

**Table 4b. U.S. Petroleum Refinery Balance (Million Barrels per Day, Except Utilization Factor)**

Energy Information Administration/Short-Term Energy Outlook - October 2011

	2010				2011				2012				Year		
	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	2010	2011	2012
<b>Refinery and Blender Net Inputs</b>															
Crude Oil .....	<b>13.98</b>	<b>15.24</b>	<b>15.13</b>	<b>14.54</b>	<b>14.23</b>	<b>14.81</b>	<b>15.45</b>	<i>14.67</i>	<i>14.42</i>	<i>15.08</i>	<i>15.16</i>	<i>14.54</i>	<b>14.72</b>	<i>14.79</i>	<i>14.80</i>
Pentanes Plus .....	<b>0.14</b>	<b>0.15</b>	<b>0.16</b>	<b>0.17</b>	<b>0.17</b>	<b>0.18</b>	<b>0.16</b>	<i>0.17</i>	<i>0.16</i>	<i>0.17</i>	<i>0.17</i>	<i>0.17</i>	<b>0.16</b>	<i>0.17</i>	<i>0.17</i>
Liquefied Petroleum Gas .....	<b>0.30</b>	<b>0.24</b>	<b>0.24</b>	<b>0.37</b>	<b>0.34</b>	<b>0.26</b>	<b>0.26</b>	<i>0.38</i>	<i>0.33</i>	<i>0.25</i>	<i>0.25</i>	<i>0.37</i>	<b>0.29</b>	<i>0.31</i>	<i>0.30</i>
Other Hydrocarbons/Oxygenates .....	<b>0.88</b>	<b>0.97</b>	<b>0.98</b>	<b>0.99</b>	<b>0.96</b>	<b>1.01</b>	<b>0.98</b>	<i>0.93</i>	<i>0.95</i>	<i>0.97</i>	<i>0.95</i>	<i>0.95</i>	<b>0.96</b>	<i>0.97</i>	<i>0.96</i>
Unfinished Oils .....	<b>0.41</b>	<b>0.58</b>	<b>0.66</b>	<b>0.71</b>	<b>0.48</b>	<b>0.63</b>	<b>0.74</b>	<i>0.67</i>	<i>0.49</i>	<i>0.65</i>	<i>0.72</i>	<i>0.65</i>	<b>0.59</b>	<i>0.63</i>	<i>0.63</i>
Motor Gasoline Blend Components .....	<b>0.48</b>	<b>0.73</b>	<b>0.86</b>	<b>0.61</b>	<b>0.60</b>	<b>0.82</b>	<b>0.62</b>	<i>0.57</i>	<i>0.63</i>	<i>0.76</i>	<i>0.76</i>	<i>0.62</i>	<b>0.67</b>	<i>0.65</i>	<i>0.69</i>
Aviation Gasoline Blend Components .....	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<b>0.00</b>	<i>0.00</i>	<i>0.00</i>
Total Refinery and Blender Net Inputs .....	<b>16.20</b>	<b>17.91</b>	<b>18.03</b>	<b>17.38</b>	<b>16.78</b>	<b>17.72</b>	<b>18.21</b>	<i>17.40</i>	<i>16.97</i>	<i>17.89</i>	<i>18.02</i>	<i>17.32</i>	<b>17.38</b>	<i>17.53</i>	<i>17.55</i>
<b>Refinery Processing Gain</b> .....	<b>1.03</b>	<b>1.06</b>	<b>1.10</b>	<b>1.08</b>	<b>1.03</b>	<b>1.06</b>	<b>1.09</b>	<i>1.05</i>	<i>1.00</i>	<i>1.02</i>	<i>1.05</i>	<i>1.04</i>	<b>1.07</b>	<i>1.06</i>	<i>1.03</i>
<b>Refinery and Blender Net Production</b>															
Liquefied Petroleum Gas .....	<b>0.58</b>	<b>0.86</b>	<b>0.75</b>	<b>0.44</b>	<b>0.52</b>	<b>0.81</b>	<b>0.74</b>	<i>0.43</i>	<i>0.53</i>	<i>0.82</i>	<i>0.76</i>	<i>0.42</i>	<b>0.66</b>	<i>0.63</i>	<i>0.63</i>
Finished Motor Gasoline .....	<b>8.59</b>	<b>9.13</b>	<b>9.36</b>	<b>9.14</b>	<b>8.76</b>	<b>9.12</b>	<b>9.22</b>	<i>9.11</i>	<i>8.84</i>	<i>9.17</i>	<i>9.25</i>	<i>9.13</i>	<b>9.06</b>	<i>9.05</i>	<i>9.10</i>
Jet Fuel .....	<b>1.35</b>	<b>1.47</b>	<b>1.47</b>	<b>1.38</b>	<b>1.37</b>	<b>1.49</b>	<b>1.55</b>	<i>1.42</i>	<i>1.40</i>	<i>1.46</i>	<i>1.50</i>	<i>1.41</i>	<b>1.42</b>	<i>1.46</i>	<i>1.44</i>
Distillate Fuel .....	<b>3.68</b>	<b>4.31</b>	<b>4.39</b>	<b>4.50</b>	<b>4.21</b>	<b>4.31</b>	<b>4.60</b>	<i>4.44</i>	<i>4.20</i>	<i>4.32</i>	<i>4.40</i>	<i>4.37</i>	<b>4.22</b>	<i>4.39</i>	<i>4.32</i>
Residual Fuel .....	<b>0.61</b>	<b>0.59</b>	<b>0.57</b>	<b>0.56</b>	<b>0.53</b>	<b>0.55</b>	<b>0.56</b>	<i>0.59</i>	<i>0.59</i>	<i>0.58</i>	<i>0.56</i>	<i>0.58</i>	<b>0.58</b>	<i>0.56</i>	<i>0.58</i>
Other Oils (a) .....	<b>2.40</b>	<b>2.61</b>	<b>2.59</b>	<b>2.44</b>	<b>2.41</b>	<b>2.50</b>	<b>2.63</b>	<i>2.46</i>	<i>2.42</i>	<i>2.56</i>	<i>2.61</i>	<i>2.45</i>	<b>2.51</b>	<i>2.50</i>	<i>2.51</i>
Total Refinery and Blender Net Production .....	<b>17.22</b>	<b>18.97</b>	<b>19.13</b>	<b>18.46</b>	<b>17.80</b>	<b>18.78</b>	<b>19.30</b>	<i>18.45</i>	<i>17.98</i>	<i>18.91</i>	<i>19.08</i>	<i>18.36</i>	<b>18.45</b>	<i>18.59</i>	<i>18.58</i>
<b>Refinery Distillation Inputs</b> .....	<b>14.32</b>	<b>15.66</b>	<b>15.65</b>	<b>15.06</b>	<b>14.69</b>	<b>15.22</b>	<b>15.82</b>	<i>15.05</i>	<i>14.76</i>	<i>15.39</i>	<i>15.50</i>	<i>14.90</i>	<b>15.18</b>	<i>15.20</i>	<i>15.14</i>
<b>Refinery Operable Distillation Capacity</b> .....	<b>17.59</b>	<b>17.57</b>	<b>17.59</b>	<b>17.55</b>	<b>17.70</b>	<b>17.74</b>	<b>17.74</b>	<i>17.74</i>	<i>17.74</i>	<i>17.74</i>	<i>17.74</i>	<i>17.74</i>	<b>17.57</b>	<i>17.73</i>	<i>17.74</i>
<b>Refinery Distillation Utilization Factor</b> .....	<b>0.81</b>	<b>0.89</b>	<b>0.89</b>	<b>0.86</b>	<b>0.83</b>	<b>0.86</b>	<b>0.89</b>	<i>0.85</i>	<i>0.83</i>	<i>0.87</i>	<i>0.87</i>	<i>0.84</i>	<b>0.86</b>	<i>0.86</i>	<i>0.85</i>

- = no data available

(a) "Other Oils" includes aviation gasoline blend components, finished aviation gasoline, kerosene, petrochemical feedstocks, special naphthas, lubricants, waxes, petroleum coke, asphalt and road oil, still gas, and miscellaneous products.

**Notes:** The approximate break between historical and forecast values is shown with historical data printed in bold; estimates and forecasts in italics.**Historical data:** Latest data available from Energy Information Administration databases supporting the following reports: *Petroleum Supply Monthly*, DOE/EIA-0109; *Petroleum Supply Annual*, DOE/EIA-0340/2; *Weekly Petroleum Status Report*, DOE/EIA-0208.

Minor discrepancies with published historical data are due to independent rounding.

**Projections:** Generated by simulation of the EIA Regional Short-Term Energy Model.