

# INDUSTRY CONSUMPTION REVIEW

NOVEMBER 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. Petroleum products consumption during November 2018 recorded a drop of -1.8% as compared to November last year. On cumulative basis, a growth of 2.5% was recorded for the period April to November 2018 as compared to the same period last year. While consumption of naphtha, MS, ATF and products under 'others' category registered a growth, consumption of all other products registered a drop during the month.
2. Cumulative growth in sales of passenger vehicles (4.9%) and 2-wheelers (10.7%) respectively is continuing to push MS consumption, which for fifteen months in a row recorded a growth of 8.8% during the month and a cumulative growth of 7.3% for the period April to November 2018 as against April to November 2017.
3. HSD consumption recorded a drop of -4.8% during the month of November 2018 as compared to November 2017 mainly due to high volume base in November 2017 and declining price trends towards the end of the month which prompted dealers to reduce their upliftment and bring down their inventory. As the power deficit position reduced from -0.6% in November 2017 to -0.5% in November 2018, diesel usage for power generation may have reduced. Rainfall during the month was deficient and was 29% below normal distribution, which may have led to increased usage of diesel. A cumulative growth of 2.5% was recorded in diesel consumption for the period April to November 2018 as against April to November 2017.
4. LPG consumption recorded a drop of -7.8% during November 2018 mainly due to low upliftment by the distributors towards the end of the month anticipating sharp fall in prices from 1st December 2018. There was a cumulative growth of 4.9% for the period April to November 2018 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 positive growth for forty-eight months in a row at 5.1% during November 2018 and 10.4% for the period April to November 2018.
6. Bitumen consumption recorded a drop of -15.3% during November 2018 and a growth of 14.8% during the period April to November 2018.
7. Due to voluntary surrender of quota and reduced allocations to the states, SKO consumption recorded a drop of -11.6% during November, 2018 and -10.0% on cumulative basis for the period April to November 2018.

This report analyses the trend of consumption of petroleum products in the country during the month of November, 2018. Data on product-wise monthly consumption of petroleum products for November, 2018 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 November, 2018 is given in Table-1.

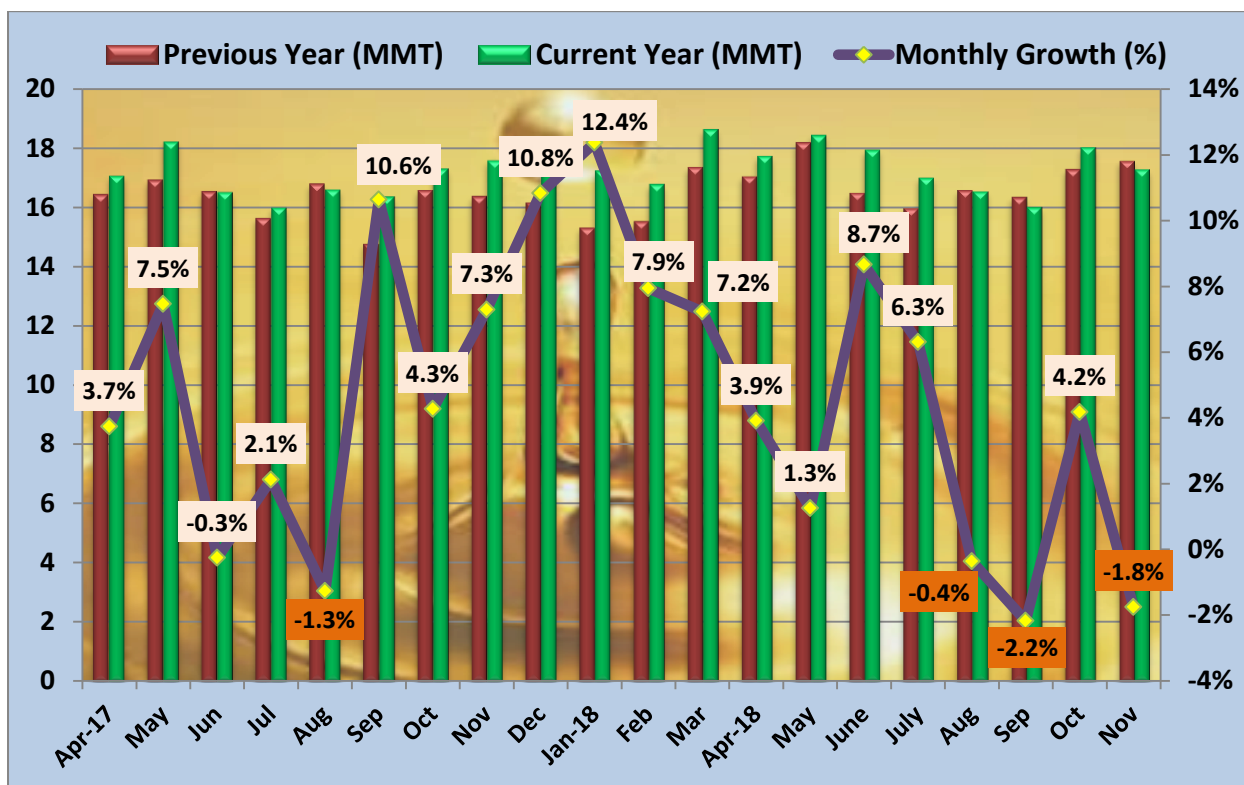
**Table-1: Petroleum Products Consumption (Quantity in TMT)**

Category of Product	Share (%)	November 2017	November 2018	Growth (%)	Products included
<b>Sensitive products</b>	12.3%	2,311	2,119	-8.3%	SKO & LPG
<b>Major decontrolled products</b>	72.5%	12,703	12,522	-1.4%	HSD, MS, Naphtha, Lubes, LDO, FO/LSHS, Bitumen & ATF
<b>Minor decontrolled products</b>	15.2%	2,568	2,632	2.5%	Petcoke & other minor products
<b>Grand Total</b>	<b>100%</b>	<b>17,582</b>	<b>17,273</b>	<b>-1.8%</b>	

**All Products:** India's fuel consumption in the month of November 2018 dropped by -1.8%. Consumption of petroleum products was 17.3 MMT during the month as compared to 17.6 MMT in November last year. During the month of November 2018, while growth was registered in consumption of MS (8.8%), naphtha (10.3%), ATF (5.1%) and products under 'others' (16%) category, consumption of all other products recorded a drop. On cumulative basis, the consumption of petroleum products was 138.9 MMT, thereby registering a growth of 2.5% for the period April to November 2018 as compared to April to November 2017. This growth is despite a fall of 3.2 MMT in petcoke consumption during the current year.

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**



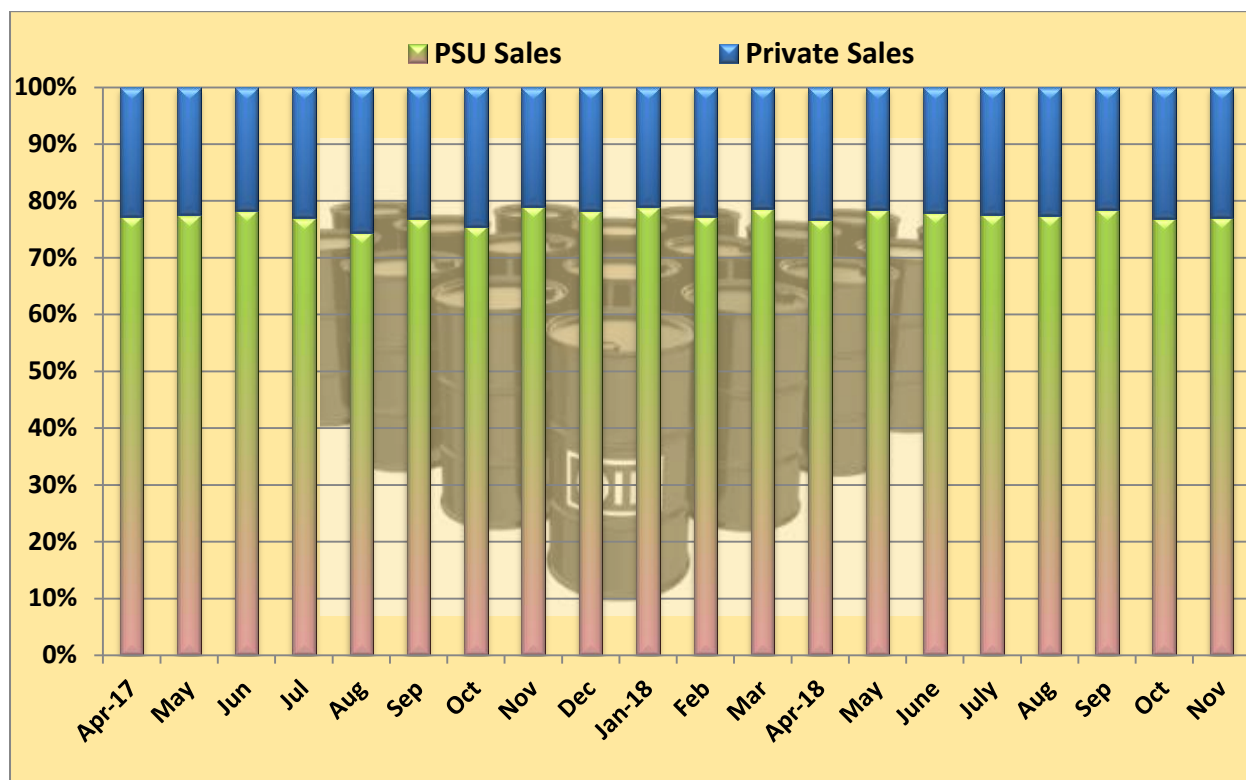
Composite PMI in India increased to 54.4 in November 2018 from 53.0 in October 2018.

- The Nikkei Manufacturing PMI in India rose to 54.0 in November 2018 from 53.1 in October 2018. Sales and production advanced and new export order growth quickened.
- The Nikkei Services PMI in India increased to 53.7 in November 2018 from 52.2 in the previous month. The reading pointed to the strongest expansion in the services sector as new business rose at a fast pace.

Energy demand of India is anticipated to grow faster than the energy demand of all major economies, on the back of continuous robust economic growth. The oil and gas sector is among the eight core industries in India and plays a major role in influencing decision making for all the other important sections of the economy. India's economic growth is closely related to energy demand; therefore the need for oil and gas is projected to grow more. There has been a significant thrust from the Government on development of economic corridors, coastal port connectivity roads, greenfield expressways, metro projects and modernization of ports, augmenting their capacity. All these initiatives have resulted in enhanced industrial and economic activity. The transport and logistics segment grew significantly in the current year resulting in increased energy consumption. Improved rural demand, increased air traffic and enhanced automobile sales have resulted in strong consumption of petroleum products.

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 September 2018 and private imports data for the months of October and November 2018 are projected based on October 2017 to September 2018 actual data.

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

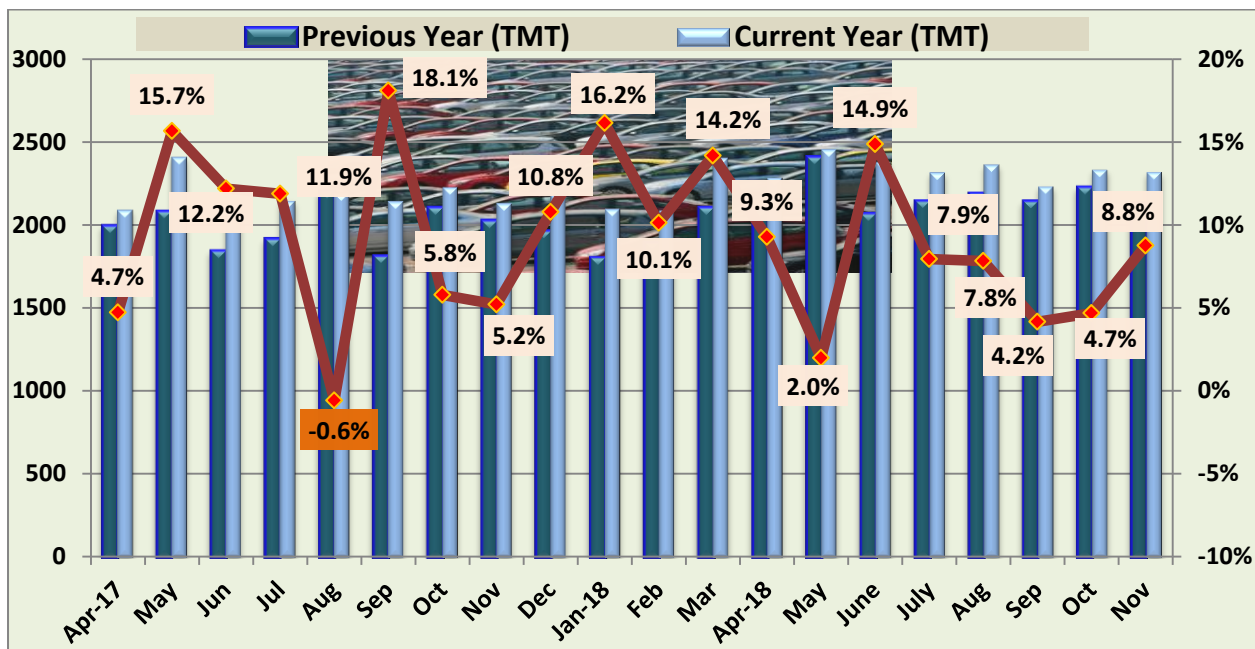
**1.2 Petrol / Motor Spirit (MS):** For fifteen months in a row, MS consumption during November 2018 recorded a strong growth of 8.8% as compared to November, 2017. On cumulative basis, a growth of 7.3% was recorded for the period April to November 2018 as compared to the same period last year.

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

- i. Due to preference for MS driven vehicles, the demand for petrol driven automobiles (both 4-wheelers and 2-wheelers) has increased which is the main driver for MS sales.
- ii. Improved road connectivity and economic prosperity in rural as well as urban areas. Growth in sales of automobiles and movement by roads is growing at a rapid rate leading to continuous growth in petrol sales.
- iii. Festival season during the month.

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

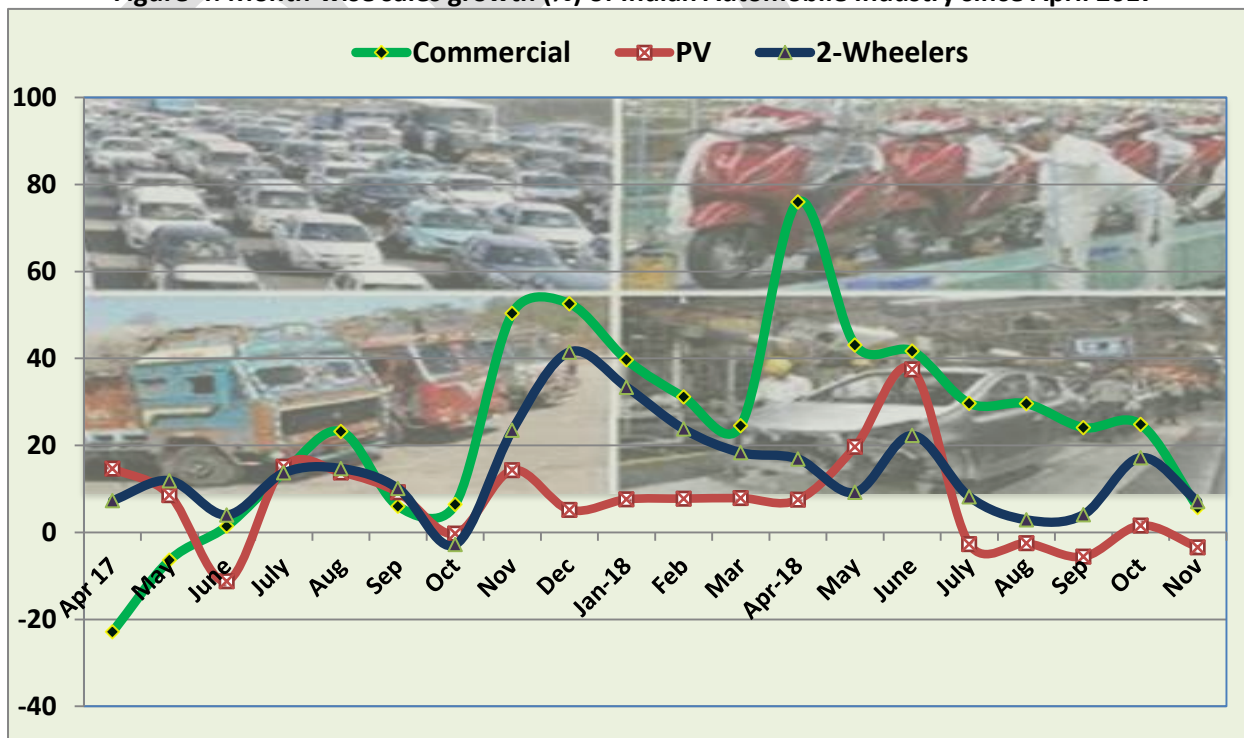
Figure-3: Month wise MS consumption (TMT) and growth (%) since April 2017



### 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:** Domestic passenger vehicle sales declined in November, the fourth monthly decline since July, as spike in insurance premium, interest rates and high fuel prices and inflation affected consumer demand. The Indian passenger vehicle industry's sales for the month of November 2018 recorded a drop of -3.4%, while on cumulative basis a growth of 6.1% was observed for the period April to November 2018 as compared to April to November 2017.

While passenger cars segment recorded a drop of -0.9%, utility vehicles recorded a drop of -10.2% and van sales posted a marginal growth of 0.8% during the month of November, 2018. On cumulative basis passenger cars, utility vehicles and vans recorded a growth of 5.0%, 3.2% and 11.4% respectively.

Segment	November			April-November		
	2017-18	2018-19	Growth (%)	2017-18	2018-19	Growth (%)
Passenger Cars	181,435	179,783	-0.9	1,461,218	1,534,680	5.0
Utility Vehicles	77,807	69,884	-10.2	597,656	616,717	3.2
Vans	16,198	16,333	0.8	128,449	143,132	11.4
<b>Sub-Total</b>	<b>275,440</b>	<b>266,000</b>	<b>-3.4</b>	<b>2,187,323</b>	<b>2,294,529</b>	<b>6.1</b>

Source: Society of Indian Automobile Manufacturers (SIAM)

- a) **2-wheeler sales:** The overall sentiment of the market has not been great during the festive season, but still two-wheeler manufacturers have registered positive growth in sales for the month of November 2018. The sales in the last two months of the festive season had been sluggish due to steady increase in the price of petrol and recent notification from Insurance Regulatory and Development Authority of India (IRDA) resulting in hike in premium and thus much higher on-road price of a two wheeler leading to a high inventory pile up at the dealerships. Overall 2-wheeler sales grew by 7.1% during the month as compared to last year. On cumulative basis the segment has recorded a growth of 10.7% for the period April to November 2018 as compared to the same period last year.

In November 2018 the scooter sales recorded a growth of 3.0% by selling 521,542 units. Motorcycles recorded a growth of 9.4% in sales by selling 1,049,659 units while moped sales recorded a growth of 6.7% by selling 74,590 units. On cumulative basis, scooter, motorcycles and moped sale recorded a growth of 5.9%, 13.6% and 6.4% respectively.

Segment	November			April-November		
	2017-18	2018-19	Growth (%)	2017-18	2018-19	Growth (%)
Scooter/ Scooterette	506,267	521,542	3.0	4,655,119	4,929,139	5.9
Motor Cycles	959,860	1,049,659	9.4	8,578,124	9,748,936	13.6
Mopeds	69,888	74,590	6.7	565,860	602,095	6.4
<b>Sub Total</b>	<b>1,536,015</b>	<b>1,645,791</b>	<b>7.1</b>	<b>13,799,103</b>	<b>15,274,614</b>	<b>10.7</b>

Source: Society of Indian Automobile Manufacturers (SIAM)

**1.3 High Speed Diesel (HSD):** HSD consumption during the month dropped by -4.8% and recorded sales of 6.9 MMT in November 2018 as compared to 7.3 MMT in November 2017. On cumulative basis, a growth of 2.5% was recorded for the period April to November 2018 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 had been increasing steadily. Factors affecting diesel consumption during the current month can be attributed mainly to the following factors:

- i. Due to onset of festival season, most of the work like road and canal construction and other infrastructure development-related construction work temporarily came to a halt due to workers and drivers going to their villages. This also restricted movement of transportation vehicles which affected diesel sales.
- ii. High historical base of November 2017, as last year the festive season was in the month of October.
- iii. Due to Gaja cyclone in Tamil Nadu, there was disruption of vehicular movement in Southern region.
- iv. The increasing prices towards the end of October encouraged higher upliftments by the dealers during the last week of October 2018, while the sharply reducing prices towards the end of November prompted very low upliftment during last week of November 2018, resulting in overall low upliftment during the month.

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**

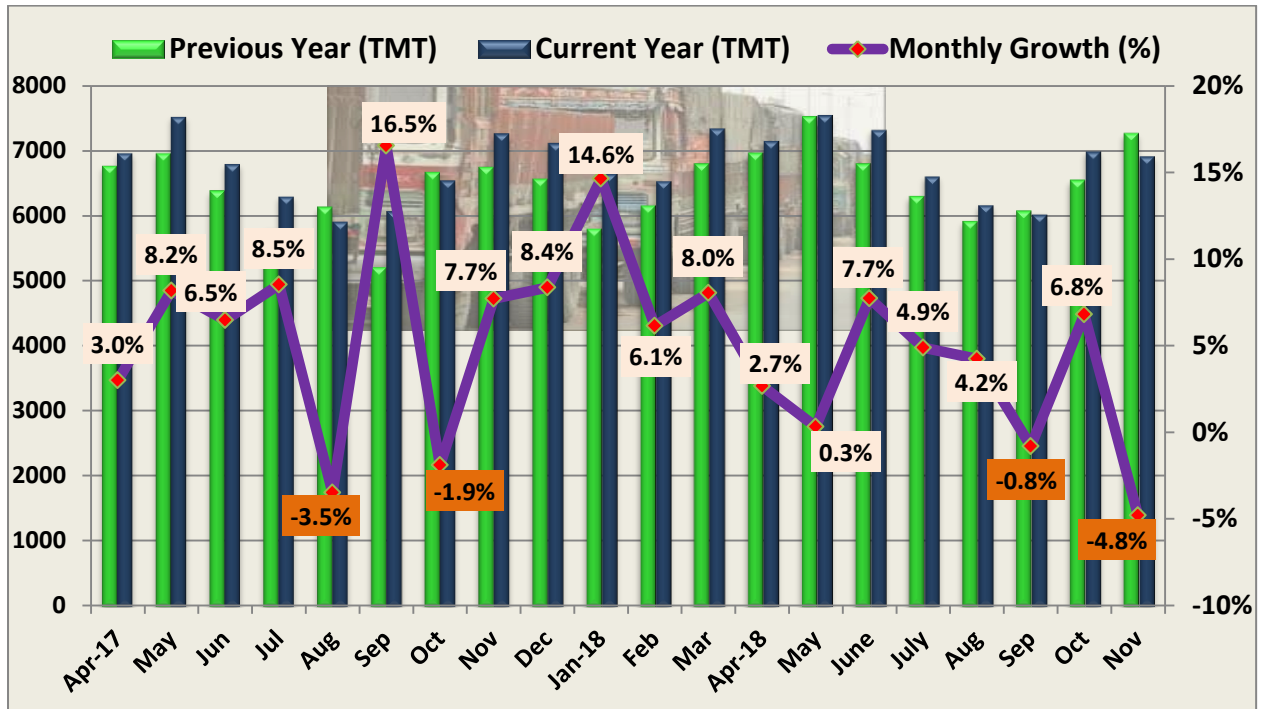
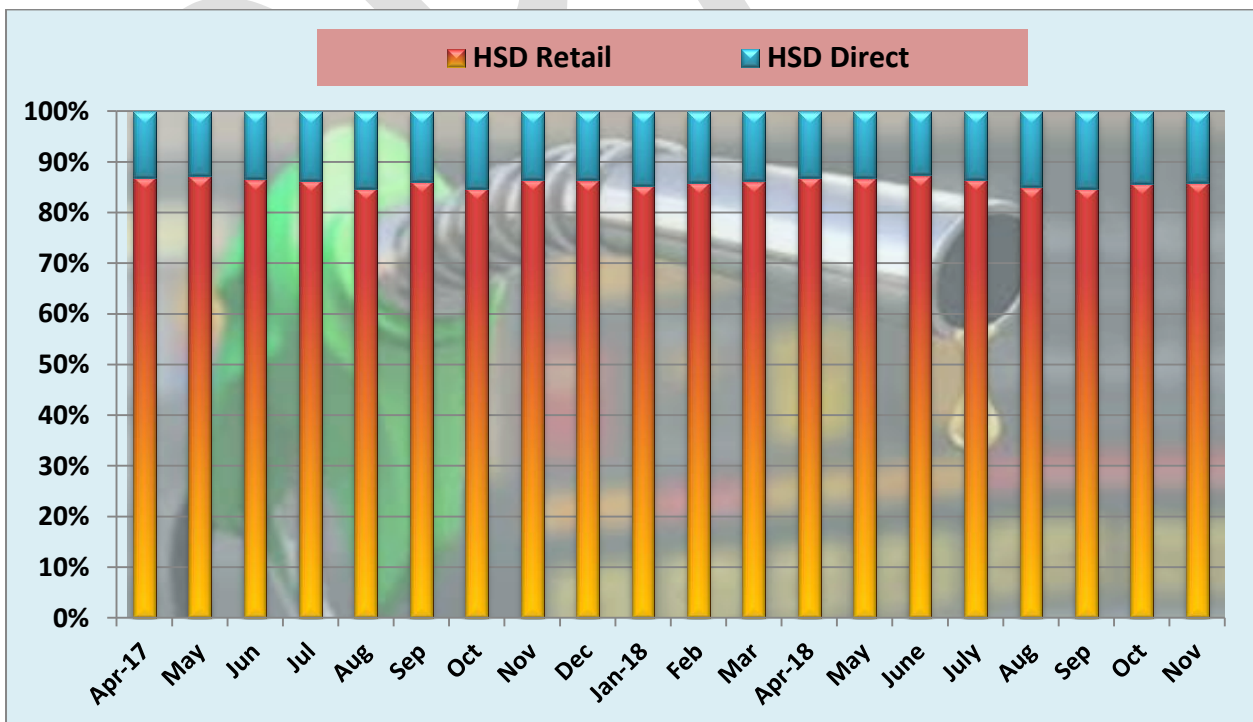


Figure-6 gives a comparison of month-wise percentage of HSD consumption by Retail and Consumer (Direct) business share since April 2017.

**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:** Domestic sales of bigger trucks and buses fell in November for the first time this fiscal as liquidity squeeze at non-banking financial companies (NBFCs) squeezed orders from fleet operators. M&HCV sales fell as purchasing power of customers took a hit due to a shortage of credit from NBFCs, higher loan rates, etc. Booming e-commerce and mobility needs in rural areas is helping the LCV segment move into the fast lane. Commercial vehicles sales in the month of November 2018 witnessed a growth of 5.7%. On cumulative basis the segment has recorded a growth of 31.5% for the period April to November 2018 as compared to the same period last year.

M&HCV recorded a drop of -11.0% in November 2018 by selling 25,363 units as compared to 28,489 units in November 2017. On cumulative basis, M&HCV recorded a growth of 34.4%.

- b) **Light Commercial Vehicle (LCV):** The LCV segment performed well, witnessing a 17.5% growth driven by rising demand from e-commerce and logistics sectors. LCV sector contributed sales of 47,449 units as against a historical of 40,387 units during the month. A growth of 29.7% was recorded for the light commercial vehicle segment for the period April to November 2018.

Segment	November			April-November		
	2017-18	2018-19	Growth (%)	2017-18	2018-19	Growth (%)
M&HCV	28,489	25,363	-11.0	183,692	246,972	34.4
LCV	40,387	47,449	17.5	308,577	400,306	29.7
<b>Total CV</b>	<b>68,876</b>	<b>72,812</b>	<b>5.7</b>	<b>492,269</b>	<b>647,278</b>	<b>31.5</b>

Source: Society of Indian Automobile Manufacturers (SIAM)

- c) **Port traffic:** There was a growth of 1.6% in port traffic during the month of November 2018 mainly due to increase in traffic at all ports except at Chennai, Chidambaranar, Mormugao, Mumbai and Deendayal.

In the period April to November 2018, growth was registered specifically in POL products (2.9%), thermal coal (20.9%), coking coal (15.4%), containers (9.2%), and TEU (8.3%). A drop has been observed in iron ore (-9.9%), other liquids (-1.8%), finished fertilizer (-3.3%), raw fertilizer (-20.8%), and other cargo (-7.1%). 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 November 2018.

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

Traffic handled at major ports (TMT)			
Ports	November 2017	November 2018	Growth (%)
Kolkata + Haldia	4,820	5,187	7.6%
Paradip	9,194	9,259	0.7%
Visakhapatnam	5,205	5,290	1.6%
Kamarajar (Ennore)	2,516	2,979	18.4%
Chennai	4,416	4,095	-7.3%
V.O. Chidambaranar	3,006	2,979	-0.9%
Cochin	2,505	2,591	3.4%
New Mangalore	3,710	3,989	7.5%
Mormugao	1,677	1,573	-6.2%
Mumbai	5,603	5,168	-7.8%
JNPT	5,358	5,853	9.2%
Deendayal	8,895	8,862	-0.4%
<b>Total:</b>	<b>56,905</b>	<b>57,825</b>	<b>1.6%</b>

Source: Indian Ports Association (IPA)

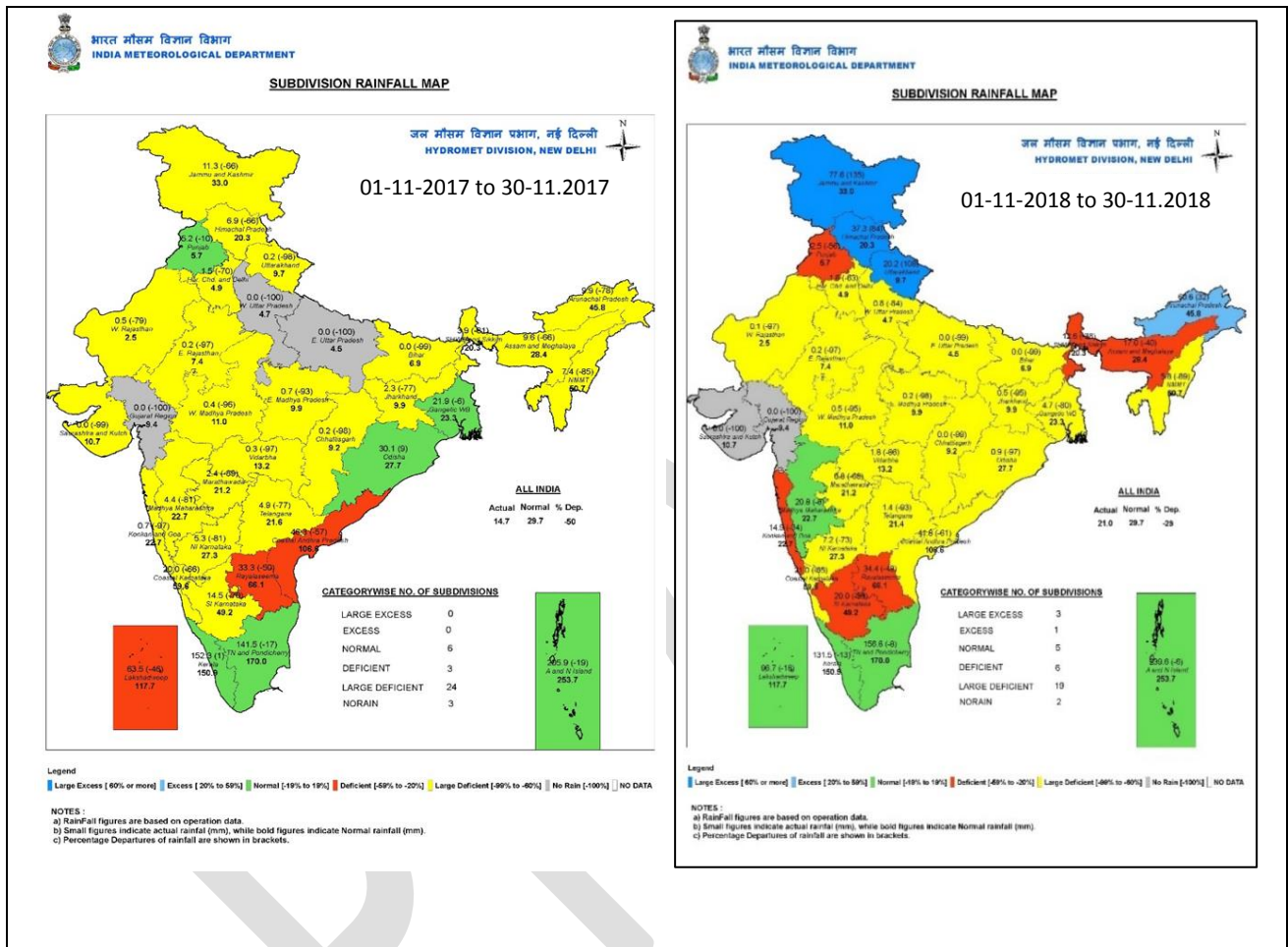
- d) **Power situation:** The power deficit position for the month of November 2018 is given in Table-3. As per data reported, power deficit position reduced from -0.6% in November, 2017 to -0.5% in November 2018. The deficit was mainly in the state of Jammu & Kashmir. The power deficit in November 2018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

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

States	November 2018 <sup>(P)</sup>				November 2017
	Requirement (MU)	Available (MU)	Deficit		Deficit (%)
			MU	(%)	
North	27,239	26,883	-356	-1.3%	-1.7%
West	33,171	33,167	-4	0.0%	0.0%
South	27,175	27,137	-38	-0.1%	-0.1%
East	11,054	11,026	-28	-0.3%	-0.1%
North-East	1,243	1,241	-28	-2.3%	-2.1%
<b>Total</b>	<b>99,882</b>	<b>99,427</b>	<b>-455</b>	<b>-0.5%</b>	<b>-0.6%</b>

Source: Central Electricity Authority (CEA)

e) **Seasonal rainfall scenario:** The rainfall in the country during November 2018 was almost 29% deficient from normal precipitation. As against a normal reading of 29.7 mm, 21.0 mm rain was recorded during November 2018. 25 out of 36 sub divisions in the country received deficient to large deficient rainfall during the month as can be seen from the following map. Deficient rainfall may have led to increased usage of diesel for agriculture-related activities.



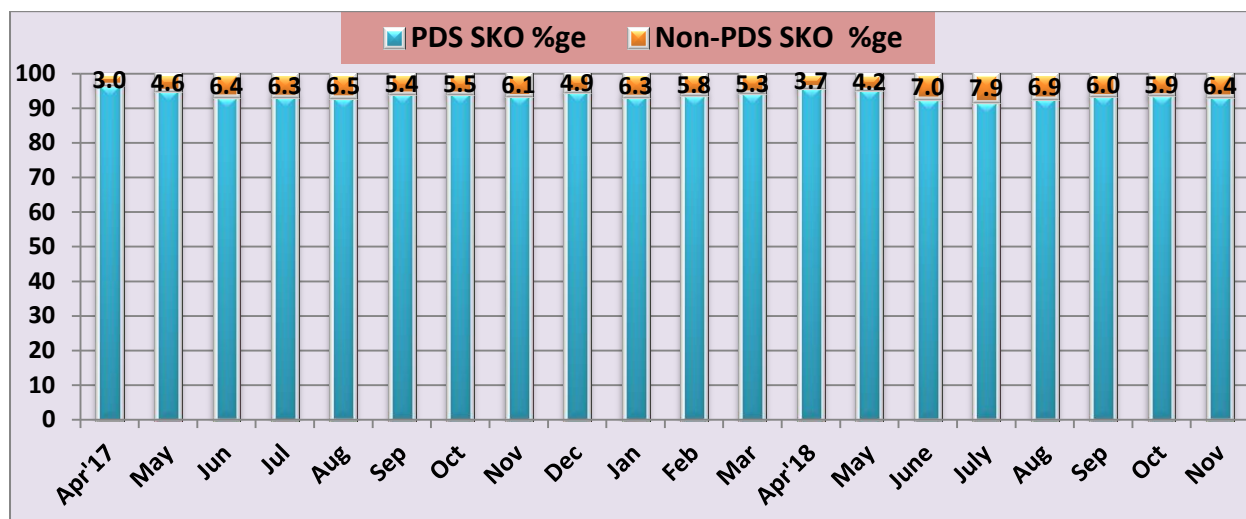
Source: India Meteorological Department (IMD)

**1.4 Kerosene:** Kerosene consumption registered a drop of -11.6% during November 2018 and a drop of -10.0% on cumulative basis for the period April to November 2018 was observed. The month of November, 2018 saw nil upliftment by Andhra Pradesh, Chandigarh, Delhi, Dadra & Nagar Haveli, Daman & Diu, Haryana, Puducherry and Punjab.

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

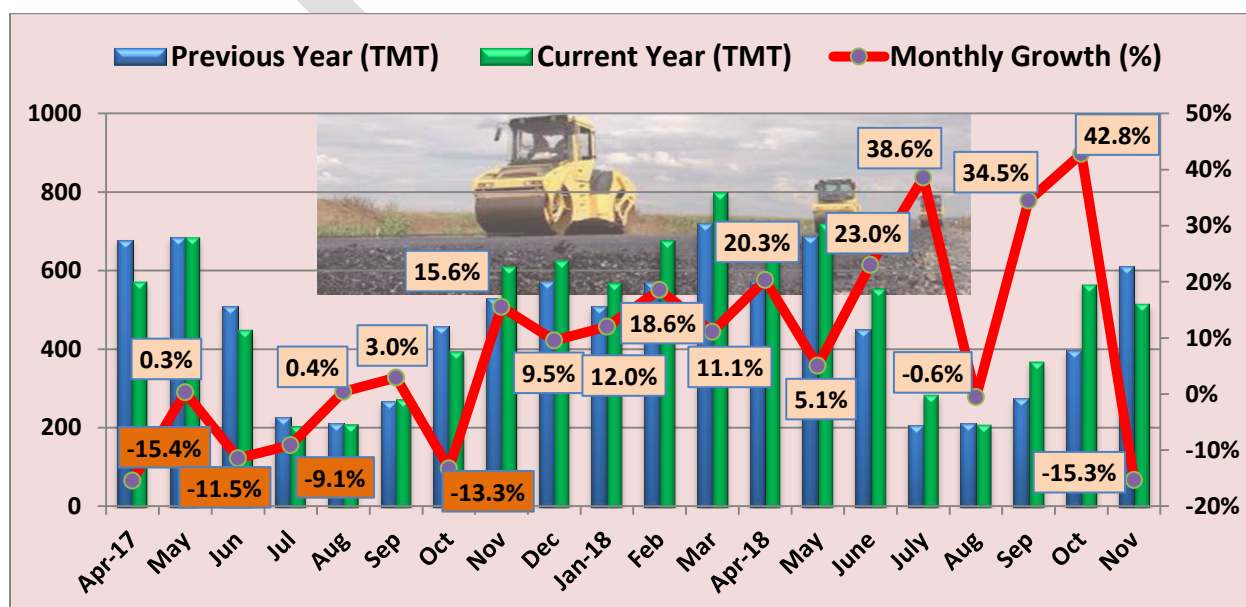


**1.5 Bitumen:** Bitumen consumption recorded a drop of -15.3% during the month of November 2018 and a growth of 14.8% on cumulative basis for the period April to November 2018 as compared to April to November 2017. India's roads and highways expansion drive has led to a sharp annual growth in import of bitumen, opening up a growing market for shipments from other countries as well. However during the month of November, due to onset of festival season, most of the work like road and canal construction and other infrastructure development-related construction work temporarily came to a halt due to migrant workers going to their villages.

The government has kept the development of roads at a high priority, allocating more 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 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** after a continuous growth in the last sixty two months, recorded a negative growth of 7.8% during November 2018 and a cumulative growth of 4.9% for the period April to November 2018. The increasing prices towards the end of October, encouraged higher upliftments by the distributors during the last week of October 2018, while the sharply reducing prices towards the end of November, prompted very low upliftment during last week of November 2018, resulting in overall low upliftment during the month. During November 2018, out of the five regions, Northern region had the highest share in total LPG consumption of 31.2% followed by Southern region at 29.9%, Western region at 21.3%, Eastern region at 15% and North Eastern region at 2.6%. During November 2018 all five regions recorded a negative growth in total LPG consumption in which Western region recorded the highest negative growth of 10.4% followed by Eastern region (9%), Northern region (8.9%), Southern region (4.6%) and North Eastern region (1.3

**LPG-Packed Domestic** consumption registered a negative growth of 7.2% during November 2018 and a growth of 5.1% during the period April to November 2018. This year during the period April to November 2018, 35.6 lakh DBCs and 291.1 lakh new connections were released out of which 226.8 lakh were released under PMUY. Under PMUY, nearly 111 lakh new connections have been released more during the current year in this period as compared to last year. Total 582.9 lakh connections were released under PMUY till 30.11.2018 since inception. During November 2018, the region-wise share of LPG Packed Domestic consumption was highest in Northern region (32.6%) followed by Southern region (28.3%), Western region (20.5%), Eastern region (15.8%) and North Eastern region (2.8%). During November 2018, percentage share of LPG-Packed Domestic was 88.9% of total LPG consumption whereas it was 88.4% in November, 2017.

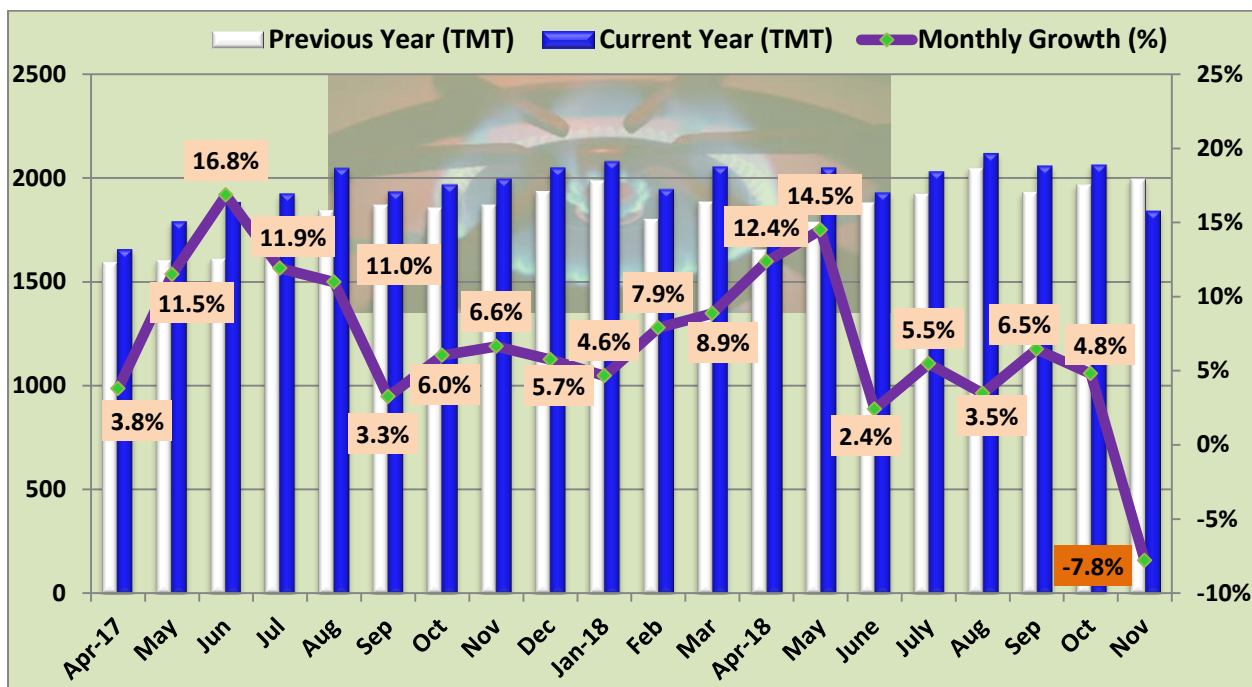
**LPG-Packed Non-Domestic** consumption for the first time in forty six months recorded a negative growth of 9.9% in November 2018 and cumulative growth of 10.2% during the period April to November 2018. Share of LPG Packed Non-Domestic in total LPG consumption has increased to 9.4% in November 2018 from 9.2% in November 2017. Region-wise share of LPG Packed Non-Domestic consumption was highest in Southern region (41%) followed by Western region (28.5%), Northern region (22.1%), Eastern region (7.1%) and North Eastern region (1.3%) during November 2018

**Bulk LPG** consumption registered a negative growth of 31.1% during November 2018 and cumulative negative growth of 11.2% during the period April to November 2018. Last year in the month of November 2017, there was a growth of 17.5% while for the period April to November 2017, a growth of 17.2% was witnessed. Percentage share of Bulk LPG in total LPG consumption was 1.4% in November 2018 whereas it was 1.6% in November 2017.

**Auto LPG consumption** registered a negative growth of 7.5% in November 2018 and cumulative negative growth of 2.4% during the period April to November 2018. The sales volume decrease was about 1.1 TMT in November 2018 as against November 2017.

During November 2018, percentage share of Auto LPG was 0.8% of total LPG consumption and it was at the same level as that of November, 2017.

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



**1.7 Naphtha:** Naphtha consumption recorded a growth of 10.3% for the month of November 2018 and a growth of 12.4% on cumulative basis for the period April to November 2018 as compared to April to November 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.

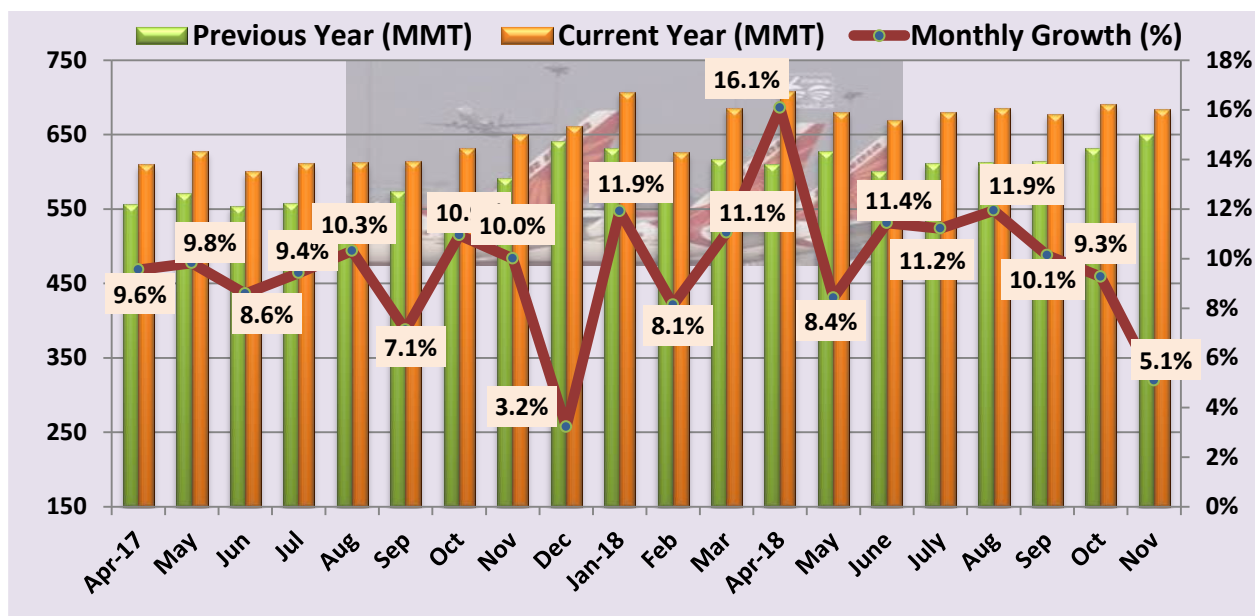
**1.8 ATF:** ATF consumption for the last forty-eight months in a row recorded a positive growth of 5.1% during November 2018 as compared to November 2017 and 10.4% on cumulative basis for the period April to November 2018 as compared to April to November 2017.

Passengers carried by domestic airlines during November 2018 stood at 116.5 lakhs as against 104.9 lakhs during November 2017 thereby registering a growth of 11% during the month and 17.6% on cumulative basis for the period April to November 2018 as compared to April to November 2017.

The civil aviation industry in India has emerged as one of the fastest growing industries in the country during the last three years. India is currently considered the third largest domestic civil aviation market in the world. India is expected to become the world’s largest domestic civil aviation market in the next 10 to 15 years. India is also expected to displace the UK to become the third largest air passenger market by 2025.

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 -7.2% during November 2018 as compared to November 2017 and a drop of -5.6% on cumulative basis for the period April to November 2018 as compared to April to November 2017. The overall drop during the current year is a result of decreased consumption of FO in power, fertilizer, steel and general trade sectors. However, a marginal growth was noted for petrochemical and 'others' sector. 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. A growth in consumption of LSHS was observed in steel and general trade sectors during the month.

**1.10 PETCOKE:** Petcoke consumption registered a drop of -2.3% in November 2018 as compared to November 2017 and -18.2% on cumulative basis for the period April to November 2018 as compared to April to November 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 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 -12.0% for the month of November 2018 and a growth of 21.4 % on cumulative basis for the period April to November 2018 as compared to April to November 2017. However the volume is very small. 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.

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

('000 MT)

Product	November			April-November		
	2017-18	2018-19	Growth (%)	2017-18	2018-19	Growth (%)
<b>(A) Sensitive Products</b>						
SKO	313.9	277.4	-11.6	2,608.9	2,349.3	-10.0
LPG	1,997.5	1,841.6	-7.8	15,210.3	15,960.2	4.9
<b>Sub Total</b>	<b>2,311.4</b>	<b>2,119.0</b>	<b>-8.3</b>	<b>17,819.2</b>	<b>18,309.4</b>	<b>2.8</b>
<b>(B) Major Decontrolled Products</b>						
Naphtha	1,100.5	1,214.1	10.3	8,278.7	9,305.2	12.4
MS	2,131.8	2,318.4	8.8	17,409.5	18,680.9	7.3
HSD	7,270.5	6,920.8	-4.8	53,412.0	54,752.7	2.5
Lubes + Greases	347.7	321.5	-7.5	2,364.8	2,576.8	9.0
LDO	53.3	46.9	-12.0	308.3	374.2	21.4
FO/LSHS	537.7	499.1	-7.2	4,543.4	4,290.5	-5.6
Bitumen	611.9	518.1	-15.3	3,411.8	3,916.0	14.8
ATF	650.1	683.2	5.1	4,957.9	5,473.1	10.4
<b>Sub Total</b>	<b>12,703.4</b>	<b>12,522.1</b>	<b>-1.4</b>	<b>94,686.4</b>	<b>99,369.4</b>	<b>4.9</b>
<b>Sub-Total (A)+(B)</b>	<b>15,014.9</b>	<b>14,641.1</b>	<b>-2.5</b>	<b>112,505.6</b>	<b>117,678.8</b>	<b>4.6</b>
<b>(C) Minor Decontrolled Products</b>						
Petcoke	1,899.1	1,856.2	-2.3	17,836.6	14,597.4	-18.2
Others	668.9	776.1	16.0	5,260.0	6,653.3	26.5
<b>Sub Total</b>	<b>2,568.1</b>	<b>2,632.3</b>	<b>2.5</b>	<b>23,096.6</b>	<b>21,250.7</b>	<b>-8.0</b>
<b>Total</b>	<b>17582.9</b>	<b>17,273.4</b>	<b>-1.8</b>	<b>135,602.2</b>	<b>138,929.5</b>	<b>2.5</b>