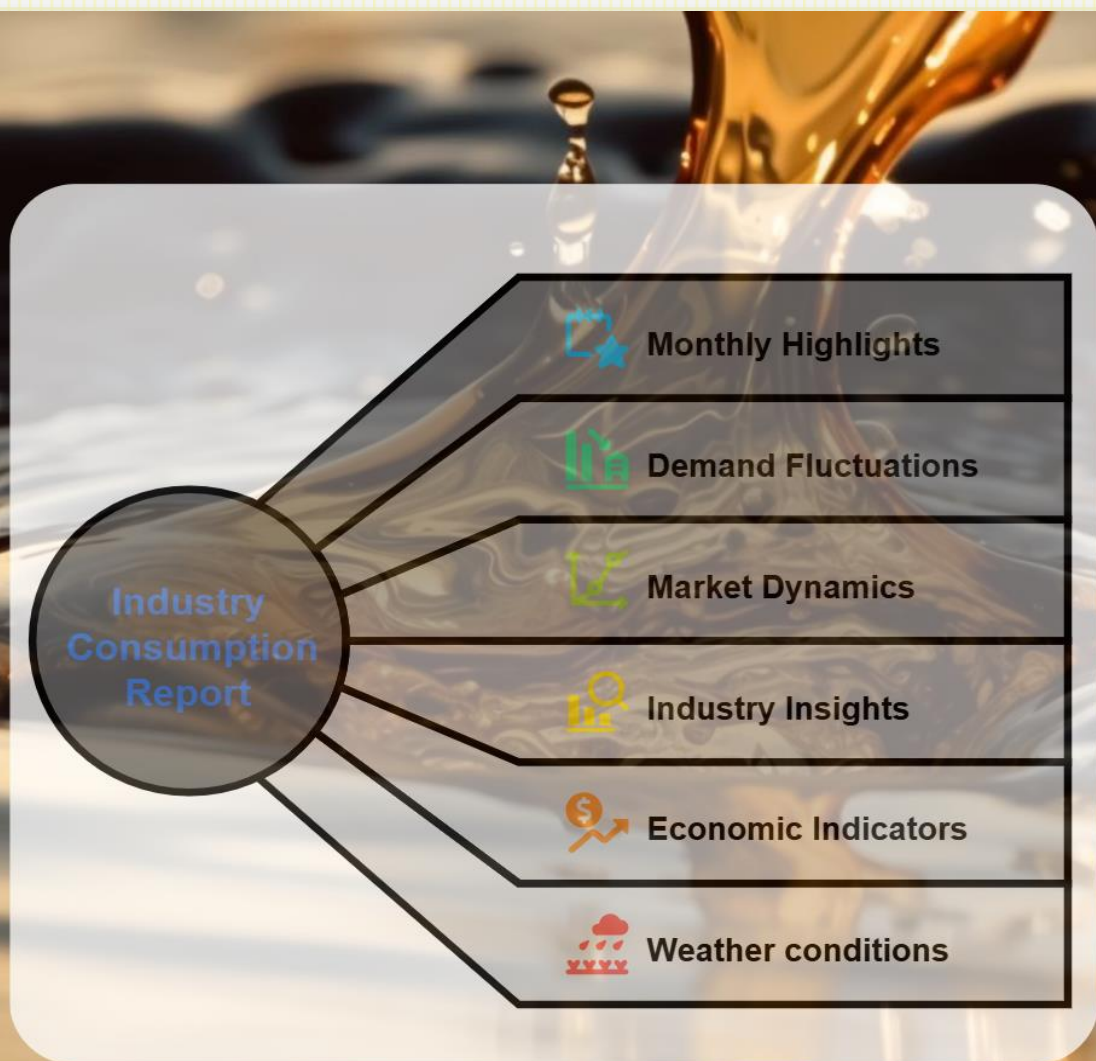




INDUSTRY CONSUMPTION REPORT POL & NG

July 2026

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CIRCULATION:

पेट्रोलियम और प्राकृतिक गैस मंत्रालय:	MoP&NG:
निजी सचिव- माननीय मंत्री - (पेट्रोलियम और प्राकृतिक गैस) ओ एस डी- माननीय मंत्री - (पेट्रोलियम और प्राकृतिक गैस) निजी सचिव- माननीय राज्य मंत्री - (पेट्रोलियम और प्राकृतिक गैस) सचिव, पीएनजी अपर सचिव, पीएनजी अपर सचिव एवं वित्त सलाहकार संयुक्त सचिव (रिफाइनरी व मार्केटिंग) संयुक्त सचिव (एक्सप्लोरेशन व बायो रिफाइनरी) संयुक्त सचिव (जीपी) संयुक्त सचिव (जी) उप महानिदेशक, (इ एवं एस) संयुक्त सचिव (आईएफडी) संयुक्त सचिव (आईसी) डी जी एच: महानिदेशक (डी जी एच) ओ आई डी बी : सचिव (ओ आई डी बी) नीति आयोग: सलाहकार (ऊर्जा), नीति आयोग उद्योग: अध्यक्ष, आईओसी, / ओएनजीसी, नई दिल्ली अध्यक्ष एवं प्रबंधक निदेशक- बीपीसी/एचपीसी/गेल निदेशक (मार्के.), आईओसी/ बीपीसी/ एचपीसी/ गेल प्रेजिडेंट, आरआईएल / एमडी और सीईओ, एच एम ई एल / सीईओ (मार्के.) नयारा एनर्जी महानिदेशक, फिपी प्रबंध निदेशक-एनआरएल, गुवाहाटी/सीपीसीएल, चेन्नई/एमआरपीएल, मंगलुरु ओएमसी योजना एवं रिटेल ग्रुप - एचओ	PS to Hon'ble Minister (P&NG) OSD to Hon'ble Minister (P& NG) PS to Hon'ble Minister of State (P&NG) Secretary, P&NG Additional Secretary, P&NG Additional Secretary & Financial Advisor Jt. Secretary (Oil Refinery & Marketing) Jt. Secretary (Exploration) Jt. Secretary (GP) Jt. Secretary (G) Deputy Director General (D&M) Jt. Secretary (IFD) OSD (International Cooperation) DGH: DG, DGH OIDB: Secretary (OIDB) NITI Aayog: Advisor (Energy), NITI Aayog Industry: Chairman, IOC / ONGC New Delhi C&MD - BPC / HPC / GAIL Director (Mkt.), IOC/ BPC / HPC /GAIL President - RIL, MD & CEO - HMEL, CEO (Mktg.) - Nayara Energy DG, FIPI MD- NRL, Guwahati/ CPCL, Chennai/ MRPL, Mangalore OMCs Planning & Retail Groups - HO

संख्या : डी-12013/02/2026-I
No. D-12013/02/2026-I

Subject: Industry Consumption Review Report of PPAC: July 2026

The monthly Petroleum Industry Consumption Review Report has been prepared by the Petroleum Planning and Analysis Cell (PPAC) for the month of July 2026. The report contains analysis of consumption of POL products and natural gas during the month. The same is enclosed for kind reference.

The Product wise sectoral break-ups are made more fundamental in this edition. This issue of ICR has input from Industry Performance Review coordinators & OMC head office officials namely, Shri K. Navin Charan-IOCL, Shri Anuj Jain & Sandesh Mane-HPCL & Shri Manoj Kumar Jha-BPCL.

If you have any question on this report, please write at demand.es-officer1@ppac.gov.in

धन्यवाद,

Thanking you,

राज शेखर
संयुक्त निदेशक (मांग एवं आर्थिक अध्ययन)
Raj Shekhar
Joint Director (Demand & Economic Studies)

Highlights of the month: July-2026

- **HPCL Rajasthan Refinery Commissioned:** A major milestone for India's refining and petrochemical sector was achieved on **4 July 2026**, with the Prime Minister inaugurating the **HPCL Rajasthan Refinery (HRRL) at Pachpadra, Rajasthan**—India's first greenfield integrated refinery-cum-petrochemical complex. The project, established at an investment of over **₹79,450 crore**, is designed to strengthen domestic refining and petrochemical capacity, enhance energy security and reduce import dependence.
- **Expansion of Offshore Exploration:** On **25 July 2026**, drilling commenced for the first appraisal well **MN-DWN18-1-HD** in the **Mahanadi Offshore Basin**. The well is the first of four planned deepwater appraisal wells and represents a significant step in expanding India's domestic exploration and production activities, with the objective of reducing hydrocarbon import dependence and strengthening long-term energy security.
- **Vehicle Retail Sales:** India's vehicle retail sales reached a **record 25.91 lakh units in July 2026, registering 25.89% YoY growth**, with all major categories recording their highest-ever July sales. Two-wheeler sales increased **28.25% to 18.18 lakh units**, while passenger vehicle sales grew **19.13% to 4.17 lakh units**; rural PV sales grew **24.72%**, significantly ahead of urban growth of 15.76%, indicating sustained mobility demand and a positive medium-term outlook for MS consumption.
- **Manufacturing PMI Momentum:** India's Manufacturing PMI remained in expansionary territory at **53.9 in July 2026**, although moderating from 54.5 in June, indicating continued expansion in factory activity. Output and new orders remained supportive, while input-cost and output-price pressures increased, pointing to continued margin pressure for manufacturers amid elevated input costs.
- **GST Collections:** India's gross GST collections rose **15.4% year-on-year to ₹2.11 lakh crore in July 2026**, reflecting sustained domestic economic activity and improving tax compliance. The strong revenue performance indicates continued momentum in commercial activity and supports the outlook for freight movement and commercial fuel demand.
- **Electricity Demand:** Power demand remained elevated during July 2026, with electricity consumption rising 10.9% YoY to a record 171 billion units (BU), driven primarily by increased cooling demand amid deficient and delayed monsoon conditions. Peak power demand reached 270.20 GW during July, remaining close to the all-time record of 270.82 GW recorded in May 2026, indicating sustained strength in electricity demand during the month.
- **India-Japan Energy Resilience Cooperation:** India and Japan agreed on **2 July 2026** to strengthen cooperation on energy resilience amid geopolitical uncertainties, including enhanced dialogue and cooperation in petroleum and natural gas under the **India-Japan Joint Working Group on Petroleum and Natural Gas**. The initiative is aimed at strengthening energy security and improving resilience against global supply disruptions.
- **Inflation:** India's retail inflation (CPI) rose further to a provisional **4.45% in July 2026**, up from **4.38% in June**, marking the **second consecutive month above the Reserve Bank of India's (RBI) medium-term target of 4%**. The increase was primarily driven by higher food prices, with food inflation rising to **5.52% from 5.32% in June**, although headline inflation remained within the RBI's **2-6% tolerance band**.

SUMMARY OF PRODUCT WISE POL

1. The consumption of petroleum products in July 2026 with a volume of 19.92 MMT registered a growth of 2.9% against the historical of 19.35 MMT in July 2025.
2. MS (Petrol) consumption during the month of July 2026 with a volume of 3.82 MMT (1.09 mbpd) recorded a growth of 9.2% on the volume of 3.49 MMT (1.00 mbpd) in July 2025.
3. Ethanol blending in Petrol was 20.0% during July'26 and cumulative ethanol blending during November 2025- July'2026 was 20.0%.
4. The Domestic Sale of Passenger Vehicles in July 2026 with a volume of 4.17 lacs registered a healthy growth of 19.13% over July 2025, as per FADA.
5. HSD (Diesel) consumption during the month of July 2026 with a volume of 8.09 MMT (1.99 mbpd) registered growth of 10.0% over the volume of 7.36 MMT (1.81 mbpd) in the month of July 2025.
6. LPG consumption during the month of July 2026 with a volume of 2.35 MMT registering a de-growth of 16.4% over the volume of 2.81 MMT in July 2025.
7. ATF consumption during July 2026 with a volume of 705 TMT retained its base. ATF recorded a volume of 710 TMT during the month of July 2025.
8. Bitumen consumption during July 2026 with a volume of 462 TMT registered a growth of 8.5% over the volume of 426 TMT in the month of July 2025.
9. Kerosene (SKO) consumption with a volume of 44 TMT registered a growth of 20.3% in July 2026 as compared to July 2025. SKO consumption during the month is largely constituted by PDS category with a 51% share.
10. 'Total Natural Gas Consumption (including internal consumption) for the month of July 2026 (P) was 5740 MMSCM which was 1.05% lower than the corresponding month of the previous year.
11. As on 30th July 2026, number of active LPG domestic connections are 32.999 cr and PMUY connections 10.57 cr.



This report analyses the trend of consumption of petroleum products in the country during the month of July 2026. Data on product-wise monthly consumption of petroleum products for July 2026 is uploaded on the PPAC website (www.ppac.gov.in) and on the mobile app "PPAC". A small summary of Natural Gas consumption is also provided. Detailed NG production and consumption reports are available at www.ppac.gov.in.

The growth percentage in consumption of petroleum products, category-wise, for the month of July 2026 is given in Table-1

Table-1: Consumption data of Petroleum Products (M-O-M Comparison and Y-O-Y Comparison) (Quantity in TMT)

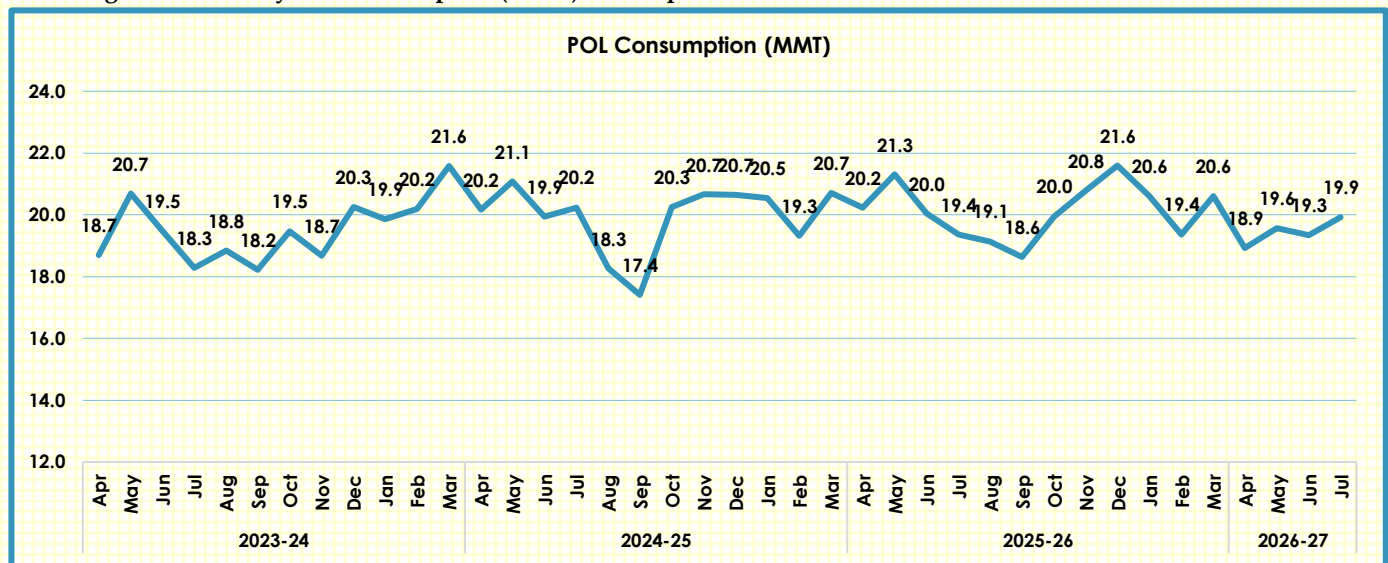
POL CONSUMPTION REPORT-July 2026								
Product	July (TMT)				April-Jul (TMT)			
	2025	2026	% share of	Growth (%)	2025-26	2026-27	Growth (%)	% share of
			Jul'26					Apr-Jul'26
(A) Sensitive Products								
LPG	2810	2349	11.8	↓ -16.4	10590	8841	↓ -16.5	11.4
SKO	36	44	0.2	↑ 20.3	142	136	↓ -3.7	0.2
Sub Total	2846	2393	12.0	-15.9	10732	8977	-16.4	11.5
(B) Major Decontrolled Product								
HSD	7356	8093	40.6	↑ 10.0	32315	33754	↑ 4.5	43.4
MS*	3493	3815	19.2	↑ 9.2	14246	15193	↑ 6.6	19.5
Naphtha	962	829	4.2	↓ -13.8	3826	3070	↓ -19.8	3.9
ATF	710	705	3.5	↓ -0.6	2988	2990	↑ 0.1	3.8
Bitumen	426	462	2.3	↑ 8.5	2844	1840	↓ -35.3	2.4
FO/LSHS	489	634	3.2	↑ 29.8	1985	2222	↑ 11.9	2.9
Lubes+Greases	393	420	2.1	↑ 6.7	1548	1499	↓ -3.2	1.9
LDO	86	66	0.3	↓ -23.3	339	203	↓ -40.1	0.3
Sub Total	13914	15025	75.4	8.0	60091	60771	1.1	78.2
(C) Other Minor Decontrolled Products								
Pet.Coke	1720	1658	8.3	↓ -3.6	6596	5445	↓ -17.4	7.0
Others*	874	841	4.2	↓ -3.7	3512	2566	↓ -26.9	3.3
Sub Total	2594	2500	12.6	-3.6	10107	8012	-20.7	10.3
Total	19354	19917	100	2.9	80930	77760	-3.9	100
*Others include sulfur, propylene, propane, reformat, L.A.B.F.S, CBFS, butane, MTO etc. MS Sales includes Ethanol Blending								
NOTE :								
i) All figures are provisional.								
ii) The source of information includes Oil Companies and DGCIS data.								
iii) The consumption estimates represent market demand and is aggregate of :								
(a) actual sales by oil companies in domestic market.								
(b) consumption through direct imports by private parties (Private direct imports) prorated for Jun'26-Jul'26, which may undergo change on receipt of actual data), and								
(c) MS Sales includes Ethanol Blending .								

India's petroleum product consumption in July 2026 was 19.92 million metric tonnes with 2.9% growth over July 2025. The consumption on the growth side was primarily driven by higher demand for MS at 9.2% and HSD at 10.0%. The de-growth in POL consumption was led by lower offtake in Naphtha & LPG owing to price volatility, supply constraints and booking interval restrictions on account of the geo-political situation.

Data on direct private imports are received from DGCIS, which is added to the final sales reported by oil companies for estimation of consumption figures.

Pan India based domestic POL monthly consumption trend since April-2023 is shown in Figure-A.

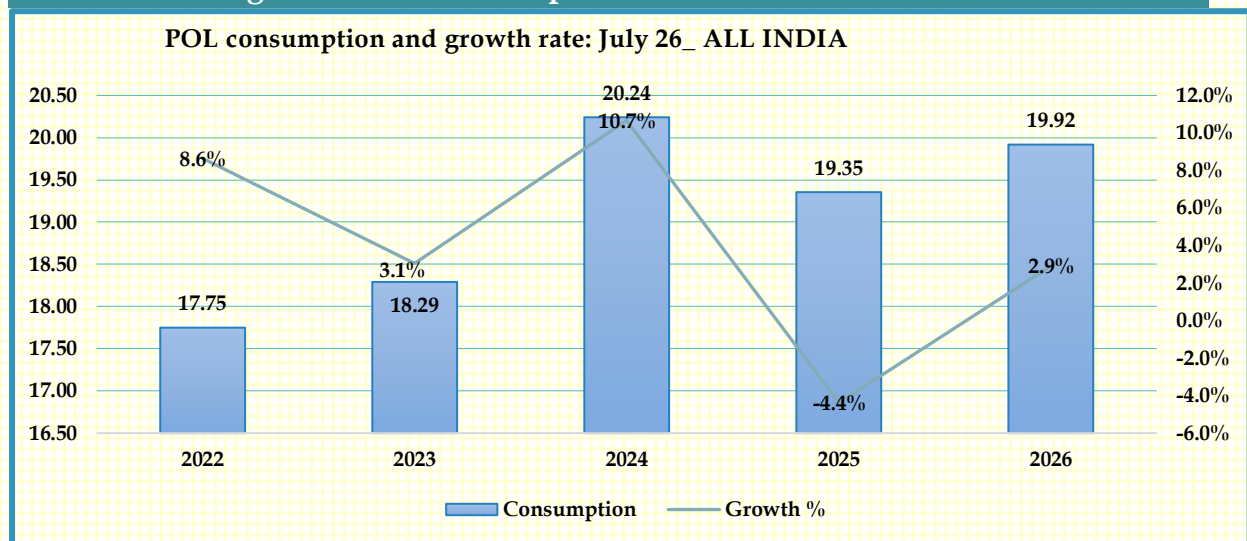
Figure-A: Monthly POL consumption (MMT) since April 2023



✓ The overall POL domestic consumption profile of the July 2026 & its pattern since 2023

with corresponding consecutive YoY growth rates are shown in the Figure-B.

Figure-B: POL consumption & Growth rate YoY basis



Source: PPAC Y2 data & OMCs sales

Sales data in MMT

Petrol/Motor Spirit (MS):

MS (Petrol) consumption during the month of July 2026 with a volume of 3.82 MMT recorded a growth of 9.2% on the volume of 3.49 MMT in July 2025.

PSU's registered a growth rate of 9.8% as against 3.7% growth by their private sector counterparts in July-26.

Major factors contributing to MS consumption during the month are as follows:

- Post GST 2.0 broad-based demand across personal mobility segments, accelerating new

vehicle purchases which resulted in PV segment growing by 19.13% and 2W by 28.25% in July 26.

- The growth continues to be driven by sustained personal mobility and continued economic activity across all sectors. The increase was also driven by improved highway connectivity coupled with shift from air travel to road, continued expansion of the MS fueled vehicle fleet (**robust 28.2% growth in 2W segment & 11.3% growth in Petrol fueled PV**).

Figure-C: State Wise Growth in MS Month of July-2026

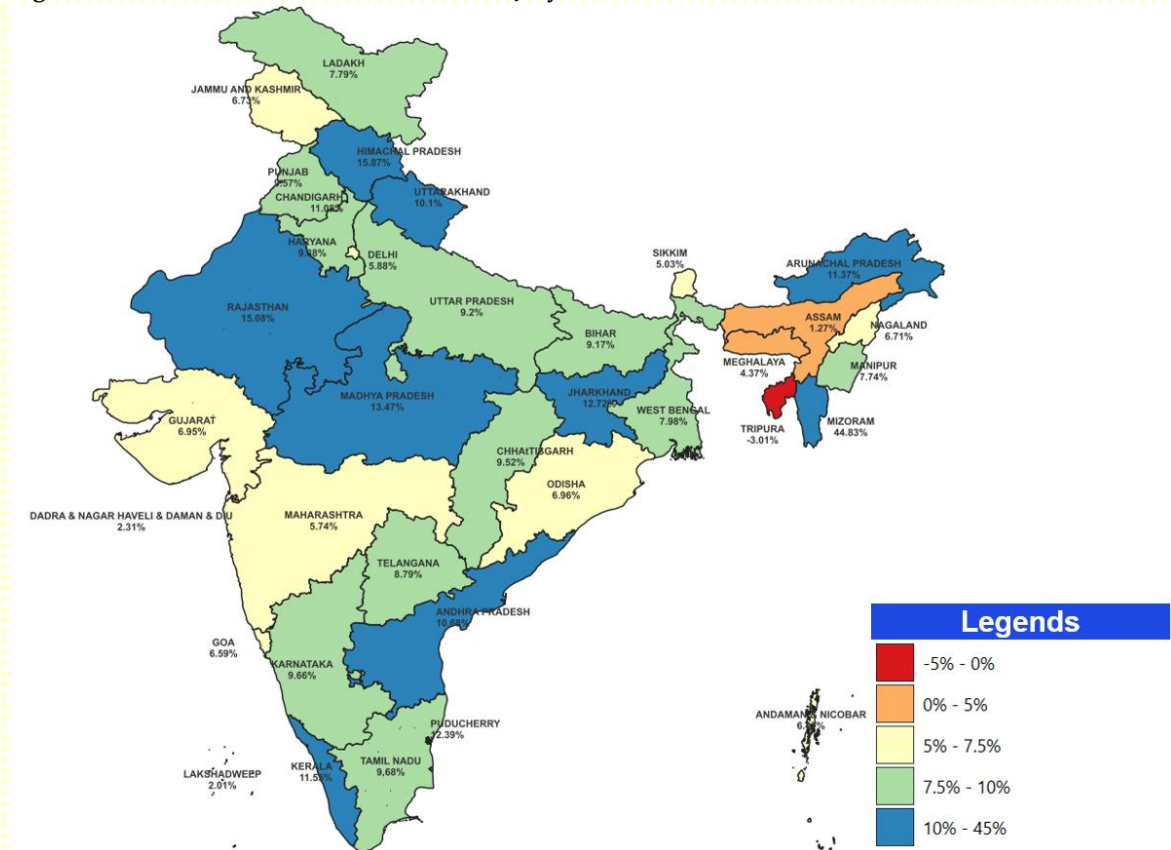
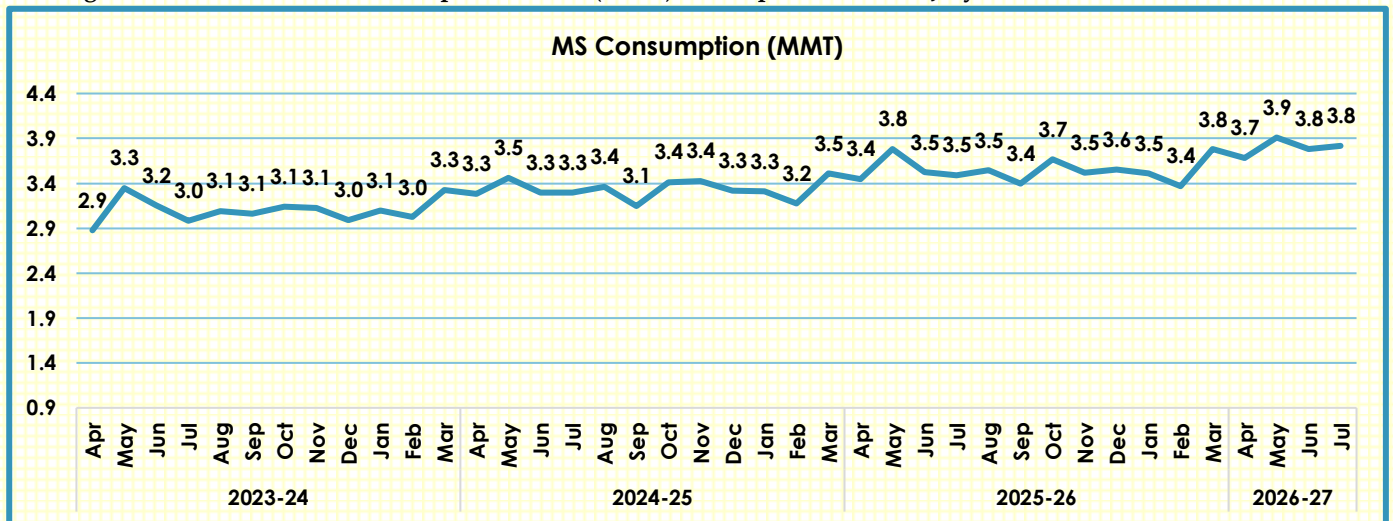


Figure-D: Month wise MS consumption volume (MMT) from April- 2023 to till July-2026



Factors impacting consumption of MS: Passenger Vehicle Sales:

The Sale of Passenger Vehicles in July 2026 at 4.17 lacs registered 19.1% growth YoY in the month of July 25. Passenger Vehicle (PV) sales in July 2026 demonstrated strong year-on-year (YoY) growth.

The details of PVs Sales are tabulated below, as shown in the following Table-2.

Table-2: Passenger cars & Utility vehicles sales in the month of July 2026 (Primary sales data)

July'26			
Vehicle Segment	2025	2026	Growth %age
Total PV	349,674	416,555	19.1%

Source: FADA

Two-Wheeler Sales:

Two-wheeler sales in July 2026 with a volume of 18.18 lacs registered a robust 28.3% growth, YoY basis over volume of 14.18 lacs during July 2025.

Three-Wheeler sales

Three-wheeler domestic sales in July 2026 with a volume of 1.34 lac recorded a growth of 16.2 %, YoY basis over the volume of 1.15 lacs in July 2025

Table-3: Vehicle wise sales comparison (Primary sales data)

CATEGORY	July 25	July 26	Growth %
2W	1,417,767	1,818,289	28.3%
Passenger Carrier-3 W	57,952	76,236	31.6%
Goods Carrier-3 W	10,453	15,366	47.0%
E-Rickshaw	39,777	34,722	-12.7%
E-cart	6,888	7,280	5.7%
Personal- 3 wheeler	96	174	81.3%
Total Three Wheelers	115,166	133,778	16.2%

Source: FADA

High Speed Diesel (HSD):

HSD (Diesel) consumption during the month of July 2026 with a volume of 8.09 MMT, registered a robust growth of 10.0% on the volume of 7.36 MMT in the month of July 2025.

PSUs registered a 11.2% growth and private sector witnessed 1.7% growth in the month of July-26.

Major factors contributing to HSD consumption during the month are as follows:

- While increased mechanization of agriculture sector, infrastructure projects and road freight continue to support demand, the robust growth was supported primarily by sustained economic activity, improved industrial and manufacturing output, increased freight movement across the country.
- The ongoing construction of Google's large-scale AI and data-centre hub in Visakhapatnam, Solar parks and supporting activities in the state of Rajasthan have contributed to incremental diesel demand.
- HSD consumption in few states particularly in **Andhra Pradesh** was also supported by increased activity in the **fisheries and aquaculture sector**, aided by continued government support, including fisheries infrastructure development and diesel subsidy for fishing boats.
- Agricultural demand also remained firm due to deficient rainfall in several parts of the country coupled with increased mechanization fueled by GST 2.0, resulting in higher diesel usage for irrigation activities. Mining activities in state like Rajasthan and Jharkhand remained firm amid delayed/ deficient rainfall, supporting higher diesel consumption for mining equipment, material handling and transportation.
- In retail sales, PSU OMCs recorded a sales growth of **14.3%**, while private OMC retail sales declined by **1.6%**, leading to an increase in PSU/JV retail market share to around **81%**. In the direct sales segment, private OMCs registered a growth of **17.7%**, whereas PSU OMCs recorded a de-growth of **13.0%** during the month. Overall direct sales dropped by **7.8%** YoY.
- The operationalization of the Greenfield Expressways including the Delhi-Mumbai, Amritsar-Jamnagar Expressway have structurally altered long-haul freight traffic patterns, leading to shifting of HSD volumes owing to access controlled entry/exits. These dedicated economic corridors bypass the traditional state highways and national arterials.

Figure-E: State Wise Growth in HSD month of July-26

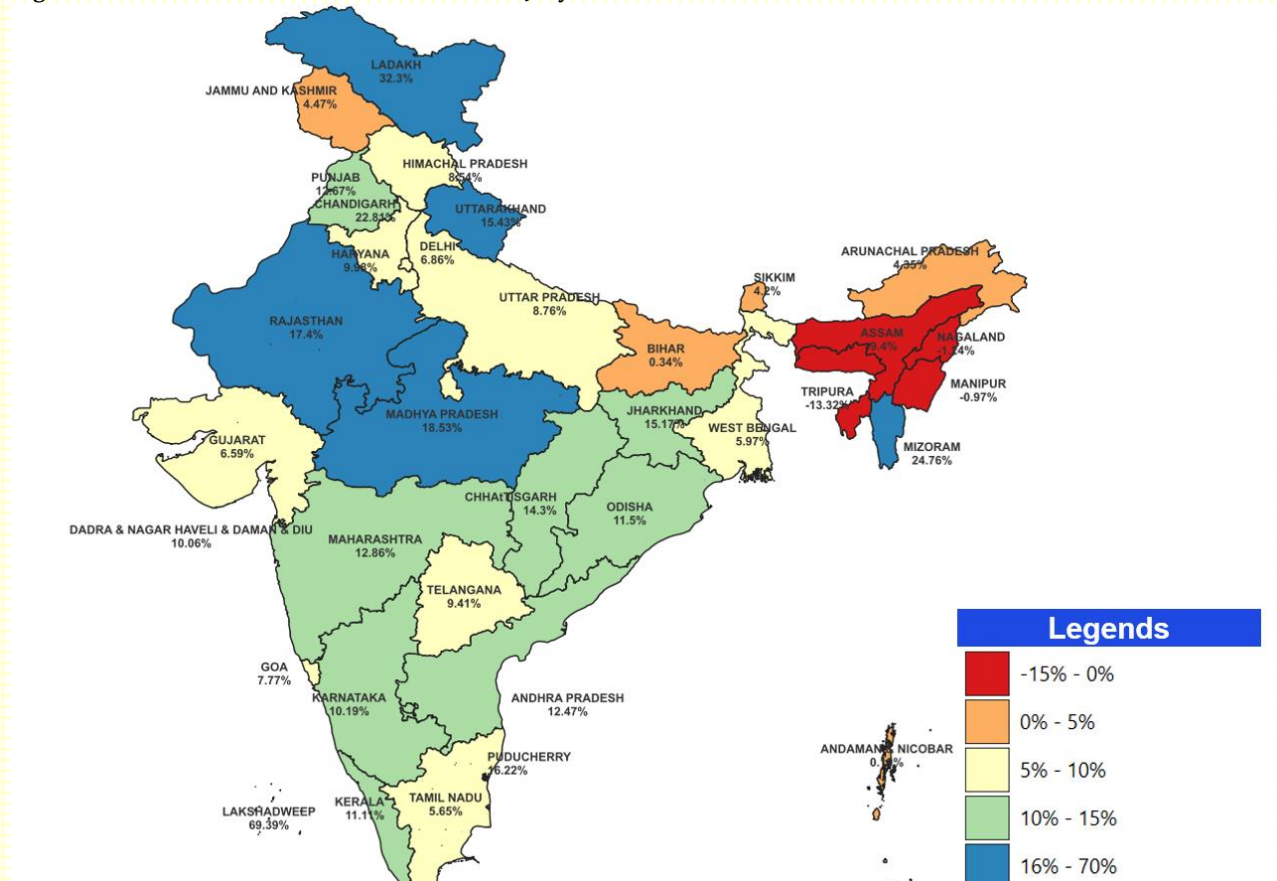


Figure-F: Month-wise HSD consumption (MMT) since April 2023

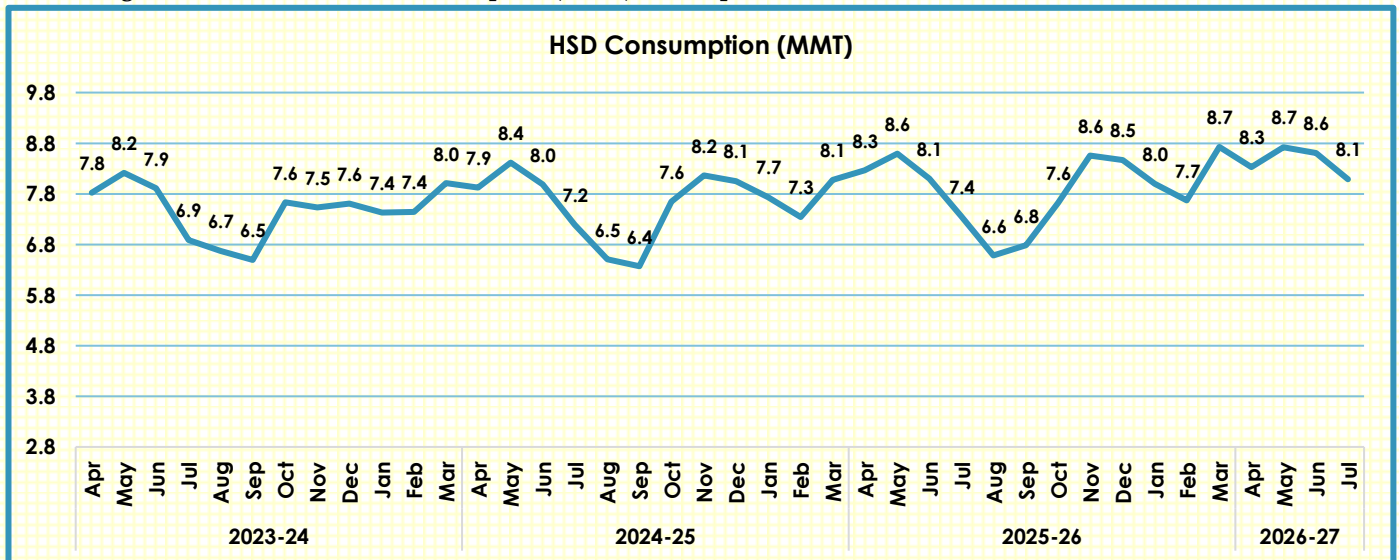
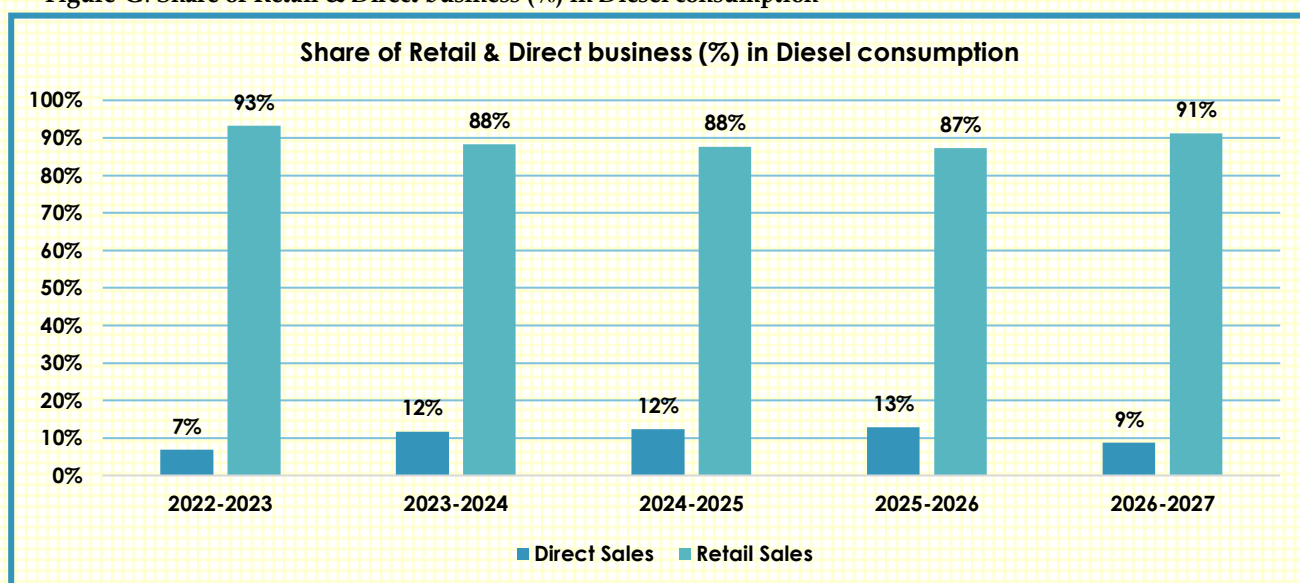


Figure-G: Share of Retail & Direct business (%) in Diesel consumption



Factors impacting consumption of HSD:

Monthly Rainfall Scenario. During July 2026, the country as a whole received 283.3 mm of rainfall against its Long Period Average (LPA) of 280.5 mm, which was 1% above normal. However, despite the near-normal all-India rainfall, the spatial distribution of rainfall was highly uneven, with several meteorological subdivisions and districts experiencing deficient rainfall, while parts of Central India received excess rainfall. The daily variation of all-India rainfall during July 2026, along with the corresponding normal rainfall (based on the 1971-2020 climatological period), is presented in Figure 1(a). The all-India rainfall percentage departure from normal for the month of July during the period 1901-2026 is presented in Figure 1(b).

The all-India rainfall during July 2026 was 283.3 mm, making it the 46th lowest July rainfall since 1901 and the 12th lowest since 2001, as presented in Figure 1(c). The rainfall over East & Northeast India during July 2026 was 299.8 mm, which was the 6th lowest since 1901, as presented in Figure 1(d). The rainfall over South Peninsular India during July 2026 was 152.6 mm, which was the 10th lowest since 1901, as presented in Figure 1(e). The rainfall over Central India during July 2026 was 426.8 mm, which was the 13th highest since 1901 and the 3rd highest since 2001, as presented in Figure 1(f).

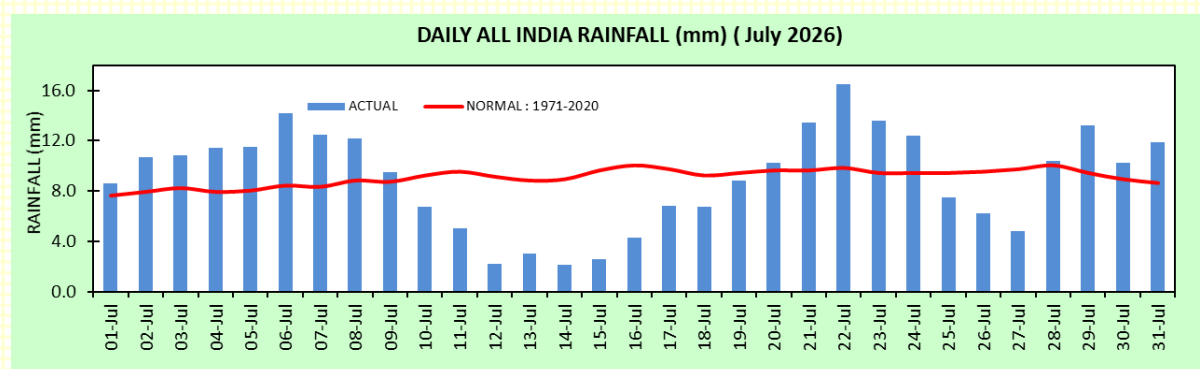


Fig.1 (a): Daily variation of rainfall over the country as a whole during July 2026.

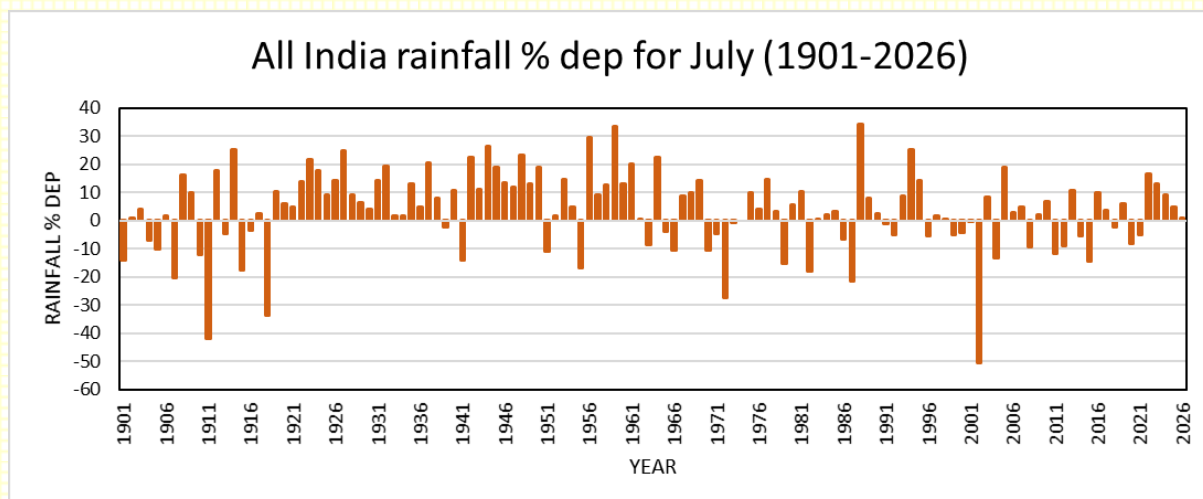


Fig 1(b): All India monthly rainfall percentage departure from normal (1971-2020) for the month of July during the period 1901-2026.

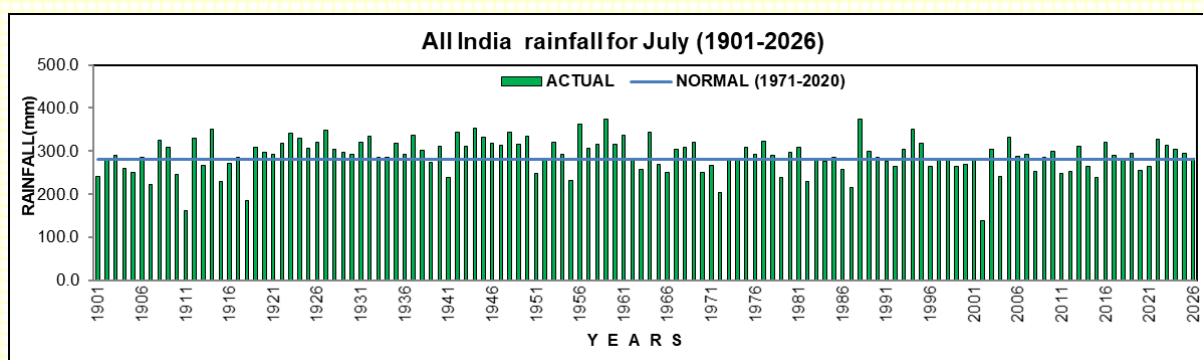


Fig 1(c): Time series of area weighted rainfall over All India for July (1901 - 2026).

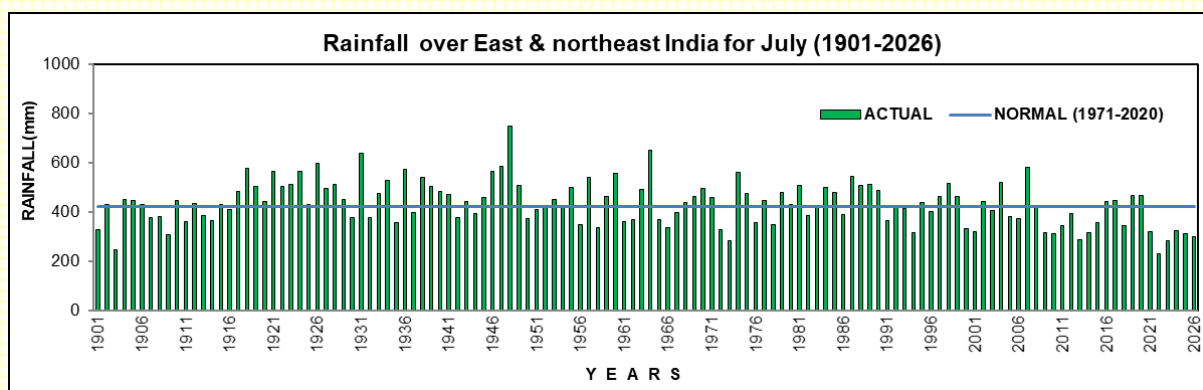


Fig 1(d): Time series of area weighted rainfall over East & Northeast India for July (1901 - 2026).

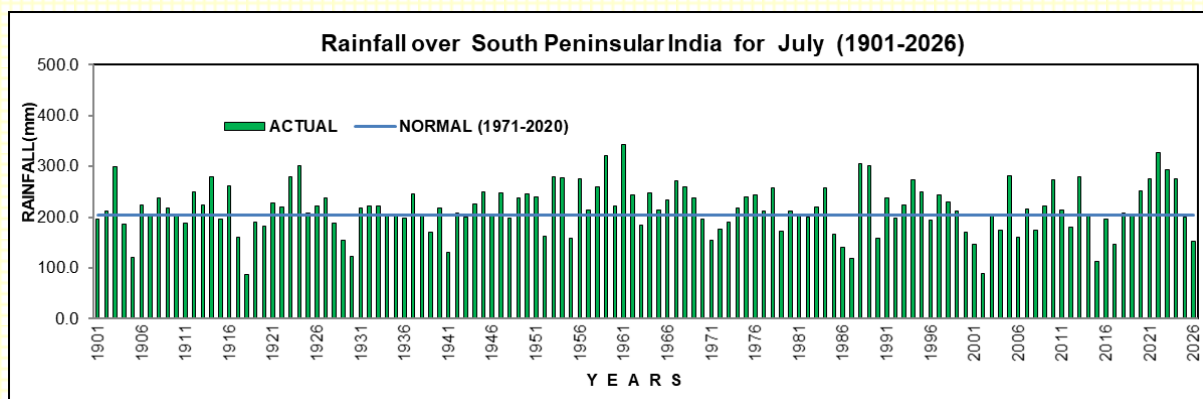


Fig 1(e): Time series of area weighted rainfall over South Peninsular India for July (1901 - 2026).

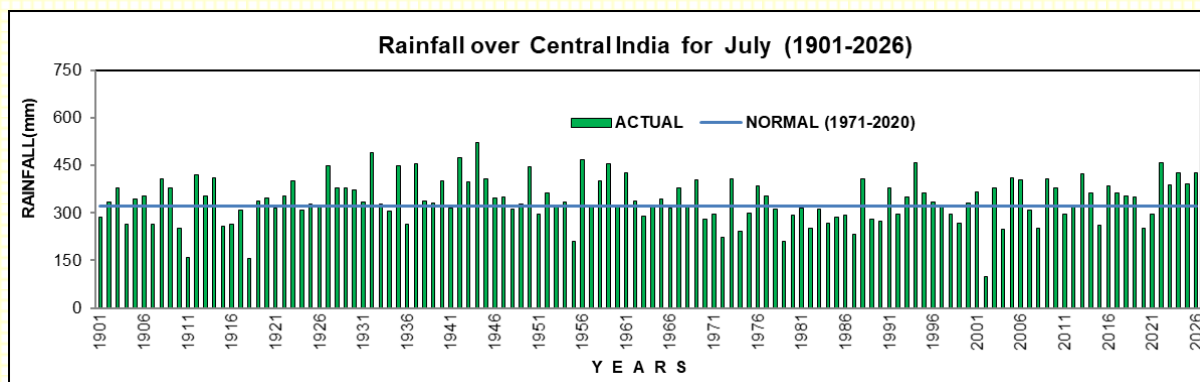


Fig 1(f): Time series of area weighted rainfall over Central India for July (1901 – 2026).

During July 2026, out of the 36 meteorological subdivisions, 3 subdivisions (Madhya Maharashtra, Gujarat Region and Odisha) received Large Excess rainfall, 3 subdivisions (Konkan & Goa, Jammu & Kashmir & Ladakh, and Chhattisgarh) received Excess rainfall, 16 subdivisions received Normal rainfall, 11 subdivisions received Deficient rainfall, and 3 subdivisions (Rayalaseema, Tamil Nadu, Puducherry & Karaikal, and Lakshadweep) received Large Deficient rainfall (Figure H).

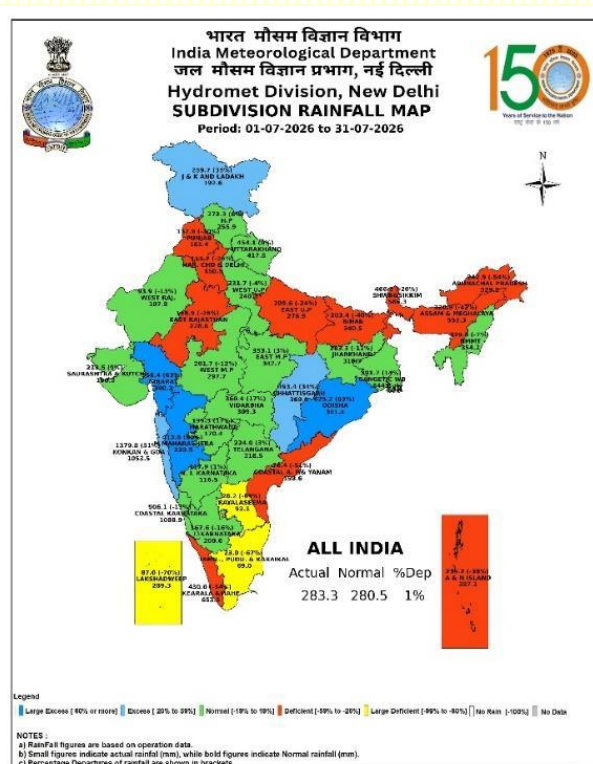


Figure- H: Sub-Division Rainfall Map for July 2026. (Source: Indian Meteorological Department)

Frequency of Heavy Rainfall Events. The distribution indicates that heavy rainfall events are widespread across most parts of the country. These events are particularly dense over central India, the Western Ghats, eastern India and parts of the Indo-Gangetic Plain. Very heavy rainfall events were concentrated over east central India and west coast. Extremely heavy rainfall events were clustered, primarily along the Konkan-Goa coast, Gujarat Region and Odisha.

There were 3019 heavy rainfall (64.5 to 115.5 mm) events, 918 were very heavy rainfall (115.6 to 204.4 mm) events and 269 were extremely heavy rainfall (>204.4 mm) events during this month.

Chief Synoptic Weather Features.

24 Hours Record Rainfall				
STATION NAME	NEW RECORD (mm)#	DATE (July 2026)	PREVIOUS RECORD (mm)	DATE
BILASPUR	276.2	17-07-2026	118.2	24-07-2025
DURG	181	05-07-2026	169.6	02-07-1970
JALGAON	159.8	31-07-2026	145.4	13-07-2000
MAHUVA	207.6	05-07-2026	167.9	15-07-1957
Umergam (Valsad district)	1064.0 mm	23-Jul-2026		

based on real-time available data

Characteristics of Temperatures. The average maximum, average minimum and mean temperature for the country as a whole during July 2026 were 32.30°C, 24.77°C and 28.54°C respectively, against the normal of 31.79°C, 24.10°C and 27.95°C based on data of 1991-2020. Thus, the average maximum, average minimum and mean temperature were above normal with departure from normal of 0.51°C, 0.68°C and 0.59°C respectively for the country as a whole.

Monsoon's delayed nationwide coverage created extreme regional rainfall deficits during the peak Kharif sowing window. Central India had normal rains, severe precipitation deficits hit East & Northeast India (-32.4%) and the South Peninsula (-25.6%).

Because natural rain was completely missing in these massive agricultural belts, farmers could not rely on gravity-fed irrigation. They were forced to burn net-new volumes of diesel to run tractors, tube wells, and mechanical irrigation pumps around the clock to save their crops. This is also evident from the +12.3% YoY growth in the retail outlets situated in Rural and +11.0% in Tier-3 Towns.

Commercial Vehicle

Based on data from FADA Research, Indian domestic sales of commercial vehicles in July 2026 registered a growth of 24.0% as compared to July 2025 as shown in Table-4

Mechanization of Farm

Farm mechanisation has emerged as a key structural driver of HSD consumption, as increasing use of tractors and other agricultural machinery directly supports diesel demand.

Farm labour shortages, availability of higher agricultural credit, Custom Hiring Centre subsidies, tractor replacement cycles of 8-10 years and improved tractor affordability are the key drivers for mechanisation.

The structural demand for tractors and farm machinery provides a sustained base for HSD consumption. The strong tractor demand in FY26 has been further supported by **GST 2.0 benefits, higher agricultural lending (+17% YoY), stronger farm incomes and credit availability**, thereby contributing positively to diesel consumption growth.

India's tractor industry recorded its best-ever Q1 despite a 43% monsoon deficit through late June. Tractor demand strong growth from Oct 2025 to March 2026, and continued robust momentum in Q1 FY 2026-27.

Period	Tractor Retail Growth (YoY)
Oct'25	14.20%
Nov'25	56.55%
Dec'25	13.18%
Jan'26	22.89%
Feb'26	36.35%
Mar'26	27.87%
Q1 (Apr-Jun'26)	Approx. 20%

Mahindra Farm equipment volumes registered 18% growth with a market share of 44.9%

Growth was policy and liquidity driven. Growth was registered primarily due to three structural drivers as mentioned in table below:

Structural Driver	Signifi	Scale / Evidence	Duration
GST Cut (Tax Policy)	Rate: 12% → 5% on tractors <1,800cc	Price drop Rs 41K-63K per unit	Ongoing (policy-dependent)
Rabi Cash Flows (Liquidity)	Govt wheat procurement 5-year high	35.76M tonnes, +19.4% YoY	One-cycle (may moderate)
Credit Expansion (Financing)	RBI cuts + NBFC/bank/captive arm growth	Bank agri lending +17% YoY	Structural but rate-sensitive

Driver 1: GST Cut – Tax Policy as Volume Catalyst

In September, GST on tractors below 1,800cc was reduced from 12% to 5%. FADA called this a turning point for the entire auto sector, with tractor demand capturing a disproportionately large share of the benefit.

Tractor Segment	Approx. Price Reduction (Rs)	Key Effect on Buyer
35 HP	41,000	Lower EMI quantum; first-time buyer now qualifies
45 HP	45,000	Fixed-budget buyer upgrades to larger HP
50 HP	53,000	Marginal farmer accesses mechanization threshold
75 HP	63,000	Commercial/enterprise buyer economics improve

Driver 2: Rabi Cash Flows – Government Liquidity Injection

Wheat procurement from the Rabi (winter) harvest was unusually large this cycle, creating a pre-existing cash surplus among farmers ahead of Q1 tractor purchases.

Procurement Metric	FY26 Value	Comparison	Affected States
Total wheat procured	35.76M tonnes	+19.4% YoY	Punjab, MP, Haryana (concentrated)
Historical rank	5-year high	Significantly above trend	Key Rabi belt states
Govt objective	El Nino buffer build	Deliberate policy decision	National food security

Driver 3: Credit Expansion – Cheaper, More Flexible Financing

Credit Channel	Changes	Scale / Evidence
RBI policy rate	Multiple cuts in 2025; held steady Q1	Reduced borrowing cost across channels
Bank agri lending	Increased lending despite policy hold	+17% YoY – continued flow despite monsoon
NBFC lending	Expanded further than banks	Faster approval, broader reach than banks
Captive OEM finance	Manufacturer arms scaling rapidly	Escorts: 10-12% penetration; target 40-50%
Loan structure	Up to 90% LTV, crop-linked repayment	Quarterly/bi-annual schedules tied to income

The tractor boom was not evenly spread geographically. Table below indicates that performance was concentrated in the mainstream segment and better-irrigated markets and not spread equally across the whole industry.

Region	Performance	Driver	Resilience Type
South India (overall)	+33% – fastest growing	Irrigation + active state subsidies	Structural (irrigation)
Gujarat (Escorts)	Strong growth	Annual state govt subsidies	Policy-supported
Uttar Pradesh	Organic growth	No subsidy – genuine demand	Demand-led

Region	Performance	Driver	Resilience Type
Punjab	Grew despite -37% rain	Rabi cash + credit access	Liquidity-led
Marathwada / Vidarbha	Softer (mixed)	-17% rainfall deficit, rainfed crops	Rainfall-sensitive

Player	Performance	Driver	Resilience Type
Mahindra 40-50 HP	70% of sales mix	GST savings enabling HP upgrade	Policy + mix shift
VST Tillers (compact)	-9% in July YoY	Rainfed, single-crop exposure	Structurally exposed

Tractor Sale:

Tractor domestic sales in July 2026 with a volume of 117,349 registered a robust growth of 28.1% showing continued momentum since the roll out of GST 2.0.

Tractor sales was driven by continued strong rural demand, increased mechanization, and positive farmer sentiment. Tractor sales recorded volume of 91,604 in July 2025,

Table-4: Domestic commercial vehicles & tractors sales with YoY comparison (Secondary sales data)

Commercial vehicles & tractors		July'26		
		2025	2026	Growth %age
CV	LCV	48,284	61,634	27.6%
	MCV	7,940	9,925	25.0%
	HCV	24,048	28,070	16.7%
	Others	76	37	-51.3%
Total CVs		80,348	99,666	24.0%
Tractors		91,604	117,349	28.1%

Source: FADA research

Commercial vehicle sales continue to show a robust growth reflecting the continued momentum of the freight sector.

E-Way Bill

Effective **1 August 2026**, the Government of India has mandated the compulsory reporting of the “**Ship-To**” **GSTIN** in **Bill-To/Ship-To transactions** under the e-Way Bill system, to ensure better consignment traceability. The requirement applies specifically to Bill-To/Ship-To transactions where the billing party and the Ship-To party are distinct persons. The general e-Way Bill requirement applies to the movement of goods where the **consignment value exceeds ₹50,000**, subject to applicable GST rules and exemptions. For intra-State movements, the applicable threshold may vary depending on the respective State/UT notifications.

Table-5 Details of the Total E-Way Generated in CY vis-a-vis LY :
(No of E-way Bills Generated in Lakhs)

Month	Jul-26	Jul-25	Variance	Apr-Jul 26	Apr-Jul 25	Growth
Intra State	923.87	865.39	7%	3,621.39	3,225.85	12.3%
Inter State	474.07	453.73	4%	1,838.75	1,707.03	7.7%
Total	1,397.95	1,319.11	6%	5,460.13	4,932.88	10.7%

Source: GSTN Portal

Monsoons typically disrupt trucking routes and slow down freight velocity due to waterlogging and route closures. As monsoon was largely delayed/localized, Drier-than-usual highway stretches allowed multi-axle freight trucks to operate and transport volumes of domestic trade without rain delays. Fleet operators clocked significantly higher daily kilometres per vehicle, resulting in higher HSD growth.

Port Traffic:

The Major Ports achieved cargo throughput of 79.31 MMT during July 2026 which is 8.83% higher than the corresponding period last year.

Table-6: Cargo handled at major ports in Jul'2026 (Qty in TMT) Source: shipmin.gov.in

Ports	Jul'26	Jul'25	Growth (%)
Kolkata & Haldia	6,456	6,330	1.99%
Paradip	12,991	12,954	0.28%
Visakhapatnam	7,707	6,753	14.14%
Kamarajar (Ennore)	4,479	4,038	10.93%
Chennai	4,495	4,804	-6.43%
V.O. Chidambaranar	3,869	3,929	-1.52%
Cochin	3,419	3,400	0.55%
New Mangalore	3,997	3,446	15.99%
Mormugao	1,420	1,572	-9.71%
Mumbai	5,635	5,732	-1.70%
JNPA	8,778	8,508	3.18%
Deendayal	16,060	11,409	40.77%
Total:	79,307	72,875	8.83%

POWER SITUATION:

India's peak power demand surged to 270.83 GW during April-July 2026, compared with 242.77 GW in the same period last year according to data from the Central Electricity Authority (CEA). This historic load heavily strained regional distribution networks, resulting in localized

voltage drops and short-term load shedding. To maintain operational continuity and protect sensitive equipment, commercial properties, high-rise real estate complexes, manufacturing hubs, and data centres heavily deployed industrial diesel generator (DG) sets, resulting in higher HSD offtake.

Table-7: Power availability vs requirement for current & previous period (upto Apr-Jul 2026)

Year	Energy				Peak			
	Requirement	Availability	Surplus(+)/Deficit (-)		Peak Demand	Peak Met	Surplus (+) / Deficits (-)	
	(MU)	(MU)	(MU)	(%)	(MW)	(MW)	(MW)	(%)
2021-22	465,585	464,092	-1,493	-0.3%	203,014	200,539	-2,475	-1.2%
2022-23	533,294	528,703	-4,591	-0.9%	215,888	207,231	-8,657	-4.0%
2023-24	548,398	547,281	-1,117	-0.2%	224,106	223,292	-814	-0.4%
2024-25	602,429	601,463	-966	-0.2%	249,856	249,854	-2	0.0%
2025-26	598,213	598,025	-188	0.0%	242,773	242,493	-280	-0.1%
2026-27	652,463	651,590	-873	-0.1%	270,832	270,820	-12	0.0%

SECTORAL CONSUMPTION OF HSD:

During 'Apr-Jul'26, HSD total consumption with a volume of 33.75 MMT registered 4.5% growth Year-on Year basis over the volume of 32.31 MMT in 'Apr-Jul'25.

91% of HSD consumption during 'Apr-Jul 26', was constituted by retail sales. Balance 9% falls under direct sales category as shown in I(I/II) figure. The

bifurcation was 88:12 in 'Apr-Jul-25'. The reduced share of direct sales is reflective of the price gap with the Retail.

High-Speed Diesel (HSD) consumption regained its momentum in 'Apr-Jul'26, registering a robust year-on-year growth of 4.5%. While infrastructure projects and road freight continue to support demand, The robust growth was registered

primarily on account of demand from Kharif sowing activities requiring higher irrigation, compounded by high temperatures and rainfall deficit.

During **Apr-Jul'26**, HSD sales **shifted from Direct Sales to Retail Sales**. Retail Sales increased, while Direct Sales declined, despite an increase in the volume of Direct Sales customers. This trend indicates that part of the HSD requirement of Direct Sales customers have shifted towards Retail Sales, primarily on account of **price difference**.

In direct sales category, the sectoral consumption break up is shown in I(II) figure. i.e., for Apr-Jul-26 'Road Transport' was 26%, the highest share followed by Mining 17%, Manufacturing at 9%, Shipping 9%, Agriculture 1% and Power Generation 2%. Railways share increase from 10% to 11% in view of reducing total direct sales although absolute volumes were lower. Retail sales continue to cater to mostly the road transport. Also share of Road transport & shipping increased by 6% & 3% respectively.

Figure-I(I): Sector-wise HSD consumption in Apr-Jul'26 and its comparison with Apr-Jul'25

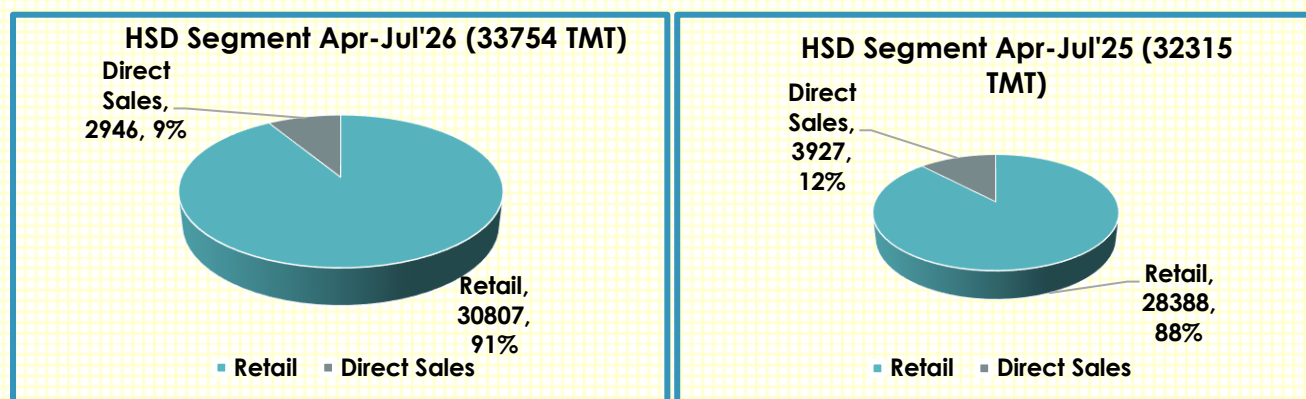
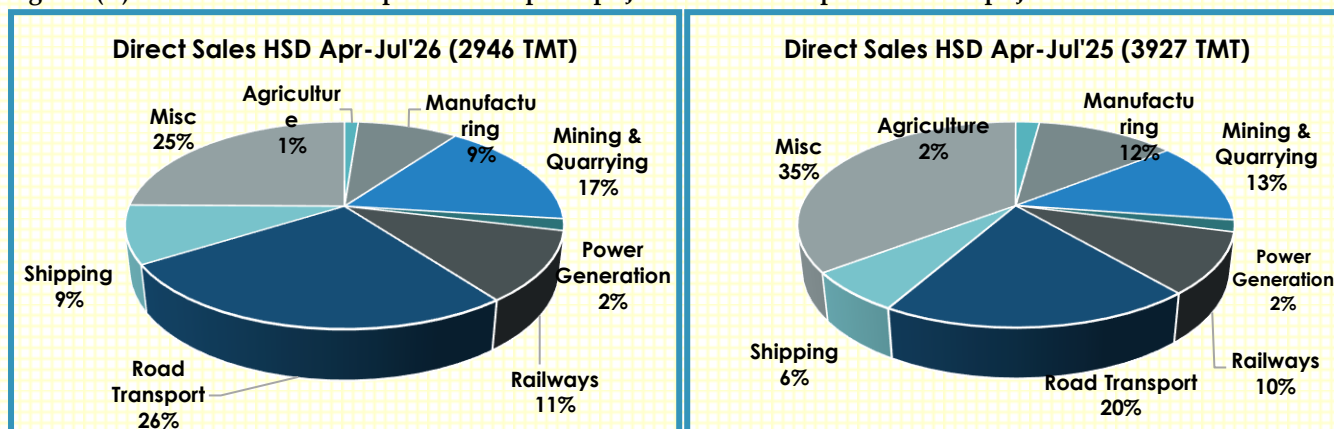


Figure-I(II): Sectoral HSD consumption Breakup in Apr-Jul'26 and its comparison with Apr-Jul'25



Share of Manufacturing has reduced from 12% to 9% owing to weaker demand from the Cement & Metal industry in the Direct Sales segment. Share of Mining sector increased from 13 to 17%. Misc includes Cement Industry, Iron & Steel, Civil Engg, Chemicals & Allied, mechanical, Aluminium, Elec/Electronics, Fertilizers, Textiles, Ceramic & glass & other Misc Consumer/Industrials goods.

Kerosene:

Kerosene (SKO) consumption with a volume of 44 TMT registered a growth of 20.3% in Jul 2026 as compared to Jul 2025 driven by PDS allocation. SKO consumption during the month is largely constituted by PDS category.

Total 15 states/UT i.e. Arunachal Pradesh, Assam, Bihar, Chhattisgarh, Jharkhand, Karnataka, Kerala,

Maharashtra, Manipur, Meghalaya, Mizoram, Odisha, Tamil Nadu, Tripura and West Bengal have allocation in the month of Jul 2026.

The market share of subsidized-PDS and other SKO was 51% & 49% respectively for the month Jul 2026 as shown in the following figure-J.

Figure-J: Month-wise PDS & other-SKO consumption in share (%) from April 2022 to till date

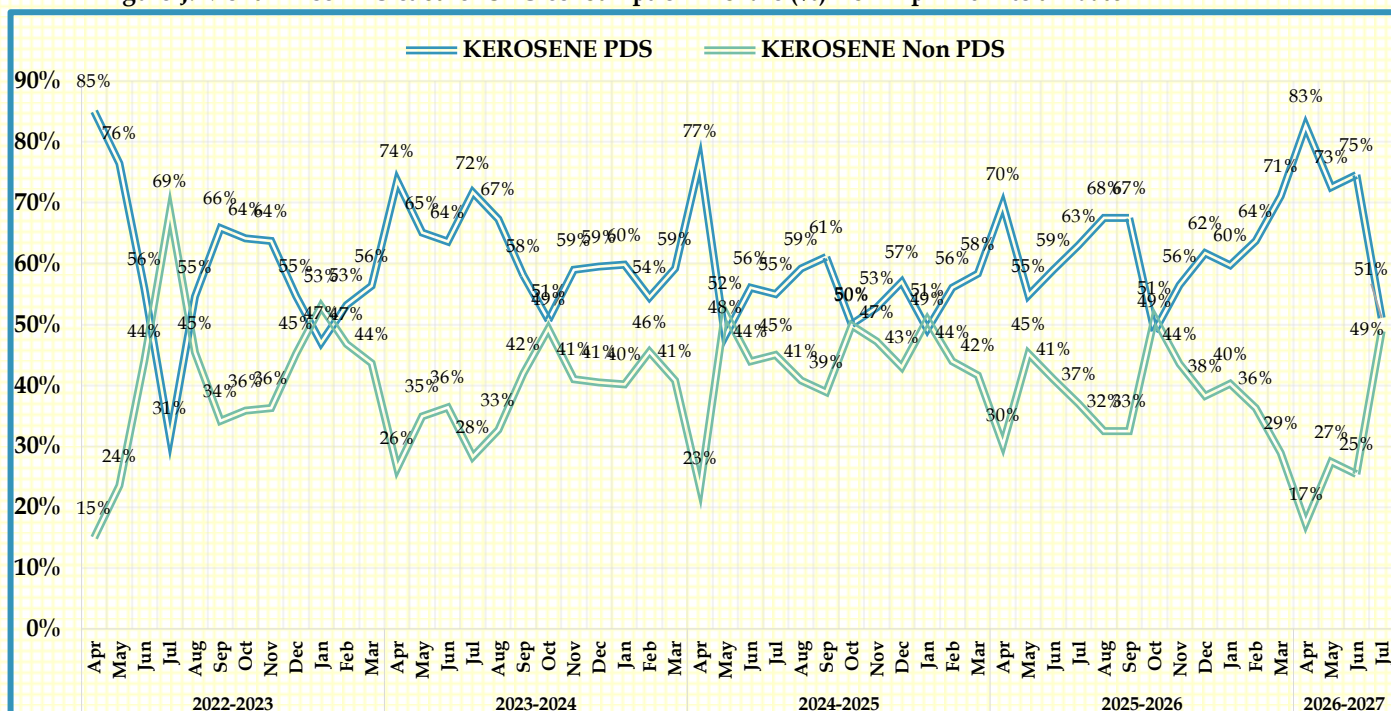
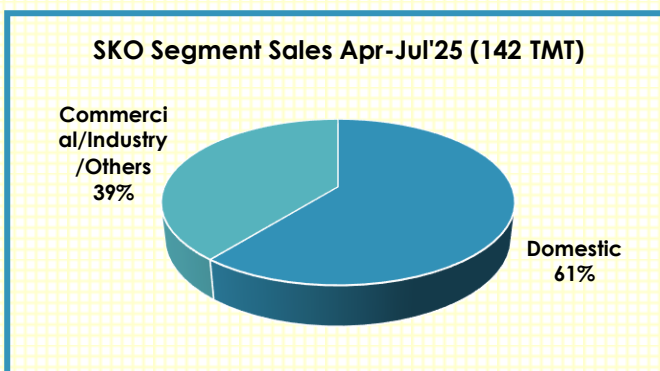
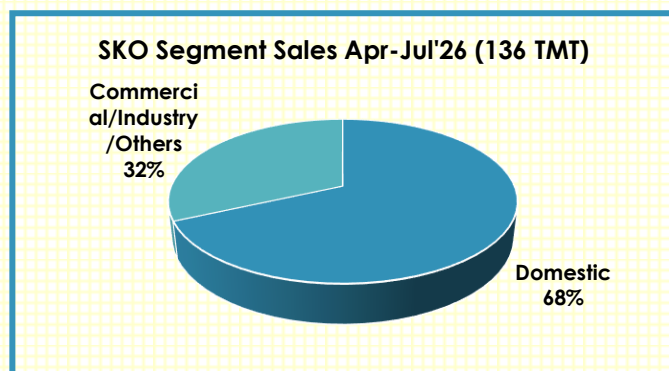


Figure-K: *Other SKO: non-subsidized PDS SKO +non-PDS kerosene

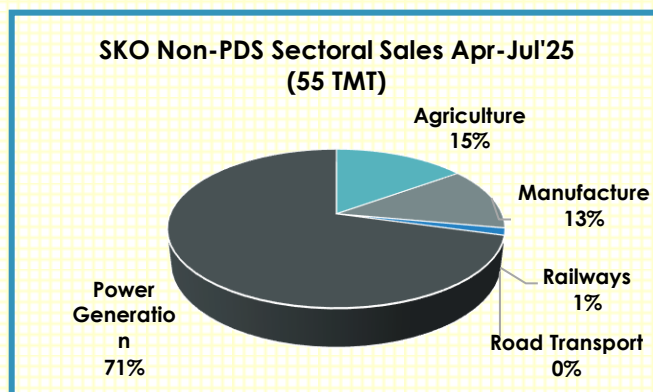
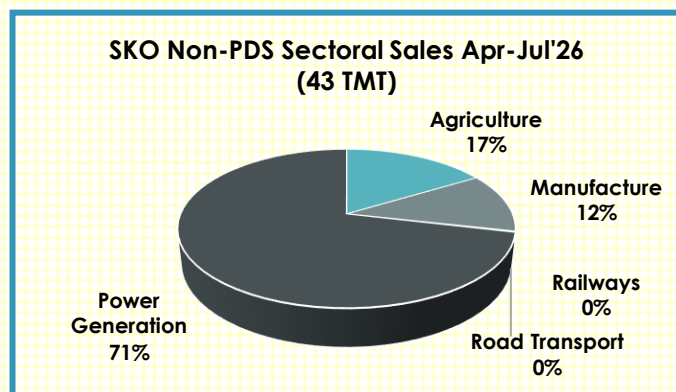


Sectoral consumption of SKO:

Out of total SKO sales during 'Apr-Jul'26 'PDS subsidized SKO' upliftment constituted 68%. So far as sales in 'Other SKO' is concerned,' agriculture

accounted for 5% share, Manufacturing 4%, and Miscellaneous applications at 91%.

Figure L: Cumulative 'Other SKO' sales breakup and Sectoral bifurcation of 'Other in Apr-Jul'26 and its comparison with Apr-Jul'25



LUBES:

Lubes consumption with a volume of 420 TMT registered a robust growth of 6.7% in July 2026 as compared to July 2025. Consumption of lubricants increased during the month, primarily due to resumption of industrial offtake, as industries that had deferred procurement during April-July

owing to operational closures and higher prices resumed purchases. Growth was further supported by increased demand from the automotive segment and additional domestic volumes following IOCL's supply of Group-III base oil, partly substituting volumes previously met through imports.

BITUMEN:

Bitumen consumption during July 2026 with a volume of 462 TMT registered a growth of 8.5% over the volume of 426 TMT in the month of July 2025.

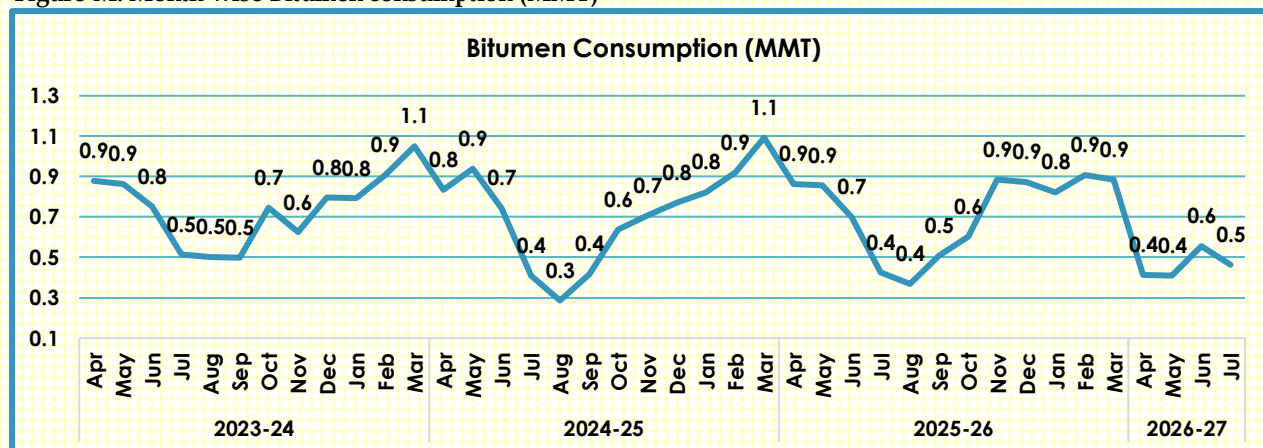
Ongoing geopolitical tensions in the Middle East have severely fractured the bitumen supply chain, resulting in demand suppression driven by an unprecedented **60% price hike in imported bitumen**.

The impact of higher bitumen prices has varied across states and projects, depending on procurement arrangements and the availability of

contractual price-escalation provisions. In some cases, relief has been provided through existing price-adjustment or escalation mechanisms under road construction contracts, including provisions applicable to projects executed under **MoRTH and NHAI**.

Heavy civil engineering and road-building operations traditionally come to a complete standstill in July to undergo seasonal monsoon maintenance. This year, the dry spells allowed construction companies to work through the month of July resulting in Bitumen Demand surge.

Figure-M: Month-wise Bitumen consumption (MMT)



Sectoral consumption of Bitumen:

During 'Apr-Jul-26, total bitumen consumption with a volume of 1840 TMT registered a de-growth of 35.3% Year-on Year basis over the volume of 2844 TMT in 'Apr-Jul-25.

98% of cumulative bitumen sales during 'Apr-Jul-26', was constituted to Road construction, balance 2% was consumed by miscellaneous industries.

LPG:

LPG consumption during the month of July 2026 with a volume of 2.35 MMT registered de-growth in the month at 16.4% over the volume of 2.81 MMT in the month of July 2025.

Domestic LPG is supplied in 14.2 kg and 5 kg cylinders to domestic consumers for use as kitchen fuel. Packed Non-Domestic LPG is sold to commercial or industrial

consumers in cylinders having water capacity less than 1000 liter. Bulk LPG is primarily sold to Industries in large containers with water capacity greater than 1000 liter for industrial applications. Auto LPG is an automotive fuel used by three and four-wheeler vehicles.

LPG de-grew by 16.4% on account of the geo-political situation and booking interval restrictions in domestic and also due to the restrictions on the commercial & industrial supply.

Domestic and Non Domestic LPG along with de-growth in Bulk LPG contributed to total LPG de-growth.

1. 14.3% de-growth in Packed domestic LPG consumption in Jul'26 as compared to Jul'25.
2. **De-Growth of 12.8% in non-domestic packed segment.**
3. Under PMUY scheme 10.57 crores beneficiaries at the end of July 2026.
4. As on 1.08.2026, total active domestic connections in India are 3299.95 lakhs
De-growth in consumption of domestic LPG in Jul'26 compared to Jul'25 are as follows:

- **PMUY de-growth remained at 22.6%.**

- Growth of 8.4% in Auto LPG sales due lower base in the previous year and shift in demand from private to public sector companies due to supply restriction on account of middle east conflict.

5. 14.8 Crs cylinders of 14.2kg (~47.7 lacs/day) were delivered in Jul'26 compared to 17.3 Crs in Jul'25.
6. De-Growth of 73.8% in Bulk LPG consumption is due to supply restrictions arisen out of war in West Asia which resulted in regulated supply
7. The supply issues due to Middle East crisis led to LPG demand suppression for commercial activities . In view of unavailability of LPG, Industrial consumers were actively migrating to alternative fuels like fuel oil and even NG to maintain baseline operations. Following steady arrival of imported cargoes as West Asia energy supply concerns receded. Government fully restored non-domestic packed commercial LPG supplies to pre-crisis levels and partially resumed bulk LPG allocations up to 50%. This policy shift eased commercial and industrial operating constraints.
8. The de-growth in LPG consumption was also partly attributable to fuel substitution among some small commercial and industrial consumers, with users having compatible equipment shifting from LPG to HSD

Figure-N: State Wise Growth in LPG month of July'26

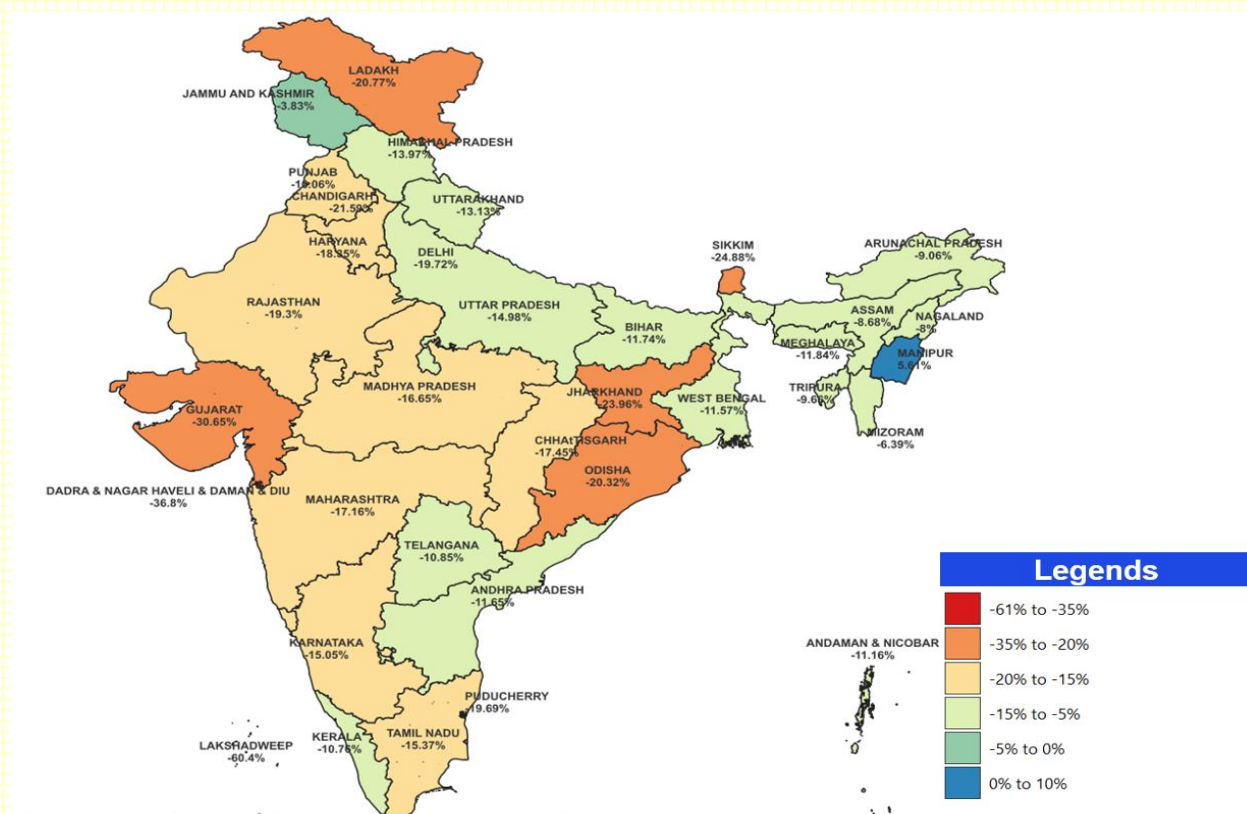
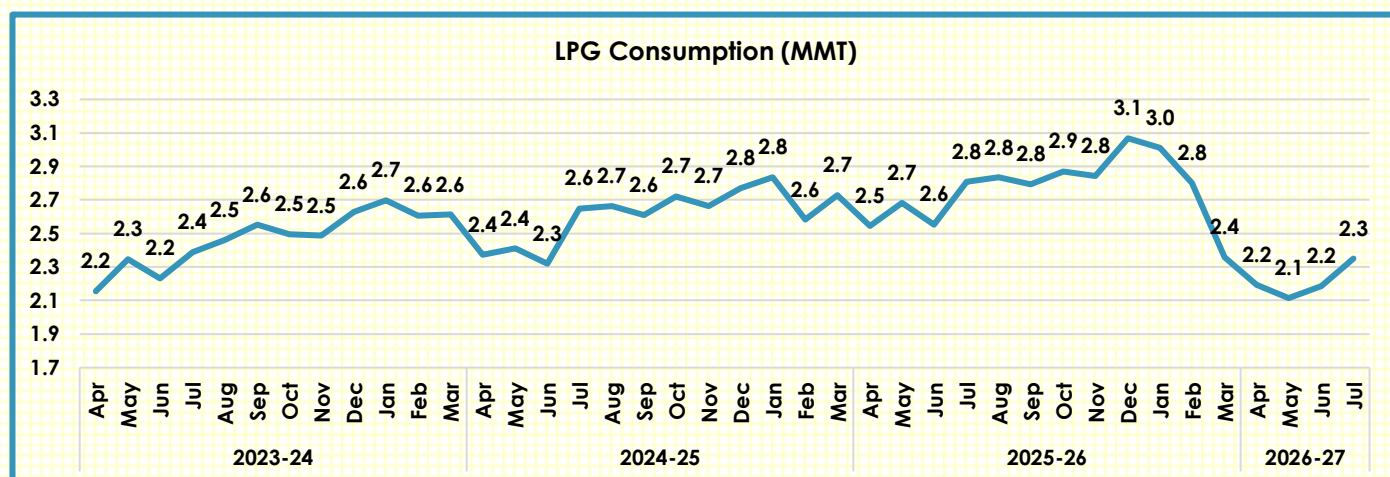


Figure-O: Month-wise LPG consumption (MMT)

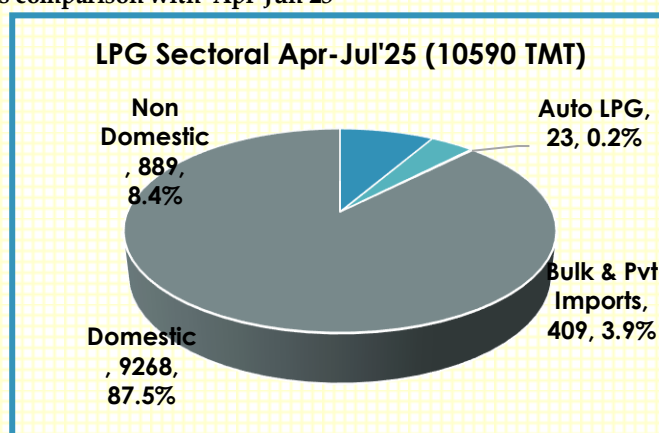
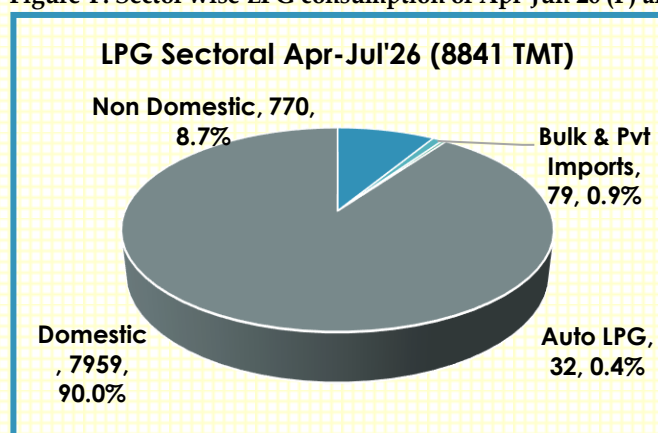


Sectoral consumption of LPG:

During 'Apr-Jul-26, total LPG domestic consumption with a volume of 8.84 MMT registered 16.5% de-growth Year-on Year basis over the volume of 10.59 MMT in 'Apr-Jul-25.

The Sectoral LPG consumption during 'Apr-Jul-26', was driven by Domestic packed at 90.0%, followed by LPG 'non-domestic/ industry/ commercial sector 8.7% & Bulk at 0.9%. Auto LPG at 0.4% has been on the negative trajectory getting displaced by CNG.

Figure-P: Sector wise LPG consumption of Apr-Jun'26 (P) and its comparison with 'Apr-Jun'25



Naphtha:

Naphtha consumption during July 2026 with a volume of 829 TMT registered a de-growth of 13.8%, over a volume of 962 TMT during the month of July 2025.

Naphtha market is primarily propelled by robust demand from the petrochemical sector, where it serves as a key feedstock for plastics and synthetic materials.

Naphtha Demand registered degrowth as Import Prices almost Doubled & Domestic Costs Spiked

approximately 60% forcing petrochemical producers to suppress demand.

Higher natural gas prices led refineries to increase internal consumption of naphtha as an alternative feedstock, further reducing the availability of naphtha for external consumption and contributing to the overall decline in market demand.

Major Petchem producers like HPL are operating below capacity with imported Naphtha.

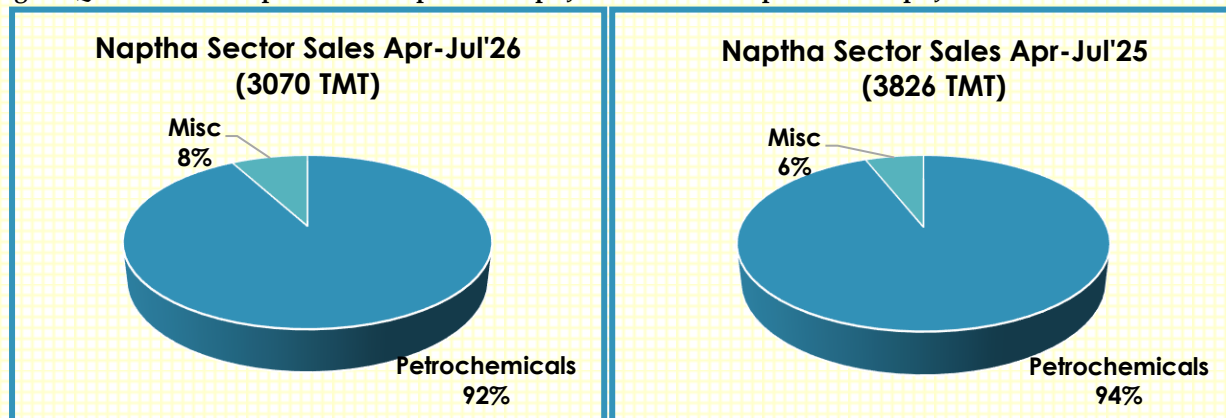
Sectoral consumption of Naphtha:

During 'Apr-Jul-26, total Naphtha domestic consumption with a volume of 3070 TMT

registered de-growth of 19.8% Year-on Year basis over the volume of 3826 TMT in 'Apr-Jul-25.

92% Consumption of naphtha during this period was driven by petrochemicals sector.

Figure-Q: Sector wise naphtha consumption of 'Apr-Jul'26 and its comparison to 'Apr-Jun'25



ATF:

Aviation Turbine Fuel (ATF) consumption reached 705 TMT and registered a year-on-year decrease of 0.6 % in July 2026.

The subdued performance was primarily attributable to elevated ATF prices, which continued to increase airline operating costs, coupled with international flight cancellations and selective route rationalisation, particularly on regional and secondary routes.

The surge in ATF costs led to significant inflationary pressures on operational costs of airlines.

The operational saturation at legacy Mumbai airport (CSMIA) has redirected regional ATF consumption to newly commissioned Navi Mumbai International Airport (NMIA) leading to ATF growth in the western sector.

Expanding surface transport networks—such as

expressways, Dedicated Freight Corridors, and high-speed rail—is emerging as a competitor to the Aviation sector affecting Aviation Turbine Fuel (ATF) demand. The migration of short-distance freight and passenger traffic away from regional air routes eliminates high-frequency, fuel-heavy takeoff cycles. Consequently, this shift acts as a drag on total aviation fuel consumption, limiting its broader growth trajectory especially in view of the current surge in prices.

ATF consumption attributable to **Noida International Airport (Jewar Airport)** is yet to pick up significantly, as flight operations and passenger traffic are still in the initial ramp-up phase

Southern region recorded maximum degrowth in ATF volumes in June 26. International Traffic recorded de-growth of 4.6% in the month of June 2026 as per AAI data mentioned below in Table 8A.

Figure-R: State Wise Growth in ATF month of July'2026

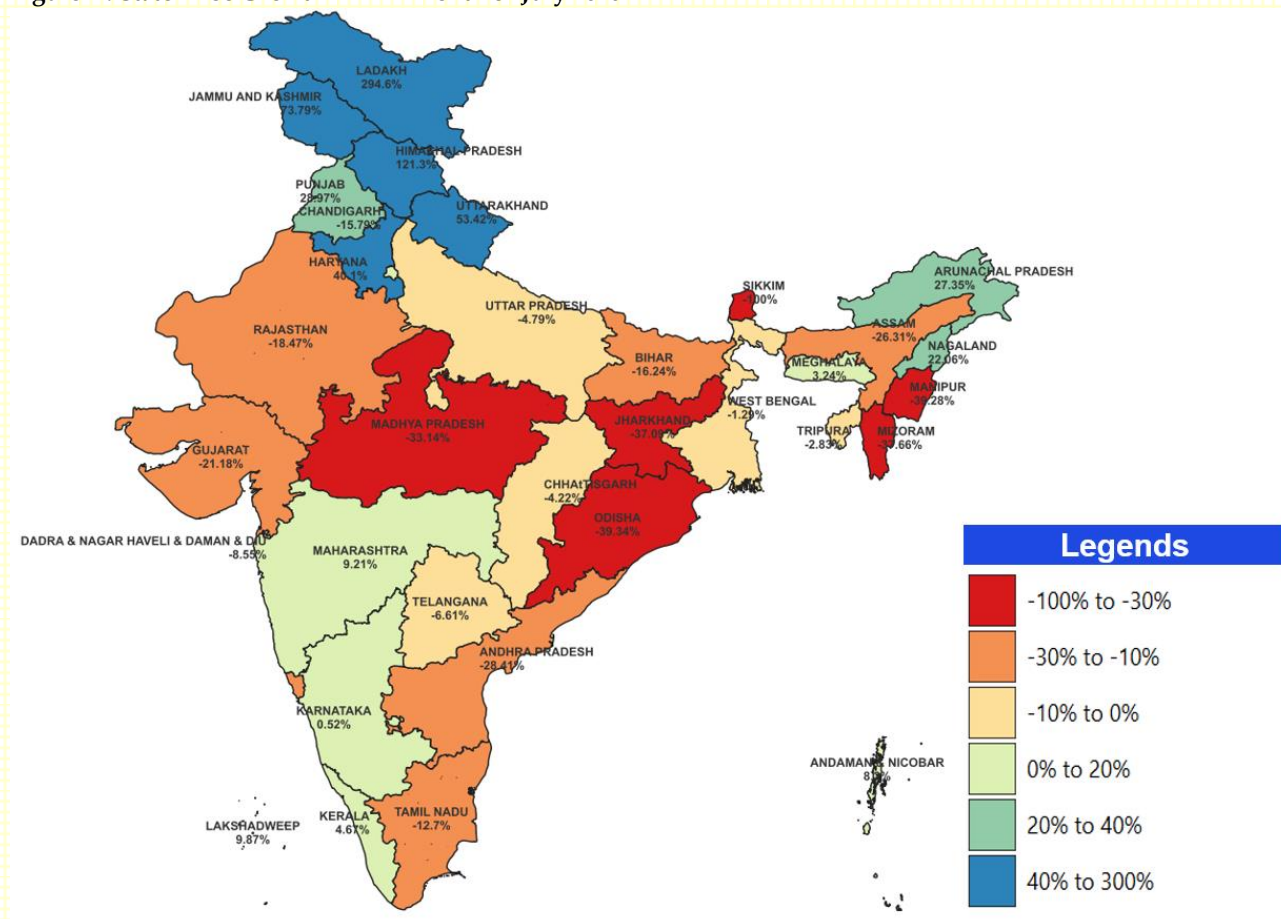
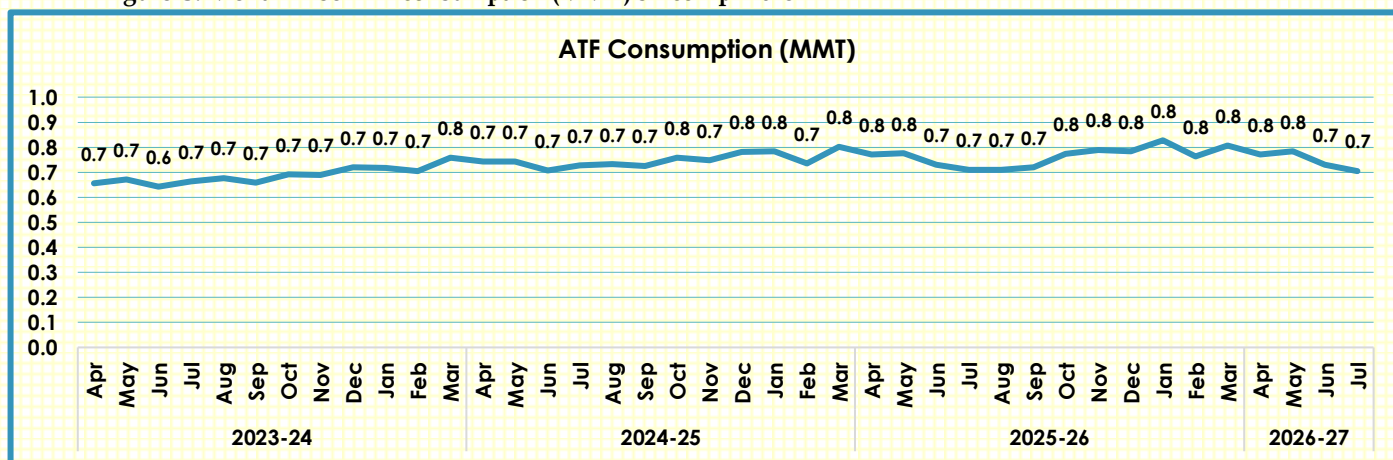


Figure-S: Month-wise ATF consumption (MMT) since Apr 2023

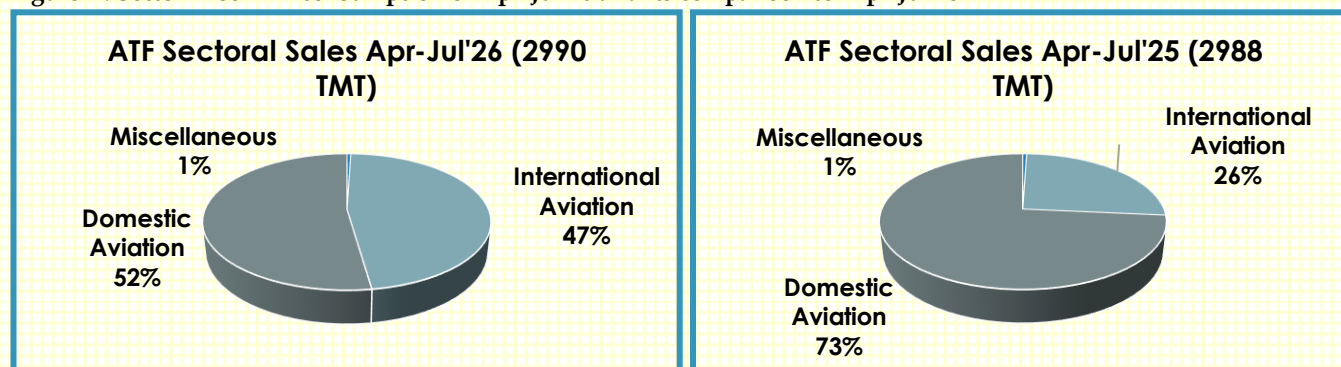


Sectoral consumption of ATF:

During 'Apr-Jul'26, total ATF domestic consumption with a volume of 2990 TMT registered 0.1% growth Year-on Year basis over the volume of 2988 TMT in 'Apr-Jul-25.

Almost entire ATF consumption during 'Apr-Jul-26 was attributed to aviation; 52% domestic aviation & 47% international aviation. Details comparisons and YoY analysis are pictorially presented in the following figures, as per the details furnished by OMCs.

Figure-T: Sector wise ATF consumption of Apr-Jul'26 and its comparison to 'Apr-Jul'25



Note : The above sectorisation is not on the basis of tax applicability and is provided by OMC

- During the month of June 2026, all operational airports (taken together) handled 228.76 thousand aircraft movements (excluding General Aviation Movements), 33.39 million passengers and 364.29 thousand tonnes of freight.
- International aircraft movements, total aircraft movements have decreased by 10.5%, 1.6% respectively and domestic aircraft movements have increased by 0.1% during (April-June) 2026-27 as compared to (April- June) 2025-26.
- Total passengers have decreased by 10.0%, 0.6% respectively and domestic passengers have increased by 1.6% during (April-June) 2026-27 as compared to (April- June) 2025-26.
- Domestic freight and total freight traffic have increased by 13.7%, 9.1% and 11.9 % respectively during the period (April- June) 2026-27 as compared to (April- June) 2025-26.

The table below encapsulates details pertaining to aircraft movements during June'26 in the country:

Table 8A: Details pertaining to aircraft movements during June'26 in the country

CATEGORY	June		%
	2026-27	2025-26	CHANGE
Aircraft Movements (in '000)			
International	37.44	39.23	-4.6
Domestic	191.32	200.51	-4.6
Total	228.76	239.74	-4.6
General Aviation	28.33	21.82	29.8
Grand Total(INTL+DOM+Gen)	257.09	261.56	-1.7

Table 8B: Region's wise trends in air traffic vis-à-vis ATF Consumption recorded at PPAC

The region wise trends in air traffic vis-à-vis ATF Consumption recorded at PPAC has been tabulated below:

REGION WISE TRENDS IN AIR TRAFFIC vis-à-vis ATF Consumption								
June								
REGION				REGION				Difference
	June		Change		June		Change	
	2026-2027	2025-2026			2026-2027	2025-2026		
DOMESTIC AIRCRAFT MOVEMENTS (IN NOS)				ATF CONSUMPTION (IN TMT)				
EASTERN	22438	25288	-11.3%	EASTERN	49	48	3.2%	2.2%
NORTH EAST	7105	7752	-8.3%	NORTH EAST	16	14	7.4%	23.1%
NORTHERN	51554	49310	4.6%	NORTHERN	263	256	2.7%	-2.9%
SOUTHERN	56709	65048	-12.8%	SOUTHERN	217	229	-5.5%	-11.2%
WESTERN	53515	53105	0.8%	WESTERN	186	182	1.9%	-16.1%
Total	191321	200503	-4.6%	Total	730.35	730.01	0.0%	-10.5%

The region's wise ATF consumption in the country varies owing to the difference in applicable VAT in the various states across the nation.

Furnace oil & Low sulphur heavy stock (FO/LSHS):

FO/LSHS consumption during Jul 2026 with a volume of 634 TMT with a growth of 29.8 % over the volume of 489 TMT in Jul-2025.

Some factors attributing FO/LSHS consumption pattern are listed here:

The dominant factor contributing to growth was international container ships and tankers heavily

diverted their refueling stops to India's western coastline owing to escalated geo political tensions in middle east. Ports like **Kandla, Mumbai and Kochi** have experienced a significant demand surge, leading to a notable growth in the consumption.

Sectoral consumption of FO/LSHS:

During 'Apr-Jul-26, total FO/LSHS consumption with a volume of 2222 TMT with a growth of 11.9% Year-on Year basis over the volume of 1985 TMT in 'Apr-Jul-25.

Further Product wise consumption for FO Apr-Jul'26 was 1972 TMT vs 1754 TMT in Apr-Jul'25 (12.4% growth). For LSHS, Apr-Jul'26 was 250 TMT vs 230 TMT in Apr-Jul'25 (8.7% Growth).

Details of YoY comparisons are pictorially presented in the following figure.

Figure-U: Sector wise FO+LSHS consumption of 'Apr-Jul'26 and its comparison to 'Apr-Jul'25

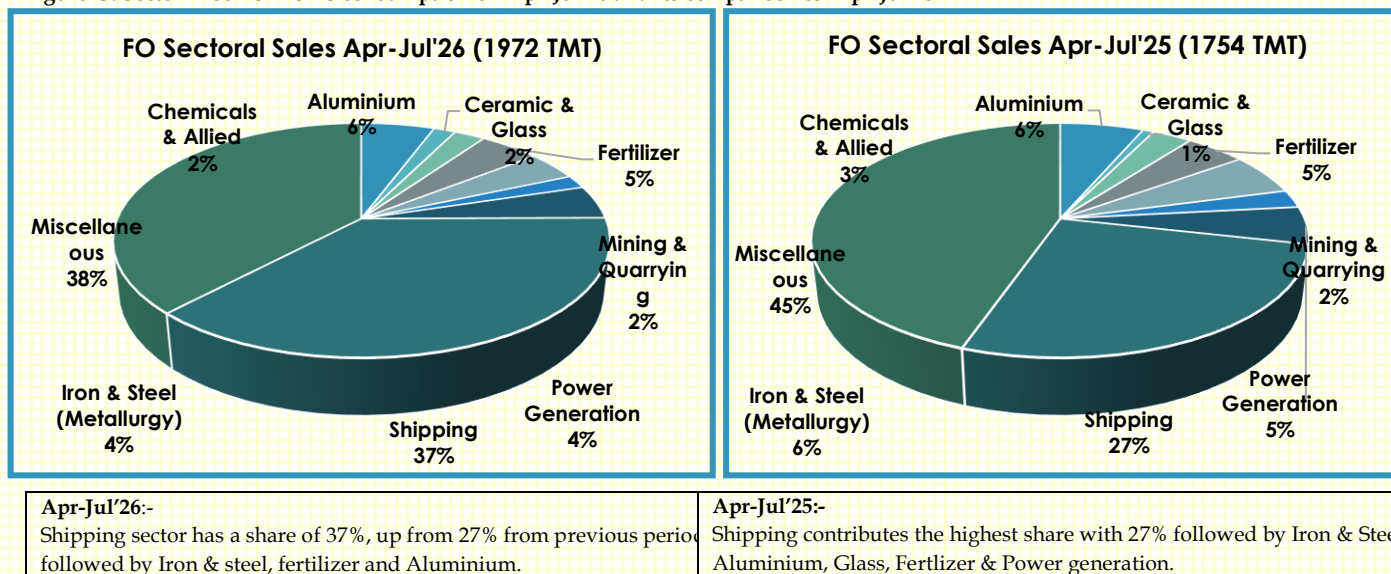
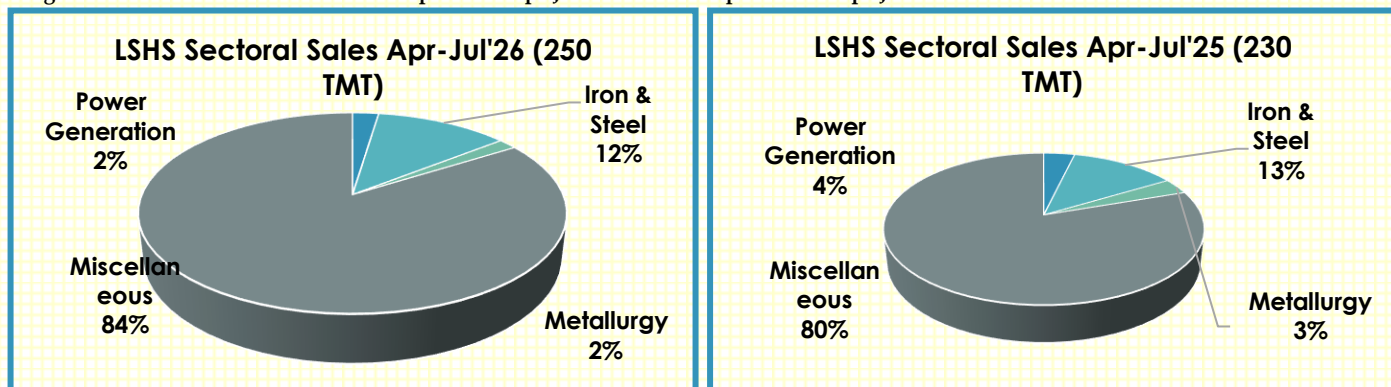


Figure-V: Sector wise FO+LSHS consumption of 'Apr-Jul'26 and its comparison to 'Apr-Jul'25



Apr-Jul'26:

Iron & Steel sector contributed to be the largest sector at 12%, followed by Metallurgy 2%

Apr-Jul'25:

Iron & steel contributes the highest share with 13% followed by Power generation & Metallurgy

Petcoke:

Petcoke consumption during the month of July 2026 with a volume of 1.65 MMT and de-growth of 3.6% over the volume of 1.72 MMT in the same period last year.

The Directorate General of Foreign Trade (DGFT) maintained **strict quantitative limits and allocation procedures for petroleum coke imports during FY 2026-27**. Imports of **Raw Petroleum Coke (RPC) for CPC manufacturing and Calcined Petroleum Coke (CPC) for the aluminium industry** remained subject to prescribed import restrictions, environmental compliance requirements and allocation based on

eligible processing capacity and past utilisation. These regulatory controls limited the availability of imported RPC and CPC, thereby constraining the potential growth in petcoke consumption.

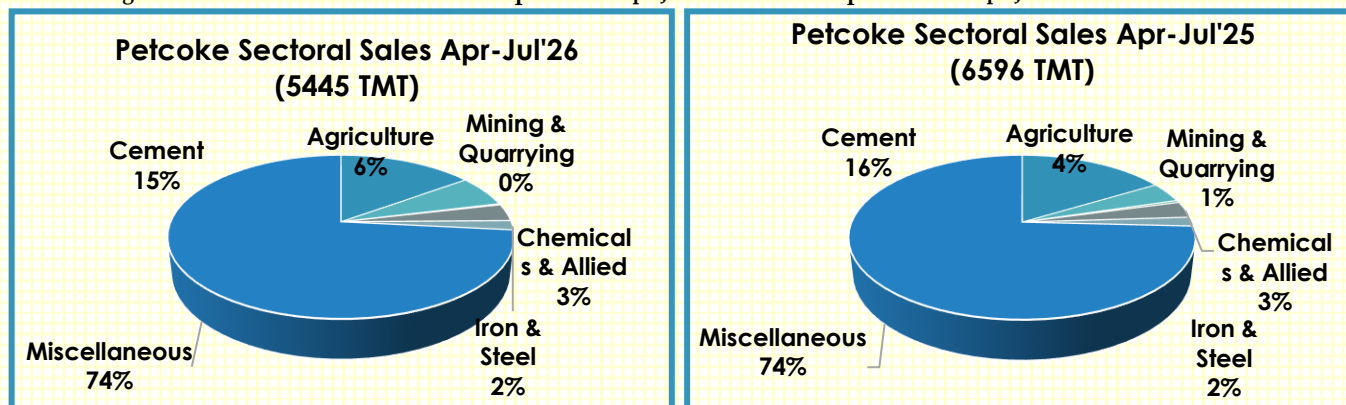
Other factor that can be attributed to Petcoke consumption trend: Petcoke consumption faced a significant decline by private importers as international prices remained firm. This led the cement sector to shift toward more cost-effective alternative fuels, especially domestic thermal coal.

Sectoral consumption of Petcoke:

During 'Apr-Jul-26', total Petcoke cumulative domestic consumption with a volume of 5.44 MMT registered 17.4% de-growth Year-on Year basis over

the volume of 6.60 MMT in 'Apr-Jul-25'. The cement sector continues to occupy the largest share in 'Apr-Jul'26' (P) at 15%, followed by other Industries.

Figure-W: Sector wise Petcoke consumption of 'Apr-Jul'26 and its comparison to 'Apr-Jul'25



Apr-Jul'26:- Cement industry occupied the highest share at 15%

Apr-Jul'25:- Cement industry occupied the highest share at 16%, followed by other sectors.

Light Diesel Oil

LDO consumption during the month Jul 2026 with a volume of 66 TMT registered a 23.3% de-growth over the volume of 86 TMT in Jul 2025.

July 2026 LDO consumption de-growth was attributed to following reason:

Although LDO has become the primary "cleaner" liquid fuel alternative for industrial boilers and heaters, but due to surge in prices consumers have shifted to alternate fuels including furnace oil.

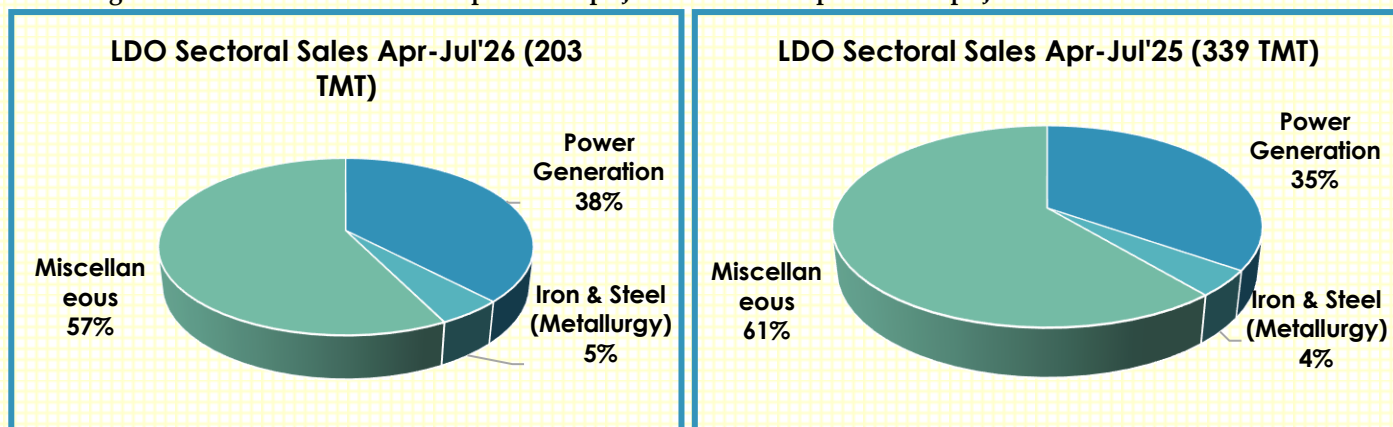
The significant price differential between LDO and HSD emerged as one of the major factors contributing to the de-growth in LDO consumption. With LDO prices approximately ₹24-28/litre higher than HSD, price-sensitive consumers with compatible equipment have shifted from LDO to HSD as a more economical alternative, resulting in substitution of LDO demand

Sectoral consumption of Light Diesel Oil:

During 'Apr-Jul-26, total LDO domestic consumption with a volume of 203 TMT registered a 40.1% de-growth Year-on Year basis over the volume of 339 TMT in 'Apr-Jul-25.

The cumulative consumption of Light Diesel oil (LDO) during 'Apr-Jul'26' was driven by 'Power Generation' 38% followed by Iron & Steel at 5%.

Figure-X: Sector wise LDO consumption of 'Apr-Jul'26 and its comparison to Apr-Jul'25



Apr-Jul-26:-Power Generation occupied a 38% share of the product followed by Iron & Steel & Misc industries

Apr-Jul-25:-Power Generation occupied a 35% share of the product followed by Iron & Steel & Misc industries

Natural Gas:

Natural Gas is used as a feedstock in several industries like fertilizers, plastics and other commercially important organic chemicals and used as a fuel for electricity generation, heating purpose in industrial and commercial units. Natural gas is also used for cooking in domestic households and as a transportation fuel for vehicles.

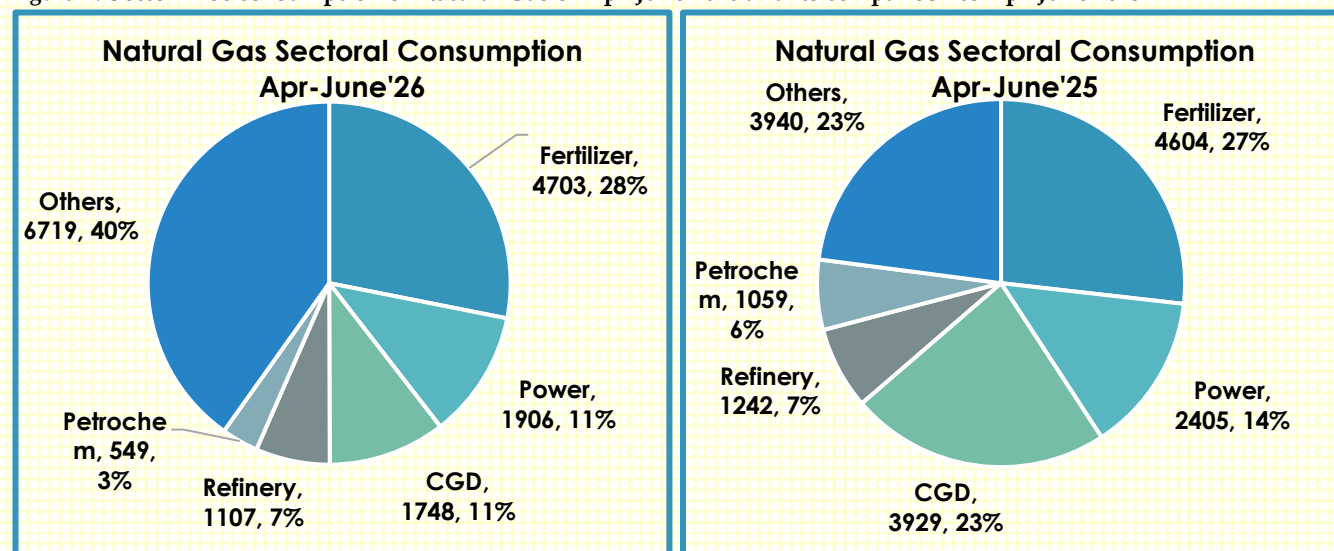
For the monthly consumption data, please refer to the NG report published by PPAC.

Total Natural Gas Consumption (including internal consumption) for the month of July 2026 (P) was 5740 MMSCM which was 1.05% lower than the corresponding month of the previous year.

Sectoral consumption of Natural Gas consumption of Apr-June'26' & its comparison to 'Apr-June'25 (P): During Apr-June'26, total Natural Gas monthly domestic consumption with a volume of 16,732 MMSCM, over the volume of 17,179 MMSCM during the same period in the preceding year. During Apr-June'26, consumption of Natural gas (NG) was driven by fertilizer (28%) followed by CGD (11%), Power (11%) Refinery (7%), Petrochemicals (3%). Misc sectors occupied a share of 40% in Apr-June'2026.

As per IGX, Indian Natural Gas average spot purchase price for the month of Jul 2026 was 19.2 \$/MMBtu.

Figure-Y: Sector wise consumption of Natural Gas of Apr-June 2026 and its comparison to Apr-June 2025



*Other includes Ceramic, Chemical, Glass, Metal & small customers etc.

P: provisional

June'2026 Fertilizer sector occupied the highest share for the Consumption of Natural Gas at 28% followed by Power and CGD at 11% each.

June'2025 Fertilizer sector occupied the highest share followed by CGD.



Table-9: Conversion factors taken for MT to barrel conversion

Conversion factor (approx.)		
Product	Weight (MT)	Bbl.
LPG	1	11.6
SKO	1	8.1
Diesel	1	7.6
Petrol	1	8.9
Naphtha	1	8.7
ATF	1	8.1
Bitumen	1	6.1
Furnace Oil	1	6.7
Lubes	1	7.2
Light Diesel Oil	1	7.4
Petcoke	1	5.5
Product Basket (for Others)	1	8.1

Table-10

Industry Consumption Trend Analysis 2025-26 (Provisional)												
('000 MT)												
Product	April-Jul			July								
	FY2025-26	FY2026-27	Growth(%)_ 2026-27 over 2025-26	2022	2023	2024	2025	2026	Growth(%)_ 2026 over 2022	Growth(%)_ 2026 over 2023	Growth(%)_ 2026 over 2024	Growth(%)_ 2026 over 2025
(A) Sensitive Products												
LPG	10590	8841	-16.5	2404	2390	2649	2810	2349	-2.3	-1.7	-11.3	-16.4
SKO	142	136	-3.7	23	50	41	36	44	87.7	-12.5	6.7	20.3
Sub Total	10732	8977	-16.4	2427	2439	2690	2846	2393	-1.4	-1.9	-11.1	-15.9
(B) Major Decontrolled Product												
HSD	32315	33754	4.5	6633	6885	7193	7356	8093	22.0	17.5	12.5	10.0
MS	14246	15193	6.6	2808	2984	3297	3493	3815	35.8	27.8	15.7	9.2
Naphtha	3826	3070	-19.8	1151	1044	1224	962	829	-27.9	-20.5	-32.2	-13.8
ATF	2988	2990	0.1	579	663	727	710	705	21.9	6.4	-2.9	-0.6
Bitumen	2844	1840	-35.3	341	514	408	426	462	35.5	-10.1	13.1	8.5
FO & LSHS	1985	2222	11.9	558	562	509	489	634	13.8	12.9	24.6	29.8
Lubricants & Greases	1548	1499	-3.2	311	410	318	393	420	35.1	2.4	32.1	6.7
LDO	339	203	-40.1	60	63	61	86	66	9.9	5.5	8.3	-23.3
Sub Total	60091	60771	1.1	12440	13124	13737	13914	15025	20.8	14.5	9.4	8.0
Sub - Total (A) + (B)	70822	69748	-1.5	14867	15564	16427	16760	17417	17.2	11.9	6.0	3.9
(C) Other Minor Decontrolled Products												
Petroleum coke	6596	5445	-17.4	1669	1660	2368	1720	1658	-0.6	-0.1	-30.0	-3.6
Others	3512	2566	-26.9	1213	1067	1446	874	841	-30.7	-21.2	-41.8	-3.7
Sub Total	10107	8012	-20.7	2882	2727	3814	2594	2500	-13.3	-8.3	-34.5	-3.6
Total	80930	77760	-3.9	17749	18291	20241	19354	19917	12.2	8.9	-1.6	2.9
*Others include sulfur, propylene, propane, reformat, L.A.B.F.S, CBFS, butane, MTO etc.												

Table-11

Industry Consumption Trend Analysis 2025-26 (Provisional)												
('Million Barrels per Day)												
Product	April-Jul			July								
	FY2025-26	FY2026-27	Growth(%)_2026-27 over 2025-26	2022	2023	2024	2025	2026	Growth(%)_2026 over 2022	Growth(%)_2026 over 2023	Growth(%)_2026 over 2024	Growth(%)_2026 over 2025
(A) Sensitive Products												
LPG	1.01	0.84	-16.5%	0.90	0.89	0.99	1.05	0.88	-2.3%	-1.7%	-11.3%	-16.4%
SKO	0.01	0.0090	-3.7%	0.01	0.01	0.01	0.01	0.01	87.7%	-12.5%	6.7%	20.3%
Sub Total	1.0	0.8	-16.4%	0.9	0.9	1.0	1.1	0.9	-1.7%	-1.8%	-11.1%	-16.1%
(B) Major Decontrolled Product												
HSD	2.02	2.11	4.5%	1.63	1.69	1.77	1.81	1.99	22.0%	17.5%	12.5%	10.0%
MS	1.04	1.11	6.6%	0.80	0.85	0.94	1.00	1.09	35.8%	27.8%	15.7%	9.2%
Naphtha	0.27	0.22	-19.8%	0.32	0.29	0.34	0.27	0.23	-27.9%	-20.5%	-32.2%	-13.8%
ATF	0.20	0.20	0.1%	0.15	0.17	0.19	0.19	0.18	21.9%	6.4%	-2.9%	-0.6%
Bitumen	0.14	0.09	-35.3%	0.07	0.10	0.08	0.08	0.09	35.5%	-10.1%	13.1%	8.5%
FO & LSHS	0.11	0.12	11.9%	0.12	0.12	0.11	0.11	0.14	13.8%	12.9%	24.6%	29.8%
Lubricants & Greases	0.09	0.09	-3.2%	0.07	0.10	0.07	0.09	0.10	35.1%	2.4%	32.1%	6.7%
LDO	0.02	0.01	-40.1%	0.01	0.01	0.01	0.02	0.02	9.9%	5.5%	8.3%	-23.3%
Sub Total	3.9	3.9	1.5%	3.2	3.3	3.5	3.6	3.8	20.6%	14.8%	9.0%	7.7%
Sub - Total (A) + (B)	4.9	4.8	-2.2%	4.1	4.3	4.5	4.6	4.7	15.7%	11.2%	4.5%	2.3%
(C) Other Minor Decontrolled Products												
Petroleum coke	0.30	0.25	-17.4%	0.30	0.30	0.42	0.31	0.30	-0.6%	-0.1%	-30.0%	-3.6%
Others	0.23	0.17	-26.9%	0.32	0.28	0.38	0.23	0.22	-30.7%	-21.2%	-41.8%	-3.7%
Sub Total	0.5	0.4	-21.6%	0.6	0.6	0.8	0.5	0.5	-16.1%	-10.3%	-35.6%	-3.6%
Total	5.4	5.21	-4.1%	4.7	4.8	5.3	5.2	5.2	11.6%	8.7%	-1.5%	1.6%
*Others include sulfur, propylene, propane, reformat, L.A.B.F.S, CBFS, butane, MTO etc.												



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