

# INDUSTRY CONSUMPTION REVIEW

MAY 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 May 2019 recorded nil growth over the historical volume of May 2018. Consumption for the period April-May 2019 saw a drop of -0.3% as compared to the same period last year. Except for SKO (-5.3%), Lubes & Grease (-5.5%), FO/LSHS (-4.5%), Bitumen (-8.4%) and Pet Coke (-30%) all other products registered growth during May 2019.
2. Preference for petrol driven vehicles due to narrow price difference between petrol and diesel has led to high growth in MS sales, which for twenty-one months in a row recorded a positive growth and registered an 11.3% increase during May 2019 as compared to May 2018. The consumption of MS for the period April-May 2019 registered a growth of 9.5% as compared to the same period last year.
3. HSD consumption recorded a growth of 2.8% during May 2019 as compared to May 2018. HSD consumption for the period April-May 2019 registered a growth of 2.4% over the same period last year. As the power deficit position reduced from -1.40% in May 2018 to -0.4% in May 2019, diesel usage for power generation may have reduced. Rainfall during the month was 18% below normal distribution, which may have led to increased usage of diesel for agricultural purpose. There was a drop of -0.5% in port traffic during May 2019 as compared to May 2018.
4. Total LPG consumption recorded a growth of 0.4% in May 2019 as compared to 14.5% growth in May 2018. Total LPG consumption for the period April-May 2019 has registered a growth of 1.3% as compared to the same period last year. During May 2019, out of the five regions, Northern region had the highest share in total LPG consumption of 32% followed by Southern region at 27.7%, Western region at 21.4%, Eastern region at 16.1% and North Eastern region at 2.9%. North Eastern region had the highest growth of 5.2% in total LPG consumption during May 2019.
5. ATF consumption registered a nominal growth of 2.7% in the month of May 2019, while cumulative consumption of ATF for the period April-May 2019 has registered a drop of -1.7%. 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 during the month.
6. Bitumen consumption during May 2019 recorded a drop of -8.4% as compared to May 2018. Bitumen consumption for the period April-May 2019 also registered a negative growth of -7.1% compared to the same period last year. General elections held in the month of May 2019 have slowed down the pace of infrastructure projects, impacting bitumen consumption.
7. SKO consumption registered a negative growth of -5.3% in May 2019 as compared to May 2018. SKO consumption for the period April-May 2019 has registered a negative growth of -11.4% compared to the same period last year. This was mainly because of reduced Q1, 2019-20 PDS SKO allocation to the states 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 May 2019. Data on product-wise monthly consumption of petroleum products for May 2019 is uploaded on the PPAC website ([www.ppac.gov.in](http://www.ppac.gov.in)) and on the mobile app "PPACE (PPAC-Easy)" that draws on the full range of information available on the PPAC website and is available on the play-stores of Android and Apple iOS.

## 1.0 CONSUMPTION:

The growth (%) in consumption of petroleum products, category-wise, for the month of May 2019 is given in Table-1.

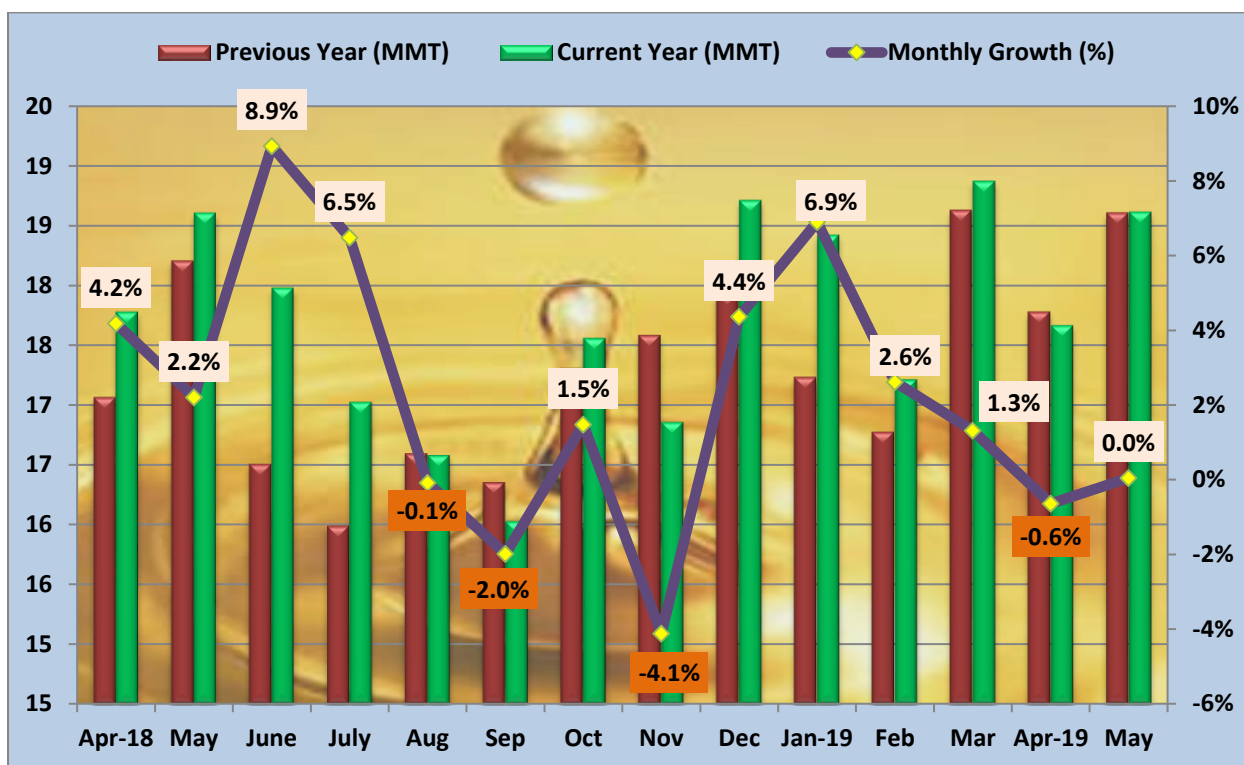
**Table-1: Petroleum Products Consumption (Quantity in TMT)**

Product Type	Share %	May-2018	May-2019	Growth (%)	Products included
<b>Sensitive Products</b>	12.5	2333	2326	-0.3	SKO & LPG
<b>Major Decontrolled Products</b>	74.2	13320	13814	3.7	HSD, MS, Naphtha, Lubes, LDO, FO/LSHS, Bitumen & ATF
<b>Minor Decontrolled Products</b>	13.3	2953	2474	-16.2	Petcoke & other minor products
<b>Total</b>	<b>100</b>	<b>18606</b>	<b>18613</b>	<b>0.0</b>	

**All Products:** India's petroleum products consumption in the month of May 2019 registered nil growth. Total consumption of all petroleum products remained almost at the same level as in May 2018 last year. Total cumulative consumption for the period April-May 2019 has shown a negative growth of -0.3% compared to the 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**



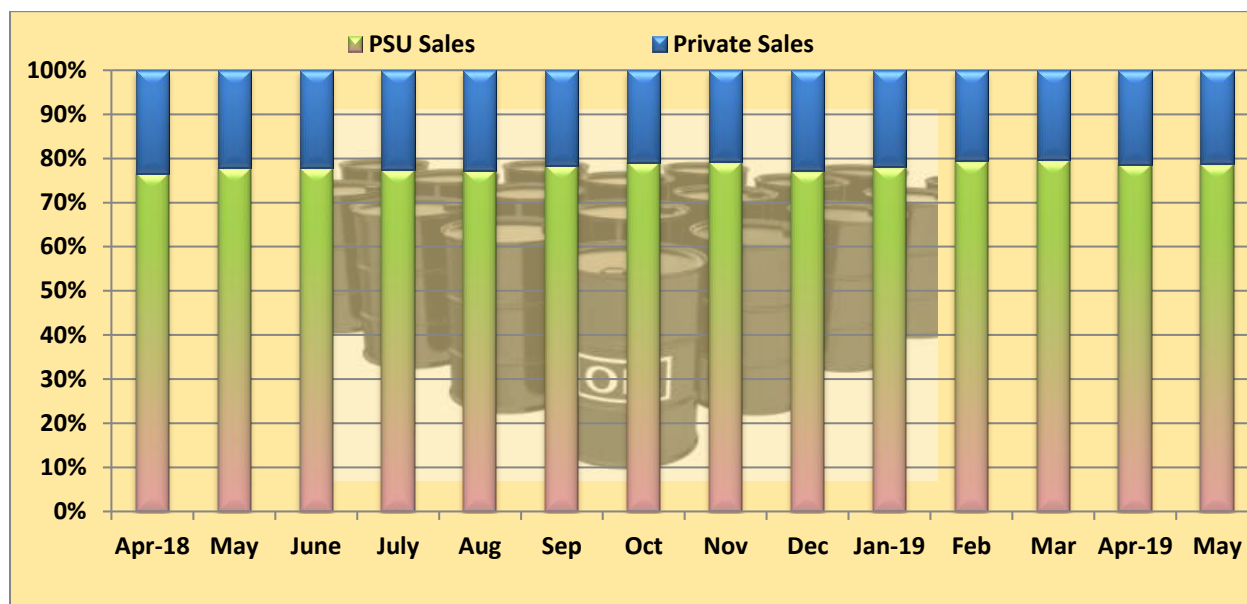
Composite PMI in India remained unchanged at 51.7 in May 2019 from 51.7 in the prior month.

- The Nikkei Manufacturing PMI in India increased to 52.7 in May 2019 from 51.8 in the prior month, signaling a positive outlook. This is the 22<sup>nd</sup> consecutive month with PMI above 50 points indicating expansion in manufacturing sector.
- The Nikkei Services PMI in India dropped to 50.2 in May 2019 from 51.0 in the previous month. This pointed to weak pace of expansion in the service sector.

GDP of India slated to grow above 7% in the current financial year will drive energy consumption at a fast pace. Composite PMI Index of 51.7 in May 2019 points towards expansion in manufacturing and services sector of the economy. Government of India is expected to invest heavily in the infrastructure sector which would further spur economic growth. Petrol and Diesel were the main propellers in consumption of petroleum products in the country during the month of May 2019.

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 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 March 2019 and private imports data for April 2019 and May 2019 are projected based on April 2018 to March 2019 actual data.

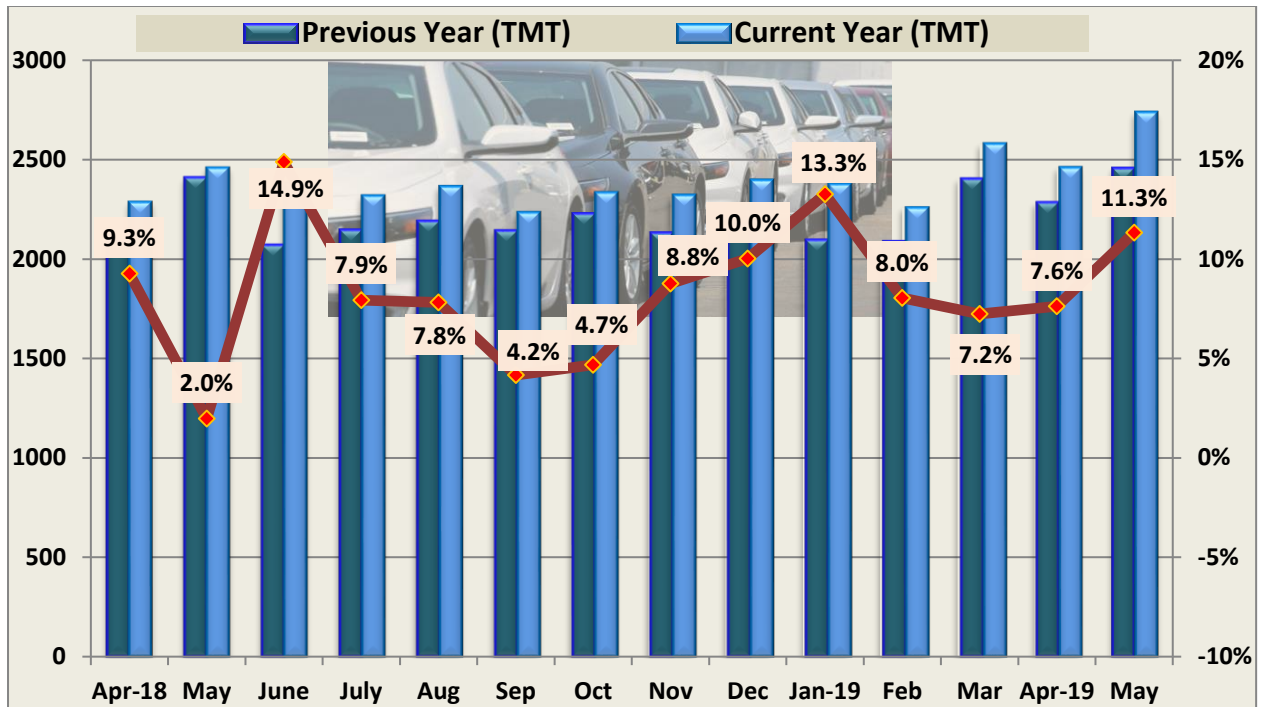
**Detailed product-wise analysis of growth for May 2019 is given in the following sections:**

**1.2 Petrol / Motor Spirit (MS):** MS consumption recorded a positive growth for twenty-one months in a row, registering a growth of 11.3 % in the month of May 2019 with sales of 2.73 MMT as compared to 2.46 MMT in May 2018. The consumption of MS for the period April-May 2019 registered a growth of 9.5% 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.
- ii. Improved road connectivity because of many new road projects and widening of roads undertaken. A cumulative growth in number of passenger vehicles on road and increased movement by roads has been leading to growth in petrol sales.
- iii. Increased vehicular traffic due to campaigning for the general elections and onset of tourist season across the country.

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

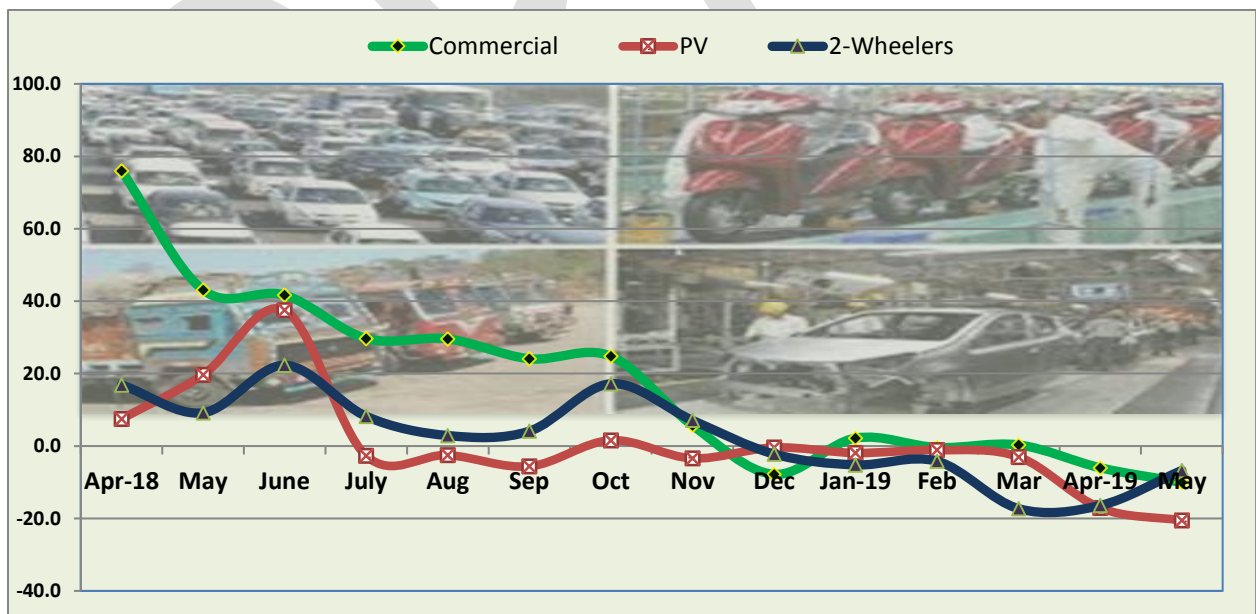
Figure-3: Month wise MS consumption (TMT) and growth (%) since April 2018



**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. The primary reason behind the fall in sales is agri-distress, upcoming BS – VI emission norms and uncertainty over shift to electric vehicles that have affected the demand for passenger vehicles. Overall passenger vehicle sales recorded a sharp decline

of -20.5% in the month of May 2019 as compared to May 2018. Passenger vehicle sale for the period April - May 2019 has also registered a negative growth of -18.8% as compared to the same period last year.

Passenger car segment recorded a drop of -26.0% while utility vehicles and vans recorded a drop of -5.6% and -27.1% respectively during May 2019. On cumulative basis, passengers, utility vehicles and vans recorded a drop of -23%, -6.1% and -28.6% respectively.

Segment	May			April-May		
	2018-19	2019-20	Growth %age	2018-19	2019-20	Growth %age
<b>Passenger Cars</b>	199479	147546	-26.0	399662	307825	-23.0
<b>Utility Vehicles</b>	82086	77453	-5.6	161222	151307	-6.1
<b>Vans</b>	19673	14348	-27.1	38858	27756	-28.6
<b>Total PV</b>	<b>301238</b>	<b>239347</b>	<b>-20.5</b>	<b>599742</b>	<b>486888</b>	<b>-18.8</b>

Source: Society of Indian Automobile Manufacturers (SIAM)

a) **2-wheeler sales:** The overall sales for two-wheelers declined for the sixth consecutive month as compared to last year. A huge hike in insurance, weak customer sentiment due to uncertain job environment and postponement of purchase decisions by buyers ahead of general elections affected consumer purchase. 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 May 2019 by -6.7% as compared to last year.

In May 2019, scooter sales recorded a drop of -7.9% by selling 511,724 units. Motorcycle segment also recorded a drop of -4.9% by selling 1,162,373 units. Moped sales recorded a drop of -28.7% by selling 52,109 units. On cumulative basis scooter, motorcycle and moped sales recorded a drop of -17.7%, -8.4% and -17.7% respectively.

Segment	May			April-May		
	2018-19	2019-20	Growth %age	2018-19	2019-20	Growth %age
<b>Scooters/Scooterette</b>	555467	511724	-7.9	1216474	1001576	-17.7
<b>Motor Cycles</b>	1222164	1162373	-4.9	2452210	2247184	-8.4
<b>Mopeds</b>	73067	52109	-28.7	140775	115834	-17.7
<b>Total 2 Wheelers</b>	<b>1850698</b>	<b>1726206</b>	<b>-6.7</b>	<b>3809459</b>	<b>3364594</b>	<b>-11.7</b>

Source: Society of Indian Automobile Manufacturers (SIAM)

**1.3 High Speed Diesel (HSD):** HSD consumption during the month increased by 2.8% and recorded sales of 7.8 MMT in May 2019 as compared to 7.6 MMT in May 2018. HSD consumption for the period April-May 2019 registered a growth of 2.4% 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.
- ii. Slowdown in manufacturing industry and near completion of infrastructure projects and Fani cyclone in Odisha also impacted diesel sales negatively.

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**

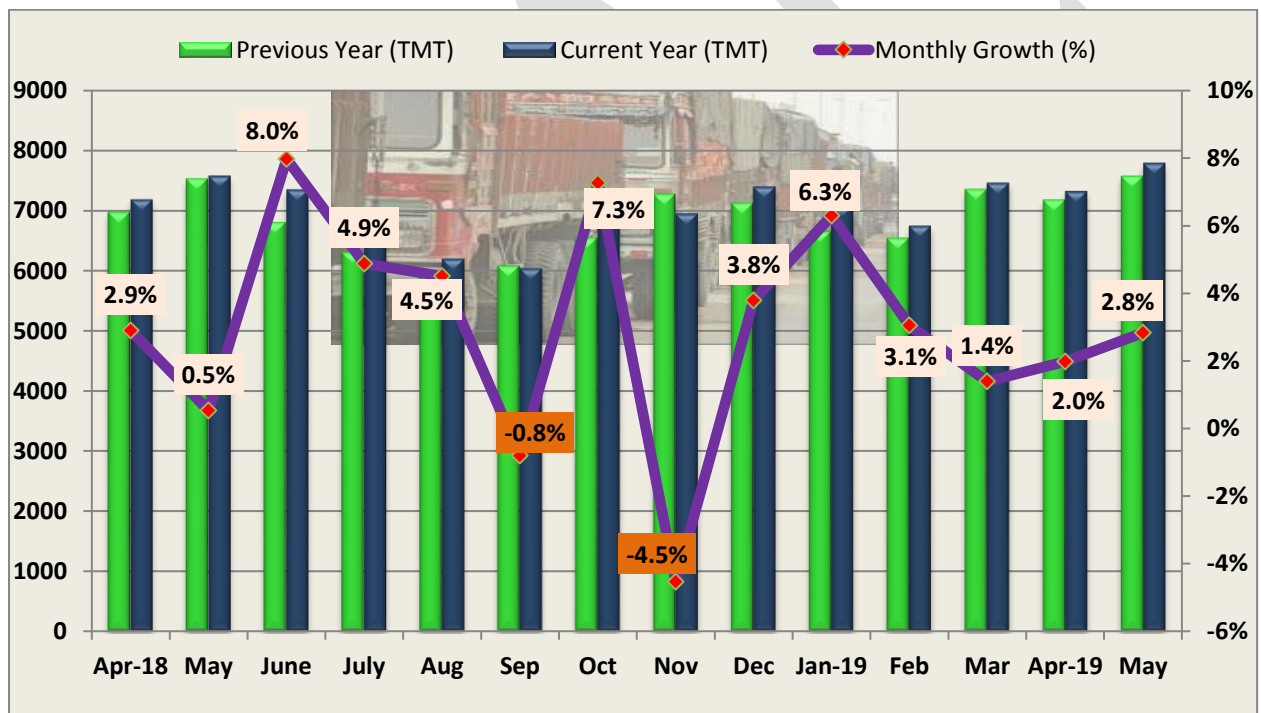
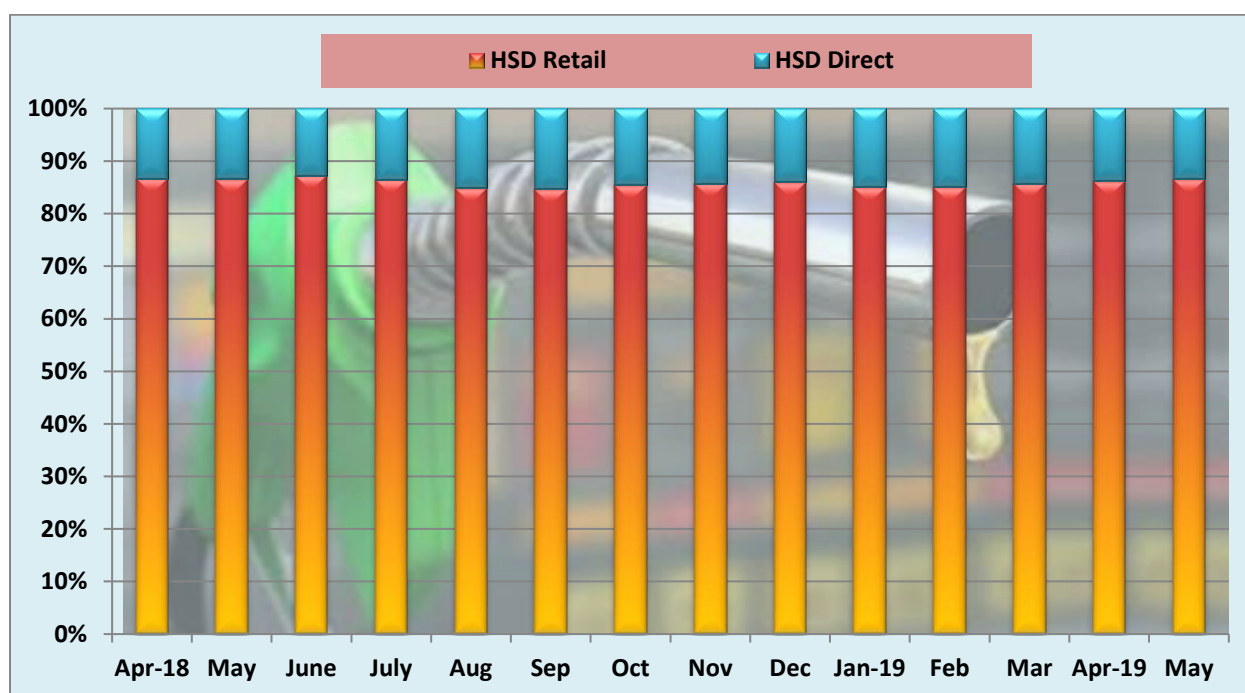


Figure-6 gives a comparison of month-wise percentage of HSD consumption by Retail and Consumer (Direct) business share since April 2018.



**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 -10.0% in May 2019. As per Indian Foundation of Transport Research and Training, freight rates on key routes have dropped in the range of 11-15% affecting the buying sentiment of the customers. Another reason for low sales has been the increase in axle load norms in July 2018 which increased overall cargo capacities across M&HCVs and saw fleet owners reduce their number of purchases. M&HCV witnessed a drop of -19.7% in May 2019 by selling 24,221 units vis-a-vis 30,169 units in May 2018.
- b) **Light Commercial Vehicle (LCV):** The LCV segment also witnessed a drop of -3.7% during the month of May 2019 as compared to the same period last year. LCV sector contributed sales of 44,626 units as against a historical of 46,348 units during the month.

Segment	May			April-May		
	2018-19	2019-20	Growth %ge	2018-19	2019-20	Growth %ge
<b>M &amp; HCV</b>	30169	24221	-19.7	58773	48946	-16.7
<b>LCV</b>	46348	44626	-3.7	90793	88581	-2.4
<b>Total C'I Vehicles</b>	<b>76517</b>	<b>68847</b>	<b>-10.0</b>	<b>149566</b>	<b>137527</b>	<b>-8.0</b>

Source: Society of Indian Automobile Manufacturers (SIAM)

- c) **Port traffic:** The major ports in India recorded a negative growth of -0.5% and together handled 59.2 MMT of cargo during May 2019 as against 59.5 MMT handled during the corresponding period of the previous year. Minor negative growth was recorded mainly due to dip in cargo handled at ports of Paradip, Kamarajar, Chennai, Chidambaranar, New Mangalore, Mormugao and Deendayal port.

During the period April-May 2019, growth was registered specifically in POL products (4.2%), other liquids (1.1%), iron ore (11.2%), Coal thermal & Steam (1.1%), Coal coking & others (15.4%) and containers (7.4%). A drop was observed in fertilizer finished (-13.9%), fertilizer raw (-45.4%) and other miscellaneous cargo (-16.0%). 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. 31.8%, followed by container (21.3%), thermal & steam coal (16.4%), other miscellaneous cargo (9.1%), coking & other coal (8.4%), iron ore & pellets (7.2%), other liquids (4.1%), finished fertilizer (1.1%) and raw fertilizer (0.5%).

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

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

<b>Traffic handled at major ports (TMT)</b>			
<b>Ports</b>	<b>MAY 2018</b>	<b>MAY 2019</b>	<b>Growth (%)</b>
Kolkata + Haldia	5219	5727	9.7
PARADIP	9280	8937	-3.7
VISAKHAPATNAM	5467	5689	4.1
KAMARAJAR (ENNORE)	3127	3008	-3.8
CHENNAI	4335	4231	-2.4
V.O. CHIDAMBARANAR	2977	2950	-0.9
COCHIN	2720	2870	5.5
NEW MANGALORE	3020	2850	-5.6
MORMUGAO	2024	1790	-11.6
MUMBAI	5180	5358	3.4
JNPT	5802	6012	3.6
DEENDAYAL	10332	9758	-5.6
<b>TOTAL:</b>	<b>59483</b>	<b>59180</b>	<b>-0.5</b>

*Source: Indian Ports Association (IPA)*

- d) **Power situation:** The improved power position for the month of May 2019 is given in Table-3. As per data reported, the power deficit position improved from -1.40% in

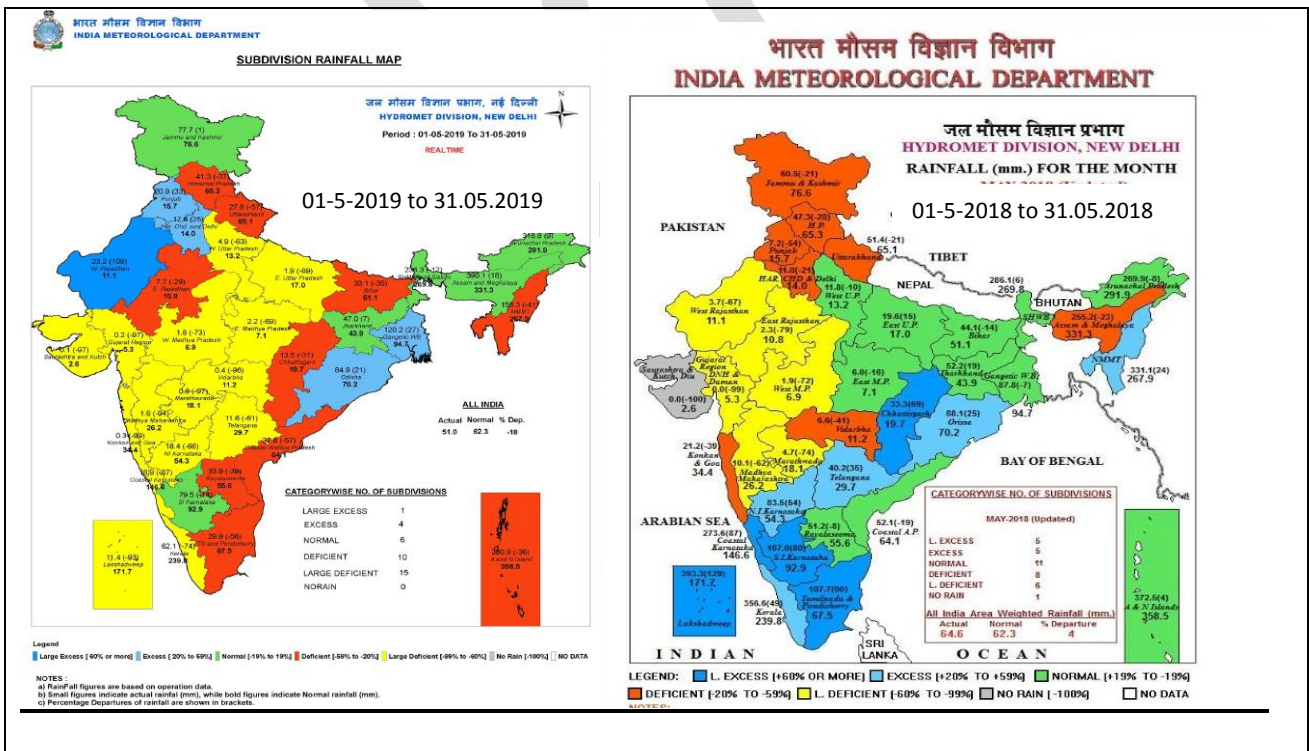
May 2018 to -0.4% in May 2019. The deficit was mainly in the states of Jammu & Kashmir and Assam. The reduced power deficit in May 2019 may have led to decreased usage of diesel for back-up power generation.

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

States	May-2019				May-18
	Requirement (MU)	Available (MU)	Deficit		Deficit
			MU	(%)	(%)
North	37,020	36,615	-405	-1.1%	-1.8%
West	36,658	36,658	0	0.0%	-2.6%
South	31,232	31,213	-19	-0.1%	0.0%
East	13,391	13,391	0	0.0%	0.0%
North-East	1,416	1,323	-93	-6.6%	-3.6%
<b>Total</b>	<b>119,717</b>	<b>119,200</b>	<b>-517</b>	<b>-0.4%</b>	<b>-1.4%</b>

Source: Central Electricity Authority (CEA)

e) **Seasonal rainfall scenario:** The rainfall in the country during May 2019 was almost 18% below normal precipitation. As against a normal reading of 62.3 mm, 51.0 mm rain was recorded during May 2019. Total 25 out of 36 sub divisions in the country received deficient to nil rainfall during the month as can be seen from the following map. Decreased rainfall may have led to increased usage of diesel for agriculture-related activities.

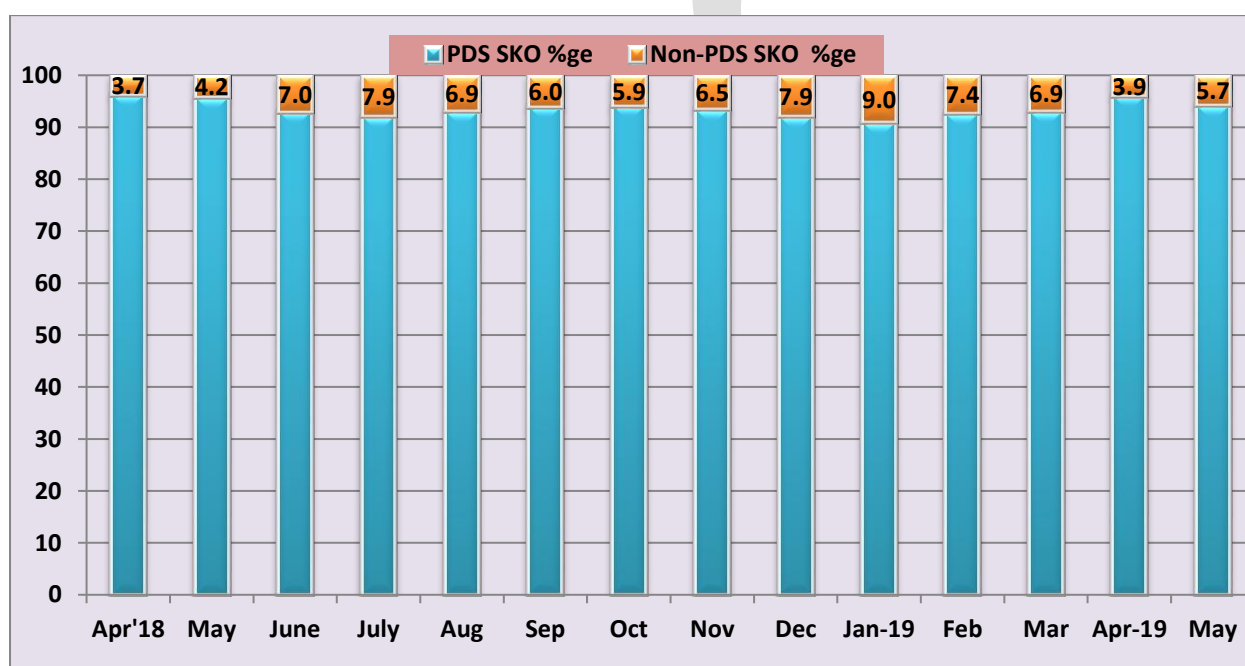


Source: India Meteorological Department (IMD)

**1.4 Kerosene:** Kerosene consumption registered a drop of -5.3% during May 2019 as compared to May 2018. The cumulative consumption of SKO for the period April-May 2019 has shown a negative growth of -11.4% as compared to the same period last year. The month of May 2019 saw nil upliftment by Andhra Pradesh, Chandigarh, Delhi, Dadra & Nagar Haveli, Daman & Diu, Haryana, Puducherry, Punjab, Lakshadweep and Uttarakhand. Some other States like Rajasthan, Maharashtra and Bihar voluntarily surrendered kerosene quota due to greater LPG penetration and reduced kerosene requirement in the state.

Figure-6 gives a comparison of kerosene sales in public distribution system vis-à-vis Non-PDS system since April 2018.

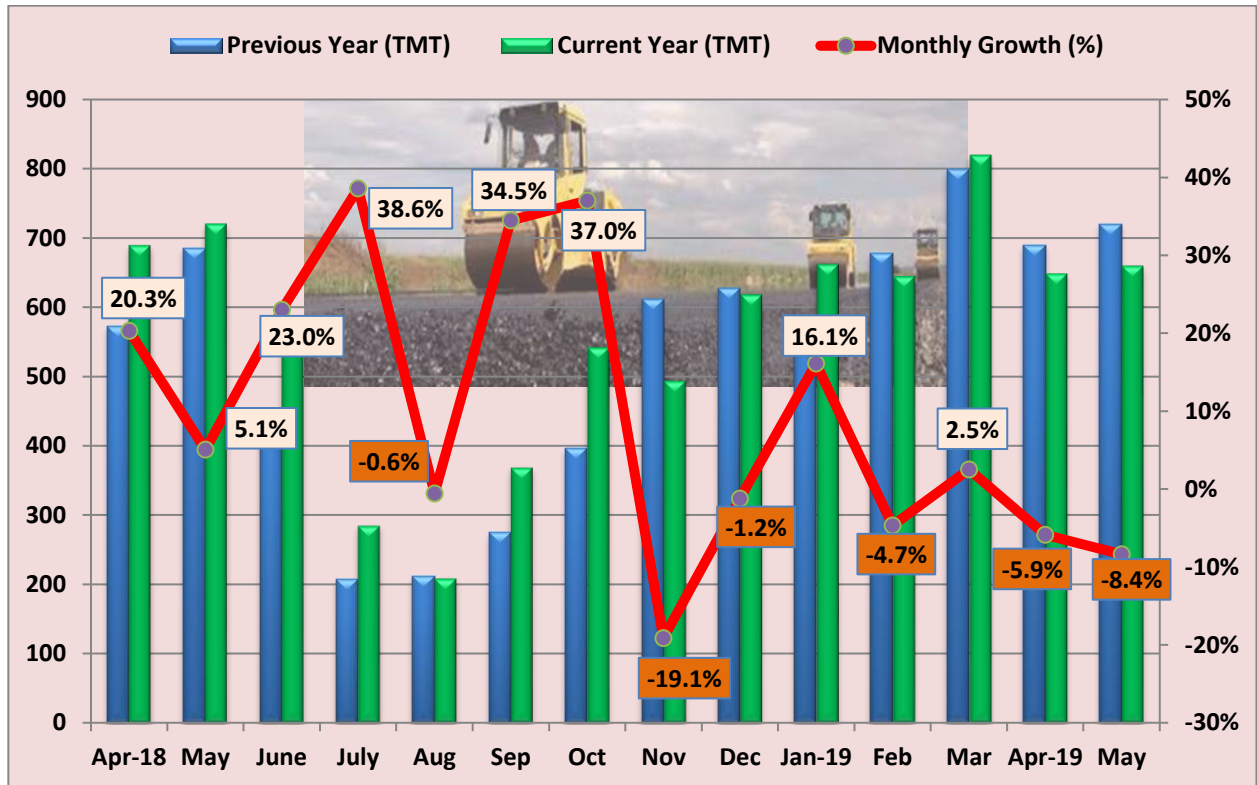
**Figure-6: Month-wise PDS & Non PDS SKO consumption in share (%) since April 2018**



**1.5 Bitumen:** Bitumen consumption during May 2019 recorded a drop of -8.4% as compared to May 2018. Cumulatively, the consumption of bitumen during the period April-May 2019 has also seen a drop of -7.1% as compared to the same period in the previous year. Fresh projects to be awarded under the government's ambitious Bharatmala Pariyojna, is expected to boost demand of bitumen in the coming months. General elections held in the month of May 2019 have also slowed down the pace of infrastructure projects, impacting bitumen consumption during the month.

Figure-7 gives the month wise bitumen consumption and growth since April 2018.

Figure-7: Month-wise Bitumen consumption (TMT) and growth (%) since April 2018



**1.6 LPG:** Total LPG consumption recorded a positive growth of 0.4% during May 2019 and a cumulative growth of 1.3% for the period April-May 2019. Last year during May 2018, a growth of 14.5% was observed and the cumulative growth during April-May 2018 was 13.5%. During May 2019, out of the five regions, Northern region had the highest share in total LPG consumption of 32% followed by Southern region at 27.7%, Western region at 21.4%, Eastern region at 16.1% and North Eastern region at 2.9%. North Eastern region had the highest growth of 5.2% in total LPG consumption during May 2019.

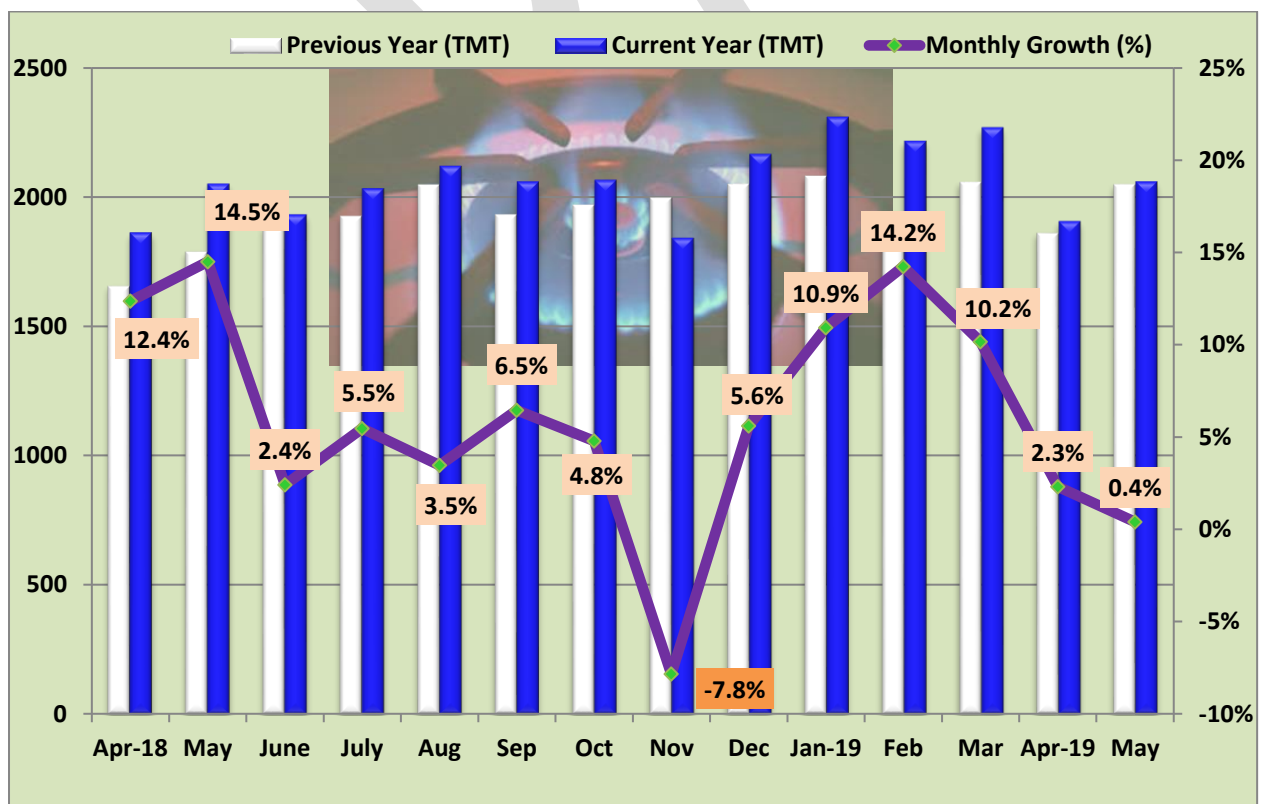
**LPG-Packed Domestic** consumption recorded a growth of 0.7% during May 2019 and a growth of 1.4% during the period April-May 2019. Last year during May 2018, a growth of 14.2% was observed and the cumulative growth during April-May 2018 was 13.2%. During May 2019, the region-wise share of LPG Packed Domestic consumption was highest in Northern region (33.5%) followed by Southern region (25.9%), Western region (20.3%), Eastern region (17.3%) and North-Eastern region (3.1%). During May 2019, the five states with the highest LPG-Packed domestic sales share were Uttar Pradesh (14.9%), Maharashtra (10.5%), Tamil Nadu (7.8%), West Bengal (7.5%) and Karnataka (6.1%). During May 2019, percentage share of LPG-Packed Domestic was 88.3% of total LPG consumption whereas it was 88.4% in May 2018.

**LPG-Packed Non-Domestic** consumption recorded a growth of 7.1% in May 2019 and a cumulative growth of 6.4% during the period April-May 2019. Last year during May 2018, a growth of 22.7% was observed and the cumulative growth during April-May 2018 was 24.2%. The share of LPG Packed Non-Domestic in total LPG consumption has increased to 9.9% in May 2019 from 9.3% in May 2018. Region-wise share of LPG Packed Non-Domestic consumption was highest in Southern region (39.5%) followed by Western region (30.1%), Northern region (21.9%), Eastern region (7.1%) and North-Eastern region (1.3%) during May 2019.

**Bulk LPG** consumption registered a negative growth of -29% during May 2019 and a cumulative negative growth of -27.1% during the period April-May 2019. Last year in the month of May 2018, there was a growth of 20.8% while for the period April-May 2018, a growth of 29.3% was witnessed. Percentage share of Bulk LPG in total LPG consumption was 1.1% in May 2019 whereas it was 1.5% in May 2018.

**Auto LPG** consumption registered a negative growth of -8.2% in May 2019 and a cumulative negative growth of -5.8% during the period April-May 2019. The sales volume decrease was about 1.3 TMT in May 2019 as against May 2018. However, last year in the month of May 2018 a marginal negative growth of -0.01% was observed while there was a cumulative growth of 0.1% during April-May 2018. During May 2019, the percentage share of Auto LPG was 0.7% of total LPG consumption whereas it was 0.8% in May 2018.

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



**1.7 Naphtha:** Naphtha consumption recorded a growth of 7.7% in May 2019 as compared to May 2018. Cumulatively, the consumption of naphtha during the period April-May 2019 has seen a drop of -9.3% as compared to the same period in the previous year. Petrochemical industries remain the main consumers of naphtha in addition to minor consumers like fertilizer and power plants. Fluctuation in demand by the petrochemical industry (particularly for polymers and plastics) largely drives the pattern of naphtha consumption.

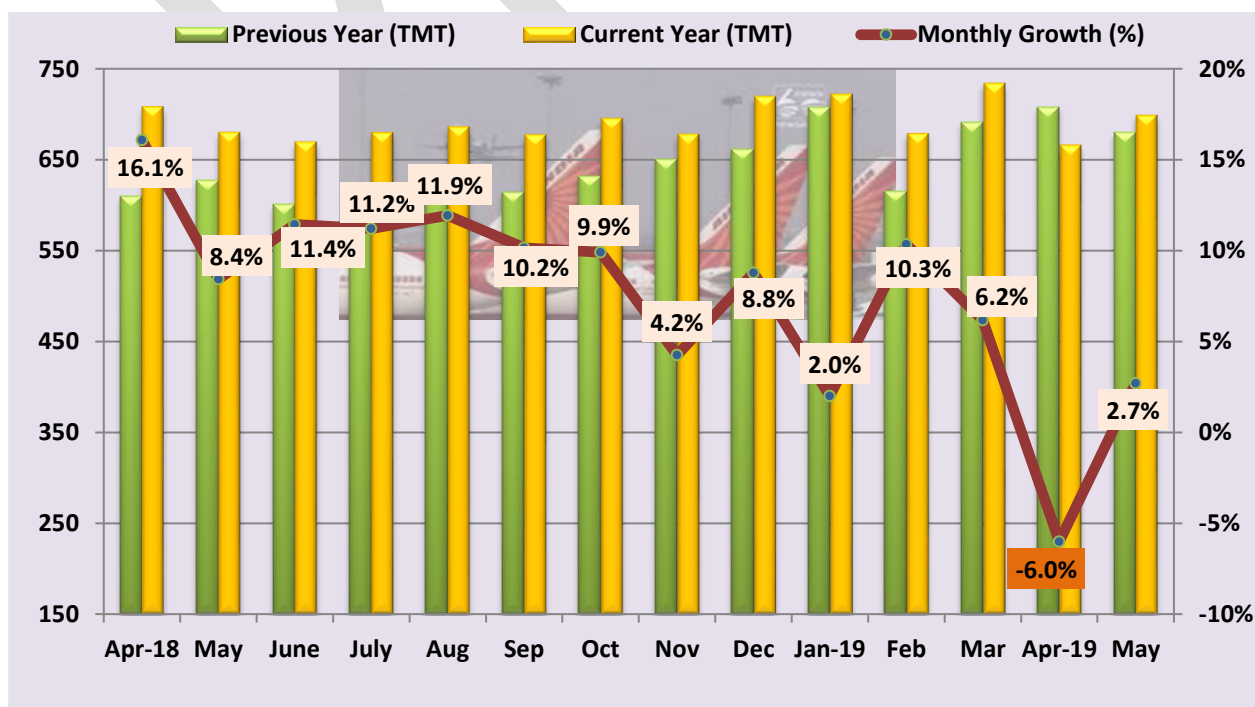
**1.8 ATF:** ATF consumption has rebounded with a positive growth of 2.7% during May 2019 after a drop of -5.7% in April 2019. Cumulative growth for the period April-May 2019 has however seen a drop of -1.7% as compared to the same period in the previous year.

Passengers carried by domestic airlines during May 2019 stood at 122.07 lakhs as against 118.56 lakhs during May 2018 thereby registering a growth of 2.96%. However, on a cumulative basis the total number of domestic passengers carried by airlines stood at 233.0 lakhs during April- May 2019 as against 233.7 lakhs during the same period last year, thereby recording a drop of 0.7%. Grounding of Boeing 737 Max planes and cancellation of flights by Jet Airways and sharp rise of fares due to drop in capacity have affected growth in passenger traffic during the month.

The ongoing holiday season has however helped in registering a marginal growth of 2.96% in passenger traffic.

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

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



**1.9 FO/LSHS:** FO/LSHS consumption registered a drop of -4.5% during May 2019 as compared to May 2018. On a cumulative basis a drop of -3.6% was recorded in the consumption for the period April-May 2019 as compared to the same period last year. Decreased consumption of FO in the power, fertilizer, petrochemical, 'others' and general trade sector led to the downward slide in volume. The 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 drop of -30.0% in May 2019 as compared to May 2018. The cumulative consumption of petcoke during the period April-May 2019 has also seen a drop of -23.9% as compared to the same period in the previous year. The consumption of petcoke by the cement industry is on the rise after the Supreme Court order of April 2018 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 growth of 14.3% during May 2019 as compared to May 2018. The consumption of LDO during the period April-May 2019 has however seen a drop of -5.0% 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.

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

('000 MT)

Product	May			April-May		
	2018-19	2019-20	Growth (%)	2018-19	2019-20	Growth (%)
<b>(A) Sensitive Products</b>						
SKO	283.1	268.1	-5.3	589.7	522.4	-11.4
LPG	2050.0	2058.2	0.4	3912.0	3963.2	1.3
<b>Sub Total</b>	<b>2333</b>	<b>2326</b>	<b>-0.3</b>	<b>4502</b>	<b>4486</b>	<b>-0.4</b>
<b>(B) Major Decontrolled Products</b>						
Naphtha	1007.4	1085.3	7.7	2223.3	2017.3	-9.3
MS	2456.7	2734.9	11.3	4740.4	5192.8	9.5
HSD	7566.6	7781.2	2.8	14739.4	15096.2	2.4
Lubes+Greases	326.3	308.3	-5.5	557.4	605.4	8.6
LDO	43.2	49.4	14.3	99.3	94.4	-5.0
FO/LSHS	519.2	495.9	-4.5	1044.5	1006.9	-3.6
Bitumen	720.7	660.3	-8.4	1410.3	1309.5	-7.1
ATF	680.0	698.3	2.7	1388.1	1363.9	-1.7
<b>Sub Total</b>	<b>13320</b>	<b>13814</b>	<b>3.7</b>	<b>26203</b>	<b>26686</b>	<b>1.8</b>
<b>Sub - Total (A) + (B)</b>	<b>15653.2</b>	<b>16139.8</b>	<b>3.1</b>	<b>30704.4</b>	<b>31172.0</b>	<b>1.5</b>
<b>(C) Minor Decontrolled Products</b>						
Pet.Coke	2096.6	1468.2	-30.0	4026.5	3066.2	-23.9
Others	856.1	1005.5	17.4	1653.9	2040.7	23.4
<b>Sub Total</b>	<b>2952.6</b>	<b>2473.7</b>	<b>-16.2</b>	<b>5680.4</b>	<b>5106.9</b>	<b>-10.1</b>
<b>Total</b>	<b>18606</b>	<b>18613</b>	<b>0.0</b>	<b>36385</b>	<b>36279</b>	<b>-0.3</b>