Industry Consumption Review

October 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 October 2019 recorded a drop of -1.4% over the historical volume of October 2018. The products, LPG (14.3%), Petrol (MS) (8.9%) Aviation Turbine Fuel (ATF) (0.1%) and Petcoke (30%) registered a growth, whereas kerosene(SKO) (-41.0%), Naphtha (-17.2%), diesel (HSD) (-7.4%), Lubes/Greases (-14.9%), Light diesel oil (LDO)(-1.4%), Furnace oil & Low Sulphur Heavy Stock (FO/LSHS) (-15.3%), Bitumen (-23.0%) and products listed under "others" (-4.9%) registered a drop during October 2019. Consumption for the period April-October 2019 saw a growth of 1.0% as compared to the same period last year

2. Preference for petrol driven vehicles and the festive season has led to growth in MS sales, which for twenty-six months in a row recorded a growth and registered an 8.9% increase during October 2019 as compared to October 2018. The consumption of MS for the period April-October 2019 registered a growth of 9.1% as compared to the same period last year.

3. HSD consumption recorded a drop of -7.4% during October 2019 as compared to October 2018. HSD consumption for the period April-October 2019 registered a drop of -0.2% over the same period last year. The power deficit position has further improved to -0.5% in October 2019 from -0.6% in October 2018. Commercial vehicles sale has recorded a drop of -23.3% in the month of October 2019. Rainfall during the month was 44% above normal distribution. There is a drop of -5.4% in port traffic during October 2019 as compared to October 2018.

4. Total LPG consumption recorded a growth of 14.3% in October 2019 as compared to October 2018. Total LPG consumption for the period April-October 2019 has registered a growth of 5.6% as compared to the same period last year.

5. ATF consumption registered a growth of 0.1% in the month of October 2019, while cumulative consumption of ATF for the period April-October 2019 has registered a drop of –3.0%. 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 October 2019 recorded a drop of -23.0% as compared to October 2018. Bitumen consumption for the period April-October 2019 also registered a drop of -0.4% compared to the same period last year. Rains due to extended monsoon season in the month of October 2019 led to the drop in bitumen sales for the month.

7. SKO consumption registered a drop of -41.0% in October 2019 as compared to October 2018. SKO consumption for the period April-October 2019 has registered a drop of -25.0% 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 October 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 October 2019 is given in Table-1.

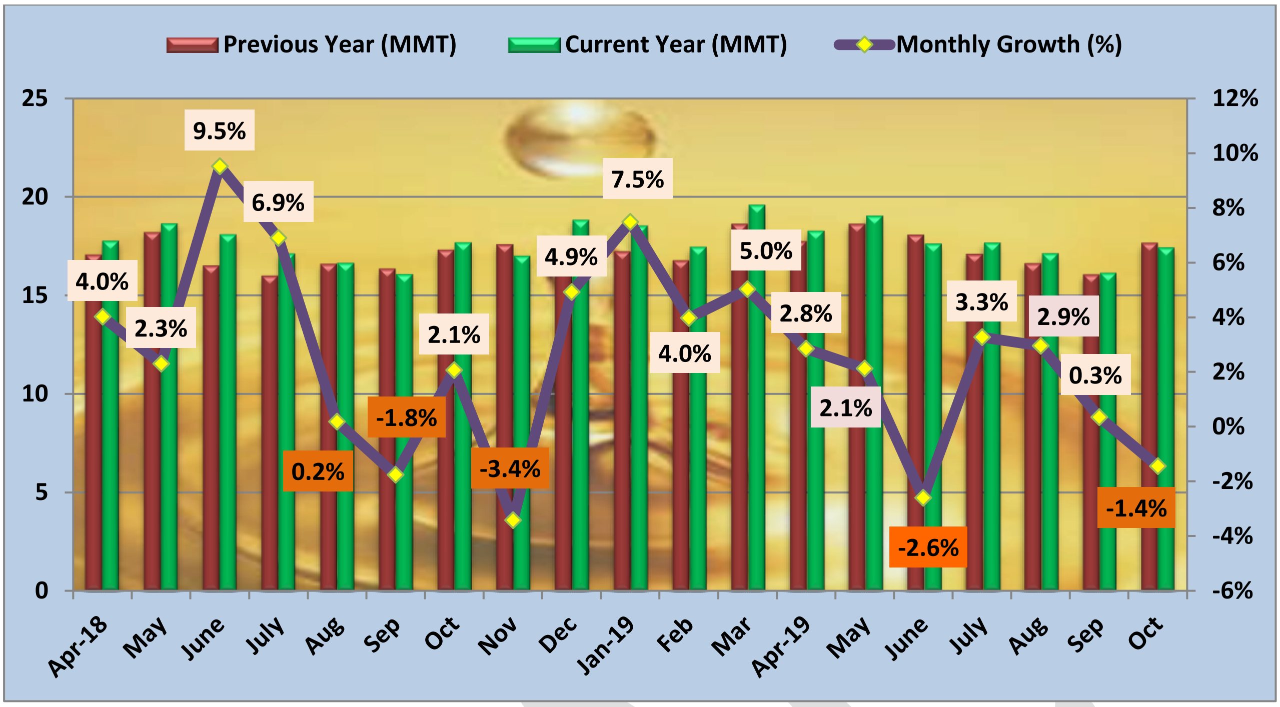
Table-1: Petroleum Products Consumption (Quantity in TMT)

Product Type	Share %	October - 2018	October - 2019	Growth (%)	Products included
Sensitive Products	14.5	2353	2530	7.5	SKO & LPG
Major Decontrolled Products	69.5	12899	12095	-6.2	HSD, MS, Naphtha, Lubes, LDO, FO/LSHS, Bitumen & ATF
Minor Decontrolled Products	16.0	2411	2781	15.3	Petcoke & other minor products
Total	**100**	**17662**	**17406**	**-1.4**	

All Products: India's petroleum products consumption in the month of October 2019 registered a drop of -1.4%. Consumption of petroleum products during October 2019 was 17.4 TMT as against 17.7 TMT in October last year. The products, LPG (14.3%), Petrol (MS) (8.9%), ATF (0.1%) and Petcoke (30%) registered a growth and products like kerosene(SKO)(-41.0%), Naphtha(-17.2%), diesel(HSD)(-7.4%), Lubes/Greases (-14.9%), Light diesel oil (LDO)(-1.4%), Furnace oil & Low Sulphur Heavy Stock (FO/LSHS) (-15.3%), Bitumen (-23.0%) and products listed under "others" (-4.9%) recorded a drop during October 2019. Total cumulative consumption for the period April-October 2019 has shown a growth of 1.0% compared to the same period last year. LPG (5.6%), Petrol (MS) (9.1%), Lubes & Greases (6.4%), Light diesel oil (LDO)(13.3%), Petcoke (3.6%) and all products listed under " others" (3.4%) contributed to growth during the period April/ October 2019 as compared to same period last year.

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 49.60 in October 2019 from 49.80 in September 2019.

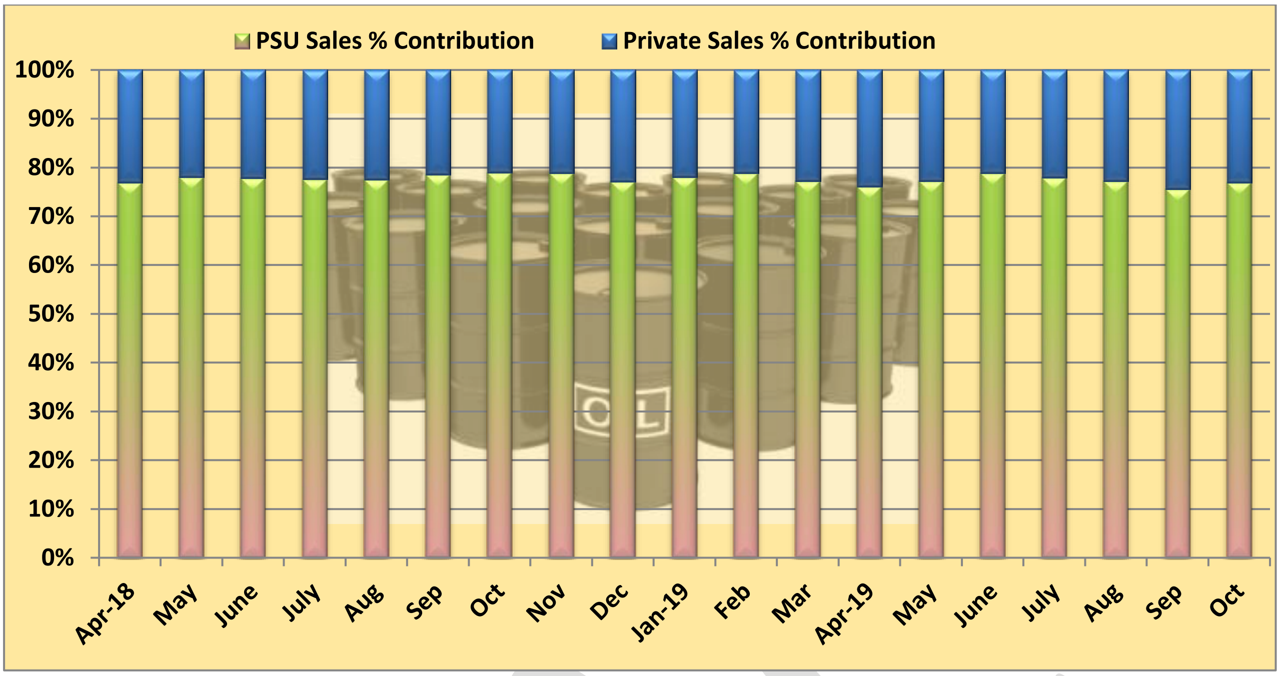
- The Nikkei Manufacturing PMI in India was 50.6 in October 2019 as compared to 51.4 in September 2019, signaling no expansion in manufacturing sector.
- The Nikkei Services PMI in India rose to 49.2 in October 2019 from 48.7 in September 2019, signaling an improvement.

As per World Economic Outlook, released by IMF in October 2019, global growth has fallen sharply over the past year. The weakening has been broad based, and slowdown in activity has been more pronounced across emerging markets and developing economies. As against India's real growth rate of 6.8 per cent in 2018, the IMF in its latest World Economic Outlook projected the country's growth rate at 6.1 per cent for 2019 and noted that the Indian economy is expected to pick up at 7 per cent in 2020.

Erratic and excess rainfall across various parts of the country has resulted in reduction of crop yield and affected various economic activities like mining, infrastructure and cargo traffic movement. The festive season in the month of October 2019 could not provide the required boost for consumption in both rural and urban parts of the country. Though passenger vehicle sale could scrape through into positive territory, both two wheelers and commercial vehicle have followed the negative trend. During the month of October 2019, Petrol, LPG and Petcoke 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 PSUs 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 August 2019. Private imports data for September 2019 and October 2019 are projected based on September 2018 to August 2019 actual data.

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

1.2 Petrol / Motor Spirit (MS): MS consumption recorded a growth for twenty-six months in a row, registering a growth of 8.9% in the month of October 2019 with sales of 2.5 MMT as compared to 2.3 MMT in October 2018. The consumption of MS for the period April-October 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:

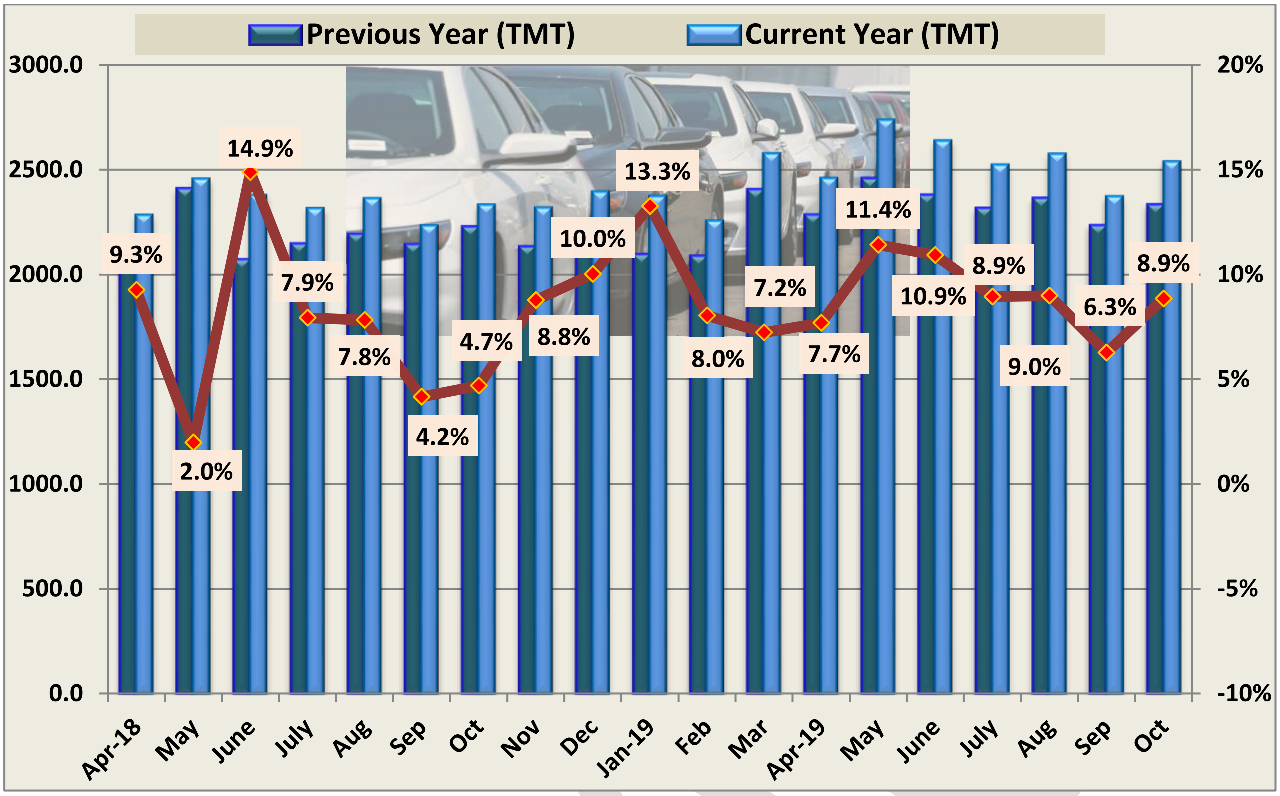
i. Preference for petrol driven vehicles due to narrow price difference between petrol and diesel. As per SIAM, diesel powered cars accounted for 19% of total car sales in India in FY 2018-19 compared to 47% of sales in FY 2012-13. The percentage of diesel driven passenger vehicles in total passenger 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.

iii. Festive season during the month resulted in strong growth for petrol.

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

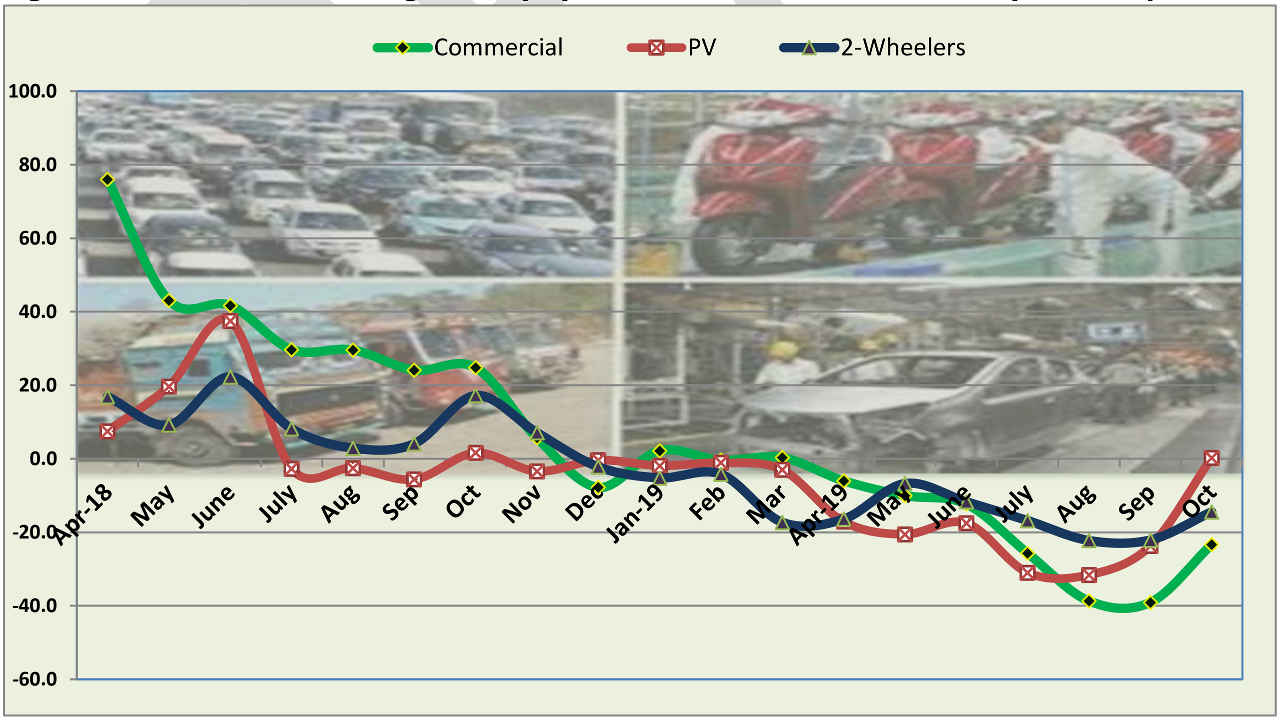
Figure-3: Month wise MS consumption (TMT) and growth (%) since April 2018



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 has seen a growth of 0.3% in the month of October 2019 after continuous decline for last eleven months since October 2018 wherein a growth of 1.6% was registered.

The festive season was instrumental in bringing the passenger vehicle sales to positive territory. The growth has been nominal due to delay by consumers in making any discretionary spending, popularity of ride sharing apps, liquidity crunch and upcoming BS-VI emission norms.

Passenger vehicle sale for the period April-October 2019 has registered a drop of -20.2% as compared to the same period last year.

Passenger car and vans recorded a drop of -6.3% and -35.1% respectively while utility vehicles recorded a growth of 22.2% during October 2019. On cumulative basis, passenger cars and vans recorded a drop of -27.0% and -35.4% respectively while utility vehicles recorded a growth of 0.1%.

Segment	October			April-October		
	2018-19	2019-20	Growth %	2018-19	2019-20	Growth %
Passenger Cars	185400	173649	-6.3	1354897	988806	-27.0
Utility Vehicles	82413	100725	22.2	546806	547572	0.1
Vans	16410	10653	-35.1	126799	81900	-35.4
Total PV	**284223**	**285027**	**0.3**	**2028502**	**1618278**	**-20.2**

Source: Society of Indian Automobile Manufacturers (SIAM)

a) **2-wheeler sales**: The overall sales for two-wheelers declined for the eleventh consecutive month as compared to last year. A hike in insurance, weak customer sentiment, feeble rural economy due to extended monsoon 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 October 2019 by -14.4% as compared to last year.

In October 2019, scooter sales recorded a drop of -9.8% with a sales figure of 580,120 units. Motorcycle segment also recorded a drop of -15.9% with a sales figure of 1,116,970 units. Moped sales recorded a drop of -26.9% by selling 60,174 units. On cumulative basis scooter, motorcycle and moped sales recorded a drop of -15.9%, -15.3% and -25.6% respectively.

Segment	October			April-October		
	2018-19	2019-20	Growth %	2018-19	2019-20	Growth %
Scooters/ Scooterette	643382	580120	-9.8	4396446	3697553	-15.9
Motor Cycles	1327758	1116970	-15.9	8698044	7363858	-15.3
Mopeds	82357	60174	-26.9	527505	392586	-25.6
Total 2 Wheelers	**2053497**	**1757264**	**-14.4**	**13621995**	**11453997**	**-15.9**

Source: Society of Indian Automobile Manufacturers (SIAM)

1.3 High Speed Diesel (HSD): HSD consumption during the month recorded a drop of -7.4% with sales of 6.5 MMT in October 2019 as compared to 7.0 MMT in October 2018. HSD consumption for the period April-October 2019 registered a drop of -0.2% 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 a drop in consumption of diesel in transportation.

ii. Rainfall due to extended monsoon in many parts of the country has adversely affected economic activities. Mining was affected in Jharkhand, Nagaland, Odisha, West Bengal, Maharashtra and Goa. Tourism was affected in places like Sikkim and Goa. Construction and Infrastructure activities were affected in Assam, Sikkim, West Bengal, Andhra Pradesh and Gujarat.

iii. Slew of incentives by Indian railways for freight loading has made rail movement attractive and hence impacting cargo movement by road.

iv. Holidays and lower production in the auto manufacturers like Hyundai, Ford, Daimler etc affected diesel consumption adversely.

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

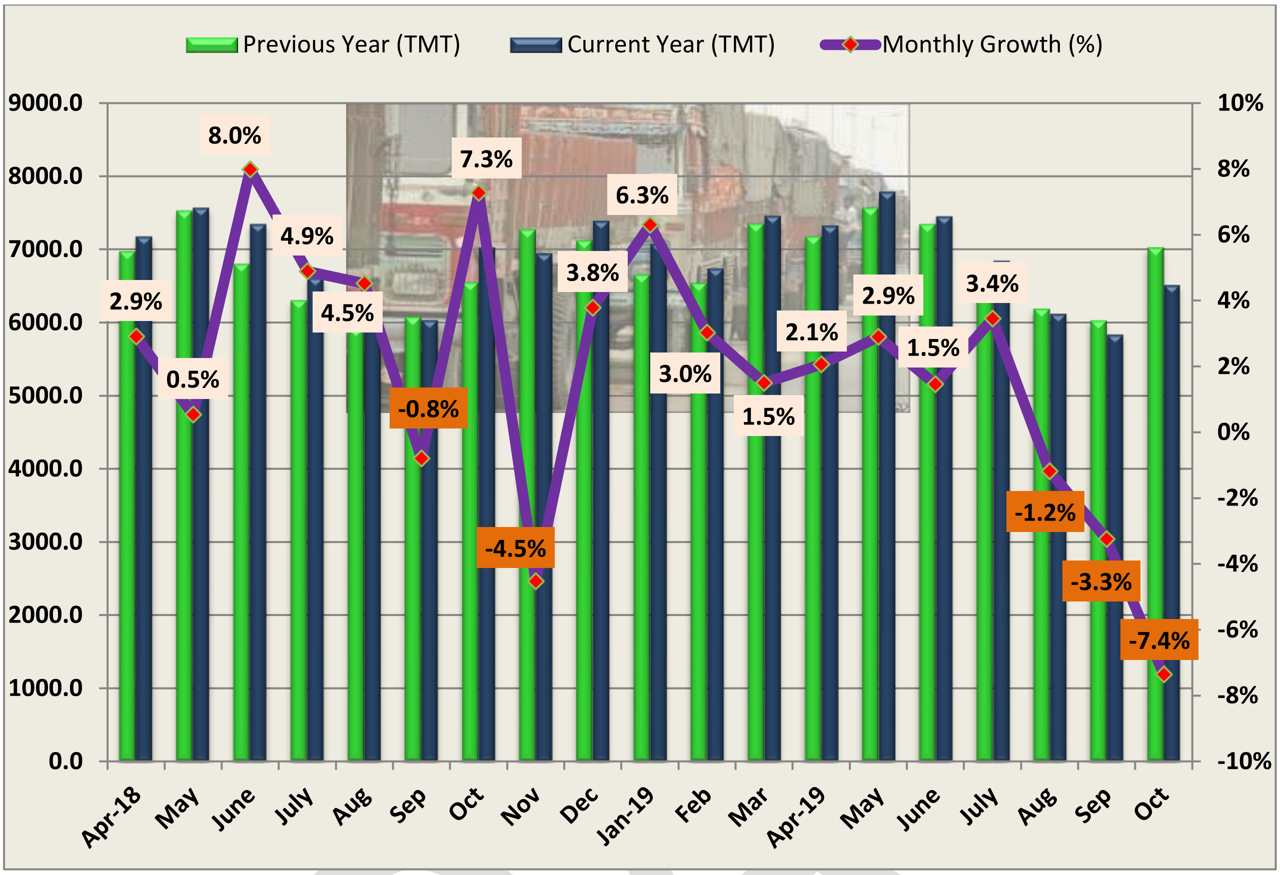
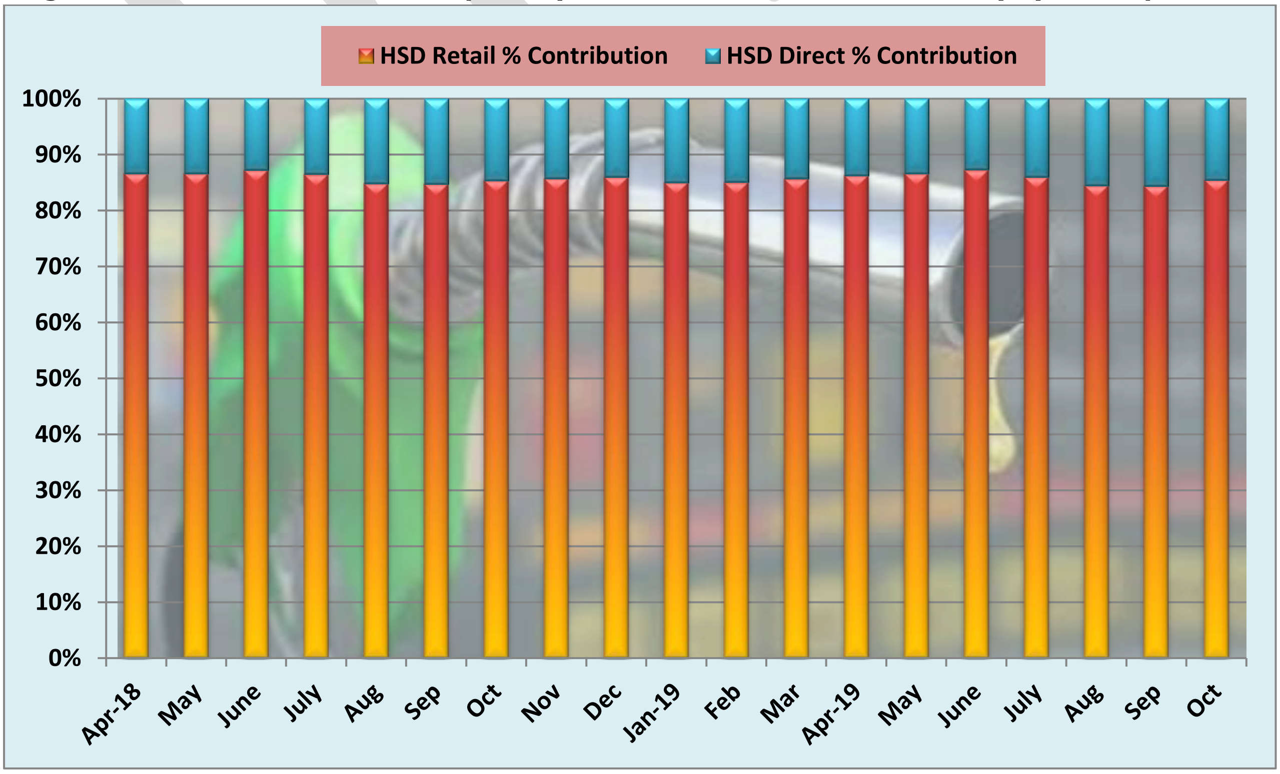


Figure-6 gives a comparison of month-wise percentage of HSD consumption by Retail and Consumer (Direct) business share since April 2018.

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 -23.3% in October 2019. Lack of financing options from NBFCs, falling freight rentals, limited routes and upcoming BS VI norms have contributed to the slide in the sales. M&HCV witnessed a drop of -50.1% in October 2019 by selling 15,334 units vis-a-vis 30,752 units in October 2018.

b) **Light Commercial Vehicle (LCV)**: The LCV segment also witnessed a drop of -8.7% during the month of October 2019 as compared to the same period last year. LCV sector contributed sales of 51,439 units as against 56,315 units during October 2018.

Segment	October			April-October		
	2018-19	2019-20	Growth %	2018-19	2019-20	Growth %
M & HCV	30752	15334	-50.1	221553	137855	-37.8
LCV	56315	51439	-8.7	352833	304398	-13.7
Total C'l Vehicles	**87067**	**66773**	**-23.3**	**574386**	**442253**	**-23.0**

Source: Society of Indian Automobile Manufacturers (SIAM)

c) **Port traffic:** The traffic handled at major ports in India recorded a drop of -5.4% and together handled 56.9 MMT of cargo during October 2019 as against 60.2 MMT handled during the corresponding period of the previous year. A growth of 0.44% was registered in the port traffic for the cumulative period April to October 2019 as compared to same period last year. A dip in cargo handled during the month of October 2019 was recorded at the ports of Kolkata, Haldia, Ennore, Chennai, Tuticorin, New Mangalore, Goa, Mumbai and JNPT. A drop in port traffic indicates drop in import/export and related economic activities.

During the period April-October 2019, growth was registered specifically in POL (1.7%), other liquids (2.8%), iron ore (28.1%), fertilizer finished (22.58%), coking & others coal (6.9%), and containers (3.5%). A drop was observed in fertilizer raw (-4.6%), thermal & steam coal (-17.7%) and miscellaneous cargo (-5.4%). 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. 34.0%, followed by container (21.4%), thermal & steam coal (12.6%), other miscellaneous cargo (10.0%), coking & other coal (8.2%), iron ore & pellets (7.1%), other liquids (4.4%), finished fertilizer (1.4%) and raw fertilizer (0.9%).

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

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

Traffic handled at major ports (TMT)			
Ports	**October 2018**	**October 2019**	**Growth (%)**
Kolkata + Haldia	5208	4796	-7.9
PARADIP	9141	8916	-2.5
VISAKHAPATNAM	5974	6435	7.7
KAMARAJAR (ENNORE)	2916	2282	-21.7
CHENNAI	4295	3848	-10.4
V.O. CHIDAMBARANAR	3207	3011	-6.1
COCHIN	2682	2821	5.2
NEW MANGALORE	4081	2723	-33.3
MORMUGAO	1427	1103	-22.7
MUMBAI	5720	5527	-3.4
JNPT	5735	5438	-5.2
DEENDAYAL (KANDLA)	9841	10046	2.1
TOTAL:	60227	56946	-5.4

Source: Indian Ports Association (IPA)

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

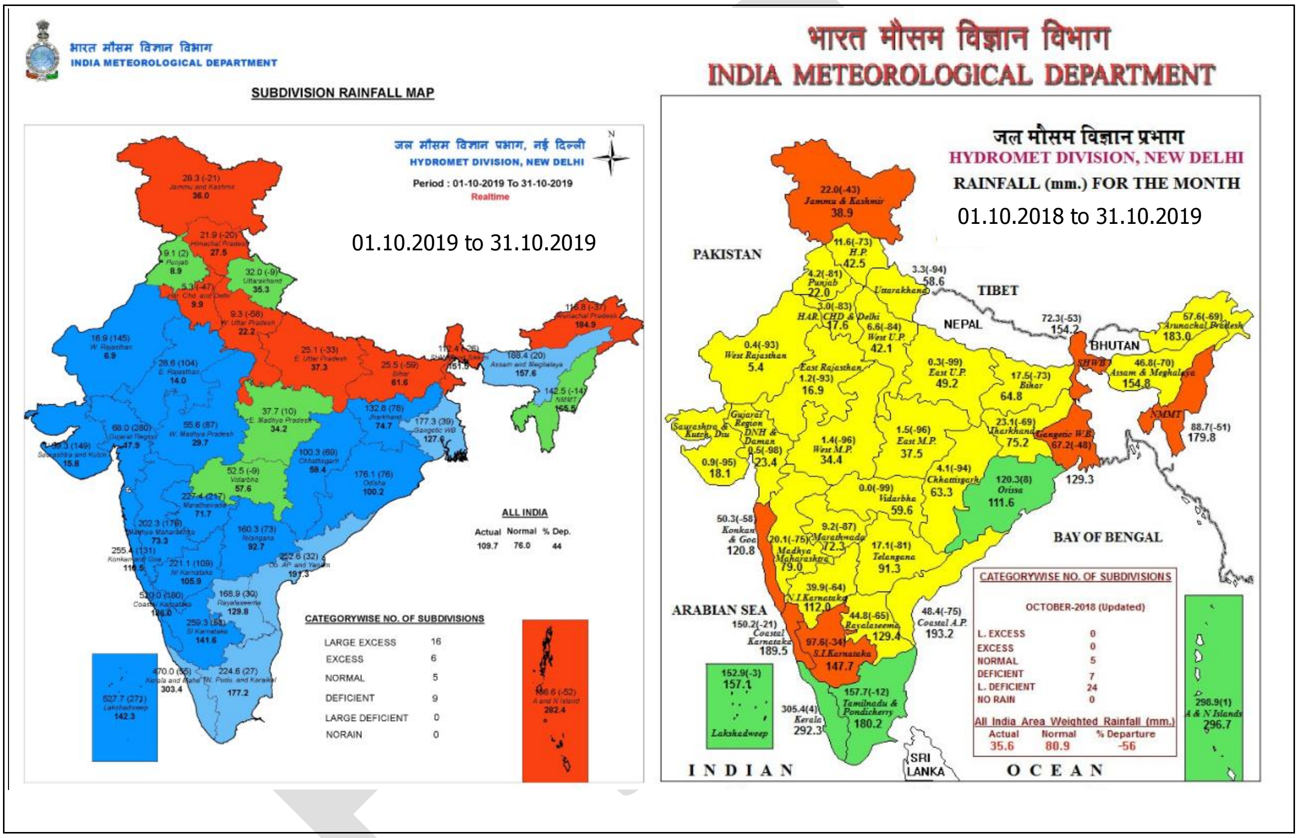
Table-3: Power deficit: Region-wise position for September 2019 (% deficit)

States	**October-19**				**October-18**
	Requirement (MU)	**Available (MU)**	**Deficit**		**Deficit**
			MU	**(%)**	**(%)**
North	29,964	29,512	-452	-1.5%	-1.4%
West	29,974	29,974	0	0.0%	-0.4%
South	24,970	24,969	-1	0.0%	-0.2%
East	11,748	11,748	0	0.0%	-0.3%
North-East	1,436	1,384	-52	-3.8%	-2.5%

Total	**98,092**	**97,587**	**-505**	**-0.5%**	**-0.6%**

Source: Central Electricity Authority (CEA)

e) Seasonal rainfall scenario: The rainfall in the country during October 2019 was almost 44% above normal precipitation. 109.7 mm rainfall was recorded in the month of October 2019 as against a normal reading of 76.0 mm. Out of total 36 sub divisions, 22 divisions received from excess to large excess rainfall whereas 9 divisions received deficient to large deficient rainfall and only 5 divisions received normal 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 in several states have hampered mining, construction activities and affected traffic movement on highways.

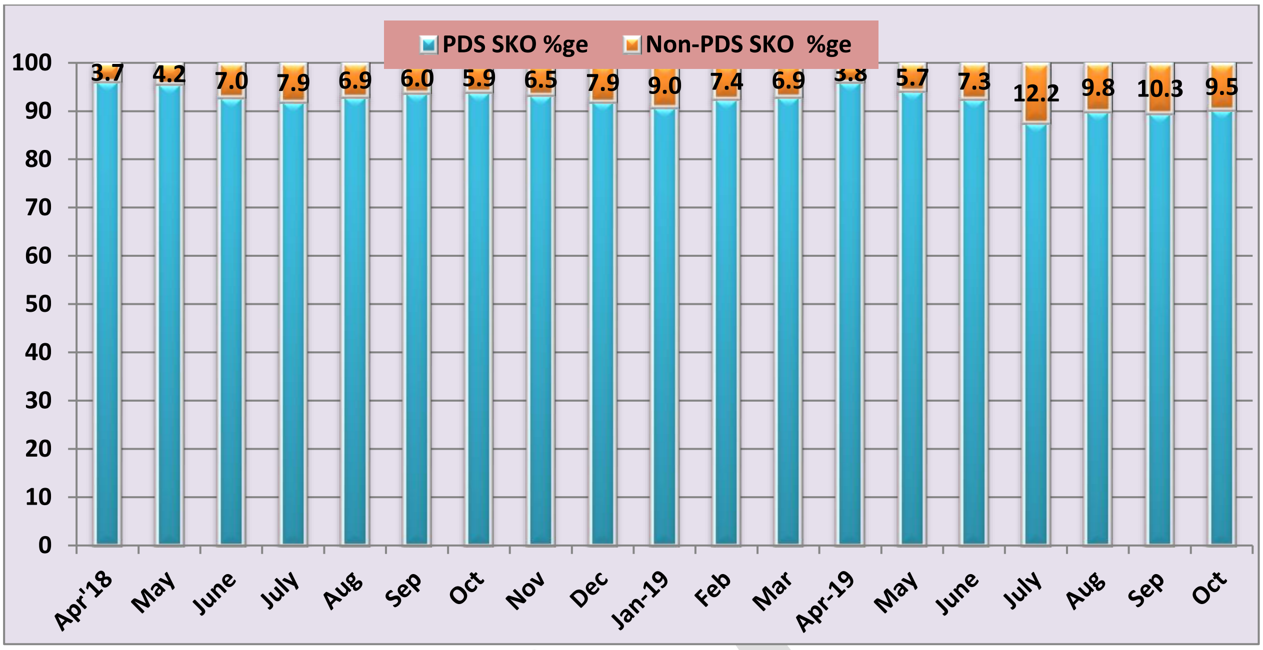


Source: India Meteorological Department (IMD)

1.4 Kerosene: Kerosene consumption registered a drop of -41.0% during October 2019 as compared to October 2018. The cumulative consumption of SKO for the period April-October 2019 has shown a negative growth of -25.0% as compared to the same period last year. While the states Andhra Pradesh, Chandigarh, Delhi, Dadra & Nagar Haveli, Daman & Diu, Haryana, Puducherry, Andaman & Nicobar and Punjab have been declared kerosene free. The month of October 2019 saw nil upliftment by Goa and Uttrakhand. States like Gujarat, Bihar 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.

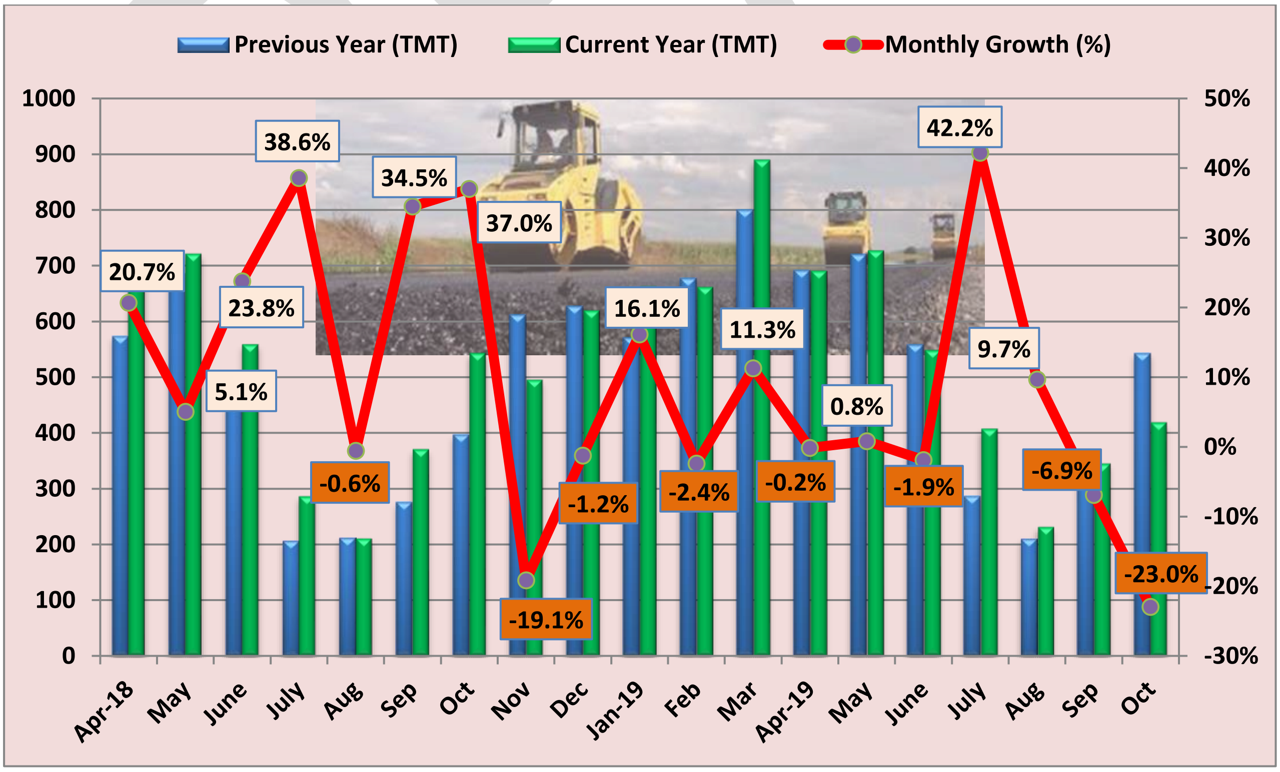
Figure-7: Month-wise PDS & Non PDS SKO consumption in share (%) since April 2018



1.5 Bitumen: Bitumen consumption during October 2019 recorded a drop of -23.0% as compared to October 2018. Cumulatively, the consumption of bitumen during the period April-October 2019 has dropped by -0.4% 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 14.3% during October 2019 and a cumulative growth of 5.6% during April-October 2019. Last year during October 2018, a growth of 4.8% was observed and the cumulative growth during April-October 2018 was 6.9%. During October 2019, out of the five regions, Northern region had the highest share in total LPG consumption of 31% followed by Southern region at 28.1%, Western region at 22.3%, Eastern region at 16.1% and North Eastern region at 2.5%. North Eastern region had the highest growth of 20.2% in total LPG consumption during October 2019.

LPG-Packed Domestic consumption recorded a growth of 14.1% during October 2019 and a cumulative growth of 5.5% during the period April-October 2019. Last year during October 2018, a growth of 4.2% was observed and the cumulative growth during April-October 2018 was 6.9%. This year during the period April-October 2019, 34.3 lakh DBCs and 129.4 lakh new connections were released out of which 84.6 lakh were released under PMUY. A total of 803.5 lakh connections have been released under PMUY till 31.10.2019 since inception. During October 2019, the region-wise share of LPG Packed Domestic consumption was highest in Northern region (32.1%) followed by Southern region (26.5%), Western region (21.5%), Eastern region (17.2%) and North-Eastern region (2.7%). During October 2019, the five states with the highest LPG-Packed domestic sales share were Uttar Pradesh (14.2%), Maharashtra (11.5%), Tamil Nadu (8.1%), West Bengal (6.8%) and Bihar (6.5%). During October 2019, percentage share of LPG-Packed Domestic was 87.9% of total LPG consumption whereas it was 88.3% in October 2018.

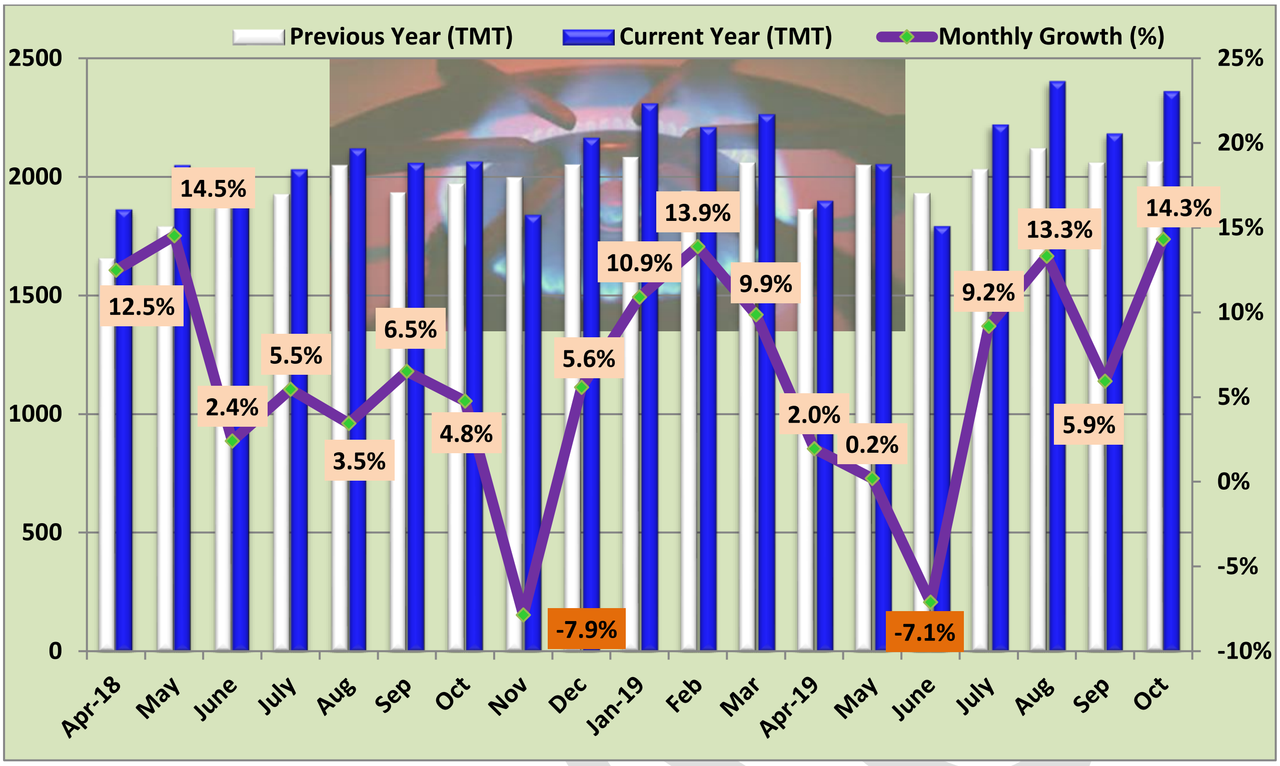
LPG-Packed Non-Domestic consumption recorded a growth of 21.3% in October 2019 and a cumulative growth of 12.1% during the period April-October 2019. Last year during October 2018, a growth of 9.4% was observed and the cumulative growth during April-October 2018 was 13.7%. Share of LPG Packed Non-Domestic in total LPG consumption has increased to 10.3% in October 2019 from 9.7% in October 2018. Region-wise share of LPG Packed Non-Domestic consumption was highest in Southern region (37.8%) followed by Western region (28.8%), Northern region (24.5%), Eastern region (7.7%) and North-Eastern region (1.2%) during October 2019.

Bulk LPG consumption registered a growth of 0.7% during October 2019 and a cumulative drop of -14.2% during April-October 2019. Last year in the month of October 2018, there was a drop of -9.6% while for the period April-October 2018, a drop of -9.5% was witnessed. Percentage share of Bulk LPG in total LPG consumption was 1.1% during October 2019 whereas it was 1.3% during October 2018.

Auto LPG consumption registered a growth of 4.2% in October 2019 and a cumulative drop of -4.3% during the period April-October 2019. The sales volume increase was about 0.6 TMT in October 2019 as against October 2018. Last year in the month of October 2018 a drop of -6.3% was observed while there was a cumulative drop of -1.7% during April-October 2018. During October 2019, the percentage share of Auto LPG was 0.7% of total LPG consumption and it was at the same level as of October 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



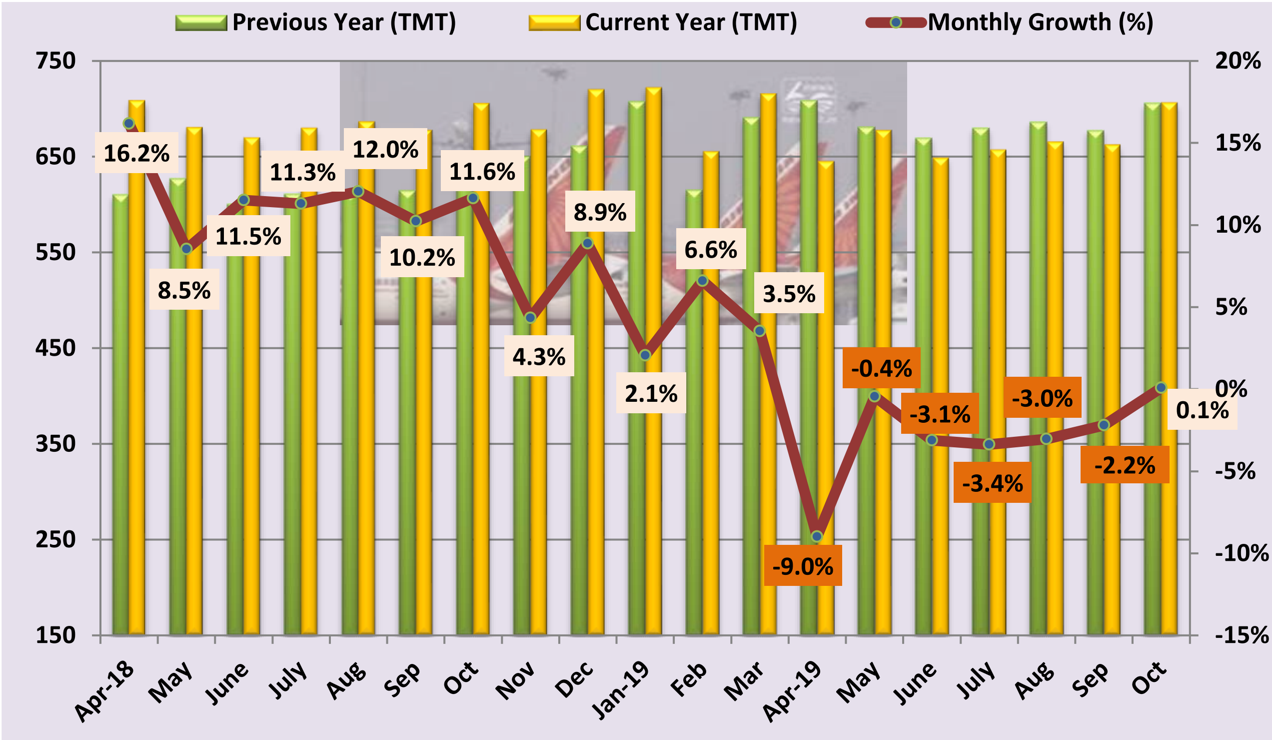
1.7 Naphtha: Naphtha consumption recorded a drop of -17.2% in October 2019 as compared to October 2018. Cumulatively, the consumption of naphtha during the period April-October 2019 has seen a drop of -9.5% as compared to the same period in the previous year. Petrochemical industries remain the main 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. Lower naphtha upliftment by Petrochemical sector and some of the fertilizer industry due to diversification of its feedstock and use of natural gas as an alternate fuel has resulted in lower consumption.

1.8 ATF: ATF consumption has shown a minor growth of 0.1% in the month of October 2019 after a negative trend of six consecutive months. Cumulative growth for the period April-October 2019 has seen a drop of -3.0% as compared to the same period in the previous year.

Passengers carried by domestic airlines during October 2019 stood at 123.2 lakhs as against 118.5 lakhs during October 2018 thereby registering a growth of 4.0%. Total number of domestic passengers carried by airlines for the period April-October 2019 stood at 827.5 lakhs as against 808.5 lakhs during the same period last year, thereby recording a growth of 2.4%. 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. But the festive season travel has been able to boost air travel 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 Furnace oil & Low sulphur heavy stock (FO/LSHS): FO/LSHS consumption registered a drop of -15.3% during October 2019 as compared to October 2018. On a cumulative basis a drop of -8.1% was recorded in the consumption for the period April-October 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 30.7% in October 2019 as compared to October 2018. The cumulative consumption of petcoke during the period April-October 2019 has grown by 3.6% 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 drop of -1.4% during October 2019 as compared to October 2018. The consumption of LDO during the period April-October 2019 has seen a growth of 13.3% 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	October			April-October		
	2018-19	2019-20	Growth (%)	2018-19	2019-20	Growth (%)
(A) Sensitive Products						
SKO	288.5	170.2	**-41.0**	2072.8	1555.4	**-25.0**
LPG	2064.3	2359.8	**14.3**	14120.8	14910.7	**5.6**
Sub Total	**2352.8**	**2530.0**	**7.5**	**16193.6**	**16466.0**	**1.7**
(B) Major Decontrolled Products						
Naphtha	1339.5	1108.9	**-17.2**	8119.5	7350.6	**-9.5**
MS	2332.2	2538.6	**8.9**	16362.5	17843.8	**9.1**
HSD	7023.6	6506.8	**-7.4**	47930.0	47845.9	**-0.2**
Lubes/Greases	350.5	298.3	**-14.9**	2024.2	2153.1	**6.4**
LDO	48.9	48.3	**-1.4**	327.4	371.0	**13.3**
FO/LSHS	555.3	470.1	**-15.3**	3836.3	3527.4	**-8.1**
Bitumen	542.9	418.3	**-23.0**	3380.2	3365.5	**-0.4**
ATF	705.7	706.2	**0.1**	4808.4	4662.6	**-3.0**
Sub Total	**12898.6**	**12095.4**	**-6.2**	**86788.5**	**87119.9**	**0.4**
Sub - Total (A) + (B)	**15251.4**	**14625.4**	**-4.1**	**102982.1**	**103585.9**	**0.6**
(C) Minor Decontrolled Products						
Petcoke	1371.2	1792.2	**30.7**	12244.9	12689.6	**3.6**
Others	1039.5	988.5	**-4.9**	6672.2	6901.7	**3.4**
Sub Total	**2410.7**	**2780.7**	**15.3**	**18917.1**	**19591.2**	**3.6**
Total	**17662**	**17406**	**-1.4**	**121899**	**123177.1**	**1.0**