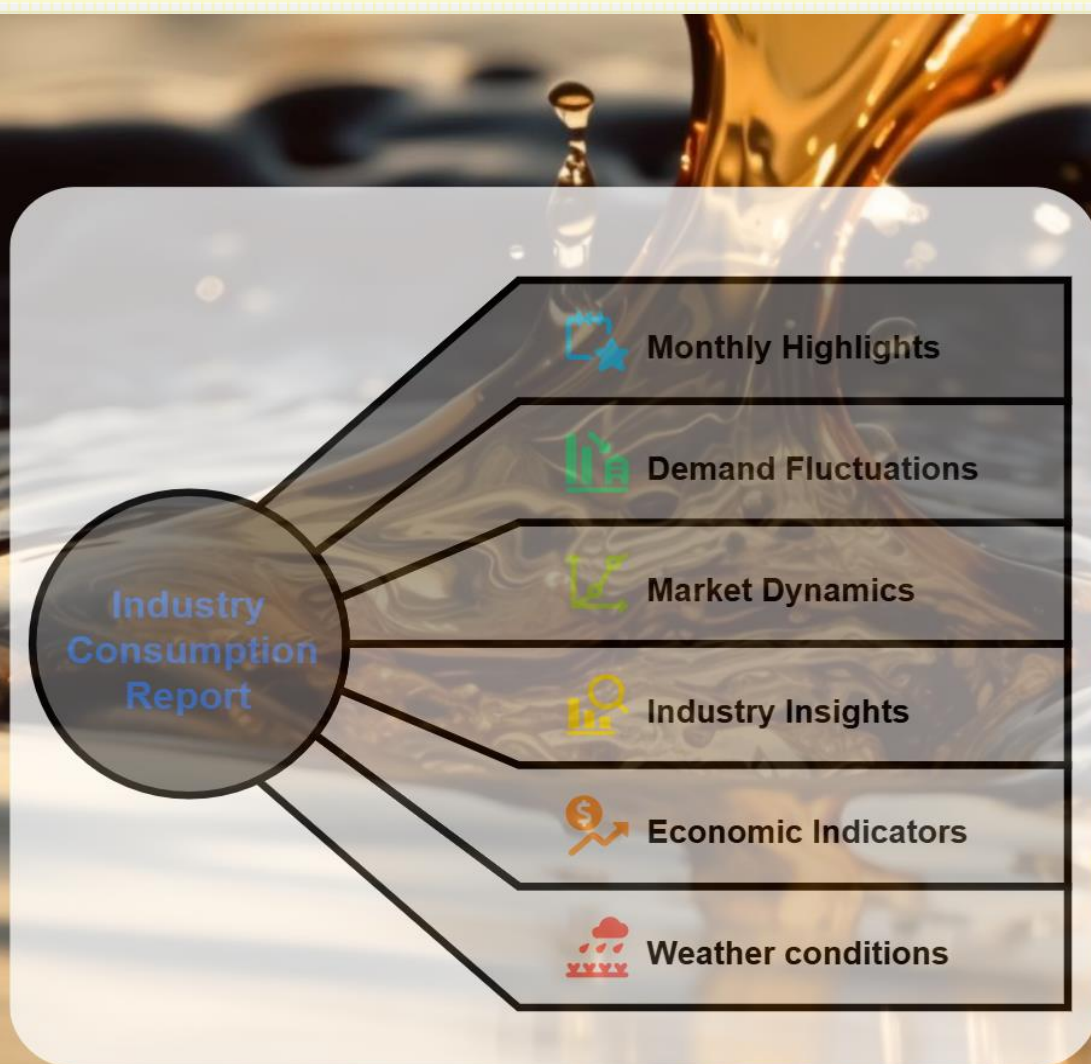




INDUSTRY CONSUMPTION REPORT POL & NG

September 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: September 2026

The monthly Petroleum Industry Consumption Review Report has been prepared by the Petroleum Planning and Analysis Cell (PPAC) for the month of September 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, Chaitanya Singh-ONGC & Bhaskar Bhargav-GAIL.

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: September-2026

- **ONGC Incorporates Joint Venture with MRPL and OPaL for Petrochemical Marketing:** Oil and Natural Gas Corporation (ONGC) incorporated a joint venture with its group companies, Mangalore Refinery and Petrochemicals Limited (MRPL) and ONGC Petro Additions Limited (OPaL), to undertake marketing and trading of the group's petrochemical products.
- **ONGC Discovers Natural Gas in the Mahanadi Offshore Basin:** ONGC made a natural gas discovery in the deep waters of the Mahanadi Offshore Basin off the Odisha coast under its Samudra Manthan exploration initiative. The discovery was made in exploration well MN-DW18-1-H-D, drilled to a target depth of 1,623 metres.
- **Revision of Domestic LPG Refill Booking Interval:** The Ministry of Petroleum and Natural Gas revised the domestic LPG refill booking interval on 10 September 2026, prescribing a uniform gap of 25 days for urban and rural consumers. Previously, the interval was 25 days for urban consumers and 45 days for rural consumers, following temporary demand-management measures introduced amid disruptions in LPG supplies. The revision provides rural consumers with greater flexibility in booking refills and supports more uniform management of domestic LPG distribution.
- **Incentive Scheme for Expansion of Domestic PNG Connections:** The Government's Incentive Scheme for Promotion of Domestic PNG Connections became effective on 1 September 2026 to accelerate the activation of unbilled domestic piped natural gas (PNG) connections and expand household access to PNG. Eligible City Gas Distribution entities can receive an additional allocation of 200 standard cubic metres (SCM) of domestically produced APM gas for each incremental billed domestic PNG connection, subject to the prescribed conditions.
- **Automobile Retail Sales:** Vehicle retail sales reached 25.37 lakh units in September 2026, registering 31.82% year-on-year growth and 4.69% month-on-month growth. Passenger-vehicle sales increased by 32.10% to 4.27 lakh units, while commercial-vehicle sales rose by 37.62% to 1.04 lakh units. Petrol/ethanol vehicles accounted for 41.27% of passenger-vehicle retail sales, compared with approximately 41% for alternative-fuel vehicles.
- **Manufacturing PMI:** India's Manufacturing Purchasing Managers' Index (PMI) rose to 55.1 in September 2026, from 52.8 in August, indicating an acceleration in manufacturing activity. The improvement reflected stronger domestic and export demand, growth in new orders and factory output, and a recovery in employment. Sustained manufacturing expansion is expected to support industrial activity, freight movement and associated HSD demand.
- **GST Collections:** Gross GST collections increased by 14.7% year-on-year to ₹2.04 lakh crore in September 2026, compared with ₹1.77 lakh crore in September 2025. Domestic GST revenue grew by 10.1% to ₹1.38 lakh crore, while GST revenue from imports increased by 25.9% to ₹65,525 crore.
- **Electricity Demand:** India's electricity consumption increased by 11.3% year-on-year to approximately 162 billion units (BU) in September 2026, while peak power demand reached approximately 269 GW. Higher electricity requirements reflected continued cooling demand and agricultural irrigation amid deficient monsoon conditions.
- **Inflation:** India's Consumer Price Index (CPI) inflation increased to 5.54% in September 2026, compared with 4.83% in August, while food inflation rose to 7.74%. Rural and urban CPI inflation stood at 6.08% and 4.88%, respectively.
- **Wholesale Inflation in Petroleum and Natural Gas:** India's Wholesale Price Index (WPI)-based inflation rose to 11.39% in September 2026, with prices of petroleum and natural gas registering a reported 57.32% year-on-year increase.

SUMMARY OF PRODUCT WISE POL

1. The consumption of petroleum products in September 2026 with a volume of 19.26 MMT registered a growth of 3.4% against the historical of 18.63 MMT in September 2025.
2. MS (Petrol) consumption during the month of September 2026 with a volume of 3.67 MMT (1.09 mbpd) recorded a growth of 8.0% on the volume of 3.40 MMT (1.01 mbpd) in September 2025.
3. Ethanol blending in Petrol was 20.0% during Aug'26 and cumulative ethanol blending during November 2025- Aug'2026 was 20.0%.
4. September 2026 recorded the highest-ever September auto retail sales in India, with 25,36,920 units, registering 31.82% YoY growth and 4.69% MoM growth. Growth was led by Wheeled Construction Equipment (+38.00%), followed by Commercial Vehicles (+37.62%), Two-Wheelers (+33.08%), Passenger Vehicles (+32.10%), Three-Wheelers (+22.25%) and Tractors (+13.75%)
5. HSD (Diesel) consumption during the month of September 2026 with a volume of 7.16 MMT (1.82 mbpd) registered growth of 5.6% over the volume of 6.79 MMT (1.72 mbpd) in the month of September 2025.
6. LPG consumption during the month of September 2026 with a volume of 2.54 MMT registering a de-growth of 9.0% over the volume of 2.80 MMT in September 2025.
7. ATF consumption during September 2026 with a volume of 727 TMT recorded modest growth of 0.9%. ATF recorded a volume of 720 TMT during the month of September 2025.
8. Bitumen consumption during September 2026 with a volume of 594 TMT registered a growth of 17.2% over the volume of 507 TMT in the month of September 2025.
9. Kerosene (SKO) consumption with a volume of 38 TMT registered a growth of 4.4% in September 2026 as compared to September 2025. SKO consumption during the month is largely constituted by PDS category with a 57% share.
10. 'Total Natural Gas Consumption (including internal consumption) for the month of Sept 2026 (P) was 5653 MMSCM which was 6.67% lower than the corresponding month of the previous year.
11. As on 30th September 2026, number of active LPG domestic connections are 32.667 cr and PMUY connections 10.57 cr.



This report analyses the trend of consumption of petroleum products in the country during the month of September 2026. Data on product-wise monthly consumption of petroleum products for September 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 September 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)

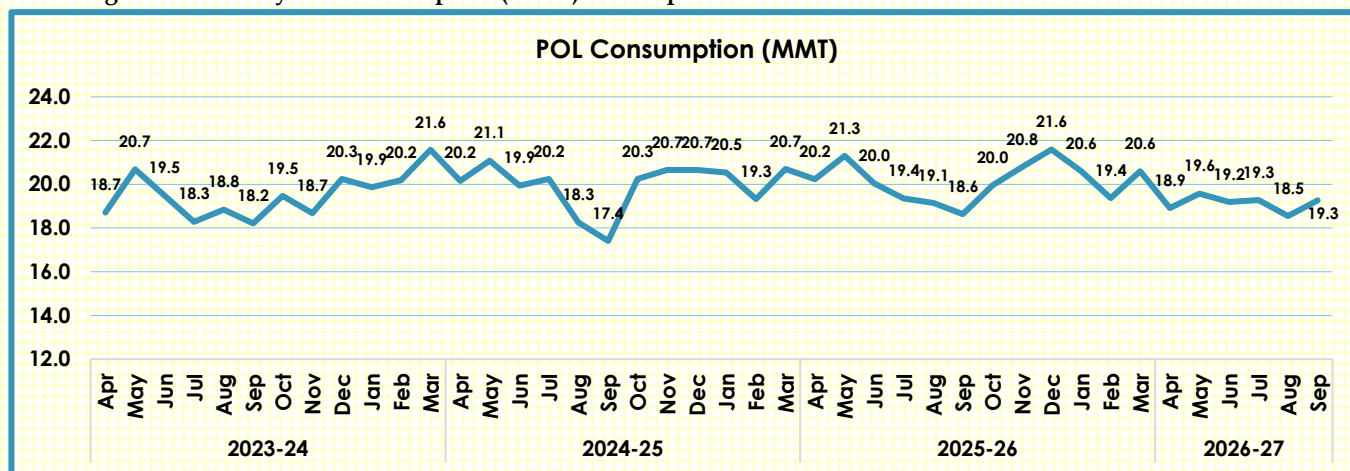
POL CONSUMPTION REPORT-SEPT 2026								
Product	Sept (TMT)				April-Sept (TMT)			
	2025	2026	% share of	Growth (%)	2025-26	2026-27	Growth (%)	% share of
			Sept'26					Apr-Sept'26
(A) Sensitive Products								
LPG	2794	2544	13.2	↓ -9.0	16219	13705	↓ -15.5	11.9
SKO	37	38	0.2	↑ 4.4	212	215	↑ 1.1	0.2
Sub Total	2831	2582	13.4	-8.8	16432	13919	-15.3	12.1
(B) Major Decontrolled Product								
HSD	6786	7164	37.2	↑ 5.6	45678	47938	↑ 4.9	41.8
MS*	3399	3669	19.1	↑ 8.0	21189	22698	↑ 7.1	19.8
Naphtha	1010	697	3.6	↓ -31.0	5901	4841	↓ -18.0	4.2
ATF	720	727	3.8	↑ 0.9	4418	4443	↑ 0.6	3.9
Bitumen	507	594	3.1	↑ 17.2	3719	2776	↓ -25.4	2.4
FO/LSHS	526	554	2.9	↑ 5.3	3012	3297	↑ 9.5	2.9
Lubes+Greases	461	439	2.3	↓ -4.8	2382	2200	↓ -7.6	1.9
LDO	90	69	0.4	↓ -23.5	509	319	↓ -37.4	0.3
Sub Total	13498	13912	72.2	3.1	86808	88513	2.0	77.1
(C) Other Minor Decontrolled Products								
Pet.Coke	1495	1573	8.2	↑ 5.2	10330	7707	↓ -25.4	6.7
Others*	807	1192	6.2	↑ 47.7	5136	4626	↓ -9.9	4.0
Sub Total	2302	2765	14.4	20.1	15466	12333	-20.3	10.7
Total	18632	19259	100	3.4	118706	114765	-3.3	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 Aug'26-Sept'26, which may undergo change on receipt of actual data), and								
(c) MS Sales includes Ethanol Blending .								

India's petroleum product consumption in September 2026 was 19.26 million metric tonnes with 3.4% growth over September 2025. The consumption on the growth side was primarily driven by higher demand for MS at 8.0% and HSD at 5.6%. 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.

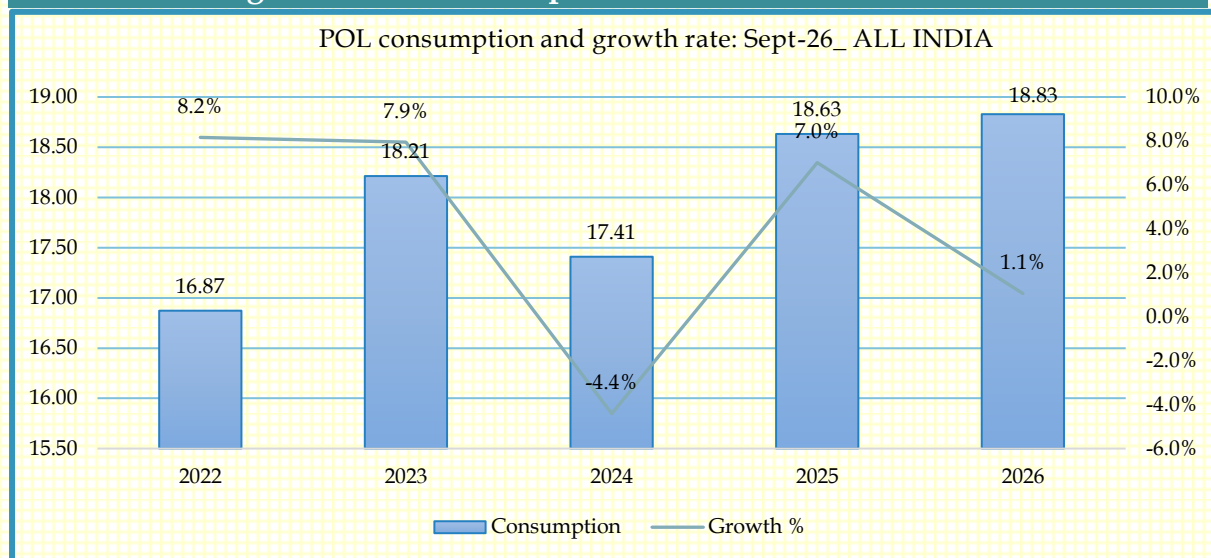
Figure-A: Monthly POL consumption (MMT) since April 2023



✓ The overall POL domestic consumption profile of the September 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 September 2026 with a volume of 3.67 MMT recorded a growth of 8.0% on the volume of 3.40 MMT in September 2025.

PSU's registered a growth rate of 8.6% as against 2.4% growth by their private sector counterparts in Sept-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 32.10% and 2W by 33.08% in Sept 26.

- The growth continues to be driven by sustained personal mobility including shift from air transport mode to road and continued economic activity across the services sector, all of which contributed to the overall rise in consumption. Festive-season travel and mobility (particularly around Janmashtami & Ganesh Chaturthi) also supported demand for MS during the month, along with the structural expansion of MS fueled vehicle fleet (**robust 28.3% growth in 2W segment & 15.6% growth in Petrol fueled PV**).

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

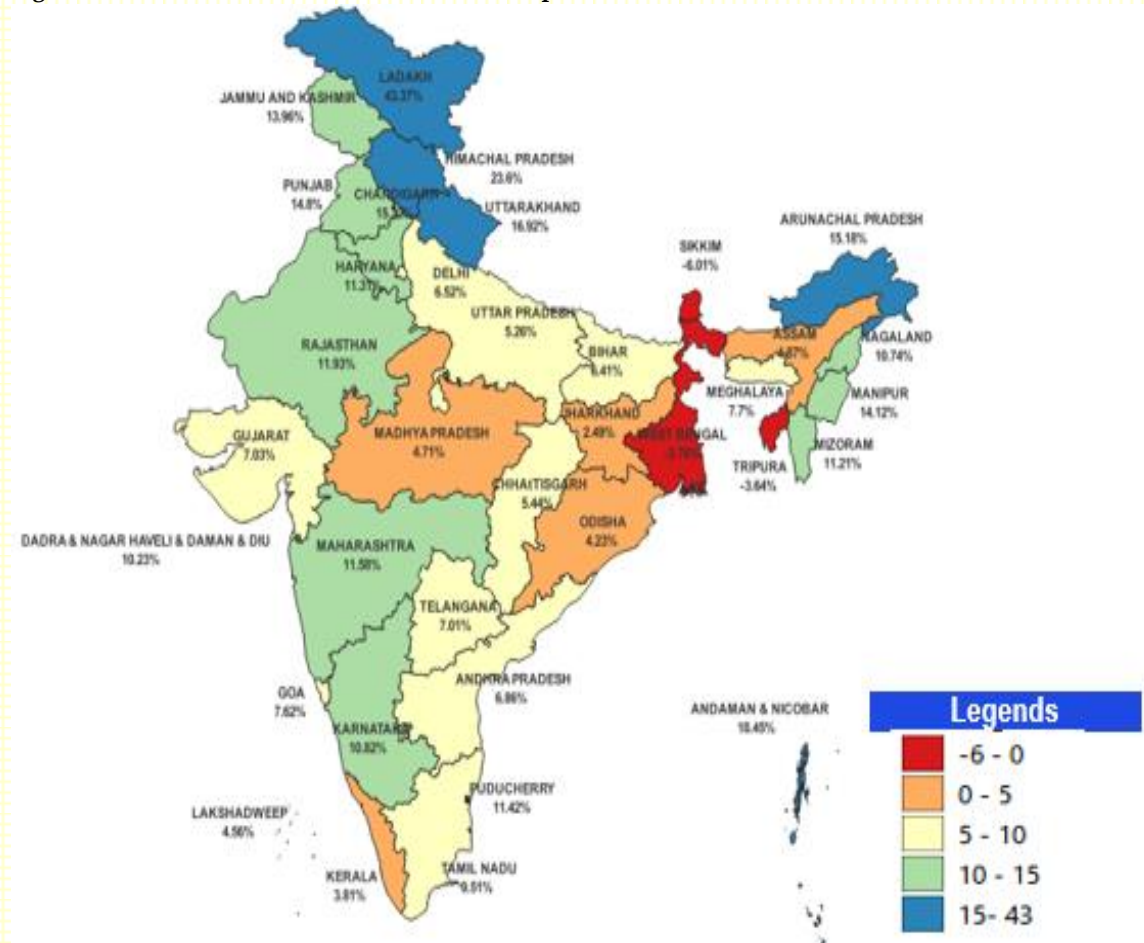
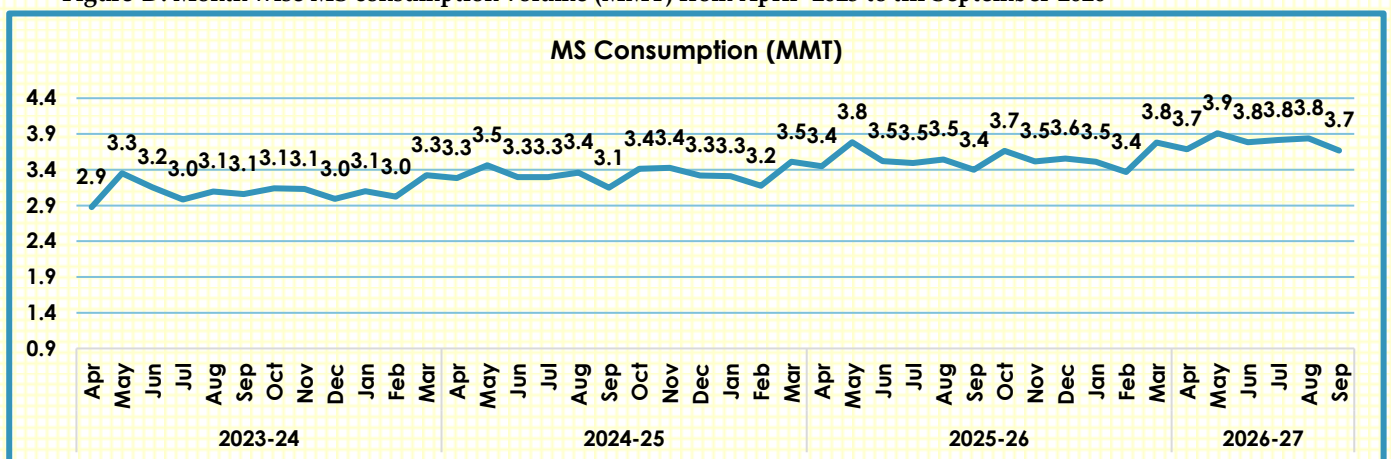


Figure-D: Month wise MS consumption volume (MMT) from April- 2023 to till September-2026



Factors impacting consumption of MS:

Passenger Vehicle Sales:

The Sale of Passenger Vehicles in September 2026 at 4.27 lacs registered 32.1 % growth YoY in the month of September 25. Passenger Vehicle (PV) sales in September 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 September 2026 (Retail sales data)

Vehicle Segment	September		
	2025	2026	Growth %age
Total PV	323,391	427,213	32.1%

Source: FADA

Two-Wheeler Sales:

Two-wheeler sales in September 2026 with a volume of 17.91 lacs registered a robust 33.1% growth, YoY basis over volume of 13.45 lacs during September 2025.

Three-Wheeler sales

Three-wheeler domestic sales in September 2026 with a volume of 1.32 lac recorded a growth of 22.2 %, YoY basis over the volume of 1.08 lacs in September 2025

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

CATEGORY	September 25	September 26	Growth %
2W	1,345,153	1,790,188	33.1%
Passenger Carrier-3 W	58,138	80,023	37.6%
Goods Carrier-3 W	10,066	16,456	63.5%
E-Rickshaw	34,071	29,522	-13.4%
E-cart	6,032	6,409	6.3%
Personal- 3 wheeler	137	160	16.8%
Total Three Wheelers	108,444	132,570	22.2%

Source: FADA

High Speed Diesel (HSD):

HSD (Diesel) consumption during the month of September 2026 with a volume of 7.16 MMT, registered a robust growth of 5.6% on the volume of 6.79 MMT in the month of September 2025.

PSUs registered a 9.2% growth and private sector witnessed 19.4% de-growth in the month of Sept-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.
- 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.

- 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
- In Uttar Pradesh, HSD consumption growth remained subdued in September 2026. the completion of the 594-km Ganga Expressway in April 2026 continued to limit the construction-related diesel demand that had supported the corresponding period last year.
- Agricultural demand continued to support HSD consumption in September 2026, driven by mechanisation and diesel-powered irrigation requirements. Increased infrastructure and industrial activity also supported diesel demand. Mining activities in states such as Rajasthan, Jharkhand and Odisha contributed to HSD consumption through the use of mining equipment, material handling and transportation. However, the extent of agricultural diesel demand varied across states depending on rainfall distribution and irrigation requirements.
- HSD consumption in Maharashtra recorded strong growth during September 2026, supported by increased freight movement associated with the state's extensive National Highway network and port-related logistics activity. Higher transportation requirements

linked to industrial and commercial activity contributed to the increase in diesel demand

- In retail sales, PSU OMCs recorded a sales growth of 15.0%, while private OMC retail sales declined by 14.2%, leading to an increase in PSU/JV retail market share to around 82%. In the direct sales segment, private OMCs registered a de-growth of 40.6%, whereas PSU

OMCs recorded a de-growth of 27.5% during the month. Overall direct sales dropped by 29.7% YoY.

Figure-E: State Wise Growth in HSD month of September-2026

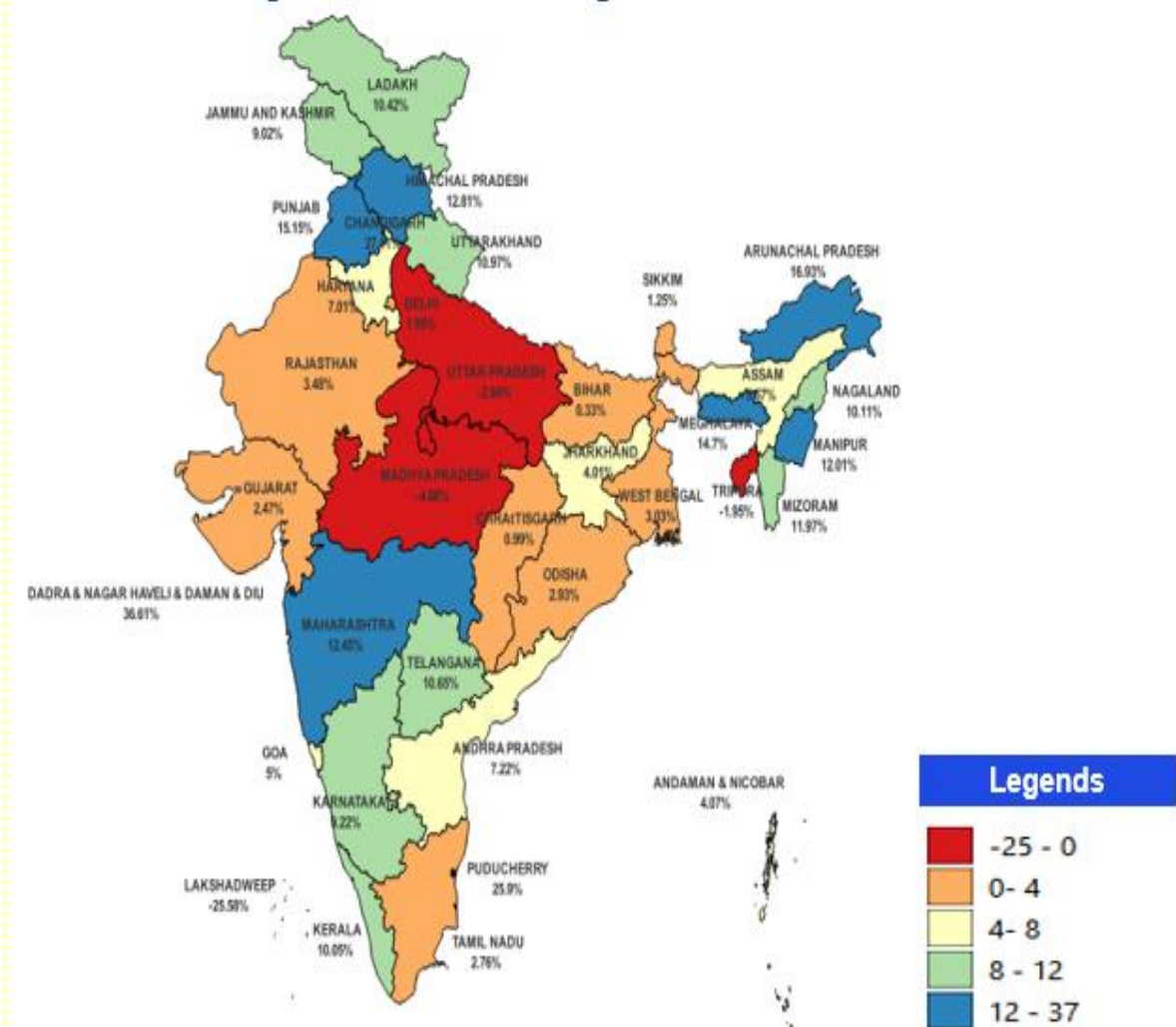


Figure-F: Month-wise HSD consumption (MMT) since April 2023

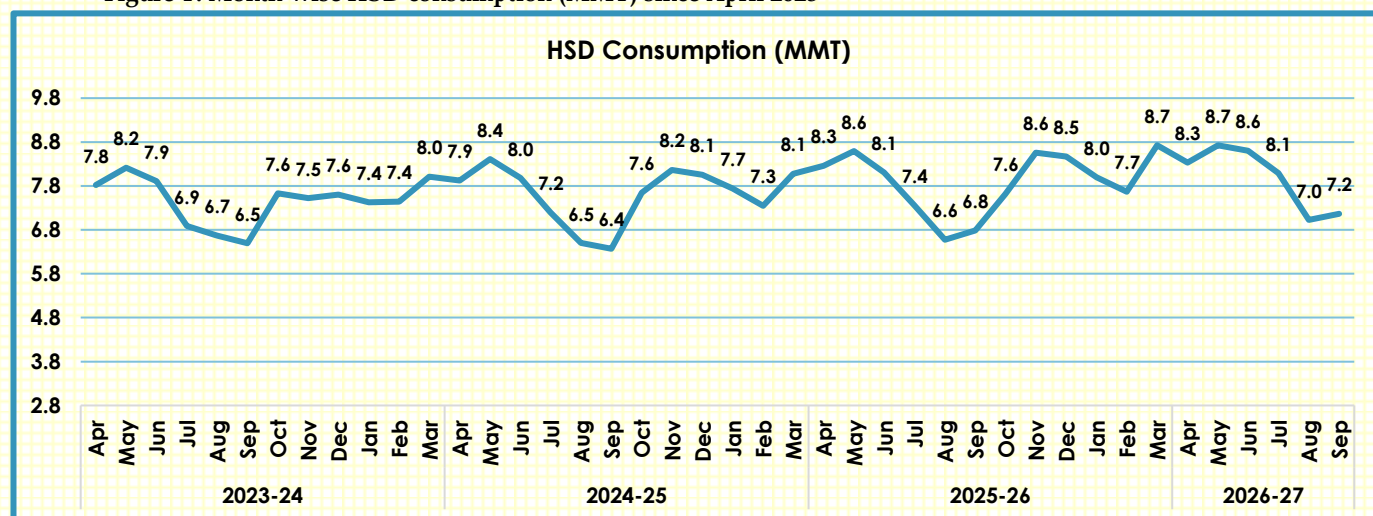
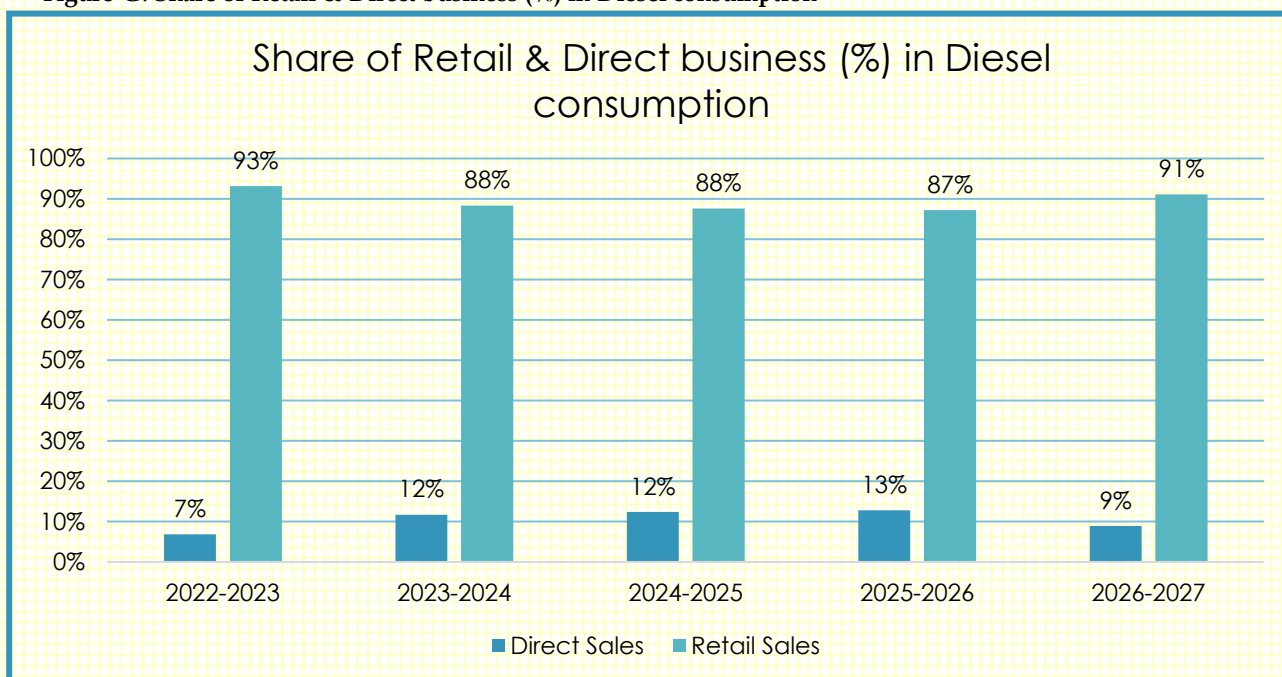


Figure-G: Share of Retail & Direct business (%) in Diesel consumption



Factors impacting consumption of HSD:

1. Monthly Rainfall Scenario (01 to 30 September, 2026)

Rainfall over the country as a whole for the month of September 2026 was 155.1 mm which was 8% less than its Long Period Average (LPA) of 167.9 mm. Daily variation of the rainfall over the country as a whole during the month of September 2026 with normal based on data of 1971-2020 is presented in Fig 1(a). A sharp increase occurred from 23 September onward, with rainfall rising to about 6.3 mm on 23 September, 10 mm on 24 September, and around 12.7 mm on both 25 and 26 September. The pronounced rainfall peak during 23-27 September, particularly the heavy rainfall on 24-26 September, substantially enhanced the month's rainfall performance after relatively variable rainfall during the earlier part of September. The rainfall activity was supported by the deep depression over the Bay of Bengal and subsequent weather systems over central/northern India.

The All India rainfall percentage departure from normal for September during 1901-2026 is presented in Fig. 1(b). Rainfall over All India (155.1 mm) was 41st lowest since 1901 and 9th lowest since 2001 presented in Fig. 1(c).

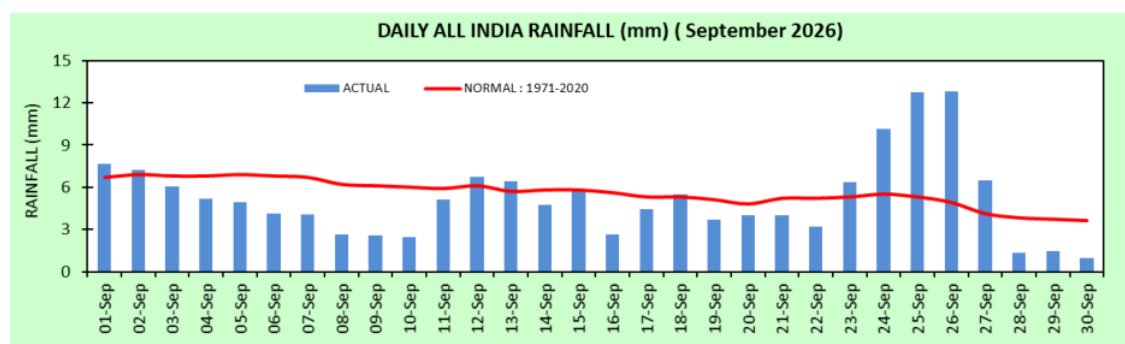


Fig. 1(a): Daily variation of rainfall over the country as a whole during September 2026.

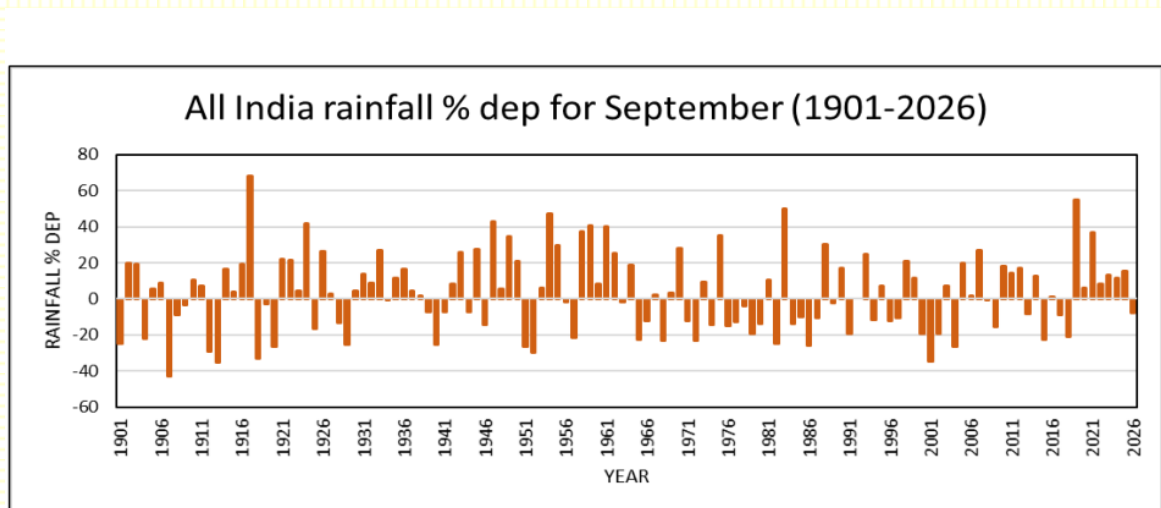


Fig. 1(b): All India monthly rainfall percentage departure from normal (1971-2020) for September from 1901-2026.

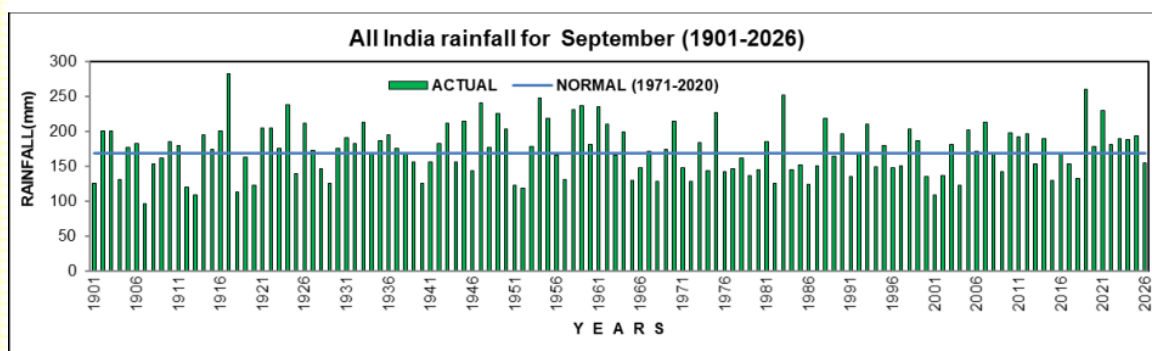


Fig. 1(c): Time series of area weighted rainfall over All India for September (1901 – 2026).

During this month, 2 sub-divisions (West Uttar Pradesh and Uttarakhand) received Large Excess rainfall, 6 sub-divisions received Excess rainfall, 10 sub-divisions received Normal rainfall, 13 sub-divisions received Deficient rainfall and 5 sub-divisions received Large Deficient rainfall. (Figure H).

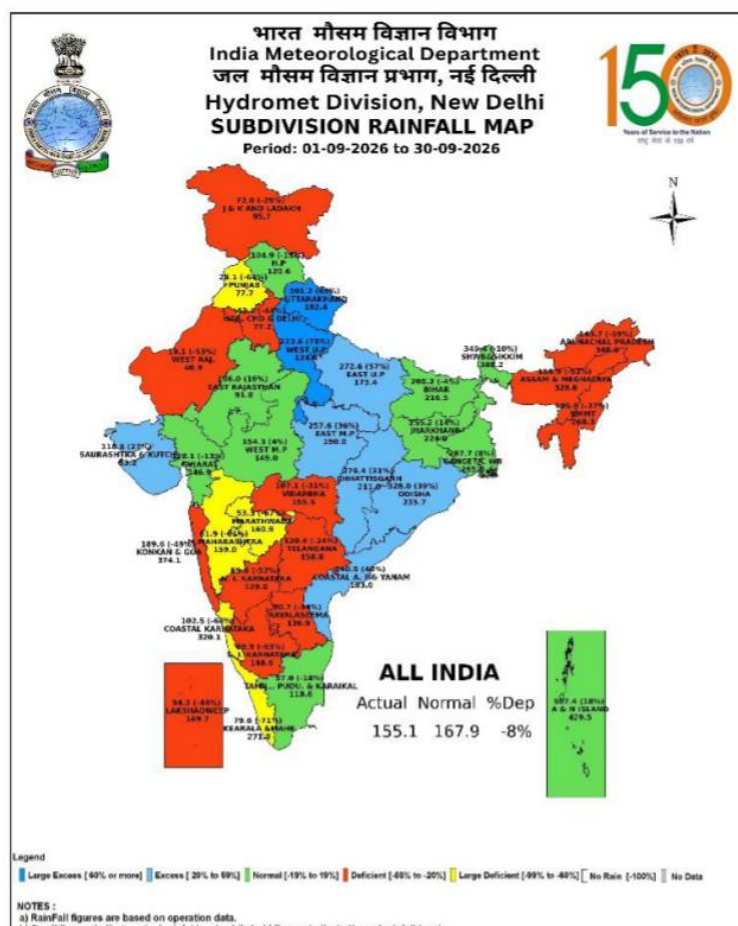


Figure- H: State wise Rainfall Map for September 2026. (Source: Indian Meteorological Department)

2. Frequency of Heavy Rainfall events

The distribution indicates that Heavy rainfall events (green) are widespread, while Very Heavy (blue) and Extremely Heavy (red) rainfall events are concentrated mainly over central, northern and north-eastern India.

The location of occurrences of Heavy rainfall events is shown in the Fig. 4. Out of total 1827 occasions, 1465 were Heavy rainfall (64.5 to 115.5 mm) categories, 318 were Very Heavy rainfall (115.6 to 204.4 mm) categories and 44 were Extremely Heavy rainfall (>204.4 mm) categories during this month.

3. Chief Synoptic weather features observed during September 2026.

24 Hours Record Rainfall

STATION NAME	NEW RECORD (mm) #	DATE (September 2026)	PREVIOUS RECORD (mm)	DATE
BANDA	227.6	26-09-2026	221.0	07-09-1987
BAREILLY	381.1	07-09-2026	267.2	17-09-2005
DURG	202.4	26-09-2026	130.4	15-09-1983
HAMIRPUR	170	26-09-2026	132.0	18-09-2024
SHAHJAHANPUR	227	07-09-2026	174.4	18-09-2012
VISAKHAPATNA M	277.6	24-09-2026	195.4	20-09-2005
VISAKHAPATNA M (A)	202.8	24-09-2026	161.2	20-09-2005

based on real-time available data

4. Characteristics of Temperatures for the month of September 2026

The average maximum, average minimum and mean temperature for the country as a whole during September 2026 were 32.10°C, 23.36°C and 27.73°C respectively, against the normal of 31.43°C, 22.80°C and 27.12°C based on data of 1991-2020. Thus, the average maximum, average minimum and mean temperature were above normal with departure from normal of 0.67°C, 0.55°C and 0.61°C respectively for the country as a whole.

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

Commercial vehicles & tractors		September'26		
		2025	2026	Growth %age
wCV	LCV	46519	62398	34.1%
	MCV	6561	8789	34.0%
	HCV	22097	32310	46.2%
	Others	69	60	-13.0%
Total CVs		75,246	103557	37.6%
Tractors		67,612	76906	13.7%

Source: FADA research

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

E-Way Bill

GSTN had proposed mandatory reporting of the "Ship-To" GSTIN in Bill-To/Ship-To e-Way Bill transactions from 1 August 2026 to improve consignment traceability. However, the implementation of this requirement was subsequently kept on hold on 30 July 2026. Accordingly, the mandatory Ship-To GSTIN requirement is not presently effective. Existing e-Way Bill provisions, including the general ₹50,000 consignment-value threshold subject to applicable GST rules, exemptions and State-specific provisions, continue to apply.

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

Month	Sep-26	Sep-25	Variance	Apr-Sep 26	Apr-Sep 25	Growth
Intra State	916.38	859.24	7%	5,447.77	4,933.04	10.4%
Inter State	498.91	460.86	8%	2,818.53	2,611.30	7.9%
Total	1,415.29	1,320.10	7%	8,266.31	7,544.34	9.6%

Source: GSTN Portal

Port Traffic:

The Major Ports achieved cargo throughput of 82.39 MMT during September 2026 which is 12.65% higher than the corresponding period last year.

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

Ports	Sep'26	Sep'25	Growth (%)
Kolkata & Haldia	5,862	5,085	15.30%
Paradip	11,509	12,127	-5.10%
Visakhapatnam	7,122	7,677	-7.23%
Kamarajar (Ennore)	4,580	3,872	18.30%
Chennai	4,971	4,703	5.70%
V.O. Chidambaranar	3,845	3,398	13.16%

Cochin	2,996	2,572	16.48%
New Mangalore	4,524	4,463	1.36%
Mormugao	1,390	1,516	-8.31%
Mumbai	6,289	6,281	0.12%
JNPA	9,901	8,363	18.39%
Deendayal	19,397	13,077	48.33%
Total:	82,388	73,135	12.65%

SECTORAL CONSUMPTION OF HSD:

During 'Apr-Sep'26, HSD total consumption with a volume of 47.94 MMT registered 4.9% growth Year-on Year basis over the volume of 45.67 MMT in 'Apr-Sep'25.

91% of HSD consumption during 'Apr-Sept 26', was constituted by retail sales. Balance 9% falls under direct sales category as shown in I(I/II) figure. The bifurcation was 91:9 in 'Apr-Sept-25'. The reduced share of direct sales is reflective of the price gap with the Retail.

High-Speed Diesel (HSD) consumption continued its momentum in 'Apr-Sep'26, registering a robust year-on-year growth of 4.9%. Infrastructure projects and road freight continued to support demand.

During Apr-Sep'26, HSD sales shifted from Direct Sales to Retail Sales. This shift of Direct Sales customers towards Retail Sales was primarily on account of price differential.

In direct sales category, the sectoral consumption break up is shown in I(II) figure. i.e., for Apr-Sep-26 'Road Transport' was 27%, the highest share followed by Mining 15%, Manufacturing at 8%, Shipping 10%, Agriculture 2% and Power Generation 2%. Railways share increase from 9% 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 7% & 4% respectively.

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

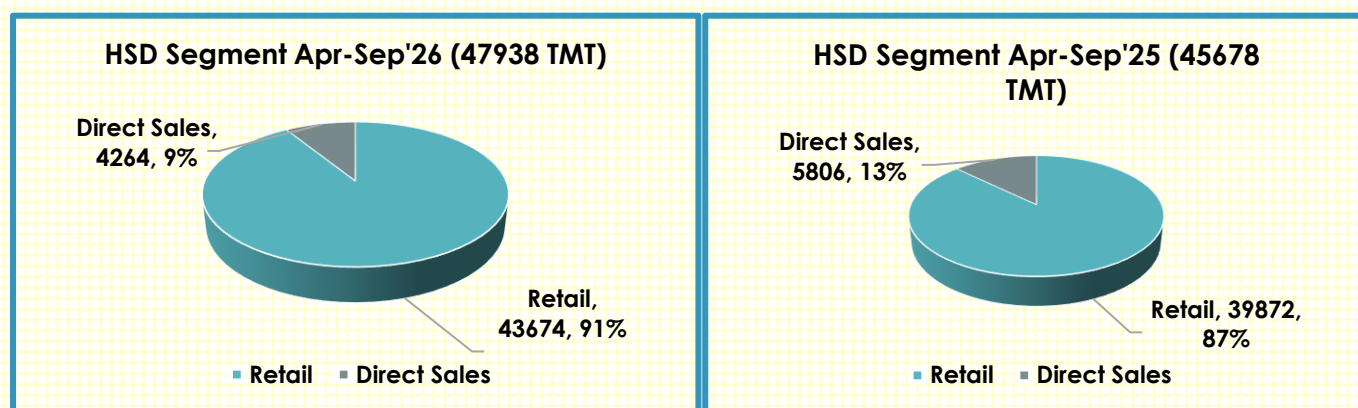
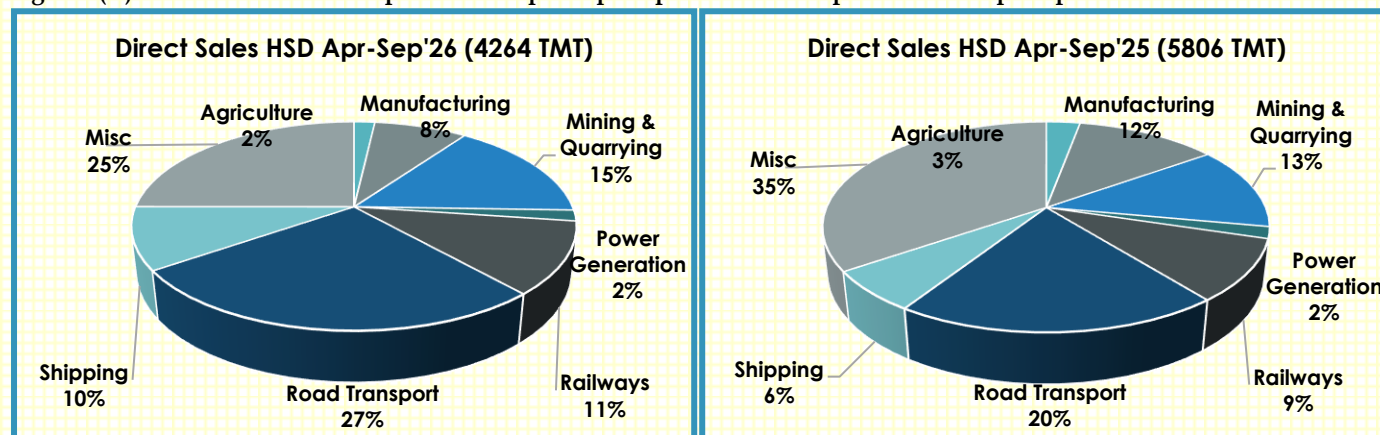


Figure-I(II): Sectoral HSD consumption Breakup in Apr-Sep'26 and its comparison with Apr-Sep'25



Share of Manufacturing has reduced from 12% to 8% owing to weaker demand from the Cement & Metal industry in the Direct Sales segment. Share of Mining sector increased from 13 to 15%. 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 38 TMT registered a growth of 4.4% in Sep 2026 as compared to Sep 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 Sep 2026.

The market share of subsidized-PDS and other SKO was 57% & 43% respectively for the month Sep 2026 as shown in the following figure-J.

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

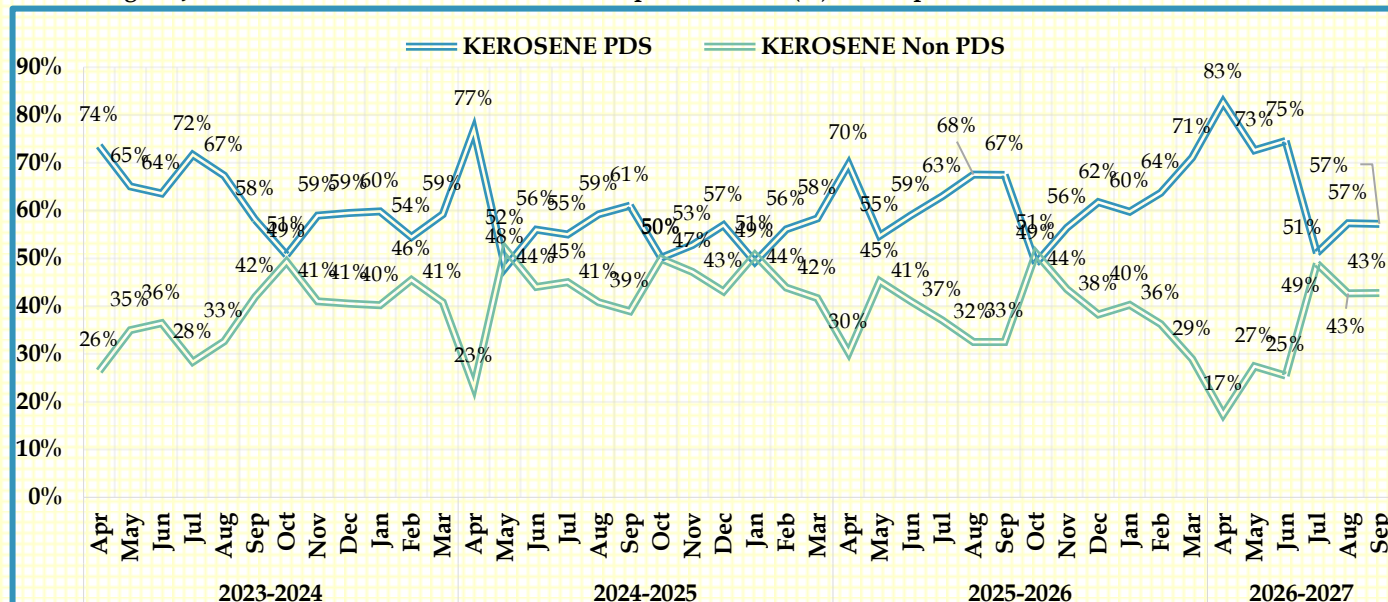
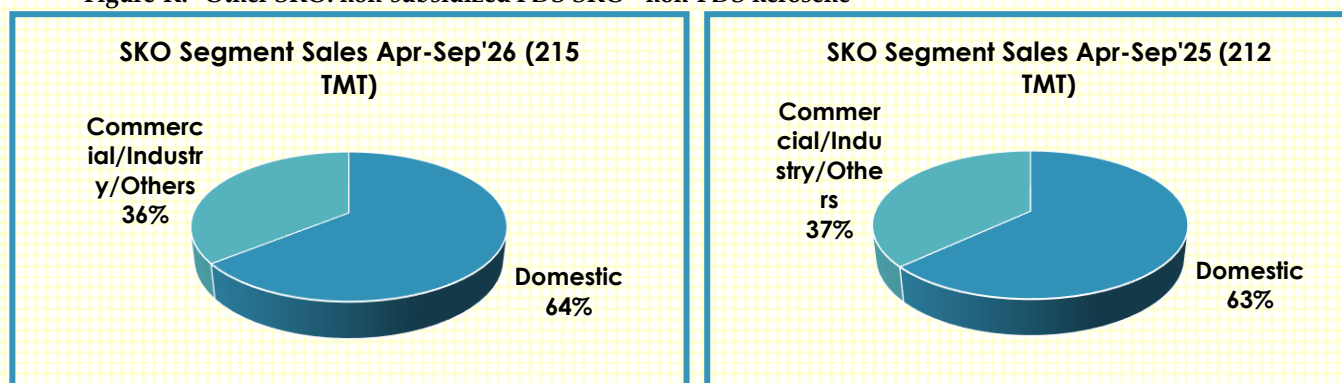


Figure-K: *Other SKO: non-subsidized PDS SKO +non-PDS kerosene

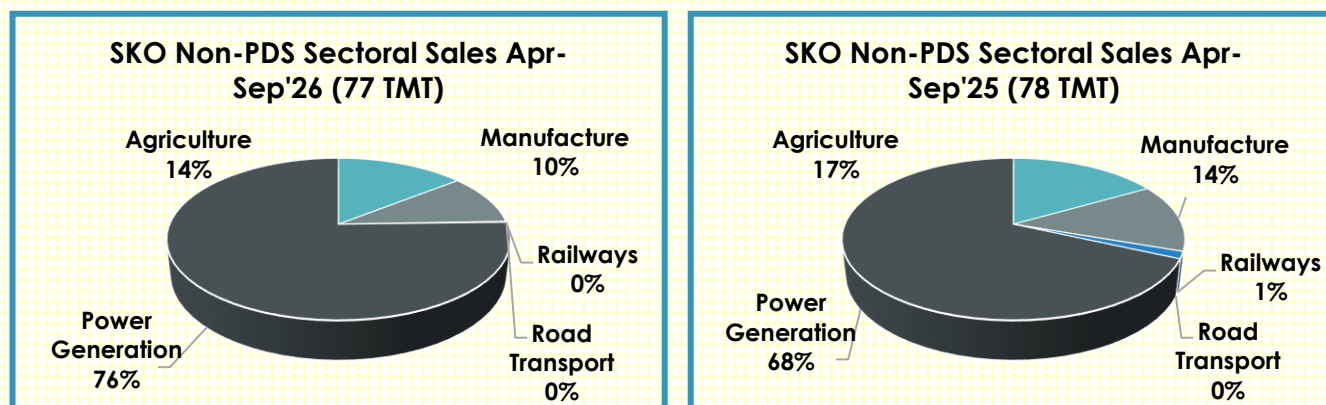


Sectoral consumption of SKO:

Out of total SKO sales during 'Apr-Sep'26 'PDS subsidized SKO' upliftment constituted 64%. So far as sales in 'Other SKO' is concerned,' agriculture

accounted for 14% share, Manufacturing 10%, and Miscellaneous applications at 76%.

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



LUBES:

Lubes consumption with a volume of 439 TMT registered a de-growth of 4.8% in September 2026 as compared to September 2025. Consumption of lubricants increased during the month, primarily due to resumption of industrial offtake, as industries that had deferred procurement during

April-September 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 Sep 2026 with a volume of 594 TMT registered a growth of 17.2% over the volume of 507 TMT in the month of Sep 2025.

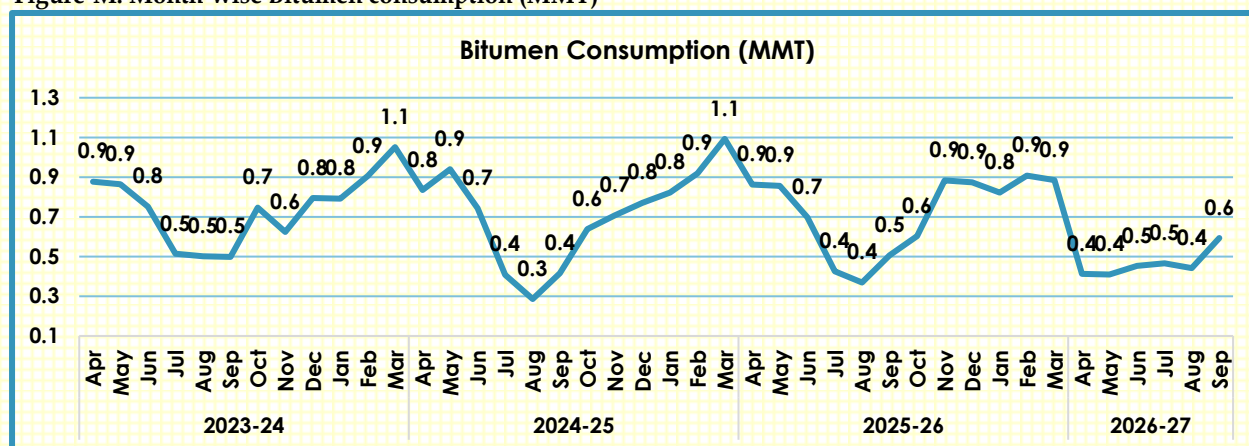
Ongoing geopolitical tensions in the Middle East have severely fractured the bitumen supply chain, resulting in demand suppression driven by an unprecedented **60% price hike in imported bitumen**.

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**.

Bitumen consumption increased during Sept 2026, supported by improved road-construction activity and higher offtake and special incentive on VG10 to processors.

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



Sectoral consumption of Bitumen:

During 'Apr-Sep-26, total bitumen consumption with a volume of 2776 TMT registered a de-growth of 25.4% Year-on Year basis over the volume of 3719 TMT in 'Apr-Sep-25.

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

LPG:

LPG consumption during the month of September 2026 with a volume of 2.54 MMT registered de-growth in the month at 9.0% over the volume of 2.80 MMT in the month of September 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 9.0% 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.

- 8.5% de-growth in Packed domestic LPG consumption in Sep'26 as compared to Sep'25.
- De-Growth of 3.7% in non-domestic packed segment.**

- Under PMUY scheme 10.57 crores connections at the end of September 2026.
- As on 1.10.2026, total active domestic connections in India are 3266.72 lakhs
De-growth in consumption of domestic LPG in Sep'26 compared to Sep'25 are as follows:

- PMUY de-growth remained at 11.7%.**

- Growth of 17.6% in Auto LPG sales due to 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.

- 15.4 Crs cylinders of 14.2kg (~51.3 lacs/day) were delivered in Sep'26 compared to 16.8 Crs in Sep'25.
- De-Growth of 28.3% in Bulk LPG consumption is due to supply restrictions arisen out of war in West Asia which resulted in regulated supply
- 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. With the improvement in import supplies, the Government restored non-domestic packed commercial LPG supplies to pre-crisis levels and partially resumed bulk LPG allocations at 50% of pre-crisis levels. Further, on 10 September 2026, the domestic LPG refill booking interval was revised to a uniform 25 days for urban and rural consumers, compared with the earlier 25-day interval for urban and 45-day interval for rural

consumers. These measures eased supply constraints and improved booking flexibility, although commercial LPG demand continued to be affected by restrictions on bulk allocations.

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 September'26

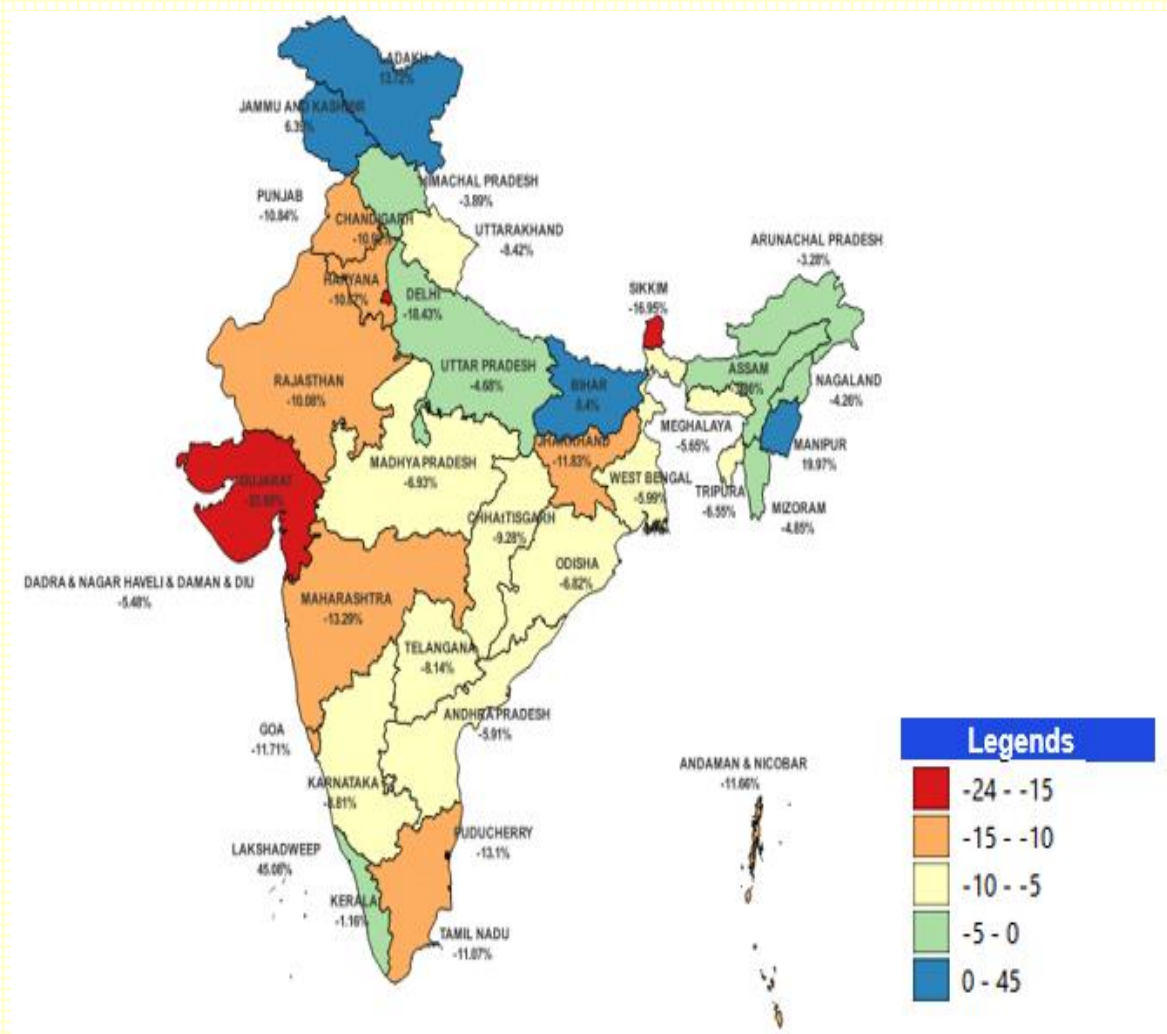
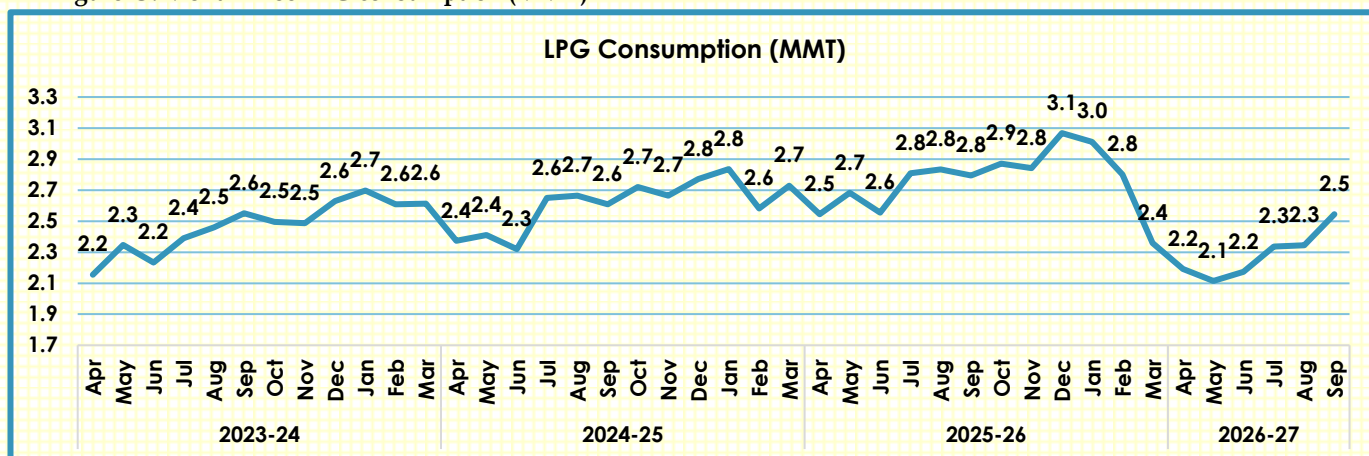


Figure-O: Month-wise LPG consumption (MMT)

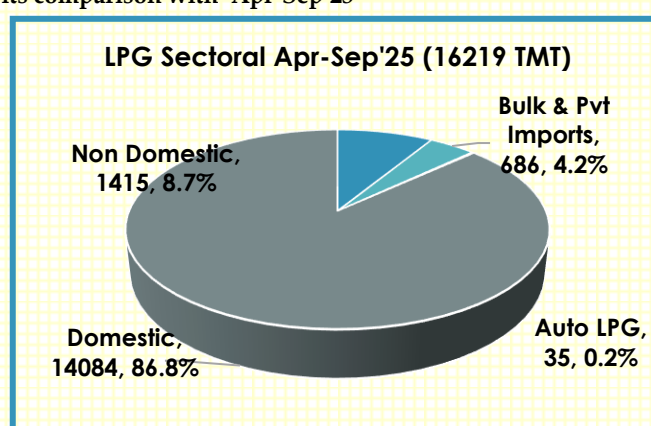
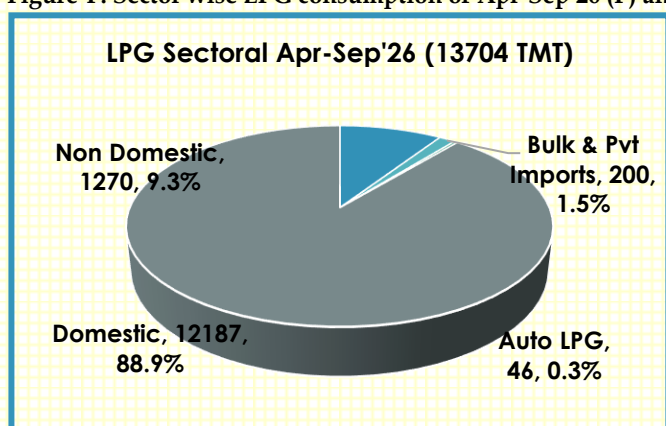


Sectoral consumption of LPG:

During 'Apr-Sep-26, total LPG domestic consumption with a volume of 13.70 MMT registered 15.5% de-growth Year-on Year basis over the volume of 16.21 MMT in 'Apr-Sep-25.

The Sectoral LPG consumption during 'Apr-Sep-26', was driven by Domestic packed at 88.9%, followed by LPG 'non-domestic/ industry/ commercial sector 9.3% & Bulk at 1.5%. Auto LPG at 0.3% has been on the negative trajectory getting displaced by CNG.

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



Naphtha:

Naphtha consumption during September 2026 with a volume of 697 TMT registered a de-growth of 31.0%, over a volume of 1010 TMT during the month of September 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.

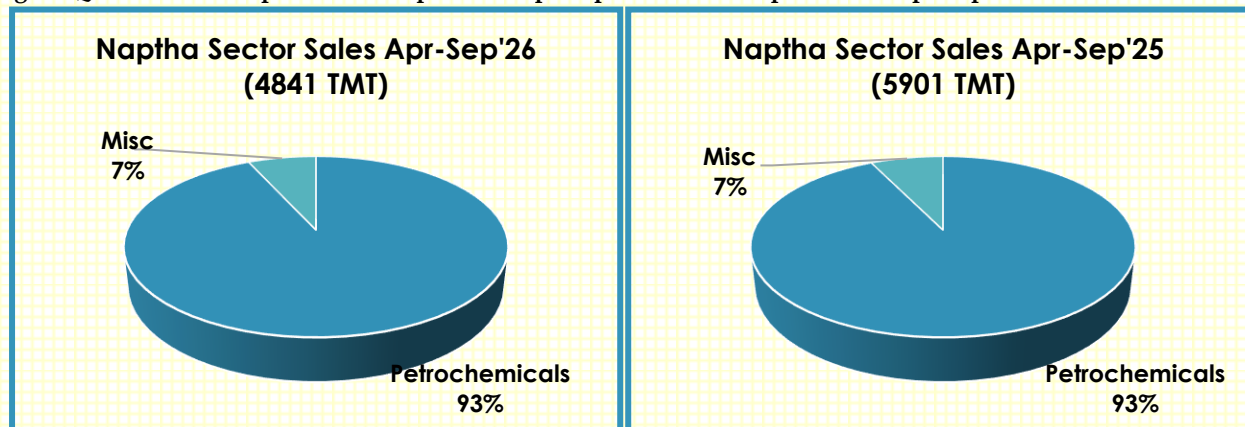
Sectoral consumption of Naphtha:

During 'Apr-Sep-26, total Naphtha domestic consumption with a volume of 4841 TMT

registered de-growth of 18.0% Year-on Year basis over the volume of 5901 TMT in 'Apr-Sep-25.

93% Consumption of naphtha during this period was driven by petrochemicals sector.

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



ATF:

Aviation Turbine Fuel (ATF) consumption reached 727 TMT and registered a year-on-year Increase of 0.9 % in September 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.
- The growth was supported by reduced VAT on ATF in states such as Delhi and Maharashtra, which lowered the effective cost of aviation fuel and supported offtake at major aviation hubs. However, capacity rationalisation by airlines and flight cancellations constrained demand.
- At Noida International Airport (Jewar), ATF consumption is yet to increase significantly, as flight operations and passenger traffic remain in the initial ramp-up phase. Upcoming cargo-airline tenders may support future demand as cargo operations expand.
- Eastern region recorded maximum degrowth in ATF volumes in Aug 26. Domestic Aircraft movement recorded de-growth of 2.7% in the month of Aug 2026 as per AAI data mentioned below in Table 7A.

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

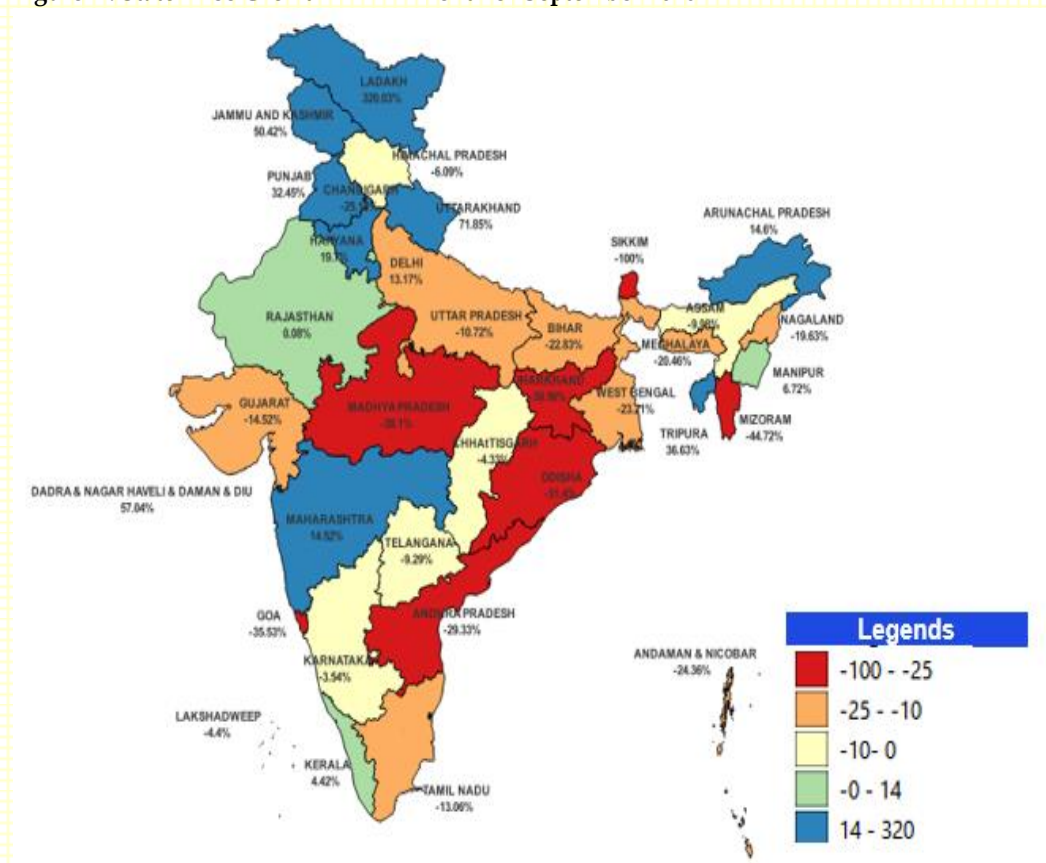
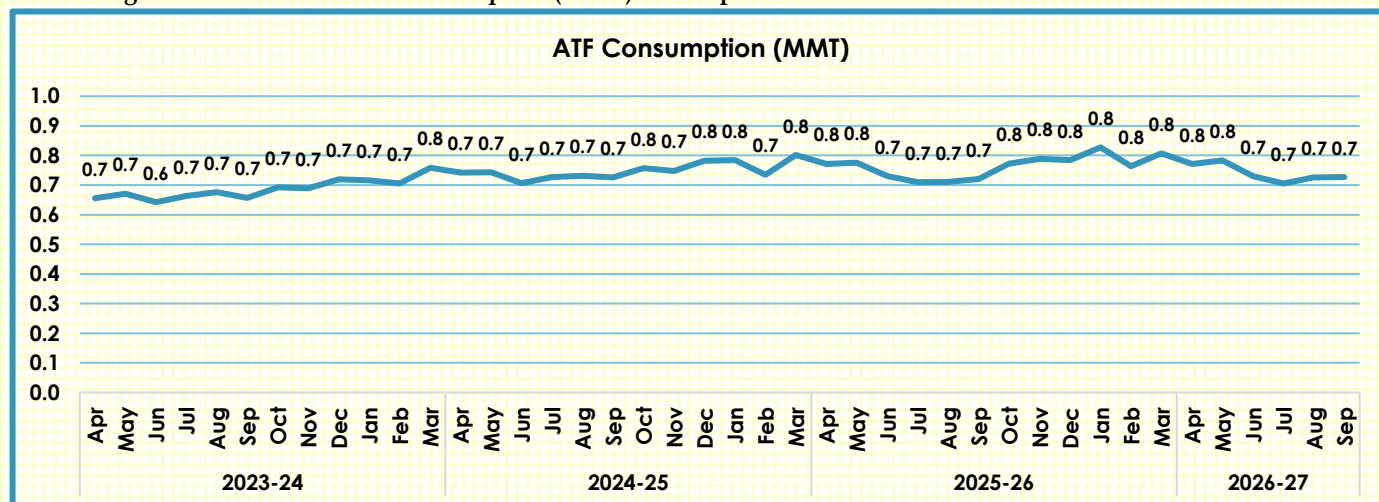


Figure-S: Month-wise ATF consumption (MMT) since Apr 2023

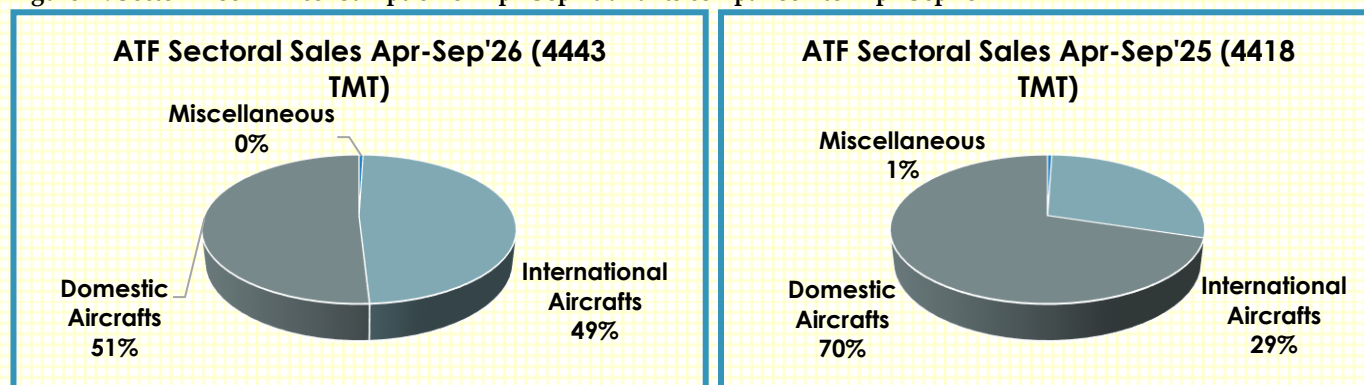


Sectoral consumption of ATF:

During 'Apr-Sep'26, total ATF domestic consumption with a volume of 4443 TMT registered 0.6% growth Year-on Year basis over the volume of 4418 TMT in 'Apr-Sep-25.

Almost entire ATF consumption during 'Apr-Sep-26 was attributed to aviation; 51% domestic aviation & 49% international aviation. Details comparisons and YoY analysis are pictorially presented in the following figures, as per the details furnished by OMC

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



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

- During the month of August 2026, all operational airports (taken together) handled 223.91 thousand aircraft movements (excluding General Aviation Movements), 31.01 million passengers and 369.88 thousand tonnes of freight.
- Aircraft movements, domestic aircraft movements and total aircraft movements have decreased by 8.0%, 1.9% and 3.0% respectively during (April- August) 2026-27 as compared to (April- August) 2025-26.
- Total passengers have decreased by 7.7%, 1.1% and 2.4% respectively during (April- August) 2026-27 as compared to (April- August) 2025-26.
- Domestic freight and total freight traffic have increased by 14.4%, 6.9% and 11.6% respectively during the period (April- August) 2026-27 as compared to (April- August) 2025-26.

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

Table 7A: Details pertaining to aircraft movements during August'26 in the country

CATEGORY	August		%
	2026-27	2025-26	CHANGE
Aircraft Movements (in '000)			
International	39.64	40.95	-3.2
Domestic	184.27	189.32	-2.7
Total	223.91	230.27	-2.8
General Aviation	25.67	24.28	5.7
Grand Total(INTL+DOM+Gen)	249.58	254.55	-2.0

Table 7B: 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								
August								
REGION				REGION				
	August		Change		August		Change	
	2026-2027	2025-2026			2026-2027	2025-2026		
DOMESTIC AIRCRAFT MOVEMENTS (IN NOS)				ATF CONSUMPTION (IN TMT)				
EASTERN	20357	23331	-12.7%	EASTERN	41	47	-12.9%	0.2%
NORTH EAST	6782	7259	-6.6%	NORTH EAST	12	13	-6.6%	0.0%

NORTHERN	50181	47081	6.6%	NORTHERN	276	250	10.3%	-3.7%
SOUTHERN	54345	61150	-11.1%	SOUTHERN	214	224	-4.4%	-6.7%
WESTERN	52603	50502	4.2%	WESTERN	182	176	3.5%	0.7%
Total	184268	189323	-2.7%	Total	726	710	2.1%	-6.4%

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 Sep-2026 with a volume of 554 TMT with a growth of 5.3 % over the volume of 526 TMT in Sep-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-Sep-26, total FO/LSHS consumption with a volume of 3297 TMT with a growth of 9.5% Year-on Year basis over the volume of 3012 TMT in 'Apr-Sep-25.

Further Product wise consumption for FO Apr-Sep'26 was 2910 TMT vs 2653 TMT in Apr-Sep'25 (9.6% growth). For LSHS, Apr-Sep'26 was 387 TMT vs 357 TMT in Apr-Sep'25 (8.4% Growth).

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

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

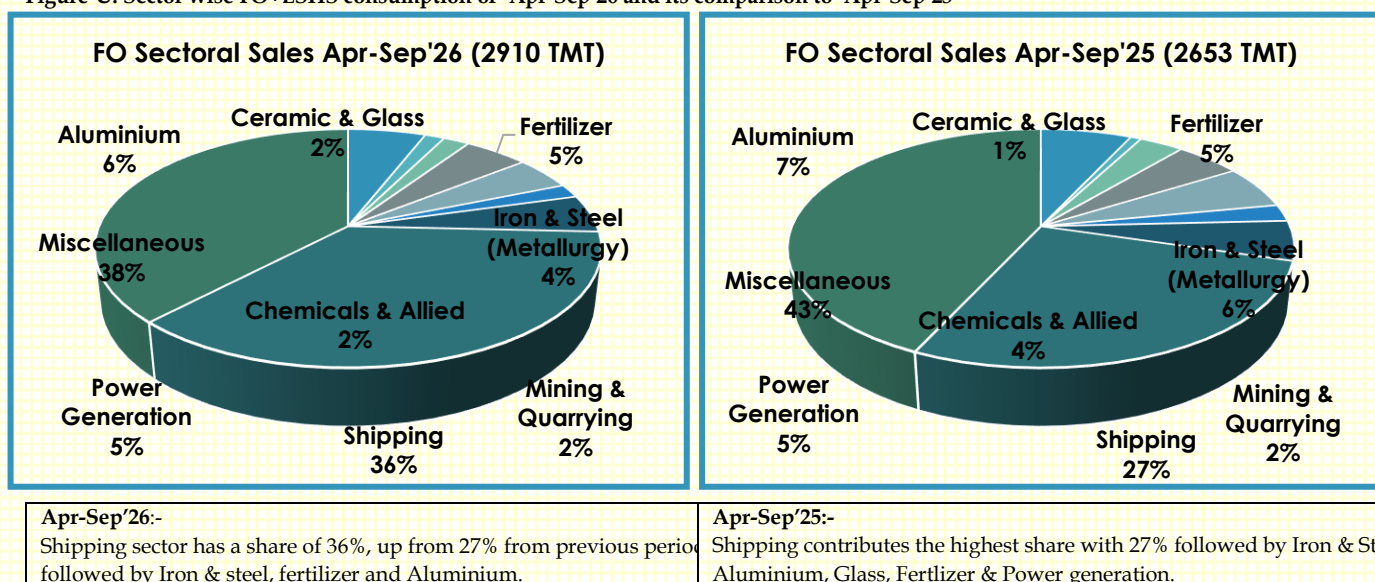
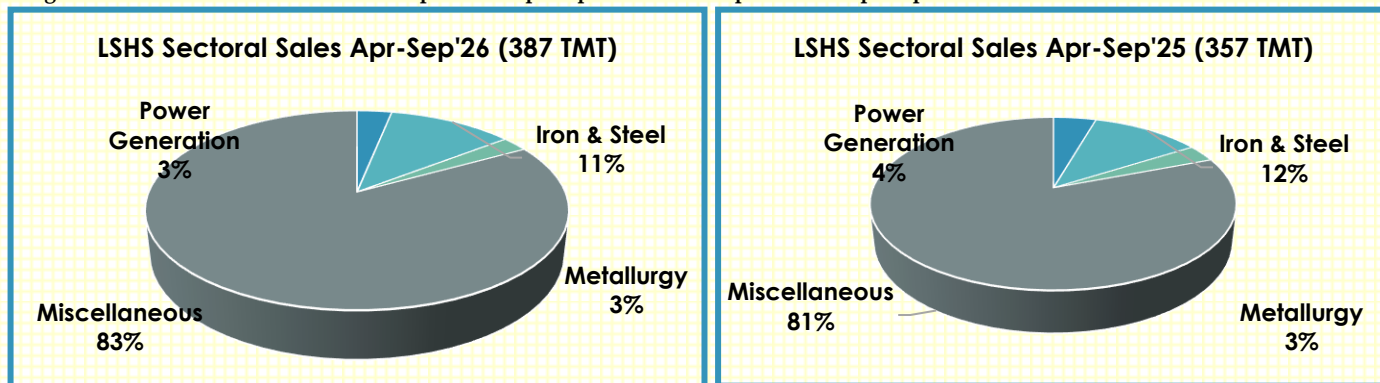


Figure-V: Sector wise FO+LSHS consumption of 'Apr-Sep'26 and its comparison to 'Apr-Sep'25



Apr-Sep'26:
Iron & Steel sector contributed to be the largest sector at 11%, followed by Metallurgy 3%

Apr-Sep'25:
Iron & steel contributes the highest share with 12% followed by Power generation & Metallurgy

Petcoke:

Petcoke consumption during the month of September 2026 with a volume of 1.57 MMT and growth of 5.2% over the volume of 1.49 MMT in the same period last year.

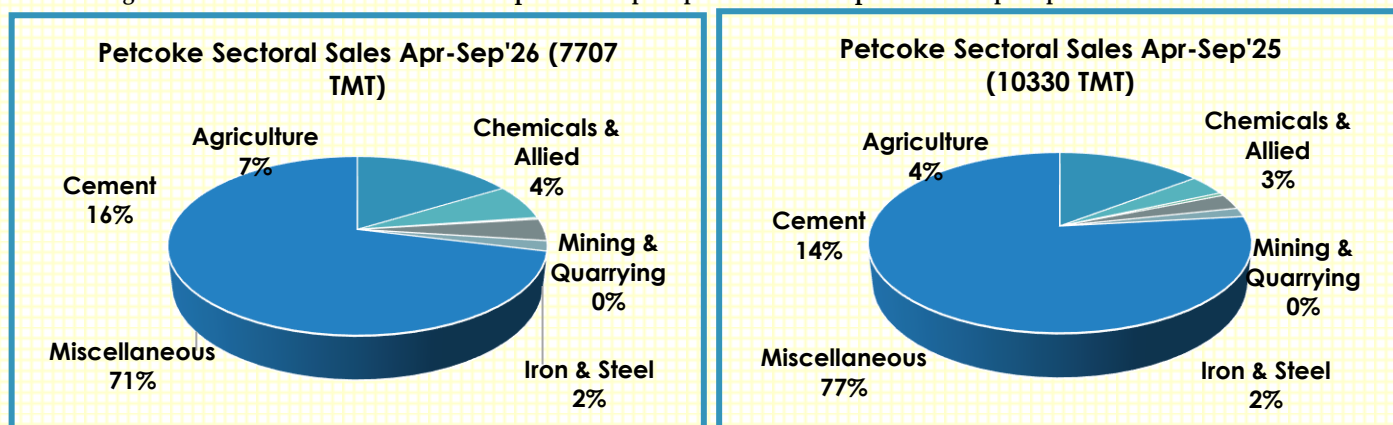
The growth is attributed to sustained demand from the cement and other energy-intensive industries, supported by construction and infrastructure activity.

Sectoral consumption of Petcoke:

During 'Apr-Sep-26', total Petcoke cumulative domestic consumption with a volume of 7.71 MMT registered 25.4% de-growth Year-on Year basis over

the volume of 10.33 MMT in 'Apr-Sep-25'. The cement sector continues to occupy the largest share in 'Apr-Sep'26' (P) at 16%, followed by other Industries.

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



Apr-Sep'26:- Cement industry occupied the highest share at 16%

Apr-Sep'25:- Cement industry occupied the highest share at 14%, followed by other sectors.

Light Diesel Oil

LDO consumption during the month Sep-2026 with a volume of 69 TMT registered a 23.5% de-growth over the volume of 90 TMT in Sep-2025.

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.

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

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.

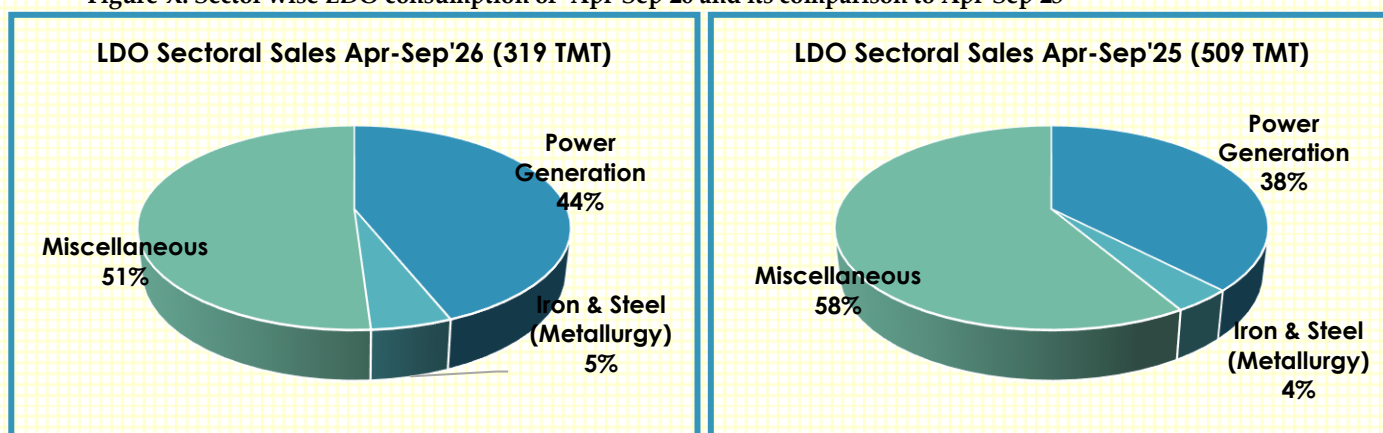
Transition of steel and other industrial users towards electricity-based operations and more energy-efficient production processes have also led to de-growth in LDO consumption.

Sectoral consumption of Light Diesel Oil:

During 'Apr-Sep-26, total LDO domestic consumption with a volume of 319 TMT registered a 37.4% de-growth Year-on Year basis over the volume of 509 TMT in 'Apr-Sep-25.

The cumulative consumption of Light Diesel oil (LDO) during 'Apr-Sep'26' was driven by 'Power Generation' 44% followed by Iron & Steel at 5%.

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



Apr-Sep-26:Power Generation occupied a 44% share of the product followed by Iron & Steel & Misc industries

Apr-Sep-25:Power Generation occupied a 38% 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.

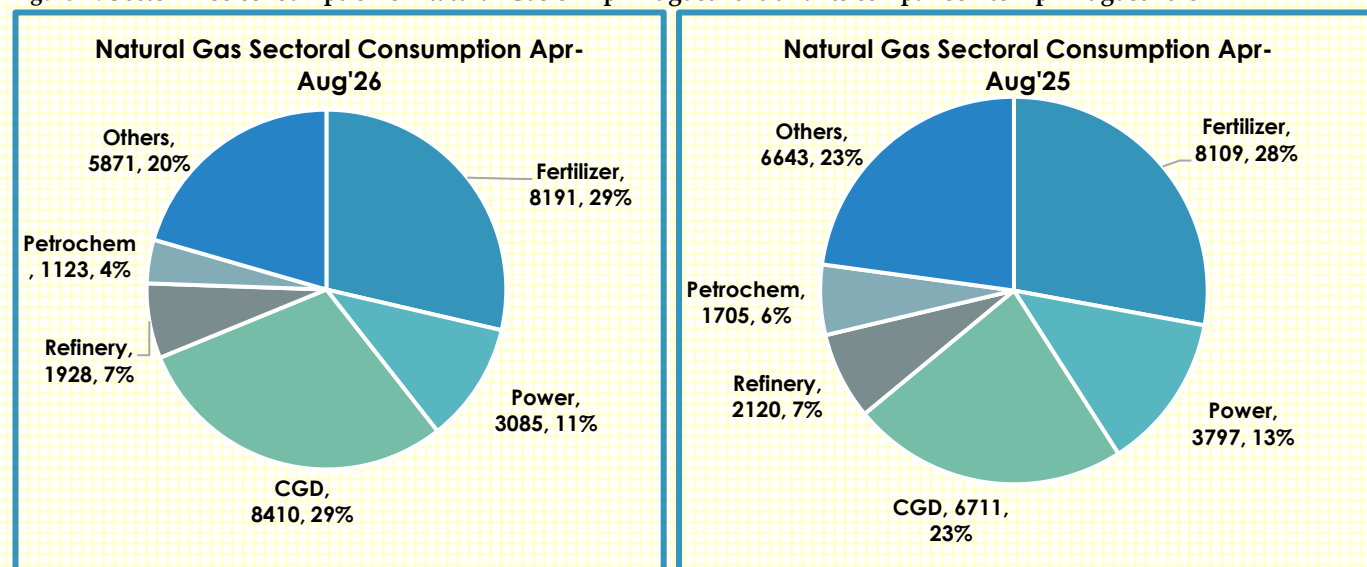
For the monthly consumption data, please refer to the NG report published by PPAC.

Total Natural Gas Consumption (including internal consumption) for the month of Sept 2026 (P) was 5653 MMSCM which was 6.67% lower than the corresponding month of the previous year.

Sectoral consumption of Natural Gas consumption of Apr-August'26' & its comparison to 'Apr-August'25 (P): Cumulative Domestic Natural gas Consumption during April–August 2026 recorded a volume of 28,608 MMSCM, over the volume of 29,805 MMSCM during the same period in the preceding year .During Apr-August'26, consumption of Natural gas (NG) was driven by CGD (29%), followed by fertilizer (29%) Power (11%) Refinery (7%), Petrochemicals (4%). Misc sectors occupied a share of 20% in Apr-August'2026.

As per IGX, Indian Natural Gas average spot purchase price for the month of Sept 2026 was 28.4 \$/MMBtu.

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



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

P: provisional

Apr-Aug'2026 CGD sector occupied the highest share for the Consumption of Natural Gas at 29% followed by Fertilizer and Power at 29% and 11% respectively.

Apr-Aug'2025 Fertilizer sector occupied the highest share followed by CGD.



Table-8: 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-9

Industry Consumption Trend Analysis 2025-26 (Provisional)												
('000 MT)												
Product	April-September			September								
	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	16219	13705	-15.5	2441	2551	2610	2794	2544	4.2	-0.3	-2.5	-9.0
SKO	212	215	1.1	41	32	36	37	38	-6.8	20.2	5.0	4.4
Sub Total	16432	13919	-15.3	2482	2583	2646	2831	2582	4.0	0.0	-2.4	-8.8
(B) Major Decontrolled Product												
HSD	45678	47938	4.9	6253	6493	6369	6786	7164	14.6	10.3	12.5	5.6
MS	21189	22698	7.1	2827	3058	3149	3399	3669	29.8	20.0	16.5	8.0
Naphtha	5901	4841	-18.0	977	1027	1018	1010	697	-28.7	-32.1	-31.5	-31.0
ATF	4418	4443	0.6	592	657	726	720	727	22.7	10.6	0.1	0.9
Bitumen	3719	2776	-25.4	363	499	416	507	594	63.7	19.0	42.6	17.2
FO & LSHS	3012	3297	9.5	604	538	561	526	554	-8.4	2.9	-1.4	5.3
Lubricants & Greases	2382	2200	-7.6	266	340	382	461	439	65.2	29.2	15.1	-4.8
LDO	509	319	-37.4	62	63	71	90	69	10.5	9.7	-3.5	-23.5
Sub Total	86808	88513	2.0	11944	12675	12692	13498	13912	16.5	9.8	9.6	3.1
Sub - Total (A) + (B)	103240	102432	-0.8	14426	15258	15338	16329	16494	14.3	8.1	7.5	1.0
(C) Other Minor Decontrolled Products												
Petroleum coke	10330	7707	-25.4	1382	1500	1213	1495	1573	13.8	4.9	29.7	5.2
Others	5136	4626	-9.9	1065	1455	859	807	1192	11.9	-18.1	38.7	47.7
Sub Total	15466	12333	-20.3	2447	2955	2072	2302	2765	13.0	-6.4	33.4	20.1
Total	118706	114765	-3.3	16872	18213	17410	18632	19259	14.1	5.7	10.6	3.4
*Others include sulfur, propylene, propane, reformat, L.A.B.F.S, CBFS, butane, MTO etc.												

Table-10

Industry Consumption Trend Analysis 2025-26 (Provisional)												
('Million Barrels per Day)												
Product	April-September			September								
	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	1.03	0.87	-15.5%	0.94	0.99	1.01	1.08	0.98	4.2%	-0.3%	-2.5%	-9.0%
SKO	0.01	0.0095	1.1%	0.01	0.01	0.01	0.01	0.01	-6.8%	20.2%	5.0%	4.4%
Sub Total	1.0	0.9	-15.4%	1.0	1.0	1.0	1.1	1.0	4.1%	-0.1%	-2.4%	-8.8%
(B) Major Decontrolled Product												
HSD	1.90	1.99	4.9%	1.59	1.65	1.62	1.72	1.82	14.6%	10.3%	12.5%	5.6%
MS	1.03	1.10	7.1%	0.84	0.91	0.93	1.01	1.09	29.8%	20.0%	16.5%	8.0%
Naphtha	0.28	0.23	-18.0%	0.28	0.30	0.30	0.29	0.20	-28.7%	-32.1%	-31.5%	-31.0%
ATF	0.20	0.20	0.6%	0.16	0.18	0.20	0.19	0.20	22.7%	10.6%	0.1%	0.9%
Bitumen	0.12	0.09	-25.4%	0.07	0.10	0.08	0.10	0.12	63.7%	19.0%	42.6%	17.2%
FO & LSHS	0.11	0.12	9.5%	0.14	0.12	0.13	0.12	0.12	-8.4%	2.9%	-1.4%	5.3%
Lubricants & Greases	0.09	0.09	-7.6%	0.06	0.08	0.09	0.11	0.11	65.2%	29.2%	15.1%	-4.8%
LDO	0.02	0.01	-37.4%	0.02	0.02	0.02	0.02	0.02	10.5%	9.7%	-3.5%	-23.5%
Sub Total	3.8	3.8	2.2%	3.2	3.3	3.4	3.6	3.7	16.3%	9.6%	9.2%	2.8%
Sub - Total (A) + (B)	4.8	4.7	-1.6%	4.1	4.3	4.4	4.7	4.7	13.5%	7.4%	6.5%	0.1%
(C) Other Minor Decontrolled Products												
Petroleum coke	0.31	0.23	-25.4%	0.25	0.28	0.22	0.28	0.29	13.8%	4.9%	29.7%	5.2%
Others	0.23	0.20	-9.9%	0.29	0.39	0.23	0.22	0.32	11.9%	-18.1%	38.7%	47.7%
Sub Total	0.5	0.4	-18.9%	0.5	0.7	0.5	0.5	0.6	12.8%	-8.6%	34.3%	23.9%
Total	5.3	5.15	-3.4%	4.6	5.0	4.8	5.2	5.3	13.4%	5.3%	9.1%	2.4%

*Others include sulfur, propylene, propane, reformat, L.A.B.F.S, CBFS, butane, MTO etc.



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