

Table 4.3: US oil demand, tb/d

	Average January - November		Change 2016/15	
	<u>2016</u>	<u>2015</u>	<u>tb/d</u>	<u>%</u>
Propane/propylene	1,092	1,100	-7	-0.7
Gasoline	9,321	9,162	159	1.7
Diesel oil	3,867	3,991	-124	-3.1
Jet/kerosene	1,615	1,535	80	5.2
Fuel oil	372	253	119	47.3
Other products	1,092	1,100	-7	-0.7
US 50	19,668	19,382	287	1.5
US territories	397	374	23	6.1
Total	20,065	19,755	310	1.6

Source: US Energy Information Administration.

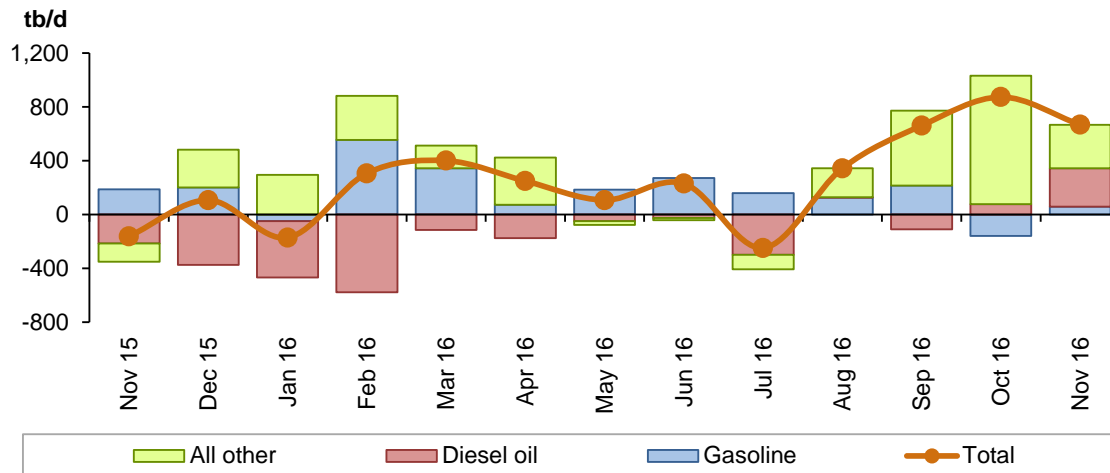
Following a sharp drop in 3Q16 and after several falling monthly figures in 1Q16 and 2Q16, **Mexican** oil demand declined strongly in October 2016 y-o-y, although with a diverse picture as far as the main product categories are concerned. Gasoline and jet fuel demand in the transportation sector grew substantially, but were more than offset by declines in LPG and diesel requirements. The risks for 2017 Mexican oil demand are rather balanced and depend mainly on the development of the overall economy and the degree of fuel substitution in the country's industrial sector.

Canada's oil demand dropped y-o-y in September. Losses in LPG and naphtha demand have been only partly offset by increasing gasoline and diesel requirements. In 2017, Canadian oil demand is projected to return to growth, with the risks being balanced.

OECD Americas oil demand in 2016 is expected to grow by 0.20 mb/d. For 2017, OECD Americas oil demand is projected to increase by 0.20 mb/d.

World Oil Demand

Graph 4.2: US oil consumption, y-o-y changes



Source: US Energy Information Administration.

The overall risks for US oil demand developments in 2017 can be considered as balanced. Upside potential relates basically to developments in the overall economy and the price environment, while downside risks concern mainly fuel substitution, vehicle efficiencies and the increasing penetration of alternative technologies.

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