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**Jamaica Petroleum Product Demand Forecast**

1. Key inputs to the preparation of an investment/business plan for the petroleum fuels sector are projections of the Jamaican domestic demand for each of the distinct product categories imported direct or capable of being produced by the Petrojam refinery. The approach to preparation of such a forecast has been to break each main product category to the extent possible into sub-categories by sub-sector use. The basis for each of these sub-categories is then defined separately. The resultant base forecast is shown as Table A5.1. The bases are described below in accordance with the sub-category designations shown in the demand forecast table. An overall economic (GDP) growth rate of 3% p.a. throughout the forecast period was assumed, as used as the basis for the GOJ's Five Year Plan 1990-1995. 1989 was used as the base year since completely reliable figures for estimated 1990 consumption for all categories could not be obtained.
2. LPG - 5% per annum growth throughout assumes continued penetration of the total household stock for basic cooking, but at lower than historical rate, 6.5%.
3. Avgas - 3% p.a. growth throughout; this is a minor product which must be imported.
4. (Motor) Gasoline - 3.0% p.a. growth throughout; looking at historical growth of 6.4%, the growth rate would be higher than 3.0% p.a. based on relationship with GDP growth; but it is assumed that growth in driving activity (vehicle-miles) would be 4% p.a. with an 18.5% improvement in average vehicle fleet consumption efficiency over the 20 year period. It is assumed that leaded gasoline will be completely phased out by the year 2000. For purposes of conservatism in the economic evaluation we have assumed a linear, 10% per year, shift from leaded to unleaded; in actual fact the refinery cases incorporate capability to make 100% unleaded by the year 1994. What will happen in an actual marketing/profit maximization environment is a much faster lead phase-out once these refinery capital facilities are installed and paid for.
5. Turbo fuel - 4.0% p.a. growth throughout; compares with historical 9.3%; passenger mile growth assumed to be 6% p.a. over the period with an improvement in combined load factor and aircraft fuel consumption efficiency over the period.
6. Kerosene, retail/peddler - 1.0% p.a. growth throughout; this category is assumed to be mostly household lighting and cooking, predominantly in the non-urban areas and in the lower income strata. The cooking will continue to be substituted by LPG and lighting by electricity. Growth is expected to be somewhere between 0 and 1.0% p.a. based on this penetration and experience elsewhere.
7. Kerosene, other (bulk)- 2.5% p.a. throughout; this is a small, industrial demand, the historical growth for which was extremely variable and not completely reliable because of possible classification problems in the statistics gathering.
8. Auto diesel, retail/peddler - 4.0 % p.a.; this is assumed to be predominantly vehicle use and usually exhibits a slightly higher growth rate than gasoline in a given economy, being more tied to commercial/industrial trucking activity and less prone to the efficiency gains we assume to be "imported" into the gasoline-driven (mostly auto)fleet.

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