Oil Products Monthly Statistics — April 2021

Sustainable Energy Authority of Ireland (**SEAI**) publishes monthly energy statistics for Electricity, Gas and Oil products in Ireland. The following commentary accompanies the table and time-series graphs (copied below) available at SEAI webpage:

https://www.seai.ie/data-and-insights/seai-statistics/monthly-energy-data/oil/

Background

To provide an insight into to the impact of COVID-19 on the oil-product consumption, SEAI analysed statistics from 2019, 2020, and 2021 (to April) across five products that serve heating, aviation, and road transport:

- *Heating and Other Gasoil*
- *Non-jet Fuel Kerosene*
- *Jet Fuel Kerosene*
- *Motor Petrol*
- *Road Diesel*

In general, the *Heating and Other Gasoil* and *Non-jet Fuel Kerosene* products are used for commercial and domestic heating (with some additional consumption by marine and rail transport). *Jet Fuel Kerosene* products serve aviation, while *Motor Petrol* and *Road Diesel* products serve road transport. The quantities in this commentary are the *Observed Gross Inland Deliveries* (GID) statistics, that increase or decrease depending on flows:

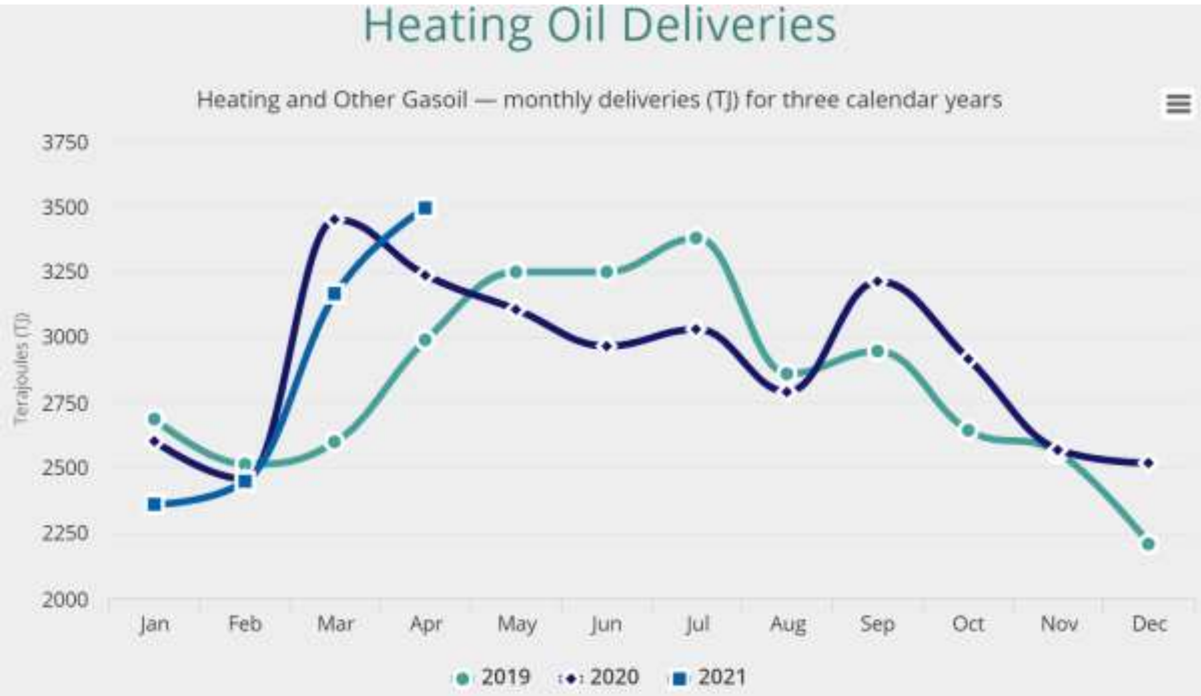
- Refinery Outputs, National Imports, and Stock Draws *increase* GID
- National Exports, International Marine Bunkers, and Stock Builds *decrease* GID
- Interproduct transfers *decrease* the original product and *increase* the final product

Statistics on Gross Inland Deliveries (GID) are the closest analogues to consumption and combustion of oil products in Ireland. (Caveat is that oil products may not be consumed immediately on delivery — e.g. heating oil delivered to family homes may be locally stored in a tank and consumed over multiple months). The following energy statistics have been converted to terajoule (TJ) energy values to allow direct comparison. An accompanying document provides definitions of GID and TJ at:

https://www.seai.ie/data-and-insights/seai-statistics/monthly-energy-data/oil/oil-statistics-definitions.pdf

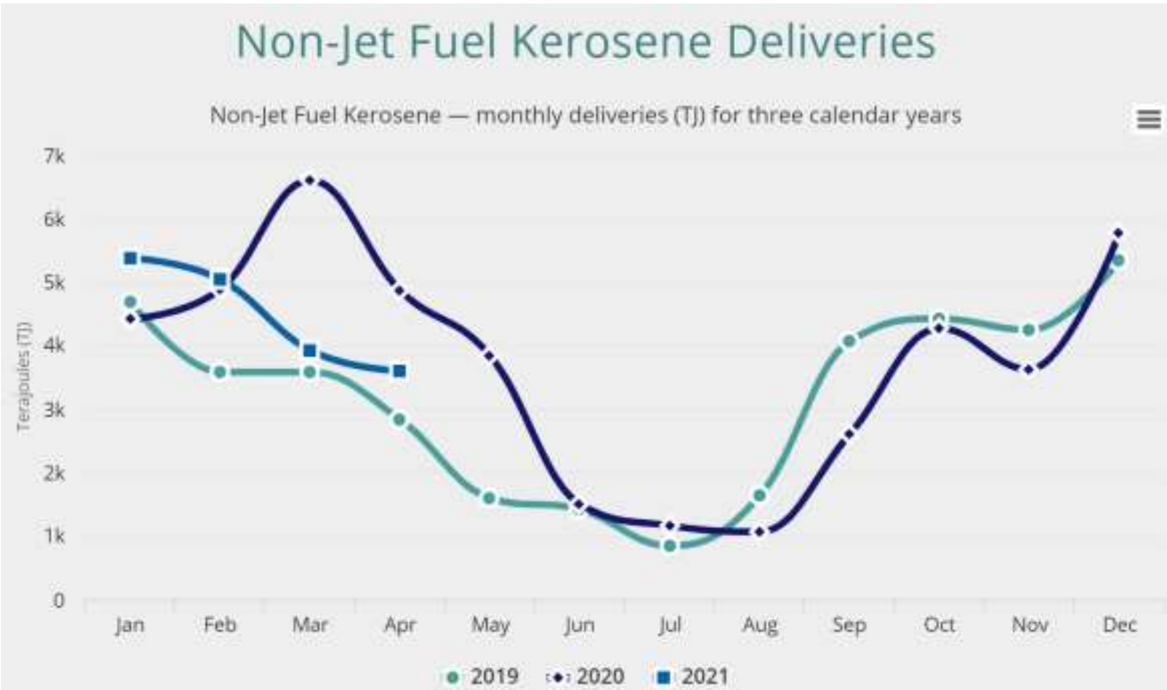
Heating and Other Gasoil

In **2020**, deliveries of *Heating and Other Gasoil* peaked in March *and* September, coinciding with the end *and* beginning of seasonal heating. The March 2020 peak caused the largest month-on-month difference between 2020 and 2019 deliveries. In pre-pandemic **2019,** a single peak occurred in July. So far in **2021**, deliveries continued increasing in April, exceeding April deliveries in both 2019 and 2020. In fact, April 2021's deliveries exceeded any monthly delivery in 2019 or 2020. *Heating and Other Gasoil* deliveries in 2021 have exceeded pre-pandemic 2019 and 2020 year-to-date deliveries. One possible explanation is interproduct transfers.



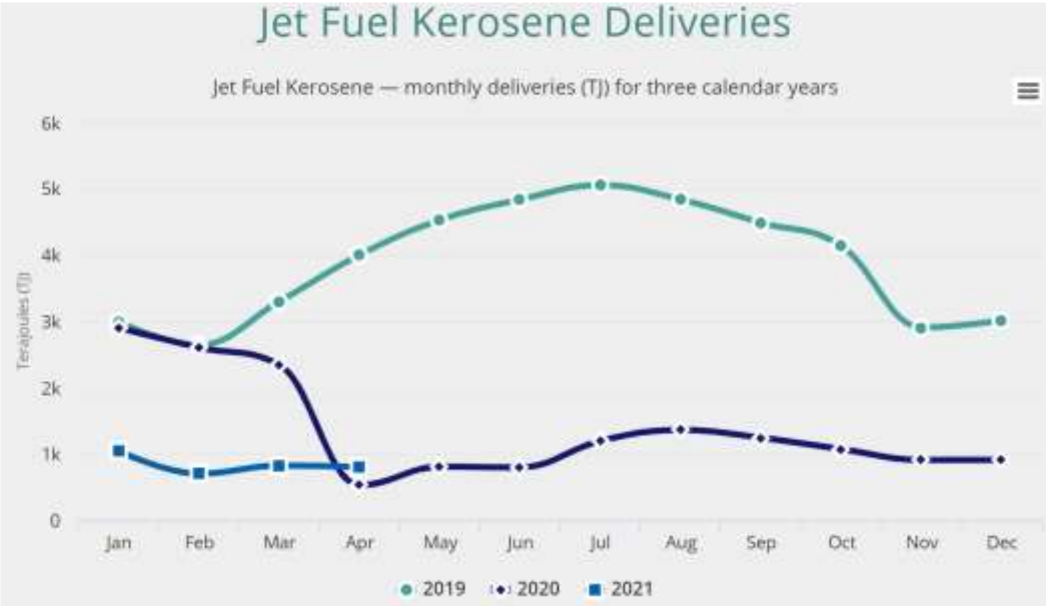
Non-Jet Fuel Kerosene

In **2020**, deliveries of *Non-Jet Fuel Kerosene* had peaks in March, October, and December, coinciding with the end and beginning of seasonal heating, and year-end holidays. By way of contrast, in **2019** there were peaks in October and December. As was the case for *Heating and Other Gasoil* products, the biggest difference between 2020 and 2019 deliveries of *Non-Jet Kerosene* products was driven by the March 2020 peak. In **2021**, year-to-date deliveries up to April continued decreasing, without evidence of a recurrence of the March peak observed in 2020. The *Non-Jet Kerosene* product delivery profile emerging for 2021 more closely aligns to 2019 than to 2020, indicating a possible return to pre-pandemic deliveries.



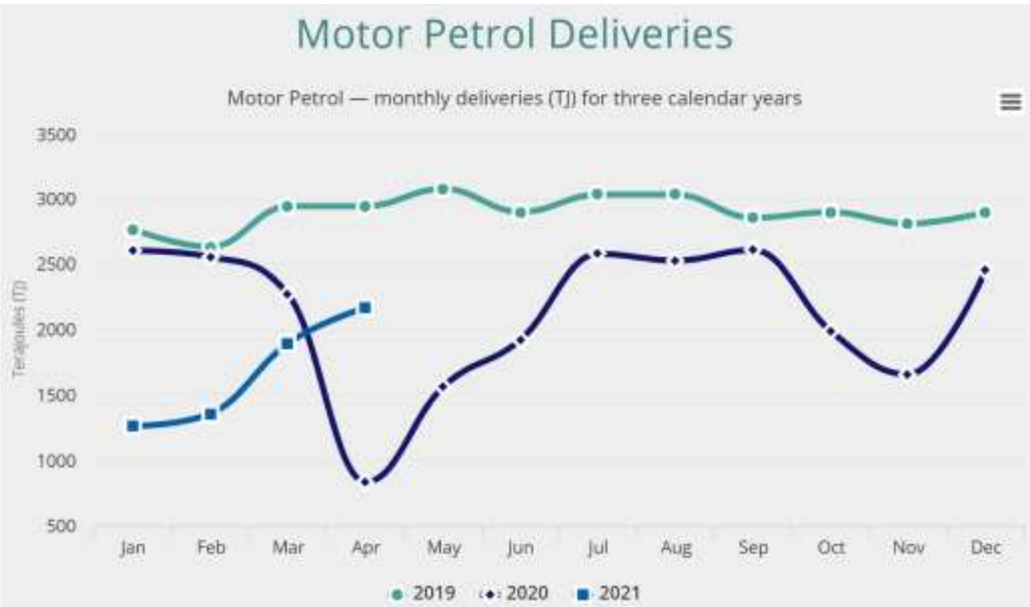
Jet Fuel Kerosene

In **2020**, deliveries of *Jet Fuel Kerosene* products dropped significantly from March to April. Low deliveries persisting to year end, slightly increasing in the summer. In **2021**, deliveries increased slowly after dropping from January to February. April is the first month in which 2021 monthly deliveries have exceeded 2020 monthly deliveries. Deliveries of jet-fuel kerosene remain low, possibly explained by the recent drawing down of stock built up during 2020, and recent interproduct transfers.



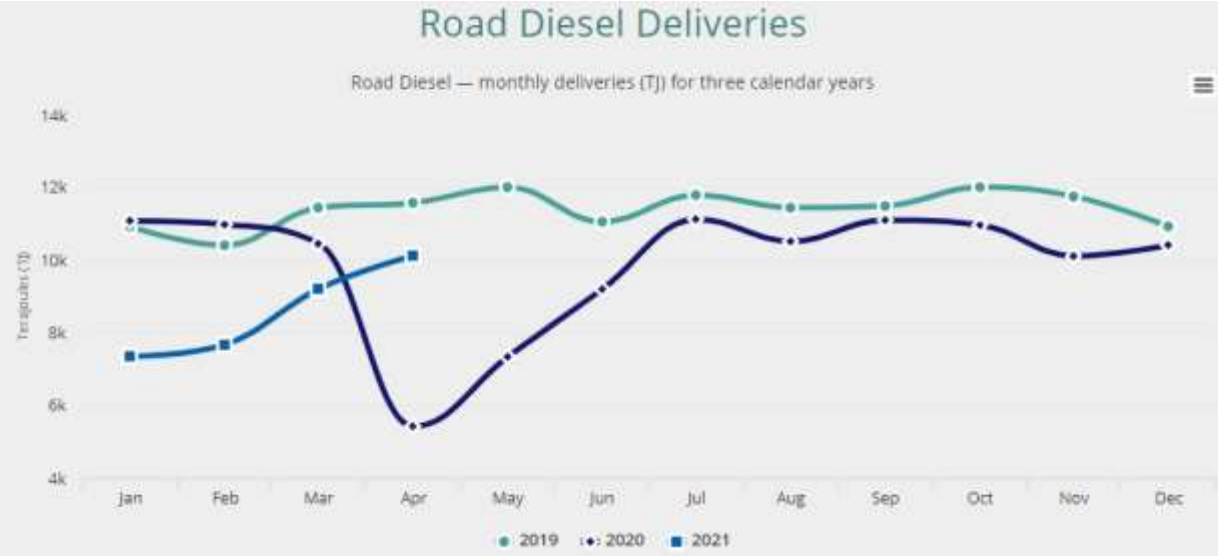
Motor Petrol

In **2020**, deliveries of *Motor Petrol* dropped significantly from March to April, with all monthly deliveries below 2019 quantities (despite mostly returning by July). In **2021**, deliveries have ramped up to April but remain below equivalent 2019 quantities. April is the first 2021 month in which deliveries exceeded the 2020 monthly quantity. The deliveries of *Motor Petrol* products in 2021 are approaching pre-pandemic 2019 quantities, despite some monthly drops (i.e. April 2020, November 2020 and January 2021). The return of *Motor Petrol* deliveries a slower than for *Road Diesel*.



Road Diesel

In **2020**, deliveries of *Road Diesel* products dropped significantly from March to April, with all monthly deliveries below 2019 quantities. However, 2020 deliveries of *Road Diesel* products returned close to 2019 quantities (being withing almost 5% in July). In **2021**, year-to-date deliveries to April continued to increase but remain below equivalent 2019 quantities. April 2021 deliveries were over 13% below April 2019. Although April 2021 is the first month in which Road Diesel 2021 deliveries exceeded the equivalent 2020 month.



The deliveries of *Road Diesel* products during 2021 are now approaching those in 2019, despite some monthly drops (i.e. April 2020 and Jan 2021), indicating a potential return to pre-pandemic deliveries. The return of *Road Diesel* deliveries is faster than *Motor Petrol* deliveries, with the gap between November 2020 and 2019 values being just 14% for *Road Diesel* but 40% for *Motor Petrol*.

Summary

In summary, *Jet-Fuel Kerosene* deliveries remain low compared to pre-pandemic quantities; *Non-Jet Kerosene*, *Motor Petrol* and *Road Diesel* deliveries appear to be returning to pre-pandemic levels; and *Heating and Other Gasoil* appear to exceed pre-pandemic deliveries. *Road Diesel* is returning to pre-pandemic deliveries faster than the less-consumed *Motor Petrol*.

Paul Beagon, 15th July 2021