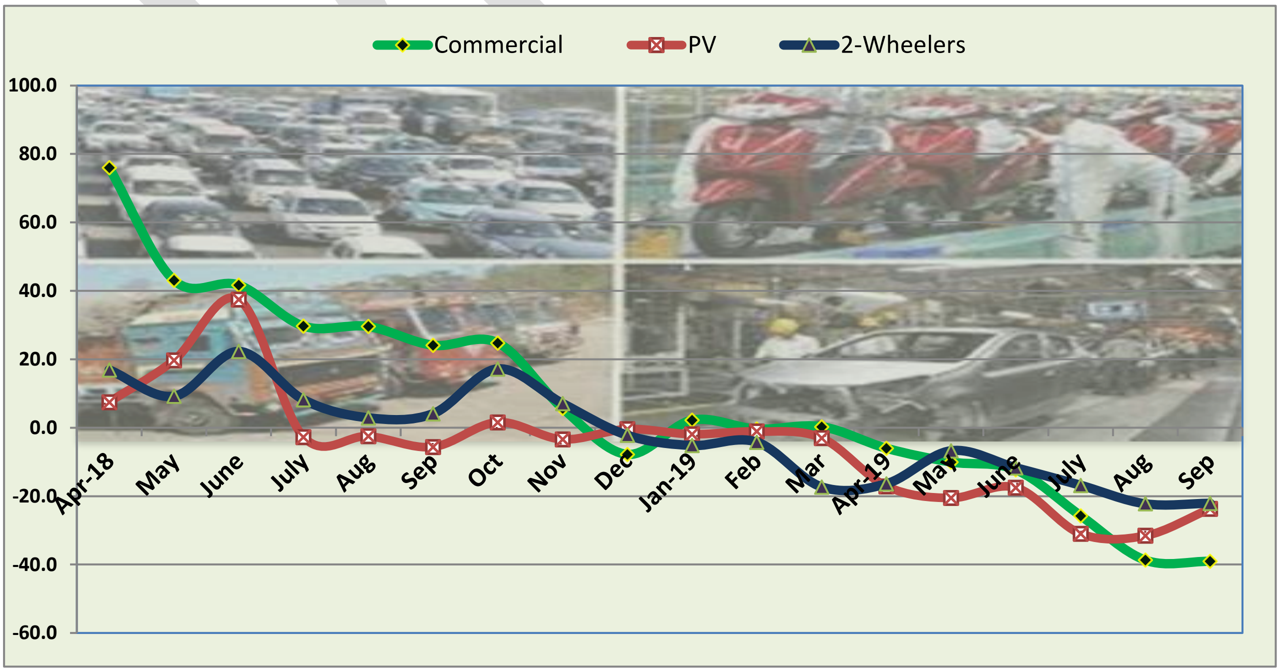
Figure-3: Month wise MS consumption (TMT) and growth (%) since April 2018



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 -23.7% in the month of September 2019 as compared to September 2018. Passenger vehicle sale for the period April-September 2019 has also registered a drop of -23.6% as compared to the same period last year.

Passenger car and vans recorded a drop of -33.4% and -42.7% respectively while utility vehicles recorded a growth of 5.5% during September 2019. On cumulative basis, passenger cars, utility vehicles and vans recorded a drop of -30.3%, -3.8% and -35.5% respectively.

Segment	September			April-September		
	2018-19	2019-20	Growth %	2018-19	2019-20	Growth %
Passenger Cars	197124	131281	-33.4	1169497	815157	-30.3
Utility Vehicles	77380	81625	5.5	464393	446847	-3.8
Vans	18156	10411	-42.7	110389	71247	-35.5
Total PV	**292660**	**223317**	**-23.7**	**1744279**	**1333251**	**-23.6**

Source: Society of Indian Automobile Manufacturers (SIAM)

a) **2-wheeler sales**: The overall sales for two-wheelers declined for the tenth 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 September 2019 by -22.1% as compared to last year.

In September 2019, scooter sales recorded a drop of -16.6% by selling 555,829 units. Motorcycle segment also recorded a drop of -23.3% by selling 1,043,624 units. Moped sales recorded a drop of -42.4% by selling 57,321 units. On cumulative basis scooter, motorcycle and moped sales recorded a drop of -16.9%, -15.2% and -25.3% respectively.

Segment	September			April-September		
	2018-19	2019-20	Growth %	2018-19	2019-20	Growth %
Scooters/ Scooterette	666437	555829	-16.6	3753064	3117433	-16.9
Motor Cycles	1360415	1043624	-23.3	7370286	6246888	-15.2
Mopeds	99593	57321	-42.4	445148	332412	-25.3
Total 2 Wheelers	**2126445**	**1656774**	**-22.1**	**11568498**	**9696733**	**-16.2**

Source: Society of Indian Automobile Manufacturers (SIAM)

1.3 High Speed Diesel (HSD): HSD consumption during the month recorded a drop of -3.3% with sales of 5.8 MMT in September 2019 as compared to 6.0 MMT in September 2018. HSD consumption for the period April-September 2019 registered a growth of 1.1% over the same period last year.

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.

ii. Heavy rainfall in almost all parts of country except north affected economic activities. Mining was affected in Goa, Meghalaya, Nagaland, Jharkhand, Assam and Odisha. Tourism was affected in cities like Sikkim and Andaman & Nicobar. Construction and Infrastructure activities affected in Gujarat, Sikkim and West Bengal.

iii. Due to high transportation rates offered by transporters, importers preferred movement by rake against road.

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

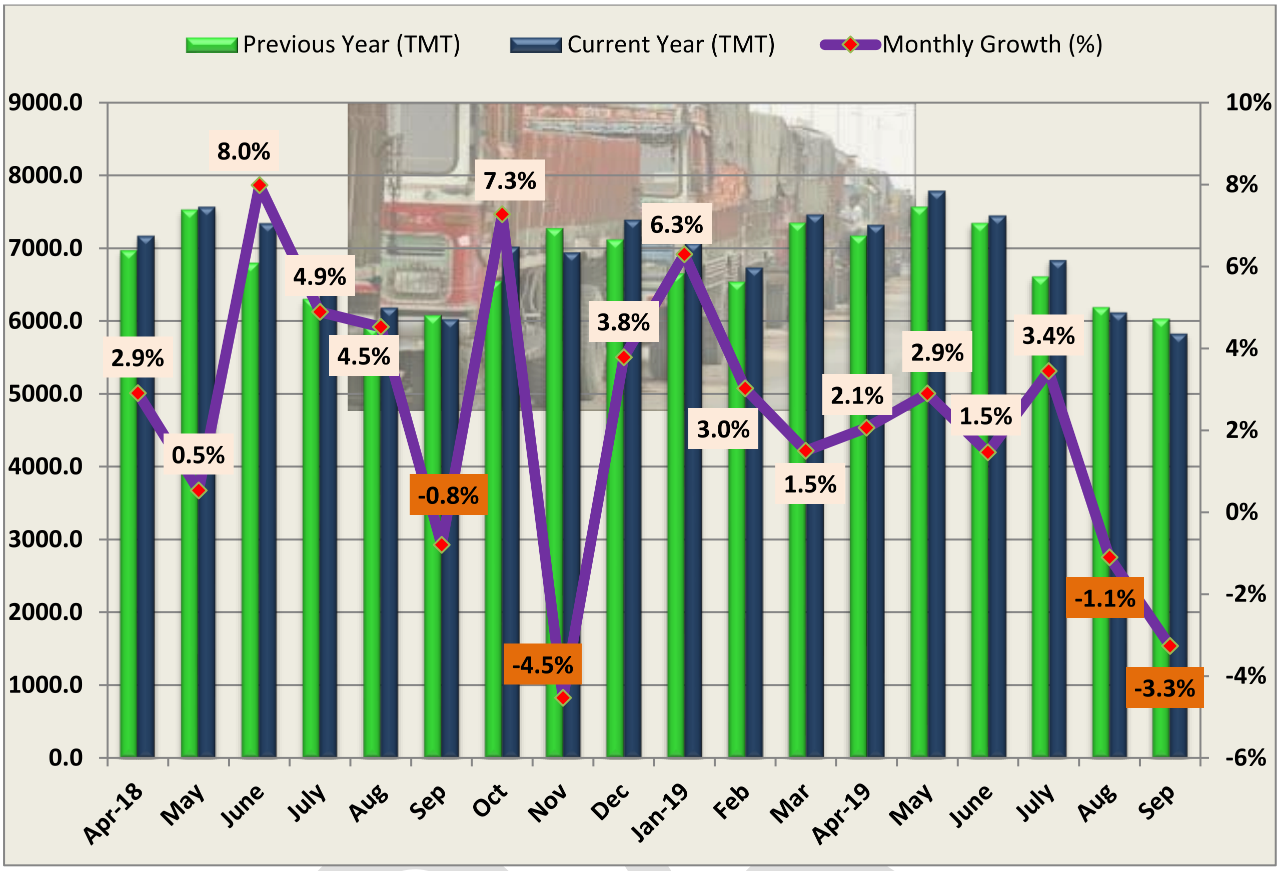
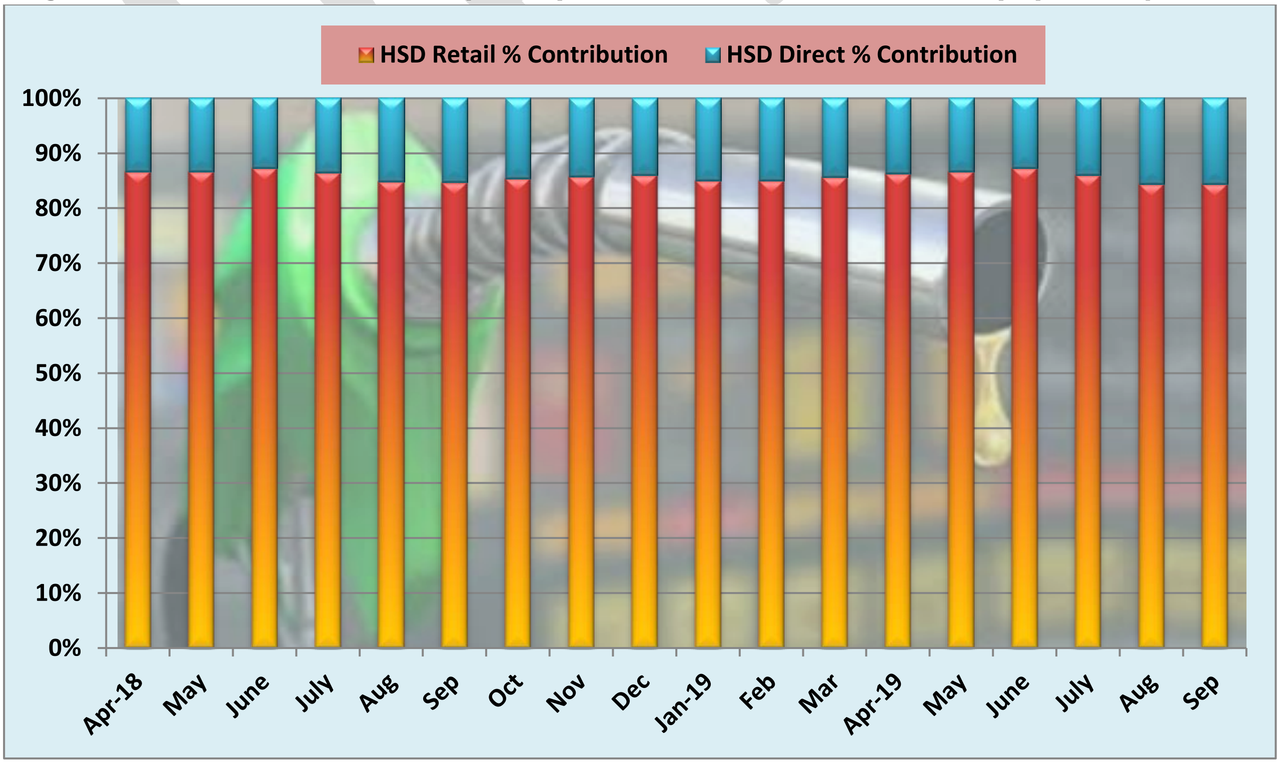


Figure-6 gives a comparison of month-wise percentage of HSD consumption by Retail and Consumer (Direct) business share since April 2018.

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 -39.1% in September 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 -62.1% in September 2019 by selling 14,855 units vis-a-vis 39,210 units in September 2018.

b) **Light Commercial Vehicle (LCV)**: The LCV segment also witnessed a drop of -23.1% during the month of September 2019 as compared to the same period last year. LCV sector contributed sales of 43,564 units as against a historical of 56,660 units during the month.

Segment	September			April-September		
	2018-19	2019-20	Growth %	2018-19	2019-20	Growth %
M & HCV	39210	14855	-62.1	190801	122521	-35.8
LCV	56660	43564	-23.1	296518	252959	-14.7
Total C'l Vehicles	**95870**	**58419**	**-39.1**	**487319**	**375480**	**-22.9**

Source: Society of Indian Automobile Manufacturers (SIAM)

c) **Port traffic:** The traffic handled at major ports in India recorded a drop of -0.5% and together handled 54.6 MMT of cargo during September 2019 as against 54.9 MMT handled during the corresponding period of the previous year. A growth of 1.48% was registered in the port traffic for the cumulative period April to September 2019 as compared to same period last year. A dip in cargo handled during the month of September 2019 was recorded at the ports of Kolkatta, Haldia, Chennai, Cochin, New Mangalore, Mumbai, JNPT and Deendayal.

During the period April-September 2019, growth was registered specifically in iron ore (34.6%), fertilizer finished (11.38%), coking & others coal (15.2%), POL (2.1%), other liquids (2.5%), and containers (4.1%). A drop was observed in fertilizer raw (-16.9%), thermal & steam coal (-13.2%) and miscellaneous cargo (-10.3%). 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. 33.6%, followed by container (21.5%), thermal & steam coal (12.9%), other miscellaneous cargo (10.0%), coking & other coal (8.4%), iron ore & pellets (7.1%), other liquids (4.4%), finished fertilizer (1.3%) and raw fertilizer (0.8%).

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

Table-2: Traffic handled at major ports in September 2019

Traffic handled at major ports (TMT)			
Ports	**September 2018**	**September 2019**	**Growth (%)**
Kolkata + Haldia	4569	4501	-1.5
PARADIP	8110	8589	5.9
VISAKHAPATNAM	4826	5759	19.3
KAMARAJAR (ENNORE)	2409	2422	0.5
CHENNAI	4835	4025	-16.8
V.O. CHIDAMBARANAR	2662	3121	17.2
COCHIN	2766	2322	-16.1
NEW MANGALORE	2996	2806	-6.3
MORMUGAO	1064	1206	13.3
MUMBAI	5114	5081	-0.6
JNPT	5825	5292	-9.2
DEENDAYAL (KANDLA)	9735	9517	-2.2
TOTAL:	**54911**	**54641**	**-0.5**

Source: Indian Ports Association (IPA)

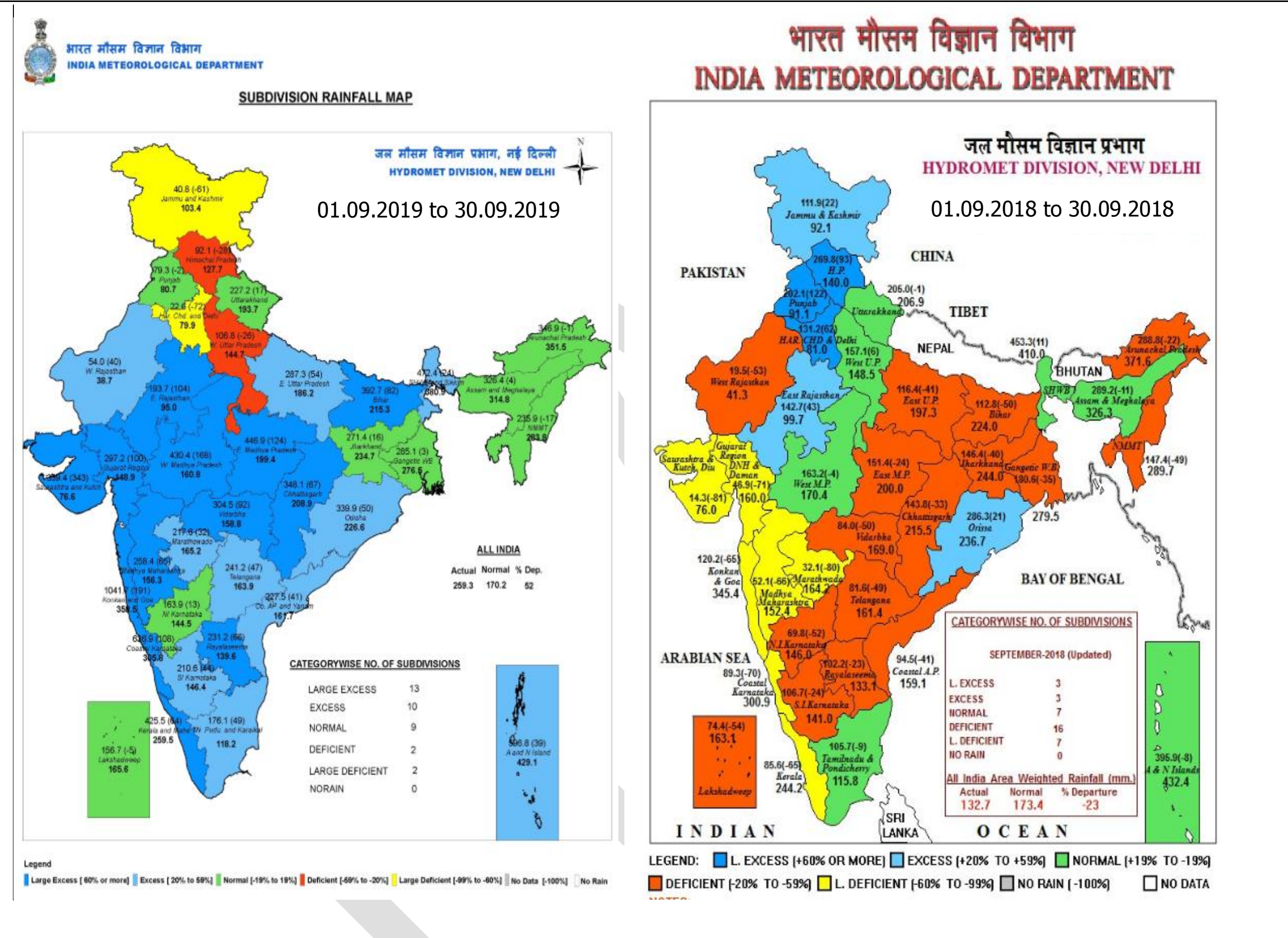
d) **Power situation**: The position of power supply for the month of September 2019 is given in Table-3. As per data reported, power deficit position has deteriorated to -0.6% in September 2019 from -0.5% in September 2018. The deficit was mainly in the state Uttar Pradesh and Jammu & Kashmir. Increase in power deficit may have led to increased usage of diesel.

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

States	**September-19**				**September-18**
	Requirement (MU)	**Available (MU)**	**Deficit**		**Deficit**
			MU	**(%)**	**(%)**
North	38,305	37,725	-580	-1.5%	-1.2%
West	28,790	28,790	0	0.0%	-0.1%
South	26,259	26,237	-22	-0.1%	-0.2%
East	12,986	12,985	-1	0.0%	-0.1%
North-East	1,623	1,526	-97	-6.0%	-3.1%
Total	**107,963**	**107,262**	**-701**	**-0.6%**	**-0.5%**

Source: Central Electricity Authority (CEA)

e) **Seasonal rainfall scenario:** The rainfall in the country during September 2019 was almost 52% above normal precipitation. As against a normal reading of 170.2 mm, 259.3 mm rain was recorded during September 2019. Out of total 36 sub divisions, 32 divisions received from normal to large excess rainfall whereas 4 divisions received deficient to large deficient rainfall during the month as can be seen from the following map, which had a negative impact on diesel usage for agricultural activities. Excess rainfall and flood like situations in several states have hampered mining, construction activities and affected traffic movement on highways.

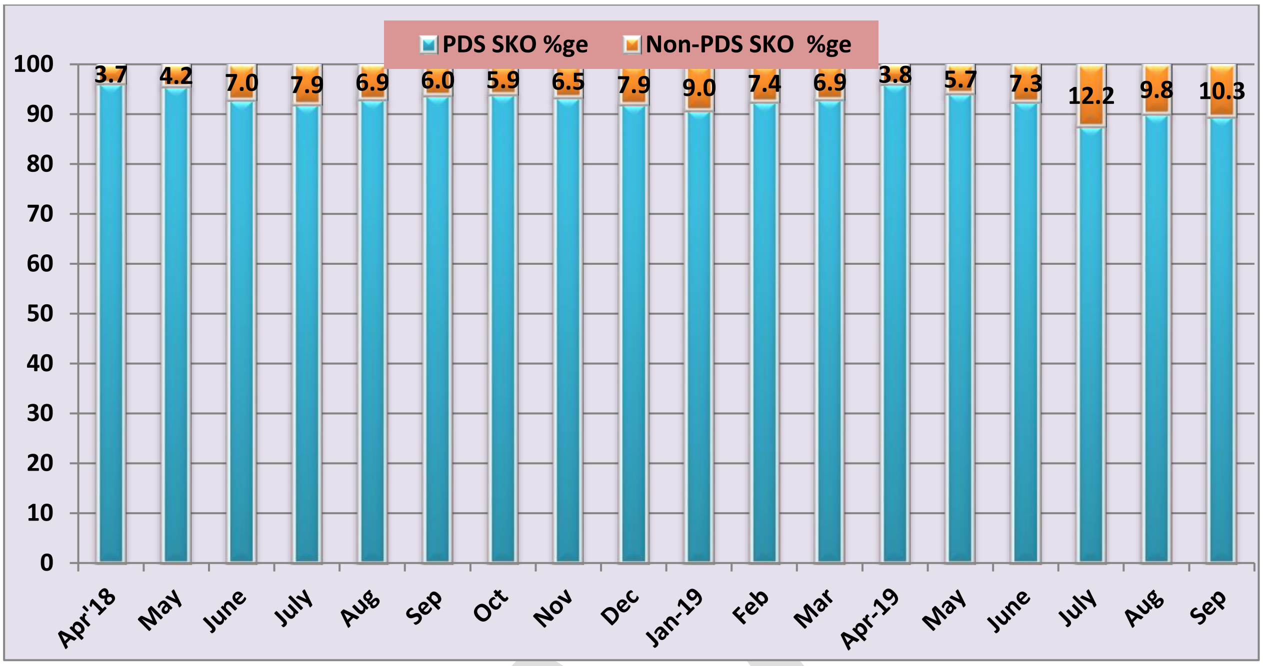


Source: India Meteorological Department (IMD)

1.4 Kerosene: Kerosene consumption registered a drop of -37.7% during September 2019 as compared to September 2018. The cumulative consumption of SKO for the period April-September 2019 has shown a negative growth of -22.4% as compared to the same period last year. The month of September 2019 saw nil upliftment by Andhra Pradesh, Chandigarh, Delhi, Dadra & Nagar Haveli, Daman & Diu, Haryana, Puducherry, Punjab and Uttrakhand. Andaman & Nicobar also declared Kerosene free since 1.09.2019.States like Gujarat and Uttar Pradesh made voluntary surrender of PDS SKO allocation.

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

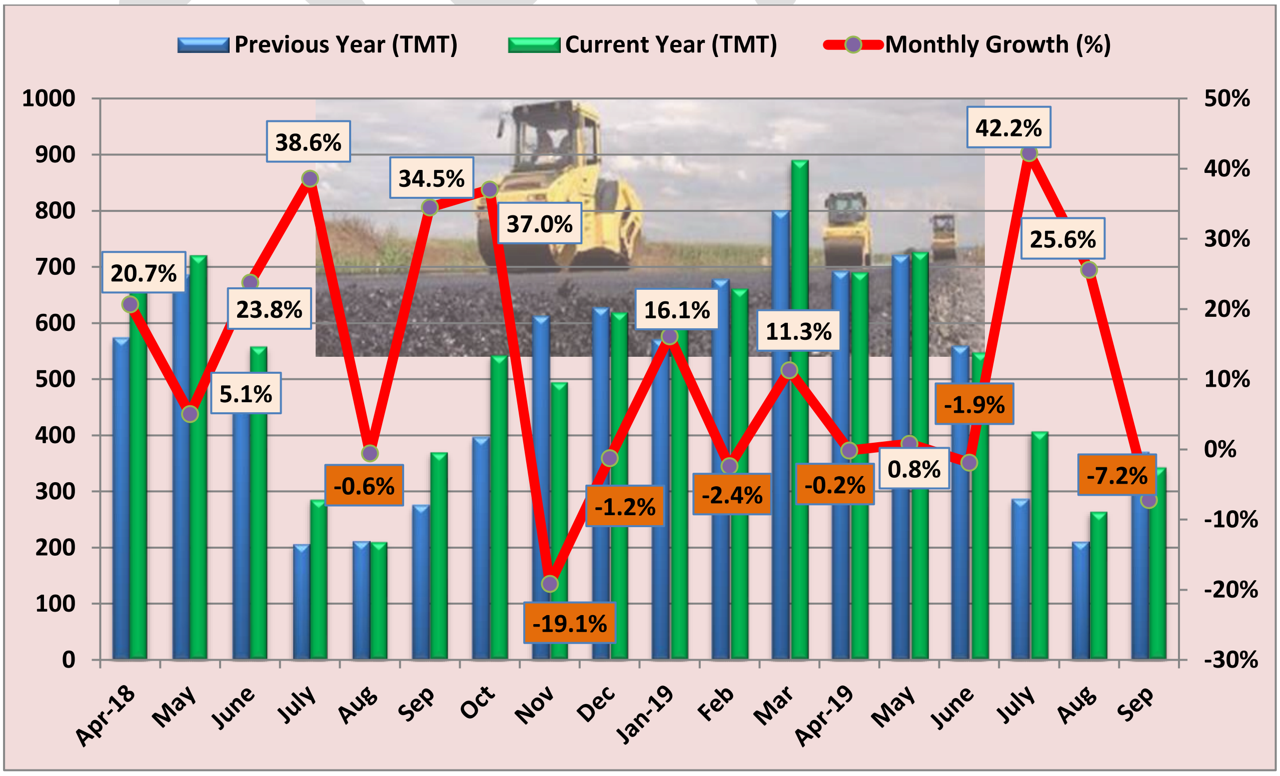
Figure-7: Month-wise PDS & Non PDS SKO consumption in share (%) since April 2018



1.5 Bitumen: Bitumen consumption during September 2019 recorded a drop of -7.2% as compared to September 2018. Cumulatively, the consumption of bitumen during the period April-September 2019 has grown at 5.0% as compared to the same period in the previous year. Road construction activity has slowed down due to excess rainfall.

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 6% during September 2019 and a cumulative growth of 4.1% during April-September 2019. Last year during September 2018, a growth of 6.5% was observed and the cumulative growth during April-September 2018 was 7.2%. During September 2019, out of the five regions, Northern region had the highest share in total LPG consumption of 30.6% followed by Southern region at 27.8%, Western region at 22.6%, Eastern region at 16.5% and North Eastern region at 2.5%. North Eastern region had the highest growth of 16.4% in total LPG consumption during September 2019.

LPG-Packed Domestic consumption recorded a growth of 5.3% during September 2019 and a cumulative growth of 4% during the period April-September 2019. Last year during September 2018, a growth of 6.4% was observed and the cumulative growth during April-September 2018 was 7.4%. This year during the period April-September 2019, 29.7 lakh DBCs and 123.1 lakh new connections were released out of which 84.4 lakh were released under PMUY. A total of 803.3 lakh connections have been released under PMUY till 30.09.2019 since inception. During September 2019, the region-wise share of LPG Packed Domestic consumption was highest in Northern region (32%) followed by Southern region (26%), Western region (21.7%), Eastern region (17.6%) and North-Eastern region (2.6%). During September 2019, the five states with the highest LPG-Packed domestic sales share were Uttar Pradesh (14.3%), Maharashtra (11.4%), West Bengal (7.7%), Tamil Nadu (7.4%) and Karnataka (6.5%). During September 2019, percentage share of LPG-Packed Domestic was 87.9% of total LPG consumption whereas it was 88.6% in September 2018.

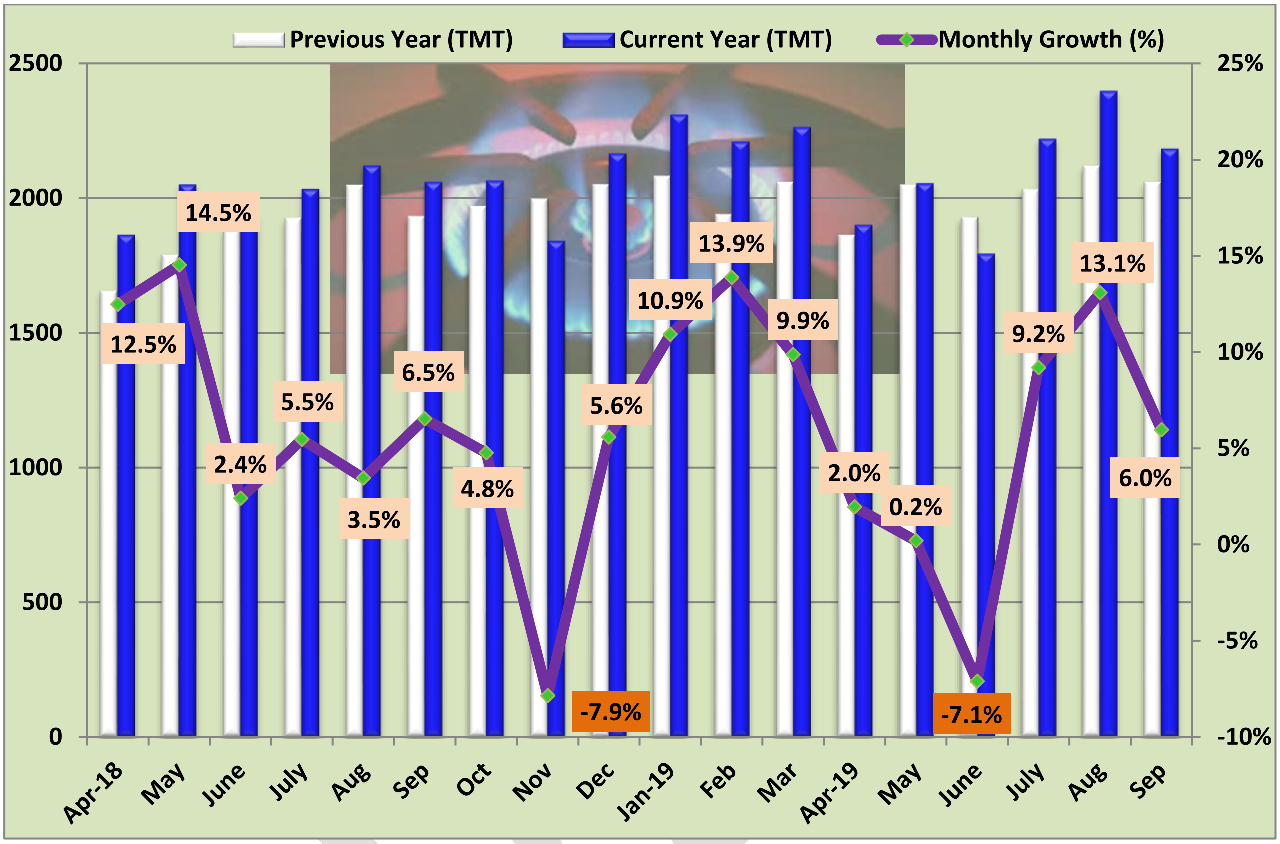
LPG-Packed Non-Domestic consumption recorded a growth of 15.1% in September 2019 and a cumulative growth of 10.5% during the period April-September 2019. Last year during September 2018, a growth of 9.8% was observed and the cumulative growth during April-September 2018 was 14.5%. Share of LPG Packed Non-Domestic in total LPG consumption has increased to 10.2% in September 2019 from 9.4% in September 2018. Region-wise share of LPG Packed Non-Domestic consumption was highest in Southern region (39.4%) followed by Western region (29.3%), Northern region (22.3%), Eastern region (7.7%) and North-Eastern region (1.3%) during September 2019.

Bulk LPG consumption registered a growth of 5.8% during September 2019 while a cumulative drop of -16.5% during April-September 2019. Last year in the month of September 2018, there was a drop of -10.6% while for the period April-September 2018, a drop of -9.5% was witnessed. Percentage share of Bulk LPG in total LPG consumption was 1.3% during September 2019 whereas it was at the same level as of September 2018.

Auto LPG consumption registered a drop of -4.6% in September 2019 and a cumulative drop of -5.8% during the period April-September 2019. The sales volume decrease was about 0.7 TMT in September 2019 as against September 2018. Last year in the month of September 2018 a drop of -4.9% was observed while there was a cumulative drop of -0.9% during April-September 2018. During September 2019, the percentage share of Auto LPG was 0.7% of total LPG consumption and it was at the same level as of September 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



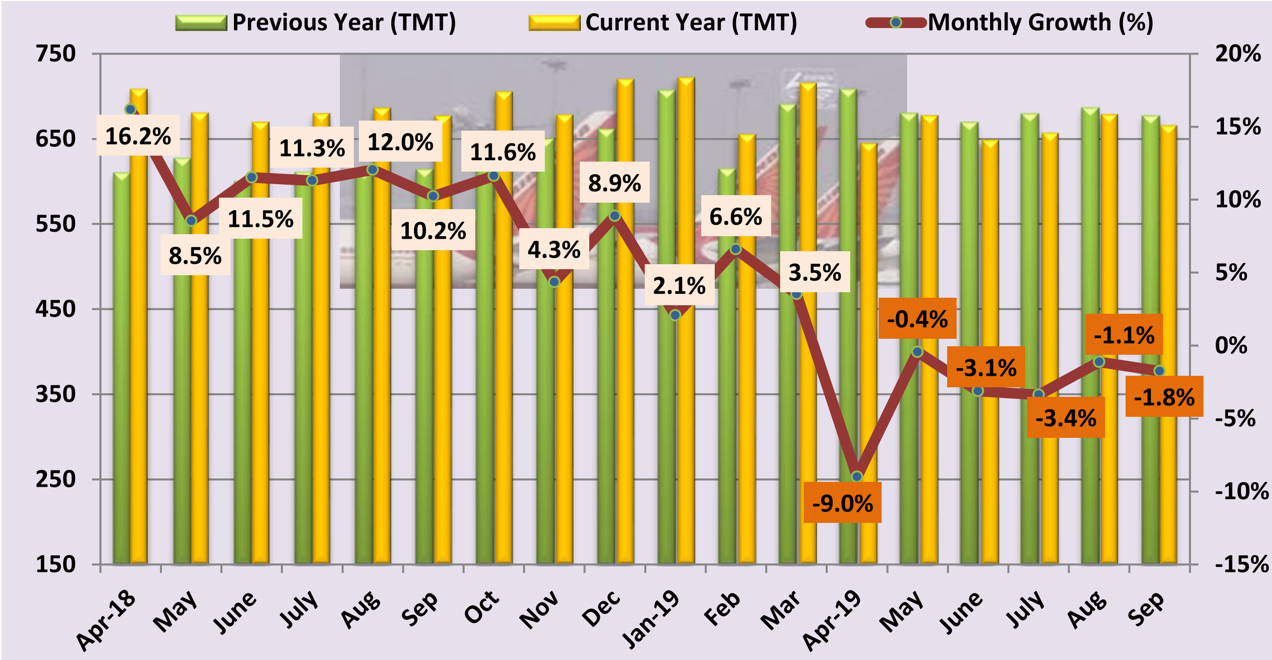
1.7 Naphtha: Naphtha consumption recorded a drop of -25.9% in September 2019 as compared to September 2018. Cumulatively, the consumption of naphtha during the period April-September 2019 has seen a drop of -10.1% as compared to the same period in the previous year. Petrochemical industries remain the 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. Due to lower upliftment by Petrochemical sector and some of the fertilizer industry switching over to natural gas as fuel resulted in lower consumption.

1.8 ATF: ATF consumption has stayed in negative territory for the sixth consecutive month with a minor drop of -1.8% in the month of September 2019. Cumulative growth for the period April-September 2019 has seen a drop of -3.2% as compared to the same period in the previous year.

Passengers carried by domestic airlines during September 2019 stood at 115.3 lakhs as against 113.9 lakhs during September 2018 thereby registering a growth of 1.1%. Total number of domestic passengers carried by airlines for the period April-September 2019 stood at 704.3 lakhs as against 690.0 lakhs during the same period last year, thereby recording a growth of 2.0%. 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 -3.8% during September 2019 as compared to September 2018. On a cumulative basis a drop of -5.9% was recorded in the consumption for the period April-September 2019 as compared to the same period last year. Consumption of FO/ LSHS is largely driven by General trade sector in addition to power, fertilizer, petrochemical, steel and others.However during the month all sectors recorded a drop in consumption. 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 18.2% in September 2019 as compared to September 2018. The cumulative consumption of petcoke during the period April-September 2019 has grown by 0.2% 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 34.9% during September 2019 as compared to September 2018. The consumption of LDO during the period April-September 2019 has seen a growth of 15.9% 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	September			April-September		
	2018-19	2019-20	Growth (%)	2018-19	2019-20	Growth (%)
(A) Sensitive Products						
SKO	283.0	176.3	**-37.7**	1784.3	1385.2	**-22.4**
LPG	2059.8	2182.7	**6.0**	12056.5	12546.3	**4.1**
Sub Total	**2343**	**2359**	**0.7**	**13841**	**13932**	**0.7**
(B) Major Decontrolled Products						
Naphtha	1138.8	843.5	**-25.9**	6780.0	6097.2	**-10.1**
MS	2232.5	2371.8	**6.2**	14030.3	15304.7	**9.1**
HSD	6027.0	5830.1	**-3.3**	40906.4	41343.3	**1.1**
Lubes/Greases	274.2	333.0	**21.4**	1673.7	1790.0	**6.9**
LDO	44.6	60.1	**34.9**	278.4	322.7	**15.9**
FO/LSHS	545.9	525.4	**-3.8**	3281.0	3086.3	**-5.9**
Bitumen	370.1	343.4	**-7.2**	2837.4	2979.4	**5.0**
ATF	677.4	665.6	**-1.8**	4102.7	3972.7	**-3.2**
Sub Total	**11310**	**10973**	**-3.0**	**73890**	**74896**	**1.4**
Sub - Total (A) + (B)	**13653.3**	**13331.9**	**-2.4**	**87730.7**	**88827.8**	**1.3**
(C) Minor Decontrolled Products						
Petcoke	1469.1	1735.8	**18.2**	10873.6	10898.7	**0.2**
Others	943.7	943.1	**-0.1**	5632.7	6008.5	**6.7**
Sub Total	**2413**	**2679**	**11.0**	**16506**	**16907**	**2.4**
Total	**16066**	**16011**	**-0.3**	**104237**	**105735**	**1.4**