

# Industry Consumption Review

August 2018



**पेट्रोलियम योजना एवं विश्लेषण प्रकोष्ठ**  
पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय  
**Petroleum Planning & Analysis Cell**  
Ministry of Petroleum & Natural Gas

## HIGHLIGHTS OF THE REPORT

1. Even in the backdrop of a very high base last year, total petroleum products consumption continuously for the last twelve months in a row witnessed a positive growth of 0.8% during August 2018 and a cumulative growth of 3.9% for the period April to August 2018. Growth in all products except pet coke and 'others' consumption contributed to the growth in overall consumption during August 2018.
2. Cumulative high growth in sales of passenger vehicles (9.8%) and 2-wheelers (11.5%) respectively is continuing to push MS consumption, which recorded a growth of 7.8% during the month, despite its high retail price. A cumulative growth of 8.1% was recorded in petrol consumption for the period April to August 2018 as against April to August 2017.
3. HSD consumption growth during August 2018 was 4.2% primarily owing to continued high sales of commercial vehicles, which registered a growth of 29.6% during the month and 41.7% during the period April to August 2018. The power deficit position reduced from -0.6% in August, 2017 to -0.5% in August, 2018. Ports registered a growth of 9.4% in traffic handled at major ports and rainfall distribution was normal. A cumulative growth of 3.9% was recorded in diesel consumption for the period April to August 2018 as against April to August 2017.
4. With the Government's thrust on reaching clean cooking fuel to all sections of the society, total LPG consumption continuously for last sixty months in a row recorded a positive growth of 2.9% during August 2018 and a cumulative growth of 7.3% for the period April to August 2018.
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 increase continuously for the last forty five months in a row with 9.4% growth in during August 2018 and 11.6% for the period April to August 2018.
6. On the back of sustained focus on creating road infrastructure, bitumen consumption recorded a growth of 19% during August 2018 and 19.1% during the period April to August 2018.
7. SKO consumption registered a growth of 4.5% during August 2018 and a drop of -9.1% on cumulative basis for the period April to August 2018. Growth in the month of August 2018 was mainly because of high quantity of PDS kerosene upliftment in West Bengal, Kerala, Odisha and Rajasthan as compared to August 2017.

This report analyses the trend of consumption of petroleum products in the country during the month of August 2018. Data on product-wise monthly consumption of petroleum products for August 2018 is uploaded on PPAC's 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 August 2018 is given in Table-1.

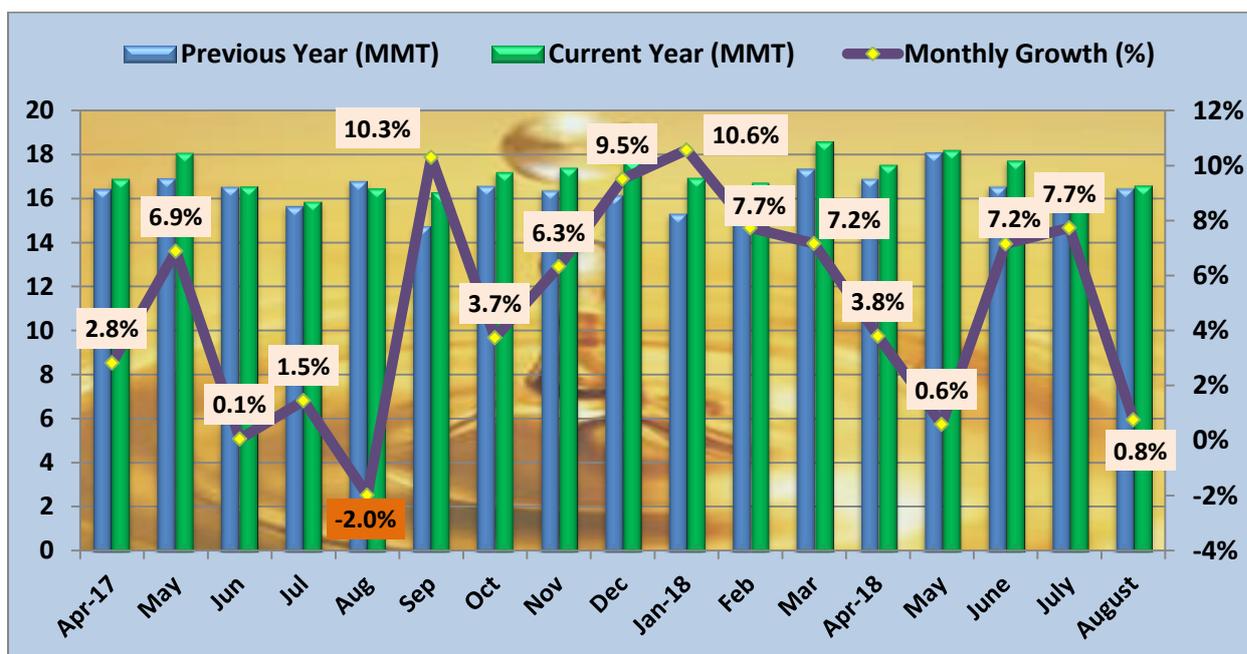
**Table-1: Petroleum Products Consumption (Quantity in TMT)**

Category of Product	Share (%)	August 2017	August 2018	Growth (%)	Products included
<b>Sensitive products</b>	14.5%	2,341	2,412	3.1%	SKO & LPG
<b>Major decontrolled products</b>	69.2%	10,907	11,492	5.4%	HSD, MS, Naphtha, Lubes, LDO, FO/LSHS, Bitumen & ATF
<b>Other decontrolled products</b>	16.3%	3,230	2,699	-16.4%	Petcoke & other minor products
<b>Grand Total</b>	<b>100%</b>	<b>16,478</b>	<b>16,603</b>	<b>0.8%</b>	

**All Products:** India's fuel demand continuously for the last twelve months in a row recorded positive growth of 0.8% in August 2018. Consumption of petroleum products rose to 16.6 MMT during the month as compared to 16.5 MMT a year ago. During the month of August 2018, consumption of all products recorded a positive growth except Petcoke (-19.2%) and products in 'others' category (-4.4%). On cumulative basis, the consumption of petroleum products was 87.2 MMT, thereby registering a growth of 3.9% for the period April to August 2018 as compared to April to August 2017.

The expansion in output and prosperity drives the growth in energy consumption. The trend towards increasing urbanization is projected to continue. The impact on the country's energy consumption depends on the extent to which this increased urbanization facilitates increased levels of industrialization and prosperity.

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



Composite PMI in India decreased to 51.9 from 54.0 in July 2018. However, the composite PMI was above 50 which was driven by output growth in both the manufacturing and service sectors.

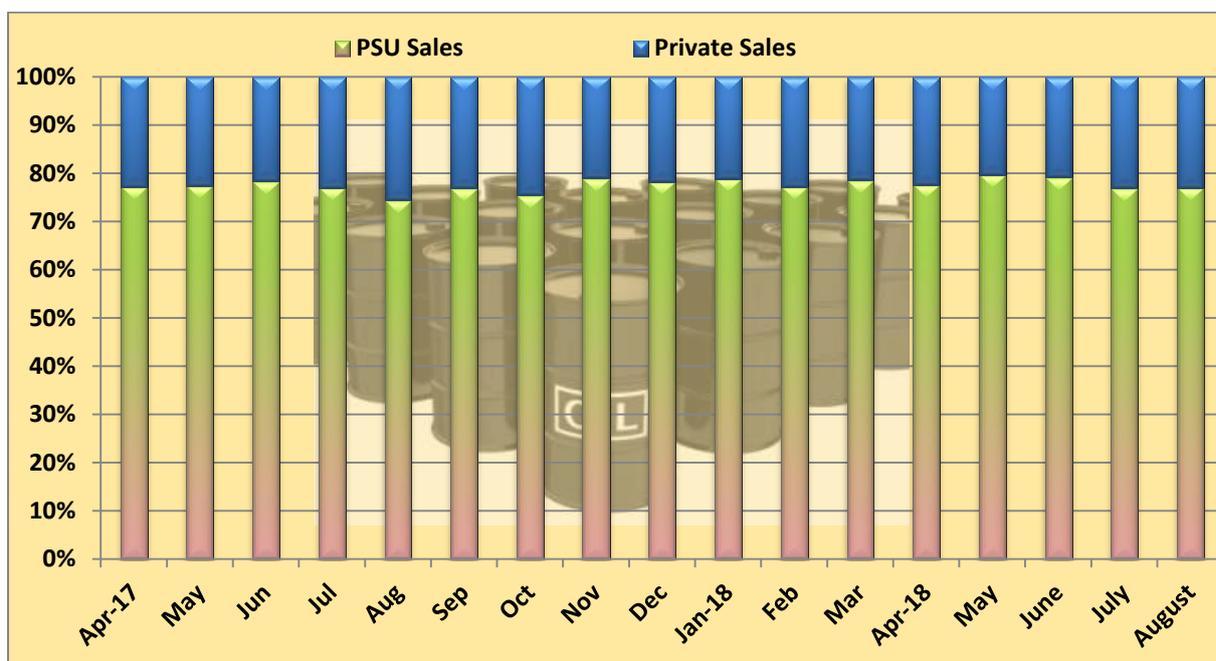
- The Nikkei Manufacturing PMI in India dropped to a 3-month low of 51.7 in August 2018 from 52.3 in July 2018. Both output and new orders grew at softer rates. Job creation remained marginal. Input cost inflation eased.
- The Nikkei Services PMI in India dropped to a 3-month low of 51.5 in August 2018 from 54.2 in the previous month. New orders increase was low and employment grew at softest rate.

Increase in India's energy demand is supported by continuous robust economic growth, rural demand, increased infrastructure spending and improved automobile sales. Infrastructure is a key driver of the overall development of the Indian economy. This sector focuses on major infrastructure sectors such as power, roads and bridges, dams and urban infrastructure. The Government of India is expected to invest heavily in the infrastructure sector, mainly for highways, renewable energy and urban transport, and is taking every possible initiative to boost the infrastructure sector.

The changing infrastructure landscape in India and strong private consumption and services are expected to continue to support economic activity. The demand for transportation fuels is moving in tandem with rising vehicle sales in the country. Improved automobile sales, manufacturing and services, the mainstay of India's growth, are on a positive trajectory as well.

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 on the basis of the available data. Data on direct private imports received from DGCIS, which are added to the final sales reported by oil companies for estimation of consumption figures, are available up to June 2018 and private imports data for the months of July and August, 2018 are projected based on July 2017 to August 2018 actual data.

**Detailed product-wise analysis of growth for August, 2018 is given in the following sections:**

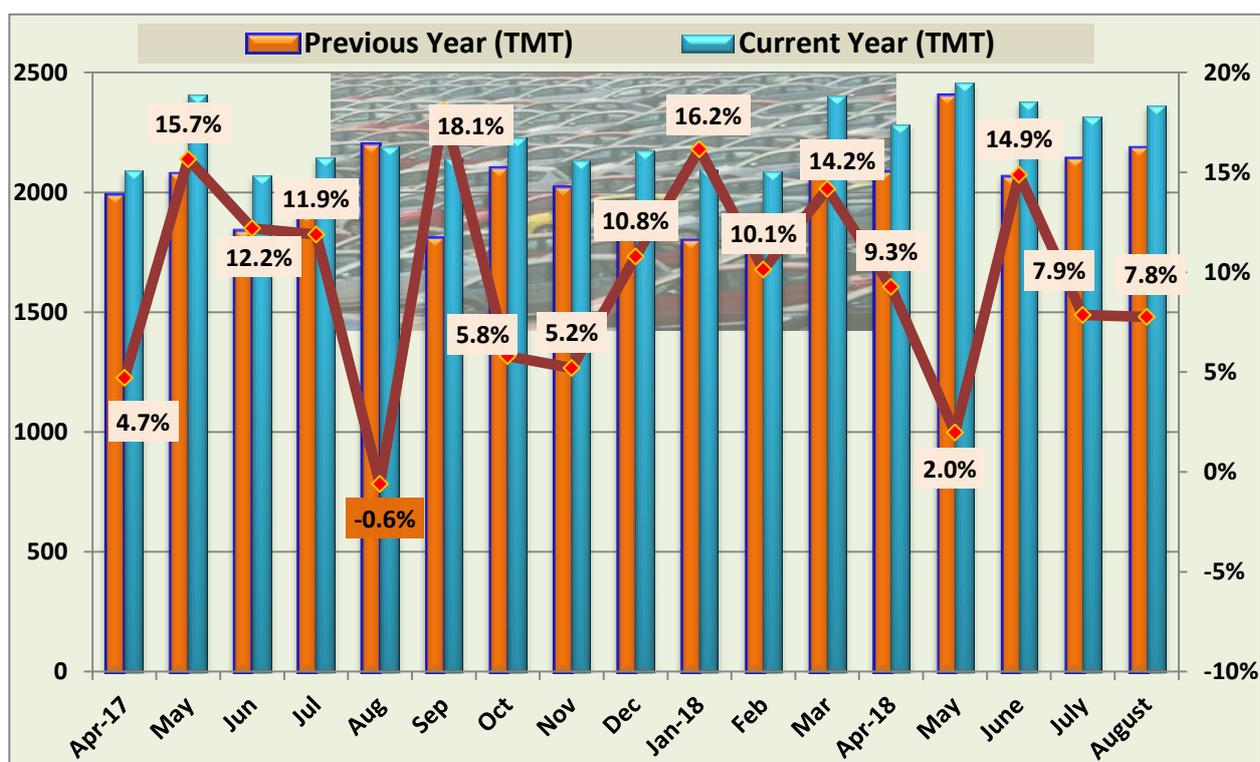
**1.2 Petrol / Motor Spirit (MS):** MS consumption during August 2018 recorded a growth of 7.8% as compared to August 2017. On cumulative basis, a growth of 8.1% was recorded for the period April to August 2018 as compared to the same period last year.

Major factors contributing to MS consumption during the month were:

- i. Despite increasing petrol prices, the demand for petrol driven automobiles has increased which is the main driver for MS consumption.
- ii. Construction of highways and roads under Pradhan Mantri Gram Sadak Yojana has improved road connectivity in rural as well as urban areas. India has the second largest road network across the world at 5.4 million km. The Indian roads carry almost 90% of the country's passenger traffic and around 65% of its freight. In India sales of automobiles and movement by roads is growing at a rapid rate leading to continuous growth in petrol consumption.

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

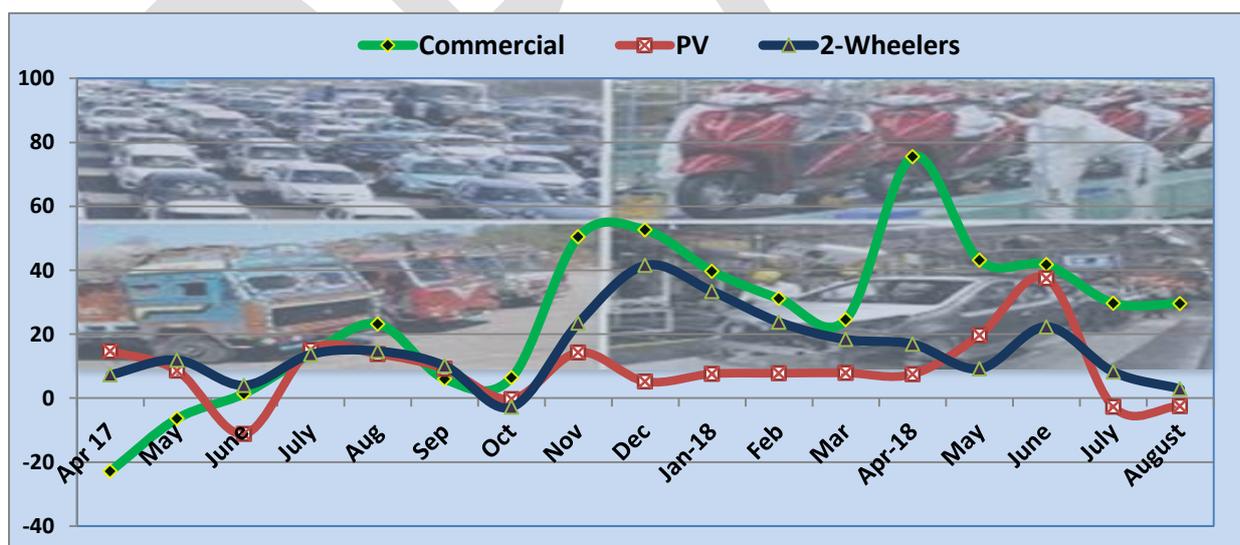
**Figure-3: Month wise MS consumption (TMT) and growth (%) since April 2017**



**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:** Overall passenger vehicle PV sales were tepid in August 2018 and despite the opening of festival season PV sales registered a loss during the month. The higher sales base of August 2017 following the enforcement of the Goods & Services Tax (GST) that had led to high sales in the month of August last year resulted in the PV sector recording a drop during the current month in addition to floods in Kerala.

- a) The Indian passenger vehicle industry's sales for the month of August 2018 recorded a drop of -2.5% and stood at 287,186 units, as against 294,416 units in the same month last year. On cumulative basis, a growth of 9.8% was recorded for the period April to August 2018 as compared to April to August 2017 for passenger vehicles.

Passenger cars segment recorded a drop of -1.0% while utility vehicles recorded a drop of -7.1% during the month of August 2018. Van sales posted a growth of 2.4% during the month. On cumulative basis passenger cars, utility vehicles and vans recorded a growth of 9.7%, 8.7% and 16% respectively.

Segment	August			April-August		
	2017-18	2018-19	Growth (%)	2017-18	2018-19	Growth (%)
Passenger Cars	198,892	196,847	-1.0	886,335	972,373	9.7
Utility Vehicles	78,664	73,073	-7.1	356,152	387,041	8.7
Vans	16,860	17,266	2.4	79,478	92,233	16.0
<b>Sub-Total</b>	<b>294,416</b>	<b>287,186</b>	<b>-2.5</b>	<b>1,321,965</b>	<b>1,451,647</b>	<b>9.8</b>

Source: Society of Indian Automobile Manufacturers (SIAM)

- b) **2-wheeler sales:** Like the passenger vehicle market, the two-wheeler segment too has been impacted by the flood-hit Kerala, which is among the larger sales contributors in the country, in addition to the high base effect due to GST. Overall 2-wheeler sales grew by 2.9% during the month as compared to the same period last year. The two wheelers segment with 84% market share is the leader of the Indian automobile market owing to a growing middle class and a young population. Moreover, the growing interest of the companies in exploring the rural markets further aided the growth of the sector. In August 2018 also, the sales growth has been driven by strong growth in motorcycles. On cumulative basis the segment has recorded a growth of 11.5% for the period April to August 2018 as compared to the same period last year.

Scooter sales recorded a drop of -0.6% during the month by selling 669,416 units. Motorcycles recorded a growth of 6.2% in sales by selling 1,206,512 units while moped sales recorded a drop of -13.5% by selling 70,883 units. On cumulative basis, scooter, motorcycles and moped sale recorded a growth of 6.8%, 14.7% and 2.8% respectively.

The prediction of a near normal monsoon during 2018-19 along with low cost of ownership would boost 2-wheeler sales in the current year also leading to sustained growth in MS sales.

Segment	August			April-August		
	2017-18	2018-19	Growth (%)	2017-18	2018-19	Growth (%)
Scooter/ Scooterette	673,444	669,416	-0.6	2,890,943	3,086,627	6.8
Motor Cycles	1136322	1206512	6.2	5,242,239	6,011,104	14.7
Mopeds	81919	70883	-13.5	3,36,001	3,45,55	2.8
<b>Sub Total</b>	<b>1,891,685</b>	<b>1,946,811</b>	<b>2.9</b>	<b>8,469,183</b>	<b>9,443,286</b>	<b>11.5</b>

Source: Society of Indian Automobile Manufacturers (SIAM)

**1.3 High Speed Diesel (HSD):** HSD consumption during the month recorded a growth of 4.2% to reach 6.1 MMT in August 2018 as compared to 5.9 MMT in August, 2017. On cumulative basis, a growth of 3.9% was recorded for the period April to August 2018 as compared to the same period last year.

Growth in diesel consumption during the month can be attributed mainly to the following factors:

- Improved economic and manufacturing activities, increased construction activities allied with infrastructure growth in the country, economic viability of public transport and carrier vehicles resulted in improving diesel consumption.
- Continuous high growth of LCV and M&HCV vehicles has contributed in boosting diesel consumption.
- Heavy rainfall and floods in Kerala, trucker's strike in the country adversely impacted diesel consumption during the month.

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

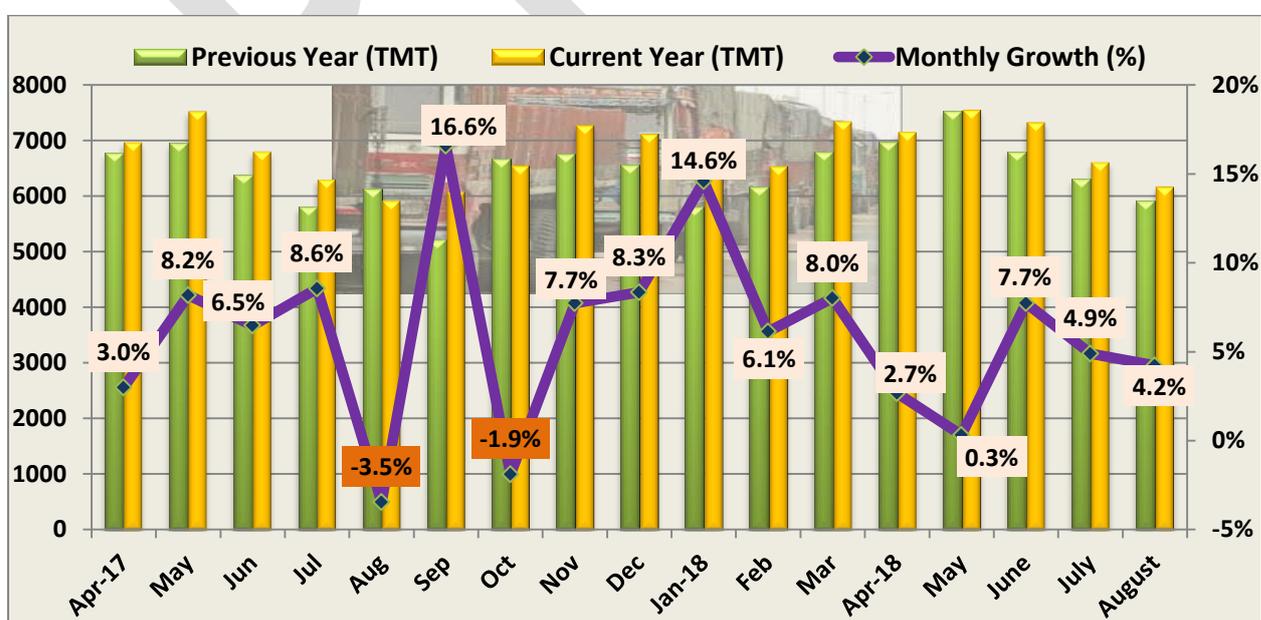


Figure-6 gives a comparison of month-wise percentage of HSD consumption by Retail and Consumer (Direct) business share since April 2017.

**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:** Compared to the PV and two-wheeler sectors, which felt the pressure of slowing sales and the impact of the Kerala floods, the commercial vehicle sector fared rather well in August 2018. The resilient Indian economy which has posted strong growth is keeping the CV segment buoyant. Factors such as a spurt in urban and rural consumption, e-commerce boom, and higher infrastructure spend by the government, and growing demand for last-mile connectivity has led to a strong double-digit growth in the CV industry. Commercial vehicles continued to lead the automobile sales in the month of August, 2018 and witnessed a high growth of 29.6%. On cumulative basis the segment has recorded a growth of 41.7% for the period April to August 2018 as compared to the same period last year. India's commercial vehicle sector continues to maintain its strong momentum for the fifth month in a row in the current fiscal. The growth has come on the back of overall buoyancy in the economy, higher spending by the government in infrastructure development, road construction, increase in the number of irrigation facilities and housing projects across the country, thus resulting in strong demand for M&HCVs and tippers.

M&HCV recorded a growth of 28.5% in August 2018 by selling 34,072 units as compared to 26,506 units in August 2017. On cumulative basis, M&HCV recorded a very high growth of 54.9%.

b) **Light Commercial Vehicle (LCV):** The LCV segment performed strongly, witnessing a 30.3% growth driven by rising demand from e-commerce and logistics sectors. LCV sector contributed sales of 50,596 units as against a historical of 38,844 units during the month. A growth of 34.4% was recorded for the segment for the period April to August 2018.

Segment	August			April-August		
	2017-18	2018-19	Growth (%)	2017-18	2018-19	Growth (%)
<b>M&amp;HCV</b>	26,506	34,072	28.5	97,729	1,51,398	54.9
<b>LCV</b>	38,844	50,596	30.3	178,453	239,862	34.4
<b>Total Commercial Vehicles</b>	<b>65,350</b>	<b>84,668</b>	<b>29.6</b>	<b>276,182</b>	<b>391,260</b>	<b>41.7</b>

Source: Society of Indian Automobile Manufacturers (SIAM)

c) **Port traffic:** Despite large scale floods in the state of Kerala, there was a good growth of 9.4% in port traffic during the month of August 2018 mainly due to increase in traffic at all ports except at Chennai, Chidambarnar, Mormugao and Mumbai.

During the period April to August 2018, growth was registered specifically in POL products (2.3%), finished fertilizer (13.6%), thermal coal (25.8%), coking coal (9.6%), containers (8.6%), other liquids (1.1%) and TEU (6.7%). A drop has been observed in Iron Ore (-11.2%), raw fertilizer (-13.1%), and other cargo (-6.4%) handled at the major ports. While iron ore mining activities have increased in Karnataka and Odisha, it has been severely restricted in Goa.

Table-2 below gives the port-wise performance during the month of August 2018.

**Table-2: Traffic handled at major ports in August 2018**

TRAFFIC HANDLED AT MAJOR PORTS (TMT)			
PORTS	August 2017	August 2018	Growth (%)
Kolkata + Haldia	4,599	5,252	14.2%
Paradip	7,435	9,112	22.6%
Visakhapatnam	5,408	5,412	0.1%
Kamarajar (Ennore)	1,804	2,634	46.0%
Chennai	4,559	4,413	-3.2%
V.O. Chidambaranar	2,821	2,619	-7.2%
Cochin	2,379	2,604	9.5%
New Mangalore	2,851	2,867	0.6%
Mormugao	1,451	1,427	-1.7%
Mumbai	5,144	4,691	-8.8%
JNPT	5,692	5,733	0.7%
Kandla	7,883	10,135	28.6%
<b>TOTAL:</b>	<b>52,026</b>	<b>56,899</b>	<b>9.4%</b>

Source: Indian Ports Association (IPA)

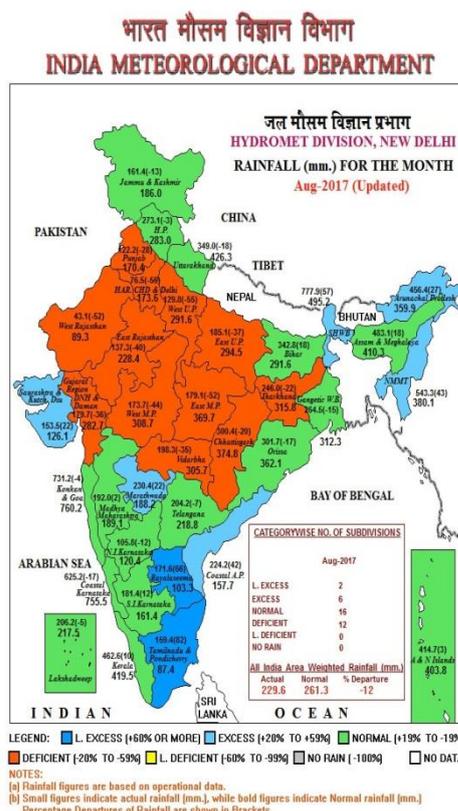
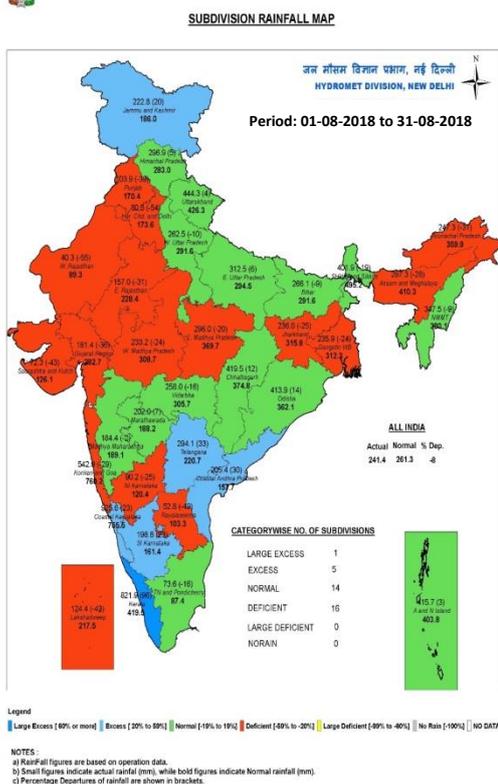
d) **Power situation:** The power deficit position for the month of August 2018 is given in Table-3. As per data reported, power deficit position reduced from -0.6% in August 2017 to -0.5% in August 2018. The deficit was mainly in the states of Jammu & Kashmir, Uttar Pradesh and Assam. The lower power deficit in August 2018 may have led to decreased usage of diesel for back-up power generation.

**Table-3: Power deficit: Region-wise position for August, 2018 (% deficit)**

States	August 2018 <sup>(P)</sup>				August 2017
	Requirement (MU)	Available (MU)	Deficit		Deficit (%)
			MU	(%)	
North	38,529	38,128	-400	-1.0%	-1.5%
West	29,828	29,820	-8	0%	-0.1%
South	27,901	27,867	-34	-0.1%	-0.1%
East	14,065	14,029	-36	-0.3%	-0.2%
North-East	1,648	1,599	-49	-2.9%	-3.3%
<b>Total</b>	<b>170,165</b>	<b>167,798</b>	<b>-527</b>	<b>-0.5%</b>	<b>-0.6%</b>

Source: Central Electricity Authority (CEA)

e) **Seasonal rainfall scenario:** The rainfall in the country during August, 2018 was almost normal. As against a normal reading of 261.3 mm, 241.4 mm rain was recorded during August 2018. 20 out of 36 sub divisions in the country received from normal to excess rainfall during the month as can be seen from the following map. Normal rainfall may have led to decreased usage of diesel for agriculture-related activities.



Source: India Meteorological Department (IMD)

**1.4 Kerosene:** Kerosene consumption registered a growth of 4.5% during August 2018 and a drop of -9.1% on cumulative basis for the period April to August 2018 was observed. Growth in the month of August 2018 was mainly because of higher quantity of PDS kerosene upliftment in West Bengal, Kerala, Odisha and Rajasthan as compared to August 2017. Last year during the month of August 2017 a drop of -41.2% was recorded and a drop of -37.2% was observed during the period April to August 2017. The month of August, 2018 saw nil upliftment by Andhra Pradesh, Chandigarh, Delhi, Dadra & Nagar Haveli, Daman & Diu, Haryana, Puducherry and Punjab.

States like Gujarat, Bihar, Rajasthan and Goa have voluntarily surrendered some 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**

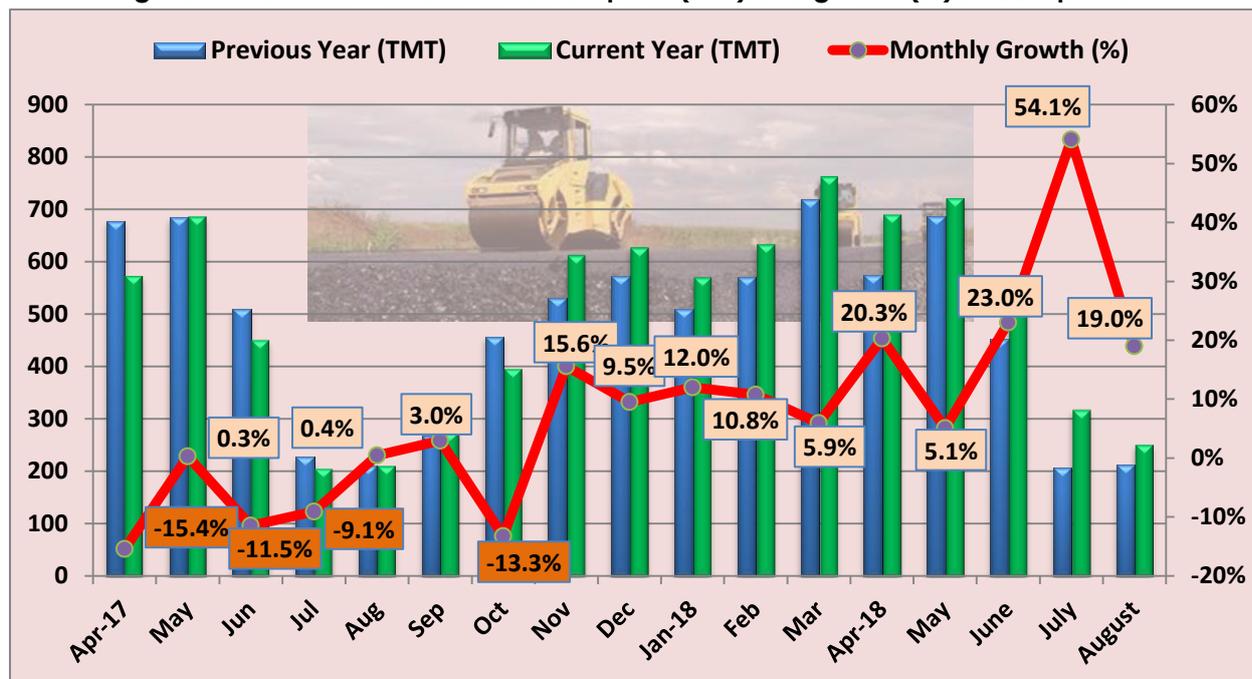


**1.5 Bitumen:** Bitumen consumption recorded a growth of 19% during the month of August 2018 and 19.1% on cumulative basis for the period April to August 2018 as compared to April to August 2017. India's roads and highways expansion drive has led to a sharp annual growth in import of bitumen, a refinery by-product used in laying the surface of roads and highways, opening up a growing market for shipments from other countries as well. The government has kept the development of roads at a high priority, allocating large funds from the budget to the road sector. The investments are for setting up new networks and rehabilitating existing road networks.

However, the Government is also making a transition from bitumen to cement and concrete for making national highways and other roads.

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 continuously for the last sixty months in a row recorded a positive growth of 2.9% during August 2018 and a cumulative growth of 7.3% for the period April to August 2018 was observed. Out of the five regions, Northern region had the highest share in consumption of 30.1% followed by Southern region at 28.5%, Western region at 22.9%, Eastern region at 16.1% and North Eastern region at 2.4% during August 2018. North Eastern region had the highest growth of 12.4% in total LPG consumption during the period August 2018.

**LPG-Packed Domestic** consumption registered a growth of 3.3% during August 2018 and a growth of 7.6% during the period April to August 2018. Last year during August 2017, growth of 10.5% was observed and cumulative growth during April to August 2017 was 10.8%. This year during the period April to August 2018, 22.9 lakh DBCs and 221.4 lakh new connections were released out of which 182.1 lakh were released under PMUY. Nearly 75 lakh new connections have been released more during the current year in this period compared to last year. Total 538.1 lakh connections were released under PMUY till 31.8.2018 since inception. Region-wise share of LPG Packed Domestic consumption was highest in Northern region (31.5%) followed by Southern region (26.7%), Western region (22.1%), Eastern region (17%) and North Eastern region (2.6%) during August 2018. During August 2018, the five states with the highest LPG-Packed domestic sales share were Uttar Pradesh (13.8%), Maharashtra (11.9%), Tamil Nadu (7.7%), West Bengal (7.5%) and Karnataka (6.5%). During August 2018, percentage share of LPG-Packed Domestic was 88.5% of total LPG consumption whereas in August 2017 it was 88%.

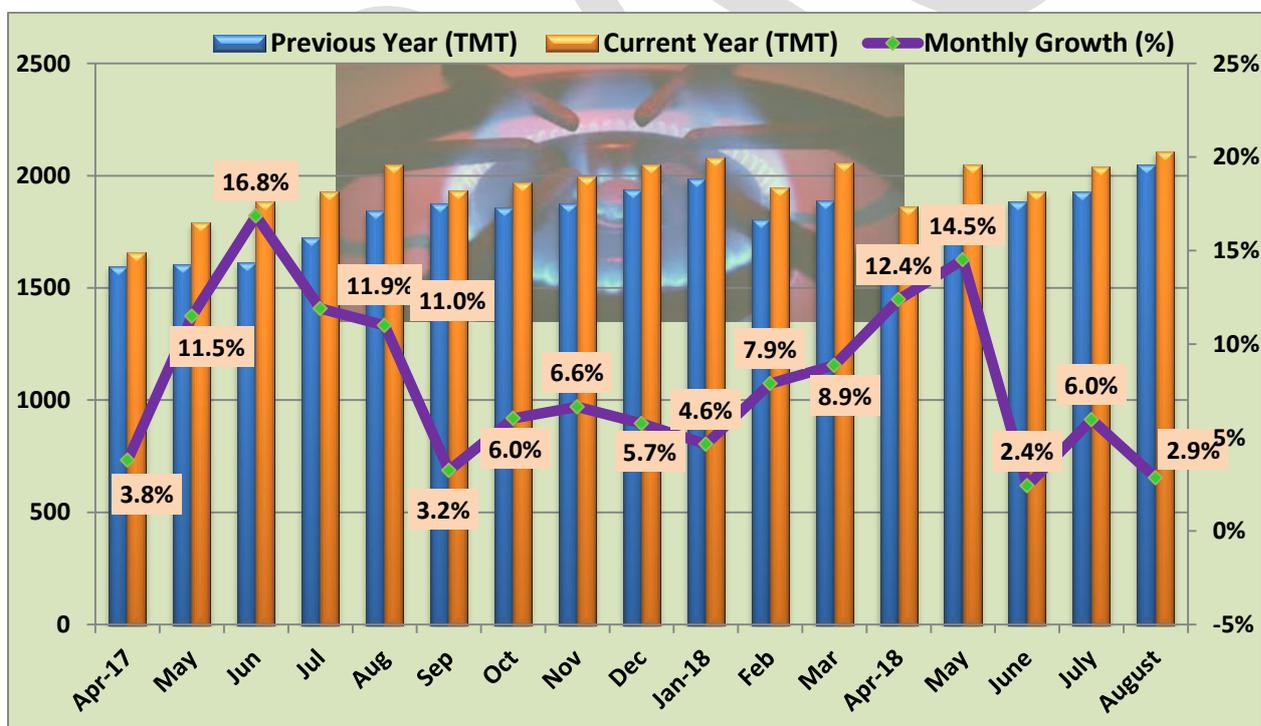
**LPG-Packed Non-Domestic** consumption for the last forty four months in a row registered a positive growth of 4.7% in August 2018 and cumulative growth of 15.2% during the period April to August 2018. Last year during August 2017, growth of 25.8%

was observed and cumulative growth during April to August 2017 was 19.4%. Share of LPG Packed Non-Domestic in total LPG consumption has increased to 9.5% in August 2018 from 9.3% in August 2017. Region-wise share of LPG Packed Non-Domestic consumption was highest in Southern region (40.8%) followed by Western region (29.5%) and Northern region (21.2%) during August 2018.

**Bulk LPG** consumption registered a de-growth of -33% during August, 2018 and a cumulative de-growth of -8.2% during the period April to August 2018. Last year in the month of August, 2017, a growth of 35.2% and for the period April to August 2017, a growth of 3.8% was witnessed. Percentage share of Bulk LPG in total LPG consumption was 1.3% in August, 2018 whereas it was 1.9% in August, 2017.

**Auto LPG consumption** registered a de-growth of -3.6% in August 2018 and cumulative de-growth of -0.1% during the period April to August 2018. The sales volume decrease was about 0.6 TMT in August 2018 as against August 2017. However, last year in the month of August 2017 a growth of 9.3% and cumulative growth of 11.5% during April to August 2017 was observed. During the month of August 2018, percentage share of Auto LPG was 0.8% of total LPG consumption and it was at the same level as that of August 2017.

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



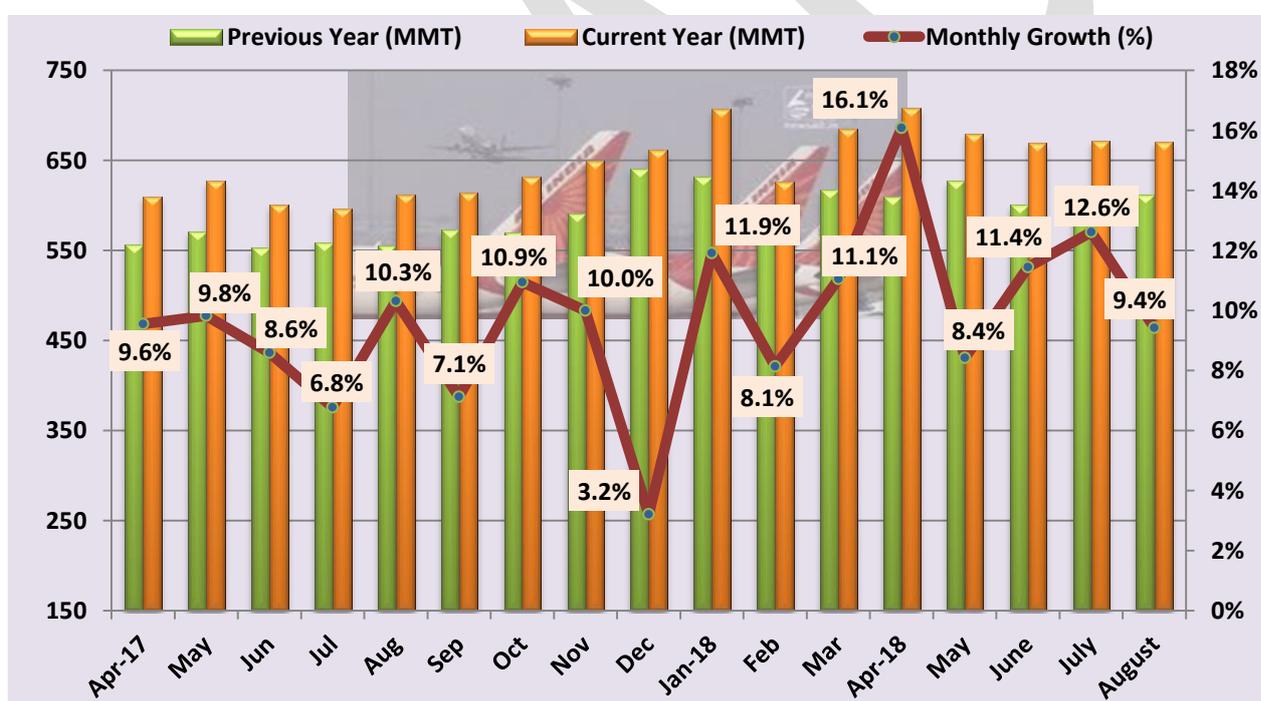
**1.7 Naphtha:** Naphtha consumption recorded a growth of 1.1% for the month of August, 2018 and 13.6% on cumulative basis for the period April to August 2018 as compared to April to August 2017. Petrochemical industries remain the main consumers of naphtha in addition to minor consumers like fertilizer 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 continuously for the last forty five months in a row recorded a positive growth of 9.4% during August 2018 as compared to August 2017 and 11.6% on cumulative basis for the period April to August 2018 as compared to April to August 2017. Despite the end of the tourist season, the discount offers by airlines pushed India's August 2018 air passenger traffic higher than the preceding month.

Passengers carried by domestic airlines during August 2018 stood at 113.54 lakhs as against 96.9 lakhs during August 2017 thereby registering a growth of 17.1% during the month and 19.7% on cumulative basis for the period April to August 2018 as compared to April to August 2017.

Due to major initiatives taken by the government for the aviation sector for improving infrastructure and connectivity, the consumption of ATF is expected to increase in line with the thrust applied. Pakyong in Sikkim is the latest airport added to the Indian aviation sector from where commercial flights would start operating from October 2018. The continued high growth in domestic passenger traffic has resulted in increasing demand for ATF with a CAGR of 7.7% in the last five years.

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



**1.9 FO/LSHS:** FO and LSHS consumption registered a growth of 8.5% during August 2018 as compared to August 2017 and -4.4% on cumulative basis for the period April to August 2018 as compared to April to August 2017. The overall drop during the current year is a result of decreased consumption of FO in petrochemical, steel and general trade sectors. However a marginal growth was noted for power and fertilizer sectors. The drop in consumption 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 -19.2% in August 2018 as compared to August 2017 and -9.4% on cumulative basis for the period April to August 2018 as compared to April to August 2017. The consumption of petcoke by the cement industry is on the rise after the Supreme Court order of December 2017 allowed its use as a feedstock. Directorate General of Foreign Trade (DGFT) under Ministry of Commerce and Industry on 17<sup>th</sup> August 2018 has also banned import of petcoke for use as fuel, but it has allowed its import of 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 25.9% for the month of August 2018 and 28.3% on cumulative basis for the period April to August 2018 as compared to April to August 2017. LDO month wise demand fluctuates depending on its requirement at power plants for boiler restart as it trips and due to fluctuation in manufacturing activities. 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.

\*\*\*\*\*

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

('000 MT)

Product	August			April-August		
	2017-18	2018-19	Growth (%)	2017-18	2018-19	Growth (%)
<b>(A) Sensitive Products</b>						
SKO	291.9	305.0	4.5	1650.9	1501.3	-9.1
LPG	2048.8	2107.3	2.9	9308.5	9992.2	7.3
<b>Sub Total</b>	<b>2340.7</b>	<b>2412.3</b>	<b>3.1</b>	<b>10959.4</b>	<b>11493</b>	<b>4.9</b>
<b>(B) Major Decontrolled Products</b>						
Naphtha	1081.1	1092.7	1.1	4762.4	5409.4	13.6
MS	2191.3	2361.5	7.8	10906.8	11795.2	8.1
HSD	5921.0	6170.9	4.2	33520.8	34815.0	3.9
Lubes + Greases	333.3	334.8	0.4	1438.4	1593.6	10.8
LDO	36.9	46.5	25.9	181.0	232.3	28.3
FO/LSHS	519.5	563.4	8.5	2805.1	2682.8	-4.4
Bitumen	211.5	251.7	19.0	2128.4	2535.3	19.1
ATF	612.6	670.3	9.4	3046.3	3398.8	11.6
<b>Sub Total</b>	<b>10907.2</b>	<b>11491.8</b>	<b>5.4</b>	<b>58789.2</b>	<b>62462.4</b>	<b>6.2</b>
<b>Sub - Total (A)+(B)</b>	<b>13247.9</b>	<b>13904.1</b>	<b>5.0</b>	<b>69748.6</b>	<b>73955.9</b>	<b>6.0</b>
<b>(C) Other Decontrolled Products</b>						
Petcoke	2617.3	2113.7	-19.2	11185.0	10133.1	-9.4
Others	612.4	585.1	-4.4	3012.4	3145.9	4.4
<b>Sub Total</b>	<b>3229.7</b>	<b>2698.8</b>	<b>-16.4</b>	<b>14197.4</b>	<b>13279.0</b>	<b>-6.5</b>
<b>Total</b>	<b>16477.6</b>	<b>16602.9</b>	<b>0.8</b>	<b>83945.9</b>	<b>87234.9</b>	<b>3.9</b>