

INDUSTRY CONSUMPTION REPORT POL & NG

October 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: October 2026

The monthly Petroleum Industry Consumption Review Report has been prepared by the Petroleum Planning and Analysis Cell (PPAC) for the month of October 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: October-2026

- **Operational Guidelines for Samudra Manthan – National Offshore Exploration Scheme:** MoPNG issued the operational guidelines for the National Offshore Exploration Scheme (Samudra Manthan) on 22 October 2026, with an approved outlay of ₹84,084 crore up to FY 2030-31

- **Commissioning of Rooftop Solar PV System at Barauni Refinery:** IndianOil's Barauni Refinery commissioned a 206 kWp rooftop Solar Photovoltaic (PV) system at Substation-47 under the BR-09 project. The installation is expected to generate annual energy savings of approximately ₹30 lakh and reduce CO_2 emissions by more than 1.50 lakh kg annually.

- **Mandatory Biometric Aadhaar Authentication for Subsidised Domestic LPG Refills:** MoPNG made Biometric Aadhaar Authentication (BAA) mandatory for domestic LPG consumers availing subsidised refills at the regulated Retail Selling Price (RSP), effective 1 October 2026. Authentication can be completed through LPG distributors, during cylinder delivery or via OMC mobile applications.

- **Manufacturing PMI:** India's Manufacturing Purchasing Managers' Index (PMI) moderated to 54.7 in October 2026 from 55.1 in September, remaining above the neutral threshold of 50 and indicating continued expansion in manufacturing activity. Growth in new orders and export demand supported industrial production, freight movement and associated HSD consumption.

- **Automobile Retail Sales:** Vehicle retail sales reached 31.72 lakh units in October 2026, registering a decline of 23.80% year-on-year but growing 25.05% month-on-month. Passenger-vehicle sales declined by 14.23% to 5.08 lakh units, while commercial-vehicle sales increased by 2.29% to 1.15 lakh units.

- **GST Collections:** Gross GST collections increased by 22.9% year-on-year to ₹2.31 lakh crore in October 2026, compared with ₹1.88 lakh crore in October 2025. Revenue from domestic transactions grew by 15.8% to ₹1.59 lakh crore, while GST revenue from imports increased by 42.2% to ₹72,246 crore. Net GST collections rose by 25.6% to ₹2.03 lakh crore.

- **Electricity Demand:** India's electricity consumption increased by 21.9% year-on-year to 159.76 billion units (BU) in October 2026, compared with 131.07 BU in October 2025. Peak power demand reached 260.73 GW against 210.82 GW in the previous year, reflecting higher commercial and industrial activity during the festive period and continued cooling requirements.

- **Consumer Price Inflation:** India's Consumer Price Index (CPI)-based retail inflation increased to 6.09% in October 2026 from 5.54% in September, while food inflation rose to 8.94% from 7.74%. Rural and urban CPI inflation stood at 6.63% and 5.41%, respectively, indicating increased retail price pressures.

- **Wholesale Price Inflation in Petroleum and Natural Gas:** India's Wholesale Price Index (WPI)-based inflation increased to 12.29% in October 2026 from 11.39% in September. Inflation in the Fuel and Power group rose to 32.84% from 25.85%, while prices of Mineral Oils and Crude Petroleum and Natural Gas registered year-on-year increases of 45.57% and 70.80%, respectively

SUMMARY OF PRODUCT WISE POL

1. The consumption of petroleum products in October 2026 with a volume of 20.49 MMT registered a growth of 2.7% against the historical of 19.95 MMT in October 2025.

2. MS (Petrol) consumption during the month of October 2026 with a volume of 3.76 MMT (1.09 mbpd) recorded a growth of 3.5% on the volume of 3.67 MMT (1.05 mbpd) in October 2025.

3. Ethanol blending in Petrol was 20.0% during Oct'26 and cumulative ethanol blending during November 2025- Oct'2026 was 20.0%.

4. Vehicle retail sales stood at 31,72,466 units in October 2026, registering an increase of 25.05% month-on-month (MoM). Growth was led by Wheeled Construction Equipment (+22.07%), followed by Commercial Vehicles (+2.29%), Three-Wheelers (+3.97%) and Tractors (+3.10%). Despite the YoY decline, October 2026 recorded the second-highest-ever October vehicle retail sales.

5. HSD (Diesel) consumption during the month of October 2026 with a volume of 8.53 MMT (2.10 mbpd) registered growth of 12.0% over the volume of 7.62 MMT (1.87 mbpd) in the month of October 2025.

6. LPG consumption during the month of October 2026 with a volume of 2.52 MMT registering a de-growth of 12.3% over the volume of 2.87 MMT in October 2025.

7. ATF consumption during October 2026 with a volume of 776 TMT recorded modest growth of 0.5%. ATF recorded a volume of 773 TMT during the month of October 2025.

8. Bitumen consumption during October 2026 with a volume of 704 TMT registered a growth of 16.5% over the volume of 604 TMT in the month of October 2025.

9. Kerosene (SKO) consumption with a volume of 37 TMT registered a de-growth of 13.9% in October 2026 as compared to October 2025. SKO consumption during the month is largely constituted by PDS category with a 56% share.

10. 'Total Natural Gas Consumption (including internal consumption) for the month of Oct 2026 (P) was 5707 MMSCM which was 7.27% lower than the corresponding month of the previous year.

11. As on 31th October 2026, number of active LPG domestic connections are 32.63nd PMUY connections 10.57 cr.



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

Product	Oct (TMT)				April-Oct (TMT)			
	2025	2026	% share of Oct'26	Growth (%)	2025-26	2026-27	Growth (%)	% share of Apr-Oct'26
(A) Sensitive Products								
LPG	2871	2518	12.3	-12.3	19090	16212	-15.1	12.1
SKO	43	37	0.2	-13.9	256	252	-1.4	0.2
Sub Total	2914	2555	12.5	-12.3	19346	16464	-14.9	12.3
(B) Major Decontrolled Product								
HSD	7620	8534	41.6	12.0	53298	56472	6.0	42.1
MS*	3665	3795	18.5	3.5	24855	26493	6.6	19.7
Naphtha	924	940	4.6	1.7	6825	5755	-15.7	4.3
ATF	773	776	3.8	0.5	5191	5219	0.5	3.9
Bitumen	604	704	3.4	16.5	4323	3449	-20.2	2.6
FO/LSHS	566	602	2.9	6.4	3578	3886	8.6	2.9
Lubes+Greases	415	410	2.0	-1.1	2797	2504	-10.5	1.9
LDO	75	54	0.3	-28.3	585	373	-36.2	0.3
Sub Total	14643	15816	77.2	8.0	101451	104152	2.7	77.6
(C) Other Minor Decontrolled Products								
Pet.Coke	1567	1400	6.8	-10.7	11897	8718	-26.7	6.5
Others*	827	723	3.5	-12.6	5964	4845	-18.8	3.6
Sub Total	2395	2123	10.4	-11.3	17861	13563	-24.1	10.1
Total	19952	20494	100	2.7	138657	134179	-3.2	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 Sept'26-Oct'26, which may undergo change on receipt of actual data), and

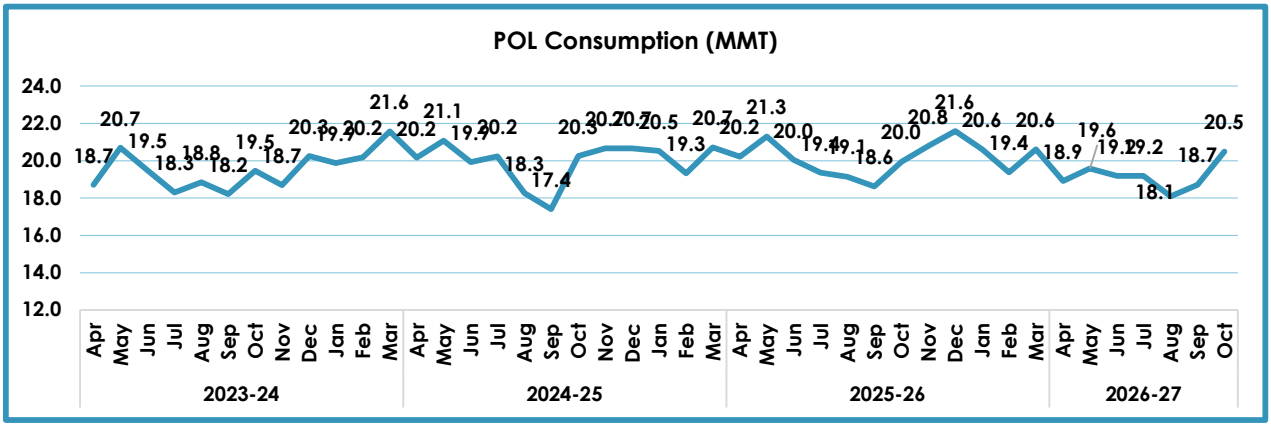
(c) MS Sales includes Ethanol Blending .

India's petroleum product consumption in October 2026 was 20.45 million metric tonnes with 2.7% growth over October 2025. The consumption on the growth side was primarily driven by higher demand for MS at 3.5% and HSD at 12.0%. The de-growth in POL consumption was led by lower offtake in Petcoke & 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.

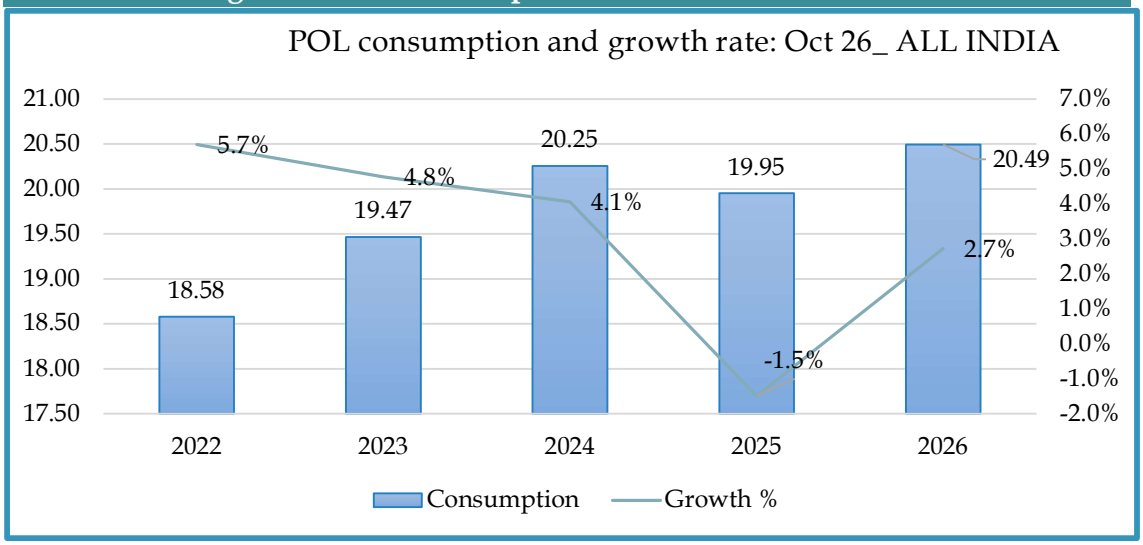
Pan India based domestic POL monthly consumption trend since April-2023 is shown in Figure-A.

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



✓ The overall POL domestic consumption profile of the October 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 October 2026 with a volume of 3.76 MMT recorded a growth of 3.5% on the volume of 3.67 MMT in October 2025.

PSU's registered a growth rate of 5.7% as against 15.6% de-growth by their private sector counterparts in Oct-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.
- The growth continues to be driven by **sustained personal mobility, including a shift from air transport to road transport, and continued economic activity across the services sector**. Growth was further supported by **festive-season travel associated with Navratri, Durga Puja and Dussehra**, resulting in higher family travel, inter-city movement and highway traffic. **Improved post-monsoon weather conditions** further encouraged travel, tourism and recreational mobility. The continued **expansion of the vehicle fleet, particularly two-wheelers and passenger vehicles, along with rising vehicle usage**, also supported MS consumption. Additionally, **increased rural mobility**

associated with the Kharif harvesting season and related economic activities, coupled with sustained activity across the services sector, contributed to the overall growth in MS consumption.

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

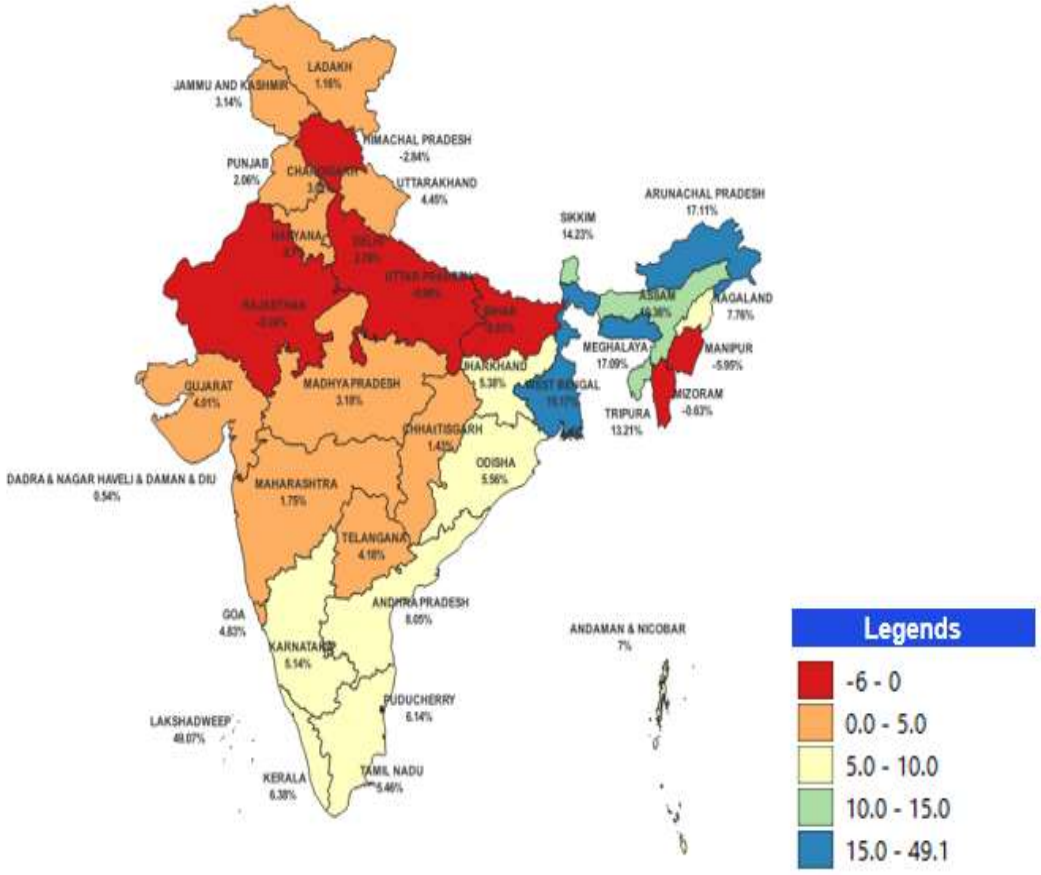
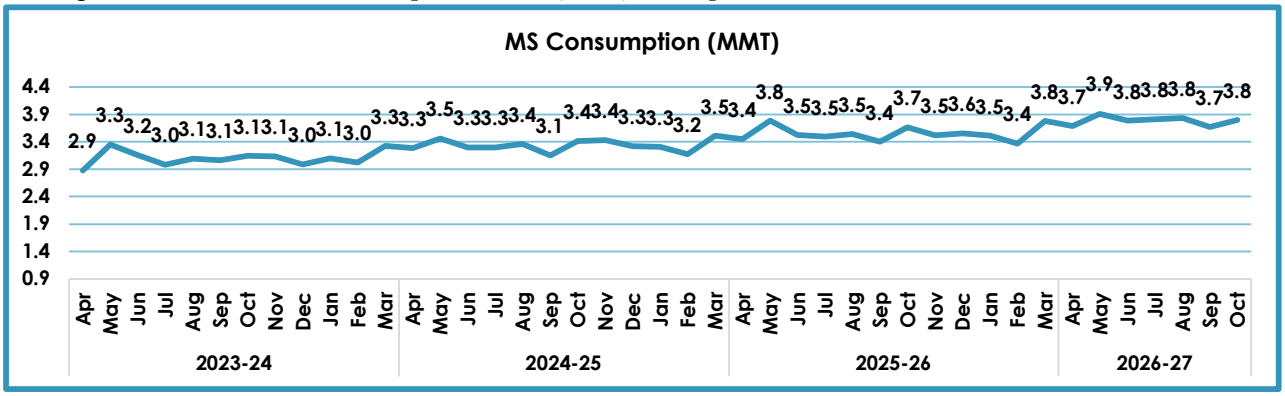


Figure-D: Month wise MS consumption volume (MMT) from April- 2023 to till October-2026



Factors impacting consumption of MS: Passenger Vehicle Sales:

Passenger vehicle (PV) retail sales in October 2026 stood at 5.08 lakh units, registering a year-on-year de-growth of 14.23%. The decline was primarily attributable to the high base effect, as October 2025 witnessed an exceptional surge in vehicle purchases following the implementation of GST 2.0 rate rationalization The anticipated reduction in vehicle prices had led to postponing of purchases prior to the GST revision, resulting in the pent-up demand thereafter.

However, PV sales registered a strong month-on-month growth of 18.86% over September 2026, indicating continued underlying demand momentum. 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 October 2026 (Retail sales data)

	October		
Vehicle Segment	**2025**	**2026**	**Growth %age**
Total PV	592,032	507,768	-14.2%

Source: FADA

Two-Wheeler Sales:

Two-wheeler sales in October 2026 with a volume of 23.22 lacs registered a robust 28.4% de-growth, YoY basis over volume of 32.34 lacs during October 2025.

Three-Wheeler sales

Three-wheeler domestic sales in October 2026 with a volume of 1.41 lac recorded a growth of 4.0 %, YoY basis over the volume of 1.36 lacs in October 2025

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

CATEGORY	October 25	October 26	Growth %
2W	3,239,949	2,321,419	-28.4%
Passenger Carrier-3 W	75,592	86,582	14.5%
Goods Carrier-3 W	16,118	20,215	25.4%
E-Rickshaw	37,087	27,532	-25.8%
E-cart	6,985	6,911	-1.1%
Personal- 3 wheeler	243	180	-25.9%
Total Three Wheelers	136,025	141,420	4.0%

Source: FADA

High Speed Diesel (HSD):

HSD (Diesel) consumption during the month of October 2026 with a volume of 8.53 MMT, registered a robust growth of 12.0% on the volume of 7.62 MMT in the month of October 2025.

PSUs registered a 19.9% growth in PSU sector and private sector witnessed 43.8% de-growth in the month of Oct-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.

- In Uttar Pradesh, HSD consumption growth remained subdued in October 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 October 2026, driven by mechanisation, diesel-powered irrigation requirements and increased agricultural operations. In Madhya Pradesh, higher diesel demand was supported by Kharif harvesting activities, particularly paddy harvesting, along with preparation for the upcoming Rabi season.
- Mining activities in states such as Rajasthan, Jharkhand, Chattisgarh 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 and Gujarat recorded strong growth during October 2026, supported by increased freight movement associated with their extensive National Highway networks and port-related logistics activity. Higher transportation requirements arising from industrial and commercial activity further contributed to the increase in diesel demand. As per NPCI, National FASTag toll collections witnessed a significant increase during October 2026, reaching approximately **₹7,786 crore**, compared to ₹6,690 crore in October 2025, registering a year-on-year growth of **16.4**%
- In retail sales, PSU OMCs recorded a sales growth of **26.9**%, while private OMC retail sales declined by **42.1**%, leading to an increase in PSU/JV retail market share to around **86.9**%. In the direct sales segment, private OMCs registered a de-growth of **43.8**%, whereas PSU OMCs recorded a de-growth of **29.6**% during the month. Overall direct sales dropped by **33.2**% YoY.

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

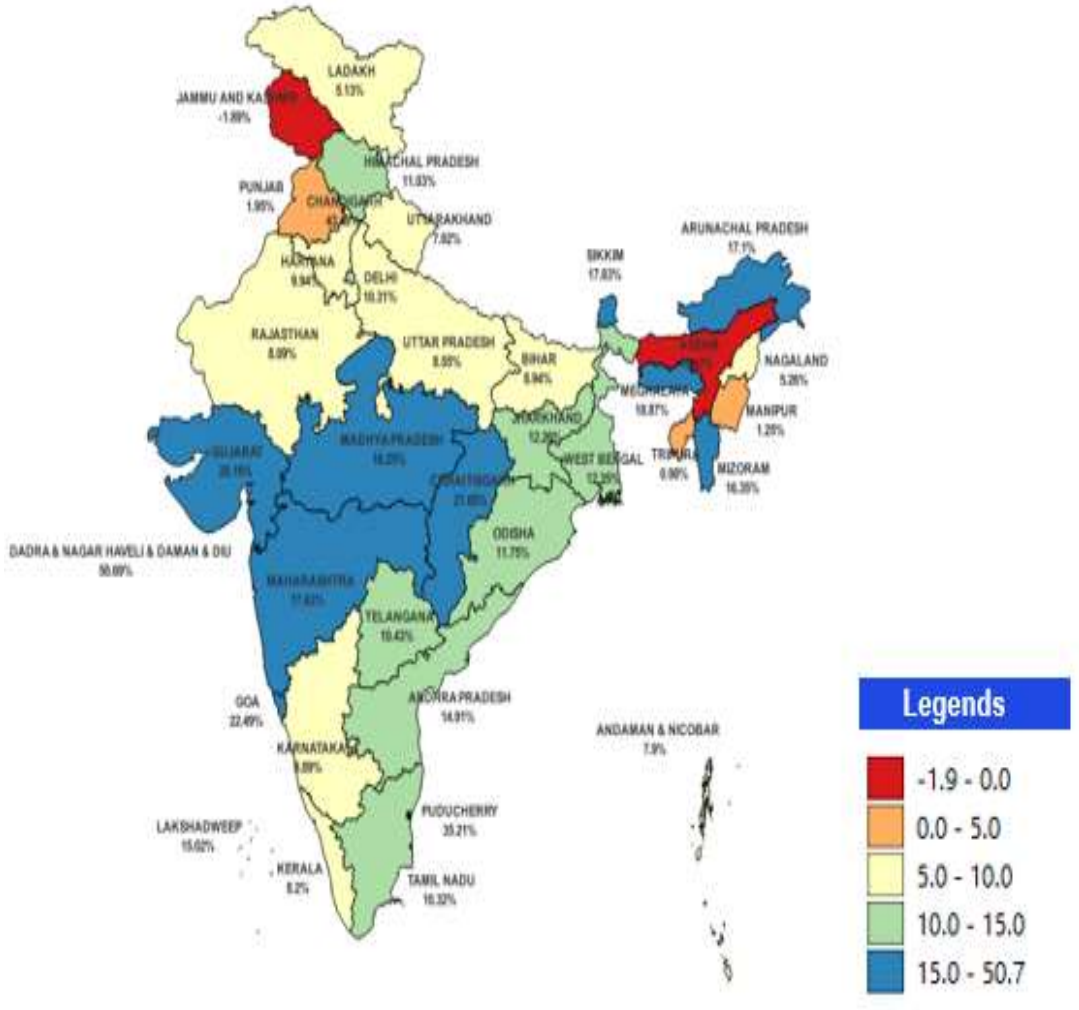


Figure-F: Month-wise HSD consumption (MMT) since April 2023

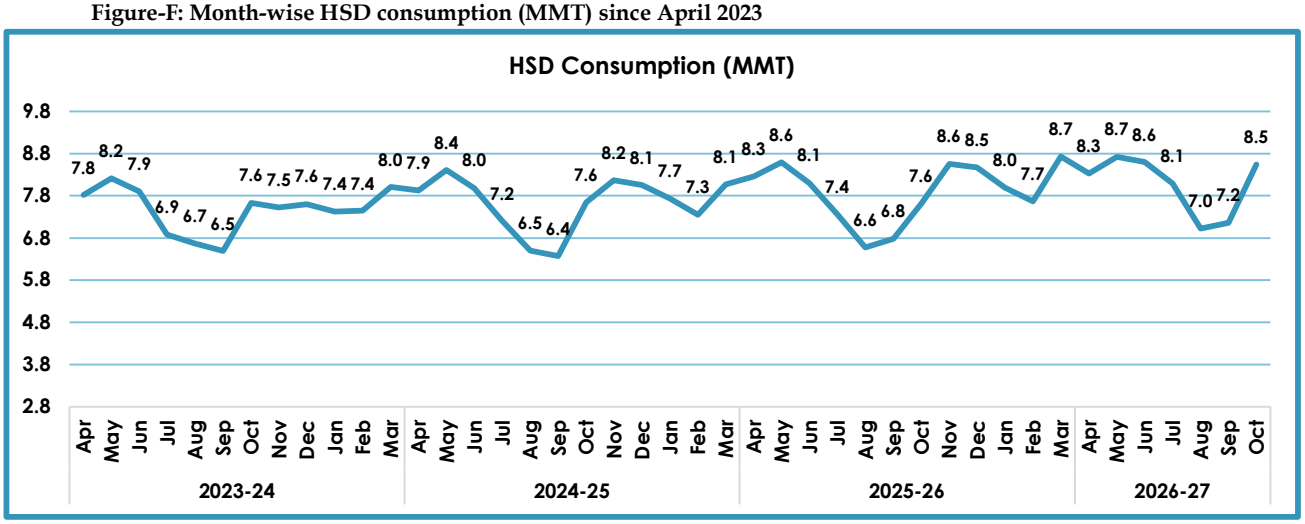
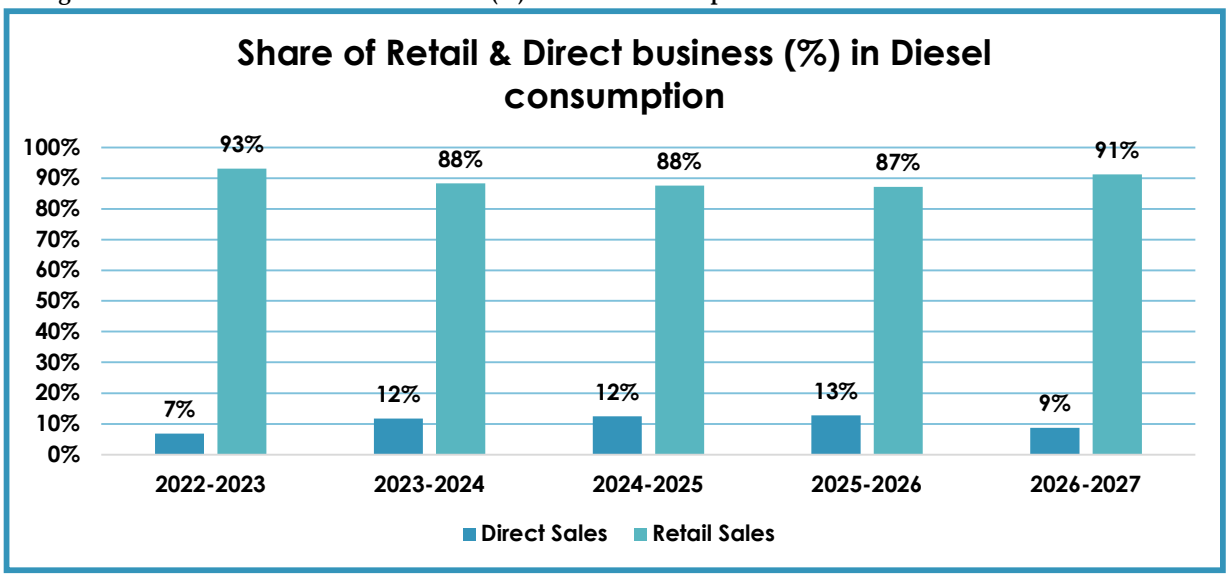


Figure-G: Share of Retail & Direct business (%) in Diesel consumption



Factors impacting consumption of HSD:

1. Monthly Rainfall Scenario (01 to 31 October, 2026)

Rainfall over the country as a whole for the month of October 2026 was 51.7 mm which is 31% less than its Long Period Average (LPA) of 75.4 mm. Daily variation of the rainfall over the country as a whole during the month of October 2026 with normal based on data of 1971-2020 is presented in Fig. 1(a). The All India rainfall percentage departure from normal for October during 1901-2026 is presented in Fig. 1(b).

The all-India rainfall of 51.7 mm was 6th lowest since 2001 and 25th lowest since 1901, as illustrated in Fig. 1(c). Region-wise, rainfall over East and Northeast India (59.1 mm) was 5th lowest since 2001 and 15th lowest since 1901 (Fig. 1(d)). Central India recorded 30.1 mm, ranking as 8th lowest since 2001 and 35th lowest since 1901 (Fig. 1(e)). South Peninsular India received 122.2 mm of rainfall, 6th lowest since 2001 and 34th lowest since 1901 (Fig. 1(f)). Furthermore, rainfall over the Core Northeast Monsoon Region of South Peninsular India was 166.3 mm, ranking as 9th lowest since 2001 (Fig. 1(g)).

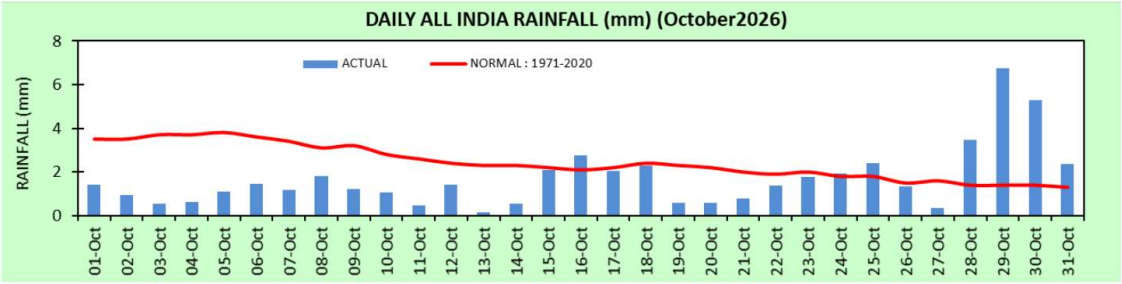


Fig.1 (a): Daily variation of rainfall over the country as a whole during October 2026.

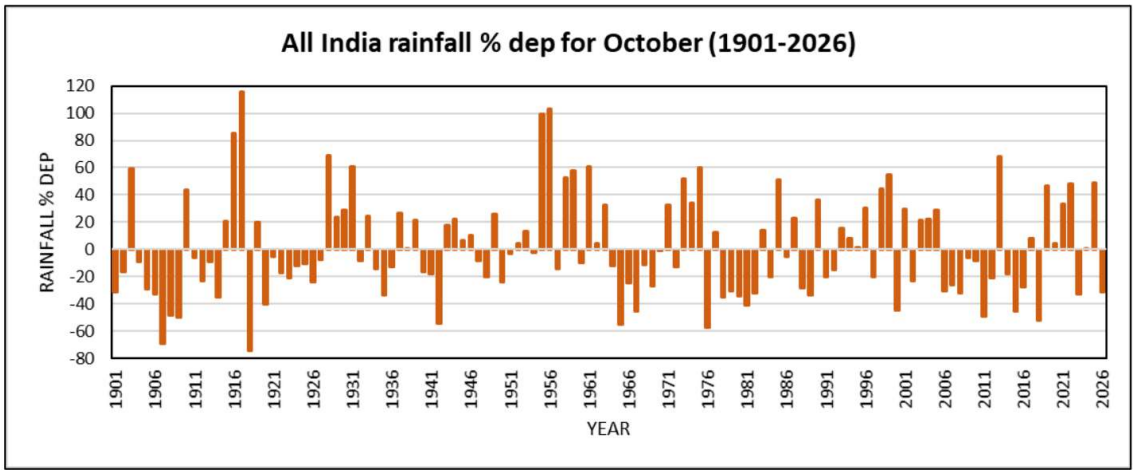


Fig. 1(b): All India monthly rainfall percentage departure from normal (1971-2020) for October from 1901-2026.

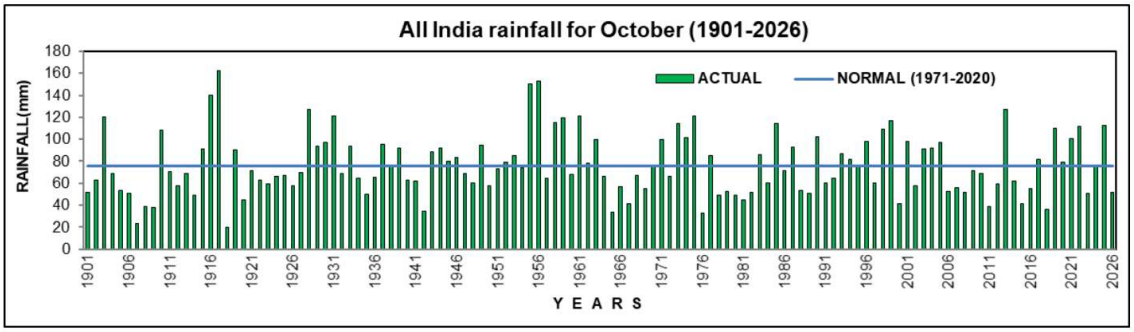


Fig. 1(c): Time series of rainfall over All India for October (1901 – 2026).

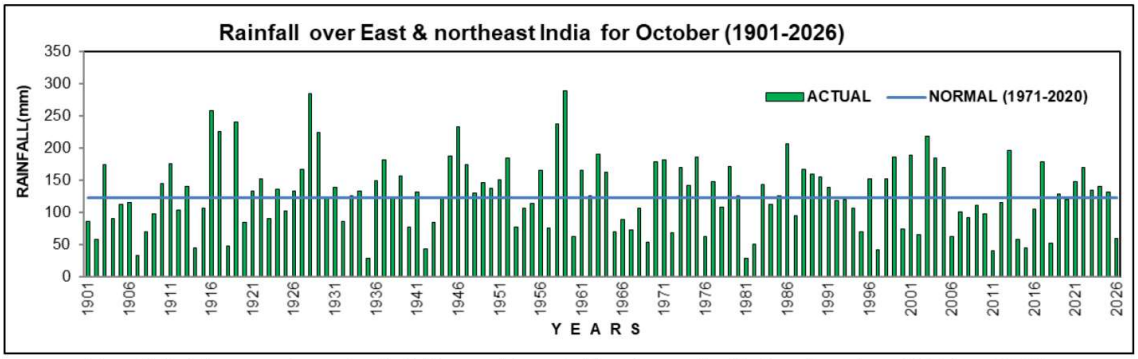


Fig. 1(d): Time series of rainfall over East & Northeast India for October (1901 – 2026).

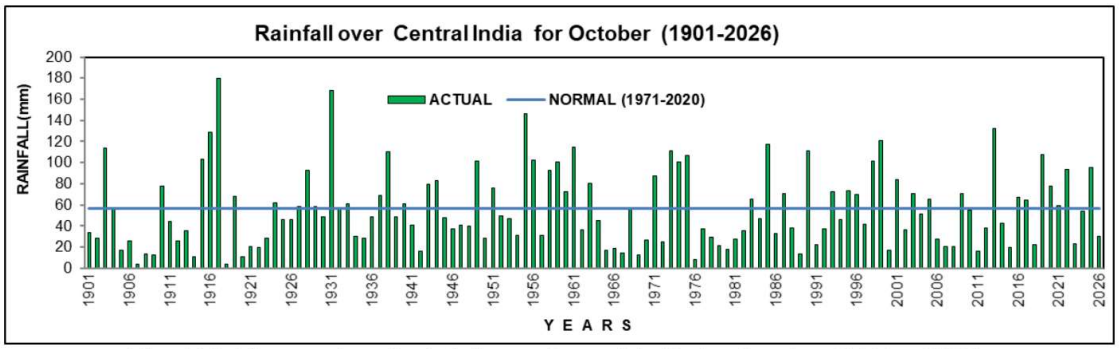


Fig. 1(e): Time series of rainfall over Central India for October (1901 – 2026).

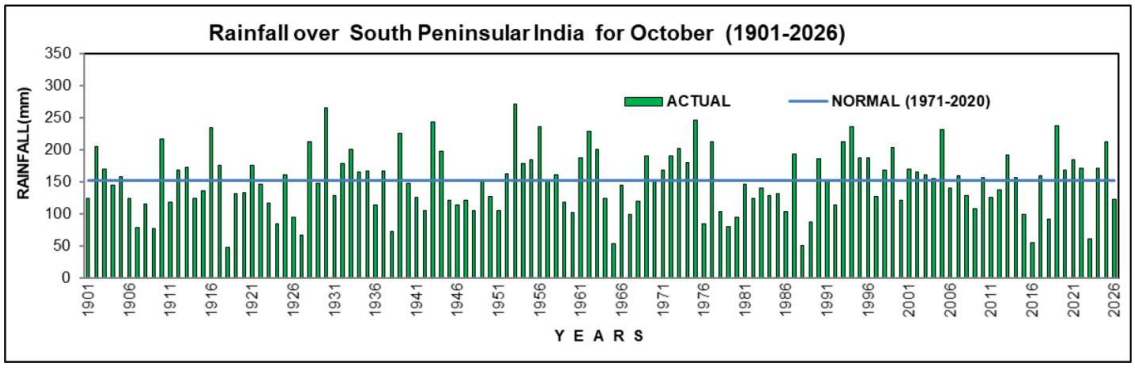


Fig. 1(f): Time series of rainfall over South Peninsular India for October (1901 – 2026).

During this month, 2 meteorological sub-divisions received Large Excess rainfall, 6 sub-divisions received Excess rainfall, 8 sub-divisions received Normal rainfall, 7 sub-divisions received Deficient rainfall and 13 sub-divisions received Large Deficient rainfall (Figure H).

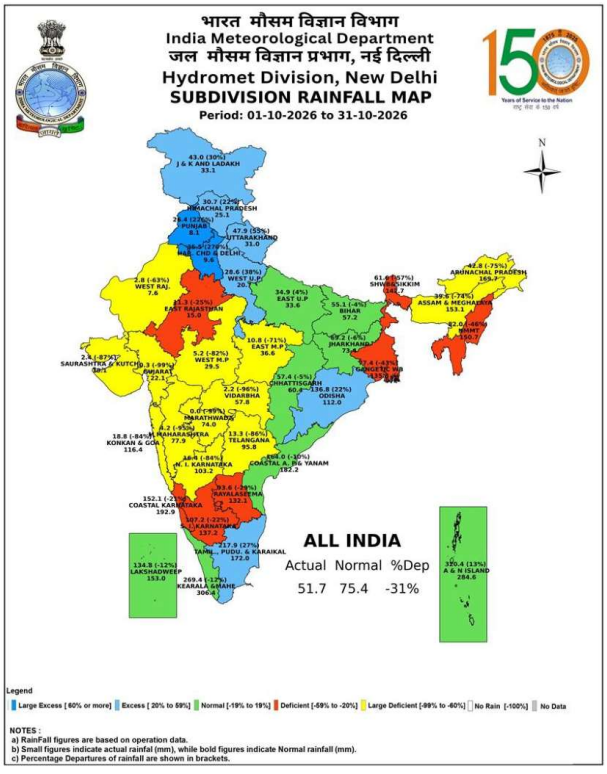


Figure- H: State wise Rainfall Map for October 2026. (Source: Indian Meteorological Department)

2. Frequency of Heavy Rainfall events

October 2026 witnessed Extremely heavy rainfall (> 204.4 mm) events over Coastal Andhra Pradesh, Chhattisgarh, Odisha, Tamil Nadu & Puducherry; Very Heavy (115.6 – 204.4 mm) rainfall over Andaman & Nicobar islands, Bihar, Chhattisgarh, Coastal Karnataka, Coastal Andhra Pradesh, Gangetic West Bengal, Jammu & Kashmir, Kerala & Mahe, Konkan & Goa, Mizoram, Odisha, Sub-Himalayan West Bengal & Sikkim, Tamil Nadu & Puducherry, Telangana, West Madhya Pradesh and Heavy rainfall events (64.5 – 115.5 mm) were observed over Andaman & Nicobar islands, Arunachal, Assam & Meghalaya, Bihar, Chhattisgarh, Coastal Andhra Pradesh, Coastal Karnataka, East Uttar Pradesh, Gangetic West Bengal, Haryana, Chandigarh & Delhi, Himachal, Jammu & Kashmir, Jharkhand, Kerala & Mahe, Konkan & Goa, Nagaland, Manipur, Mizoram, Tripura, North Interior Karnataka, Odisha, Rayalaseema, South Interior Karnataka, Sub-Himalayan West Bengal & Sikkim, Tamil Nadu & Puducherry, Telangana, Uttarakhand sub-divisions.

The location of occurrences of Heavy, Very Heavy rainfall and Extremely Heavy rainfall events is shown in the Fig. 4. Out of total 631 occasions, 33 were Extremely Heavy rainfall (>204.4 mm), 105 were Very Heavy rainfall (115.6 to 204.4 mm) and 493 were Heavy Rainfall (64.5 to 115.5 mm) categories during this month.

3. Chief Synoptic weather features observed during October 2026

24 Hours Record Rainfall

There were few stations which received record rainfall (24 hours). The table below shows stations that received 24-hour record rainfall and their previous record.

24 Hours Record Rainfall				
STATION NAME	**NEW RECORD (mm)#**	**DATE (October 2026)**	**PREVIOUS RECORD (mm)**	**DATE**
ERODE	134.4	16-10-2026	73.8	12-10-2024
JAMMU	185.6	12-10-2026	160.0	05-10-1955
KARUR PARAMATHI	126.6	16-10-2026	125.6	26-10-2001

based on real-time available data

4. Characteristics of Temperatures for the month of October 2026

The average maximum, average minimum and mean temperature for the country as a whole during October 2026 were 32.24°C, 20.83°C and 26.53°C respectively, against the normal of 31.37°C, 20.01°C and 25.69°C based on data of 1991-2020. Thus, the average maximum, average minimum and mean temperature were above normal with departure from normal of 0.87°C, 0.82°C and 0.84°C respectively for the country as a whole.

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

Commercial vehicles & tractors		October'26		
		2025	**2026**	**Growth %age**
wCV	LCV	76,463	69,148	-9.6%
	MCV	7,463	9,042	21.2%
	HCV	28,599	36,879	29.0%
	Others	36	71	97.2%
Total CVs		112561	115140	2.3%
Tractors		76898	79285	3.1%

Source: FADA research

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

GST 2.0 – Base Effect: The strong growth in commercial vehicle and tractor sales during October 2025, following the implementation of GST 2.0 reforms effective 22 September 2025, resulted in a relatively higher base for comparison in October 2026.

E-Way Bill

The mandatory reporting of **"Ship-To GSTIN"** in Bill-To/Ship-To e-Way Bill transactions, proposed from **1 August 2026**, remained **on hold during October 2026** and was therefore not presently applicable. During the month, the **57th GST Council meeting held on 8 October 2026** recommended rationalisation of e-Way Bill interception and verification provisions, including interception based on specific intelligence with authorisation by an officer not below the rank of Joint Commissioner and restricting inspection, detention and seizure generally to the State where the supplier or recipient is located or registered.

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

Month	Oct-26	Oct-25	Variance	Apr-Oct 26	Apr-Oct 25	Growth
Intra State	1,004.62	845.37	19%	6,452.40	5,778.41	11.7%
Inter State	557.48	423.21	32%	3,376.02	3,034.51	11.3%
Total	1,562.11	1,268.58	23%	9,828.42	8,812.92	11.5%

Source: GSTN Portal

Port Traffic:

The 12 Major Ports in India handled cargo throughput of 93.64 MMT during October 2026, registering a robust year-on-year growth of 22.62% over 76.37 MMT in October 2025. The growth was primarily driven by Deendayal Port, which recorded a significant increase of 79.94%, followed by Visakhapatnam (20.10%) and Jawaharlal Nehru Port (19.08%). The substantial increase in port cargo throughput reflects stronger maritime trade, coastal transportation and associated logistics activity, contributing to higher demand for transportation fuels, including HSD.

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

Ports	Oct'26	Oct'25	Growth (%)
Kolkata & Haldia	5,774	5,130	12.56%
Paradip	13,161	12,192	7.95%
Visakhapatnam	8,313	6,922	20.10%
Kamarajar (Ennore)	4,704	4,100	14.73%
Chennai	5,063	4,895	3.43%
V.O. Chidambaranar	3,943	3,941	0.04%
Cochin	3,288	3,139	4.74%
New Mangalore	4,634	4,551	1.81%
Mormugao	1,784	1,632	9.30%
Mumbai	7,364	7,196	2.34%
JNPA	10,123	8,501	19.08%
Deendayal	25,492	14,166	79.94%
Total:	93,643	76,366	22.62%

SECTORAL CONSUMPTION OF HSD:

During 'Apr-Oct'26, HSD total consumption with a volume of 56.47 MMT registered 6.0%growth Year-on Year basis over the volume of 53.29 MMT in 'Apr-Oct'25.

91% of HSD consumption during 'Apri-Oct 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-Oct-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-Oct'26, registering a robust year-on-year growth of 6.0%. Infrastructure projects and road freight continued to support demand.

During **Apr–Oct'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-Oct-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% & 3% respectively.

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

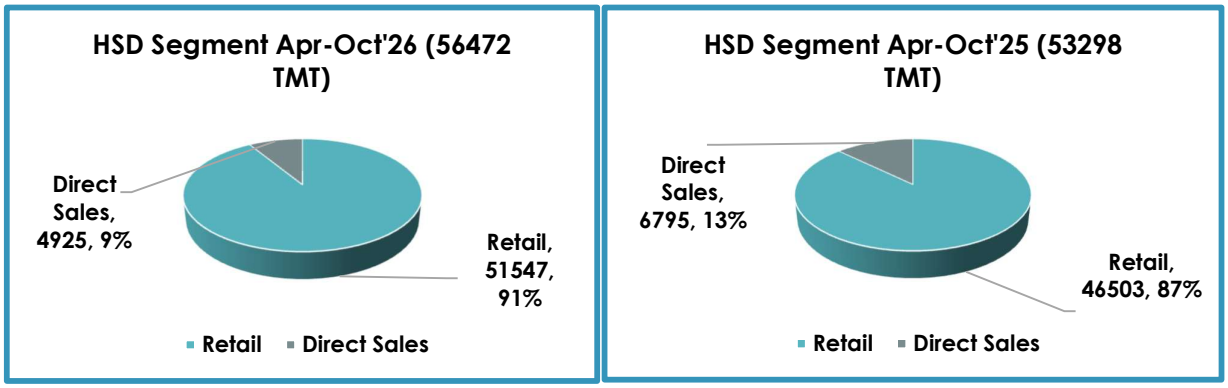
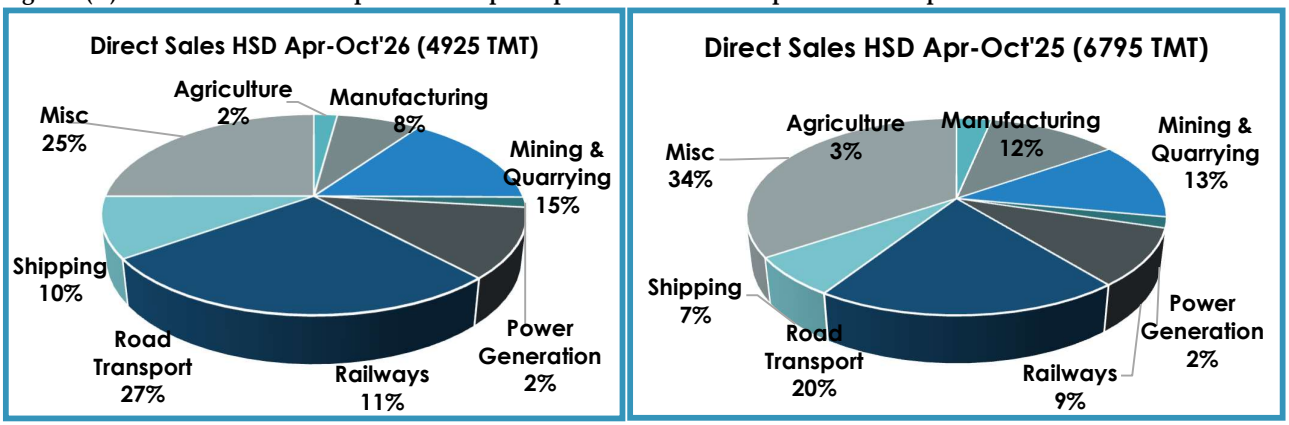


Figure-I(II): Sectoral HSD consumption Breakup in Apr-Oct'26 and its comparison with Apr-Oct'25



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, Fertlizers, Textiles, Ceremic & glass & other Misc Consumer/Industrials goods.

Kerosene:

Kerosene (SKO) consumption with a volume of 37 TMT registered a de-growth of 13.9% in Oct 2026 as compared to Oct 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 Oct 2026.

The market share of subsidized-PDS and other SKO was 56% & 44% respectively for the month Oct 2026 as shown in the following figure-J.

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

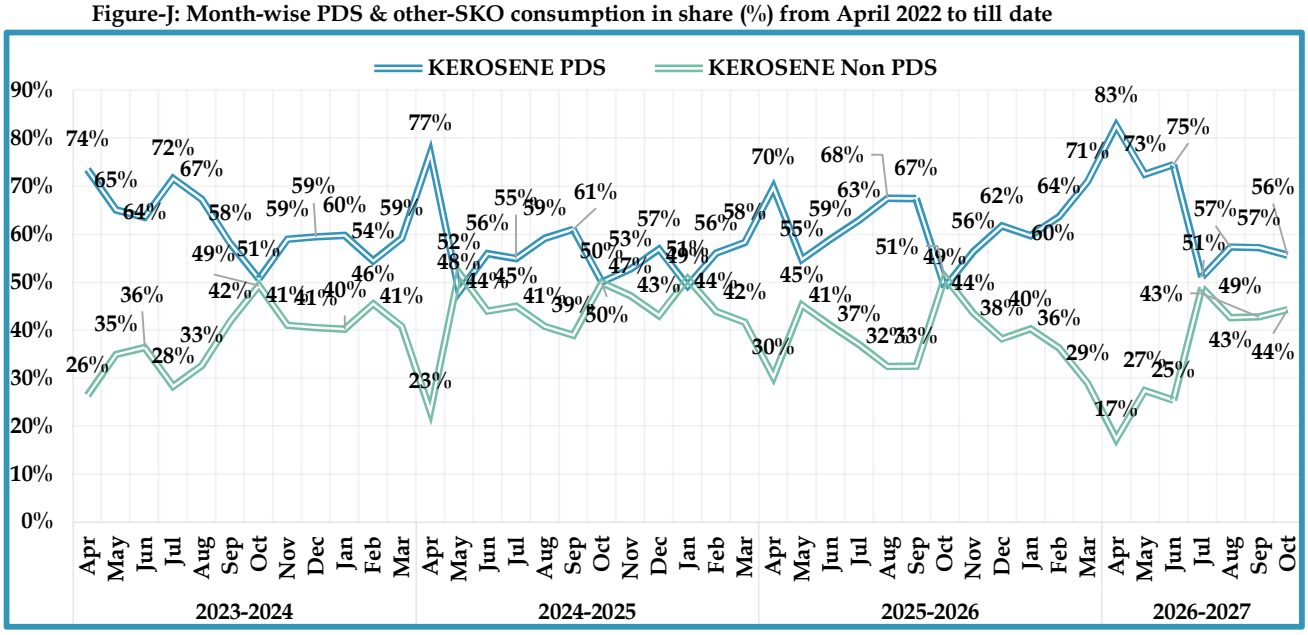
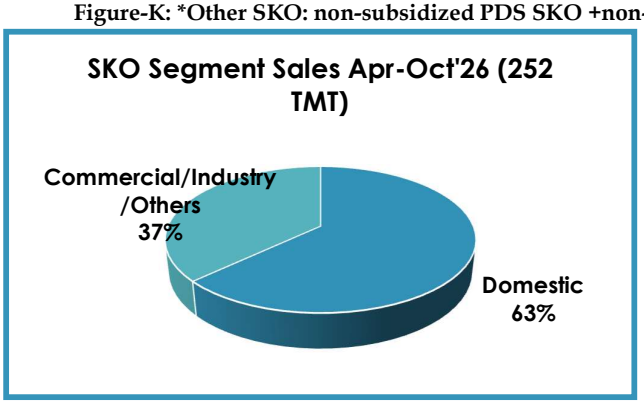
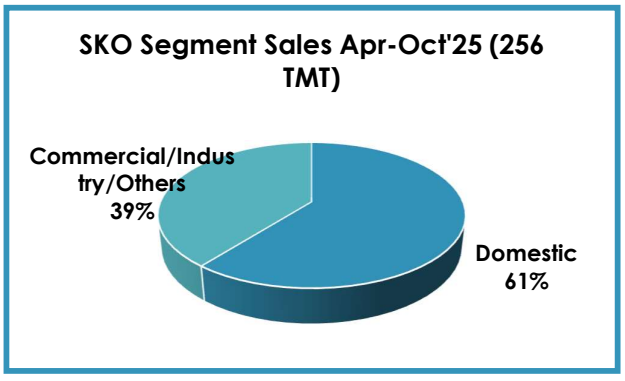


Figure-K: *Other SKO: non-subsidized PDS SKO +non-PDS kerosene

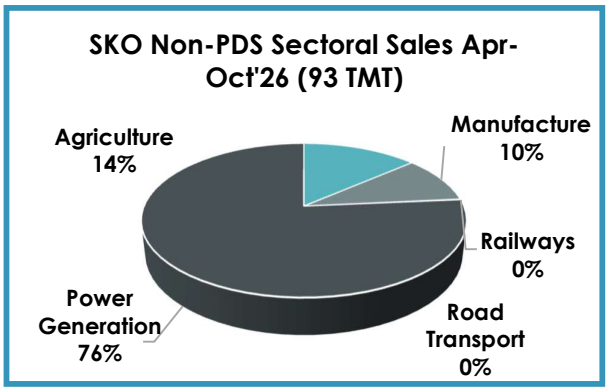


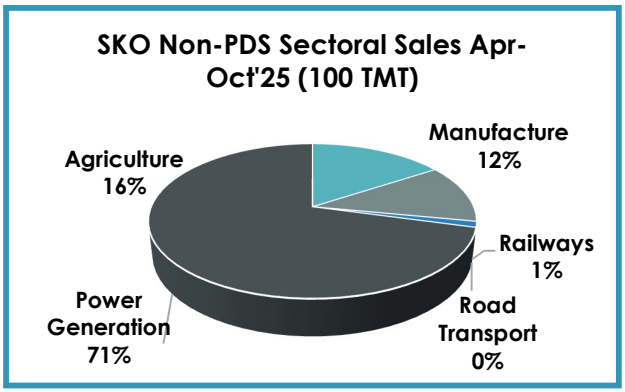


Sectoral consumption of SKO:

Out of total SKO sales during 'Apr-Oct'26 'PDS subsidized SKO' upliftment constituted 63%. 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-Oct'26 and its comparison with Apr-Oct'25





LUBES:

Lubes consumption with a volume of 410 TMT registered a marginal de-growth of 1.1% in October 2026 as compared to October 2025. The subdued performance was primarily attributable to the increase in international base oil feedstock, additive and freight costs amid ongoing geopolitical supply disruptions, which resulted in successive price increases and suppressed overall lubricant demand.

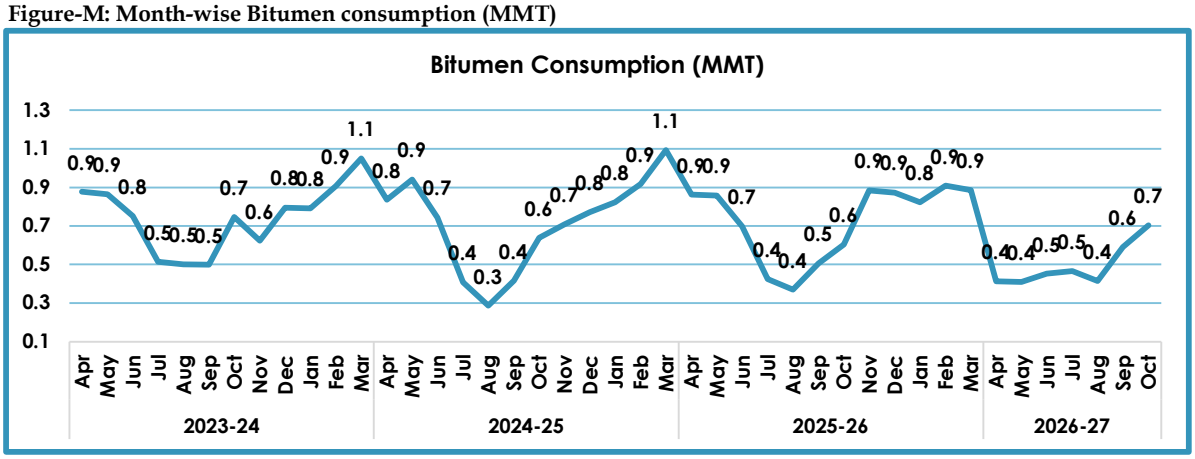
BITUMEN:

Bitumen consumption during October 2026 with a volume of 704 TMT registered a growth of 16.5% over the volume of 604 TMT in the month of October 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 growth was primarily supported by increased sourcing of bitumen by previously stalled road-construction projects, along with higher offtake of bitumen, including VG10 supported by special incentives provided to processors. Despite the significant increase in imported bitumen prices amid ongoing geopolitical tensions in the Middle East, sourcing by stalled projects supported continued bitumen consumption.

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



Sectoral consumption of Bitumen:

During 'Apr-Oct-26, total bitumen consumption with a volume of 3449 TMT registered a de-growth of 20.2% Year-on Year basis over the volume of 4323 TMT in 'Apr-Oct-25.

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

LPG:

LPG consumption during the month of October 2026 with a volume of 2.52 MMT registered de-growth in the month at 12.3% over the volume of 2.87 MMT in the month of October 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 12.3% 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. 11.8% de-growth in Packed domestic LPG consumption in Oct'26 as compared to Oct'25.
2. **Growth of 4.1% in non-domestic packed segment.**
3. Under PMUY scheme 10.57 crores connections at the end of October 2026.
4. As on 1.11.2026, total active domestic connections in India are 3263.86 lakhs
   De-growth in consumption of domestic LPG in Oct`26 compared to Oct`25 are as follows:

   - **PMUY de-growth remained at 18.7%.**

   - Growth of 23.9% 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. 15.3 Crs cylinders of 14.2kg (~49.2 lacs/day) were delivered in Oct'26 compared to 17.3 Crs in Oct'25.
6. De-Growth of 49.1% 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. The contraction in LPG consumption during October 2026 was primarily driven by administrative and supply-side measures, including enhanced KYC compliance requirements, mandatory Aadhaar-based authentication and restrictions on domestic refill bookings. The minimum refill booking interval continued at 25 days for both PMUY and Non-PMUY consumers, thereby moderating the frequency of domestic LPG refills. While non-domestic packed LPG supplies recovered following the easing of crisis-related restrictions, bulk LPG allocations remained capped at 50% of pre-crisis levels, continuing to constrain commercial and industrial demand.
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 October'26

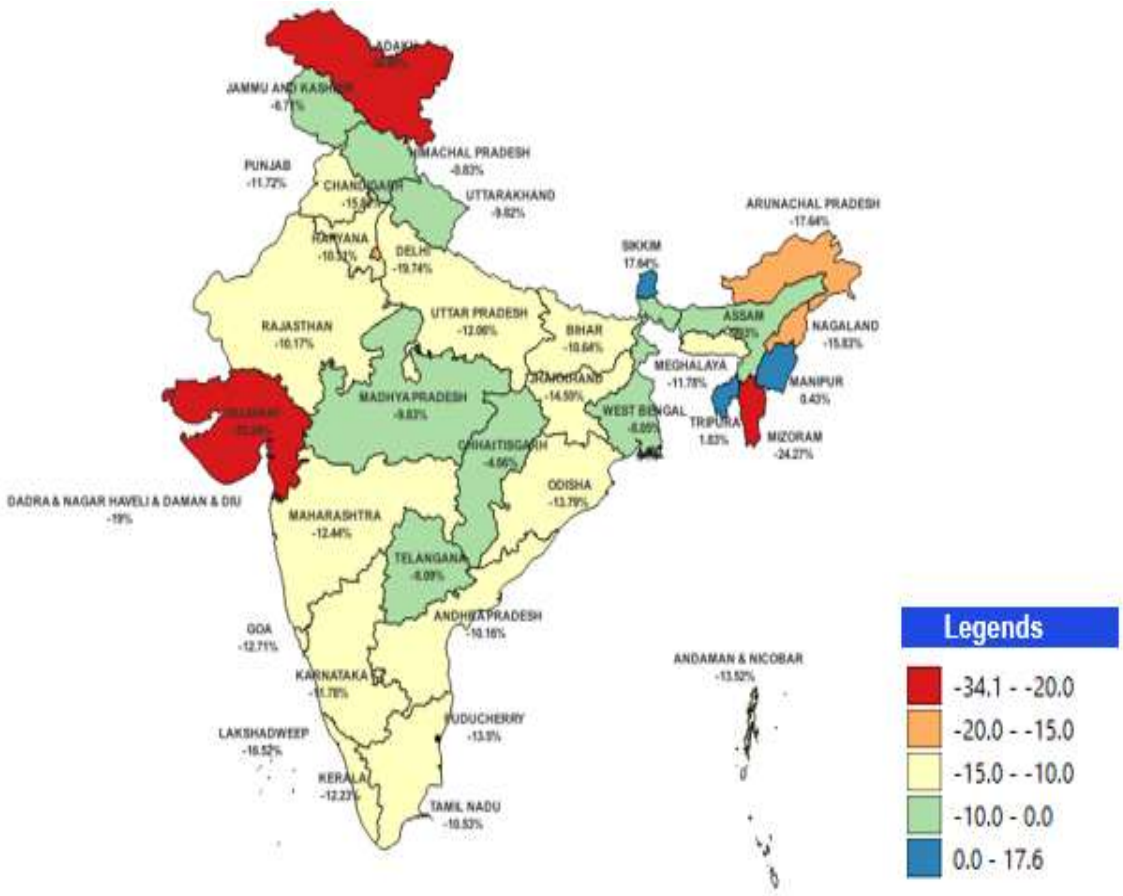
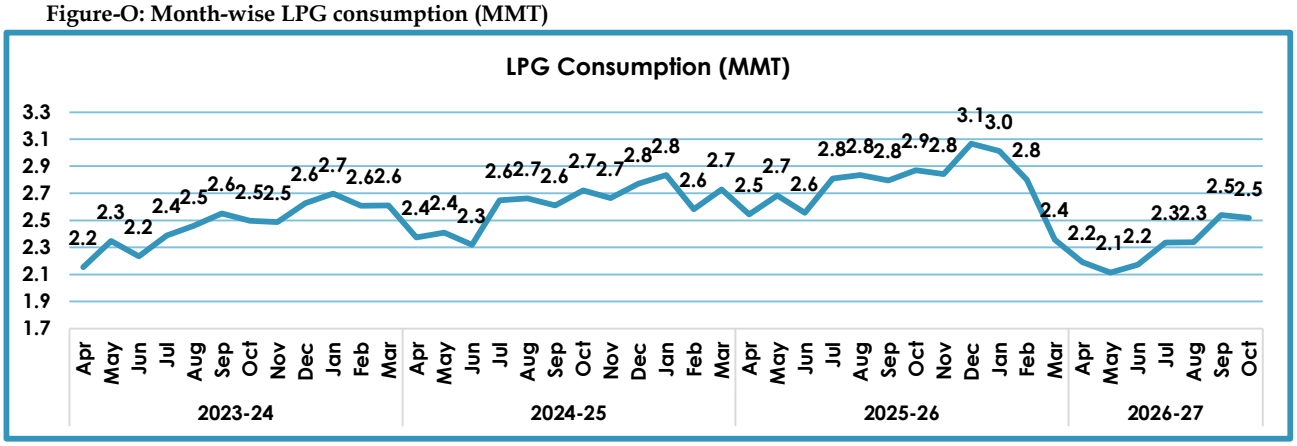


Figure-O: Month-wise LPG consumption (MMT)

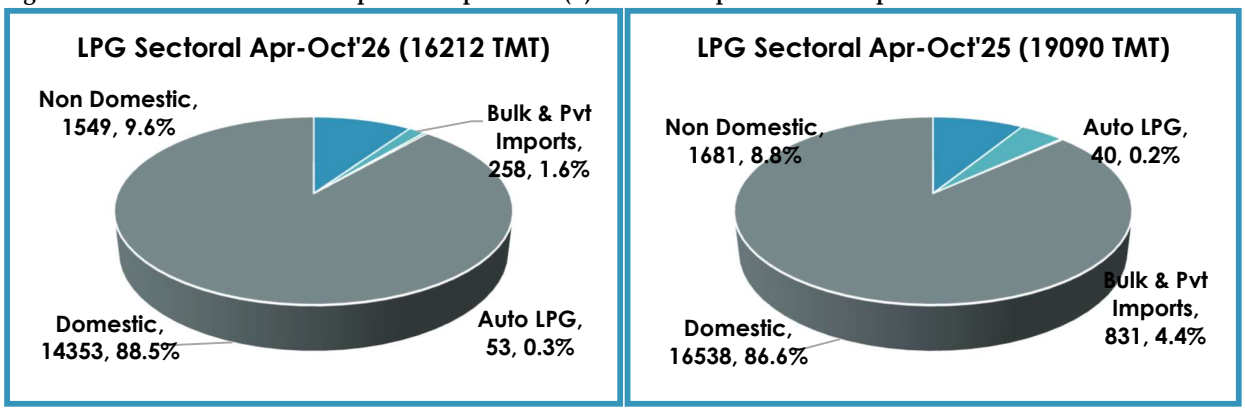


Sectoral consumption of LPG:

During 'Apr-Oct-26, total LPG domestic consumption with a volume of 16.21 MMT registered 15.1% de-growth Year-on Year basis over the volume of 19.09 MMT in 'Apr-Oct-25.

The Sectoral LPG consumption during 'Apr-Oct-26', was driven by Domestic packed at 88.5%, followed by LPG 'non-domestic/ industry/ commercial sector 9.5% & Bulk at 1.6%. Auto LPG at 0.3% has been on the negative trajectory getting displaced by CNG.

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



Naphtha:

Naphtha consumption during October 2026 with a volume of 940 TMT registered a growth of 1.7%, over a volume of 924 TMT during the month of October 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.

The growth was primarily supported by **improved availability of naphtha supplies following the supply disruptions witnessed in the preceding months**, which enabled higher offtake by the petrochemical sector. However, the growth remained subdued due to **elevated naphtha prices and higher production costs**, which continued to exert pressure on petrochemical margins. Higher natural gas prices also encouraged some refineries to increase internal consumption of naphtha as an alternative feedstock, limiting its availability for external consumption

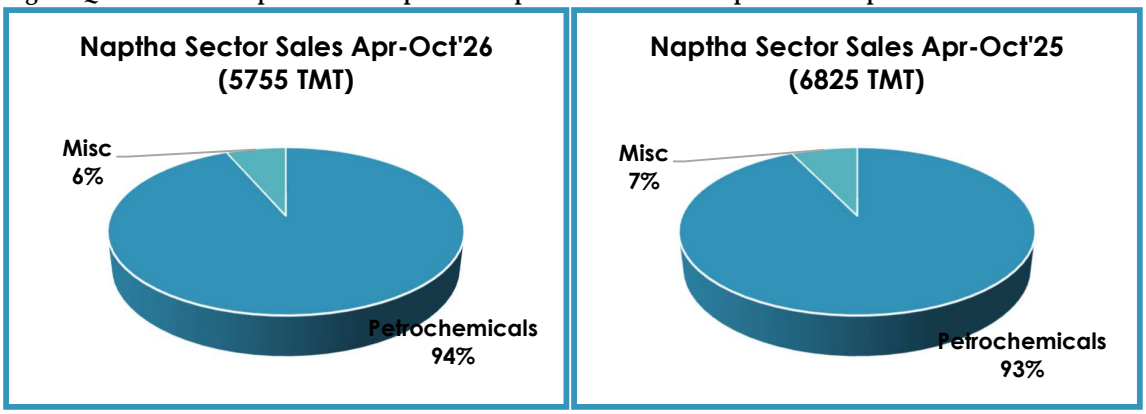
Major Petchem producers like HPL are operating below capacity with imported Naphtha.

Sectoral consumption of Naphtha:

During 'Apr-Oct-26, total Naphtha domestic consumption with a volume of 5755 TMT registered de-growth of 15.7% Year-on Year basis over the volume of 6825 TMT in 'Apr-Oct-25.

94% Consumption of naphtha during this period was driven by petrochemicals sector.

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



ATF:

Aviation Turbine Fuel (ATF) consumption reached 776 TMT and registered a year-on-year Increase of 0.5 % in October 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.
- The commencement of the Winter Flight Schedule from 25 October 2026, with increased flight frequencies, new and seasonal routes and expanded operations at several airports, also supported ATF offtake during the month
- Eastern region recorded maximum degrowth in ATF volumes in Sept 26. Domestic Aircraft movement recorded de-growth of 7.7% in the month of Sept 2026 as per AAI data mentioned below in Table 7A.

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

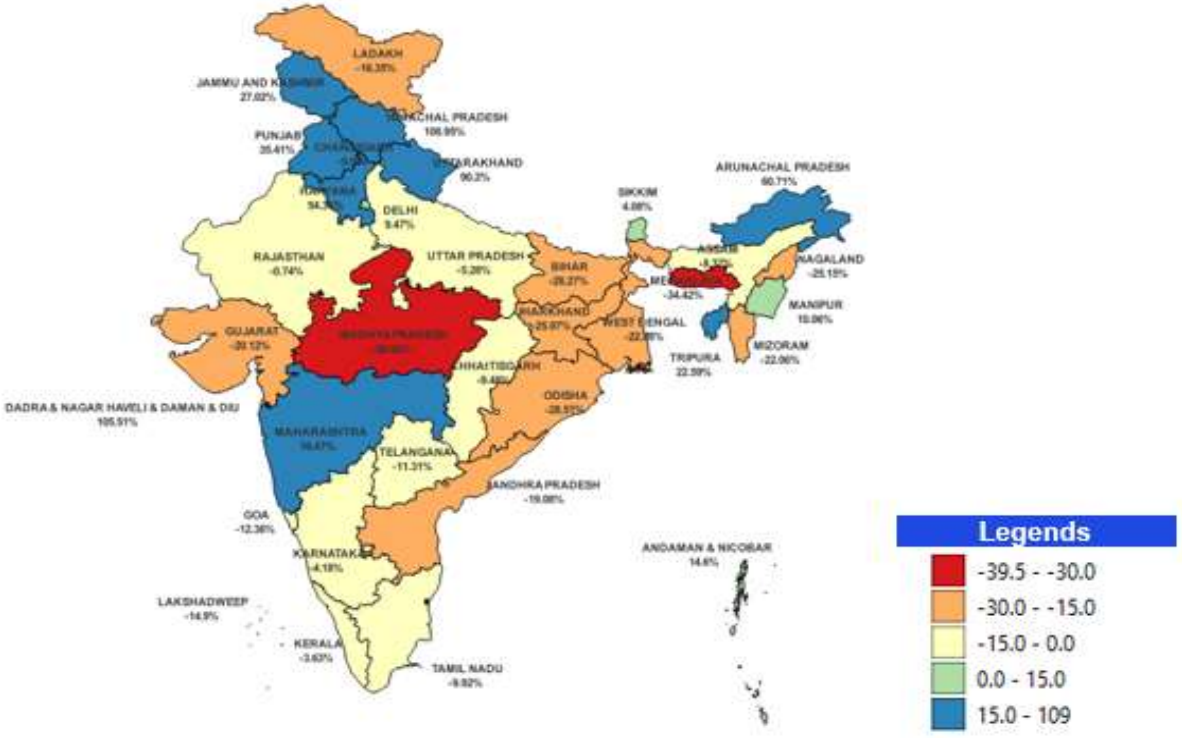
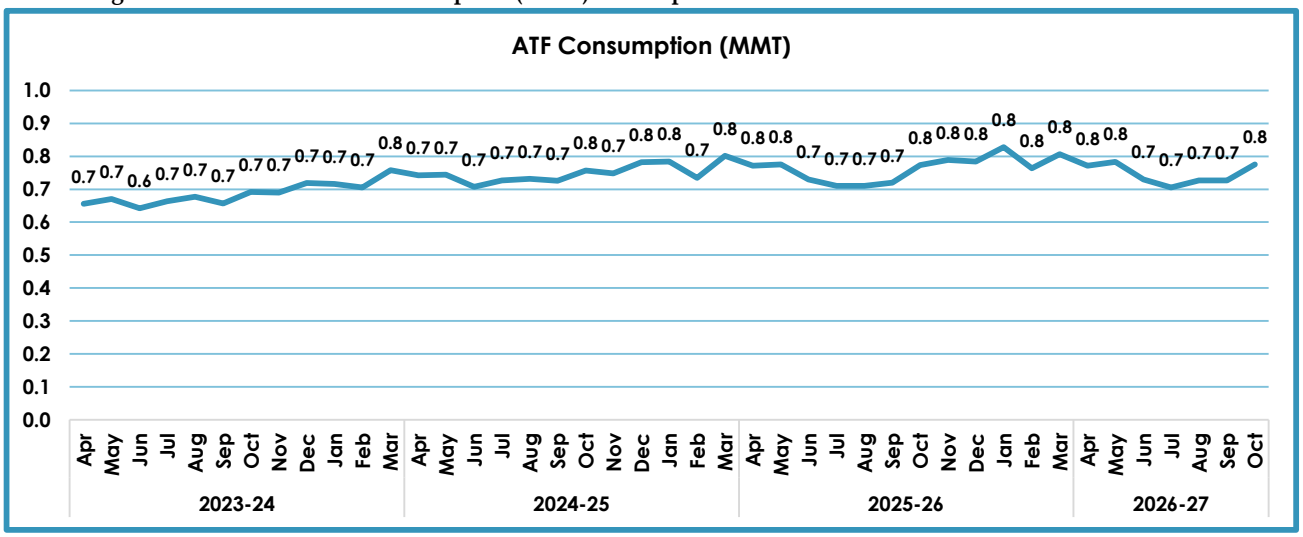


Figure-S: Month-wise ATF consumption (MMT) since Apr 2023

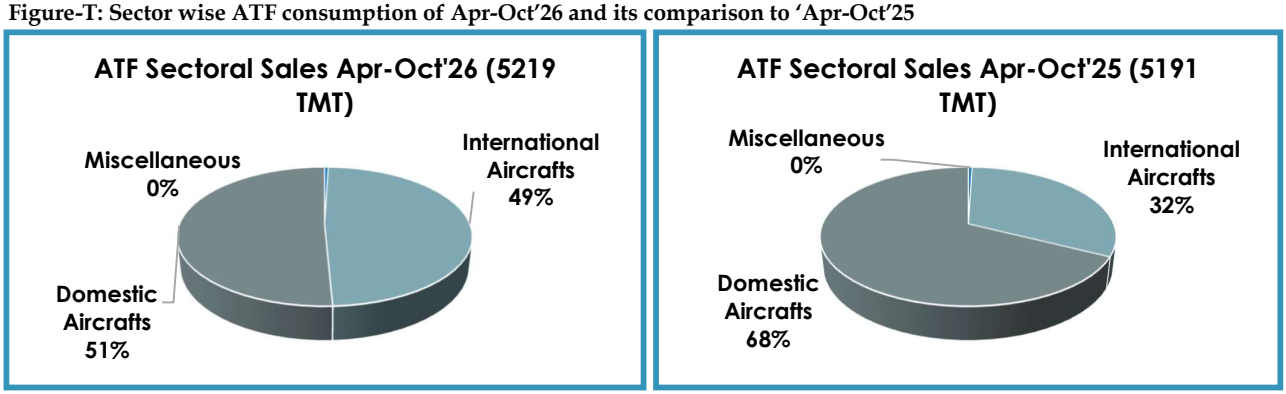


Sectoral consumption of ATF:

During 'Apr-Oct'26, total ATF domestic consumption with a volume of 5219 TMT registered 0.5% growth Year-on Year basis over the volume of 5191 TMT in 'Apr-Oct-25.

Almost entire ATF consumption during 'Apr-Oct-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-Oct'26 and its comparison to 'Apr-Oct'25



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

- During the month of September 2026, all operational airports (taken together) handled 216.30 thousand aircraft movements (excluding General Aviation Movements), 30.10 million passengers and 372.27 thousand tonnes of freight.
- International Aircraft movements, domestic aircraft movements and total aircraft movements have decreased by 6.7%, 2.9% and 3.5% respectively during (April- September) 2026-27 as compared to (April - September) 2025-26.
- Total passengers have decreased by 7.1%, 1.9% and 2.9% respectively during (April- September) 2026-27 as compared to (April- September) 2025-26.
- Domestic freight and total freight have increased by 15.2%, 5.9% and 11.7% respectively during the period (April- September) 2026-27 as compared to (April- September) 2025-26.

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

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

CATEGORY	September		%
	2026-27	2025-26	CHANGE
Aircraft Movements (in '000)			
International	39.42	39.54	-0.3
Domestic	176.88	191.70	-7.7
Total	216.30	231.24	-6.5
General Aviation	29.24	28.35	3.1
Grand Total(INTL+DOM+Gen)	**245.54**	**259.59**	**-5.4**

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								
September								
REGION	September		Change	REGION	September		Change	Difference
	2026-2027	2025-2026			2026-2027	2025-2026		
DOMESTIC AIRCRAFT MOVEMENTS (IN NOS)				ATF CONSUMPTION (IN TMT)				
EASTERN	19375	24275	-20.2%	EASTERN	39	52	-25.0%	4.8%
NORTH EAST	6514	7575	-14.0%	NORTH EAST	14	15	-6.7%	-7.3%
NORTHERN	47906	48294	-0.8%	NORTHERN	286	258	10.9%	-11.7%
SOUTHERN	52050	60878	-14.5%	SOUTHERN	208	221	-5.9%	-8.6%
WESTERN	51034	50673	0.7%	WESTERN	180	174	3.4%	-2.7%
Total	**176879**	191695	-7.7%	**Total**	727	720	1.0%	-8.7%

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 Oct-2026 with a volume of 602 TMT with a growth of 6.4 % over the volume of 566 TMT in Oct-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.

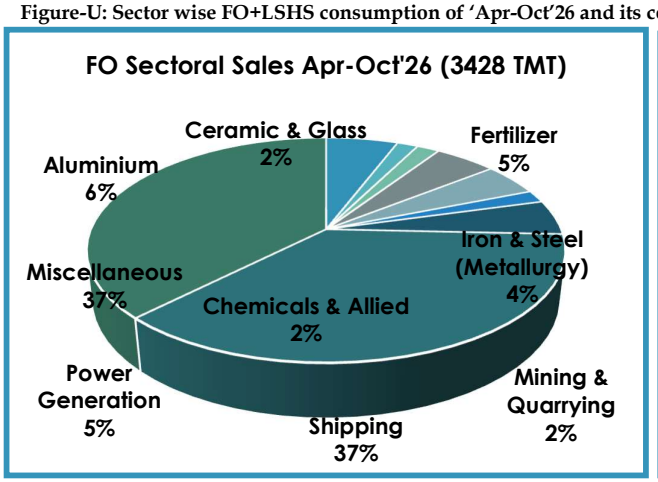
Sectoral consumption of FO/LSHS:

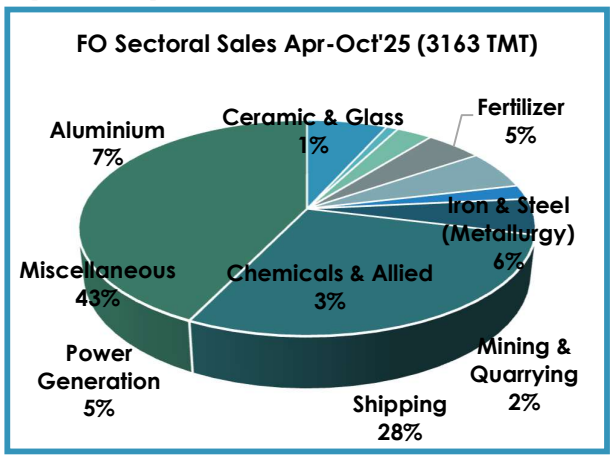
During 'Apr-Oct-26, total FO/LSHS consumption with a volume of 3886 TMT with a growth of 8.6% Year-on Year basis over the volume of 3578 TMT in 'Apr-Oct-25.

Further Product wise consumption for FO Apr-Oct'26 was 3428 TMT vs 3163 TMT in Apr-Oct'25 (8.3% growth). For LSHS, Apr-Oct'26 was 458 TMT vs 415 TMT in Apr-Oct'25 (10.4% Growth

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

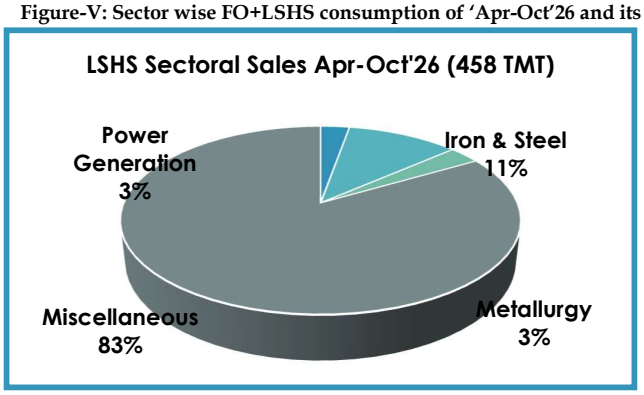
Figure-U: Sector wise FO+LSHS consumption of 'Apr-Oct'26 and its comparison to 'Apr-Oct'25

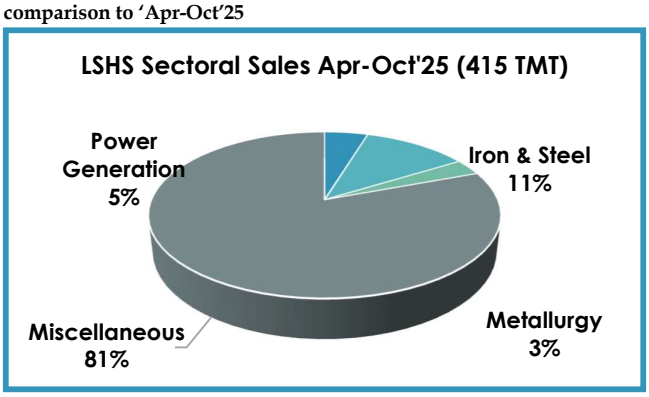




Apr-Oct'26:- Shipping sector has a share of 37%, up from 28% from previous perio followed by Iron & steel, fertilizer and Aluminium.	**Apr-Oct'25:-** Shipping contributes the highest share with 28% followed by Iron & Steel Aluminium, Glass, Fertlizer & Power generation.

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





Apr-Oct'26: Iron & Steel sector contributed to be the largest sector at 11%, followed by Metallurgy 3%	**Apr-Oct'25:** Iron & steel contributes the highest share with 11% followed by Power generation & Metallurgy

Petcoke:

Petcoke consumption during the month of October 2026 with a volume of 1.40 MMT and de-growth of 10.7% over the volume of 1.56 MMT in the same period last year.

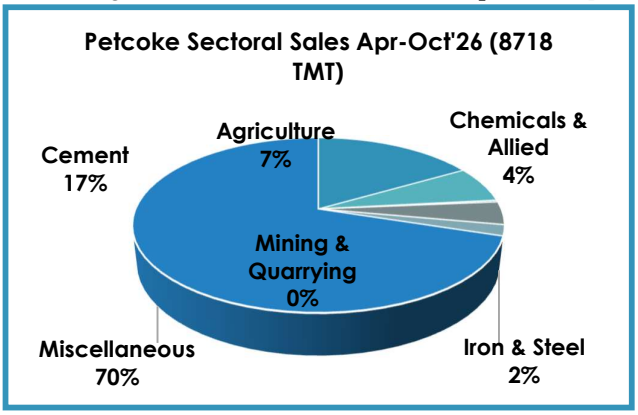
The decline was primarily attributable to higher international petcoke prices and increased procurement costs, which affected its relative price competitiveness against alternative fuels. Consequently, cement manufacturers increasingly explored substitution towards more economical fuels, particularly domestic thermal coal, to optimise energy costs.

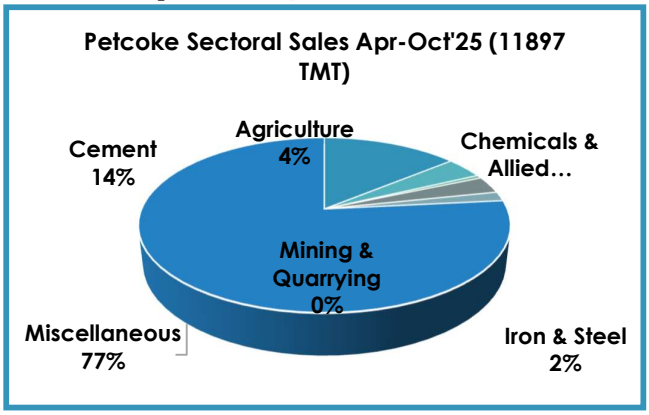
The increase in imported petcoke prices, coupled with elevated logistics costs and uncertainty in international supply chains, further constrained procurement by private importers. DGFT continued to regulate imports of Raw Petroleum Coke (RPC) for CPC manufacturing and Calcined Petroleum Coke (CPC) for the aluminium industry through prescribed annual quantitative allocations and environmental compliance requirements for FY 2026-27.

Sectoral consumption of Petcoke:

During 'Apr-Oct-26', total Petcoke cumulative domestic consumption with a volume of 8.72 MMT registered 26.7% de-growth Year-on Year basis over the volume of 11.90 MMT in 'Apr-Oct-25'. The cement sector continues to occupy the largest share in 'Apr-Oct'26' (P) at 17%, followed by other Industries.

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





Apr-Oct'26:- Cement industry occupied the highest share at 17%	**Apr-Oct'25:-** Cement industry occupied the highest share at 14%, followed by other sectors.

Light Diesel Oil

LDO consumption during the month Oct-2026 with a volume of 54 TMT registered a 28.3% de-growth over the volume of 75 TMT in Oct-2025.

October 2026 LDO consumption de- growth was attributed to following reason:
Although LDO has become the primary "cleaner" liquid fuel alternative for industrial boilers and heasssters, 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.

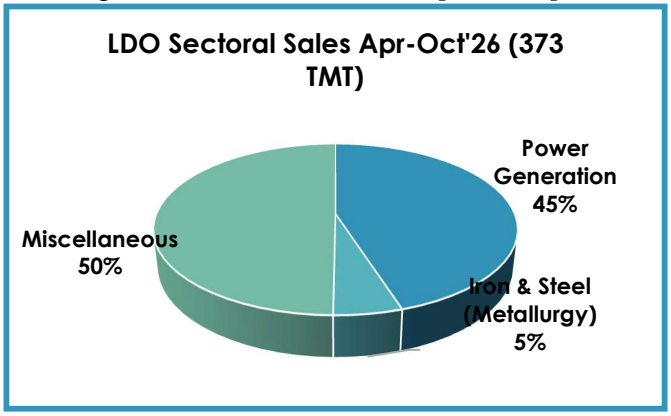
Transition of steel and other industrial users towards electricity-based operations and more energy-efficient production processes have also led to de-growth in LDO consumption.

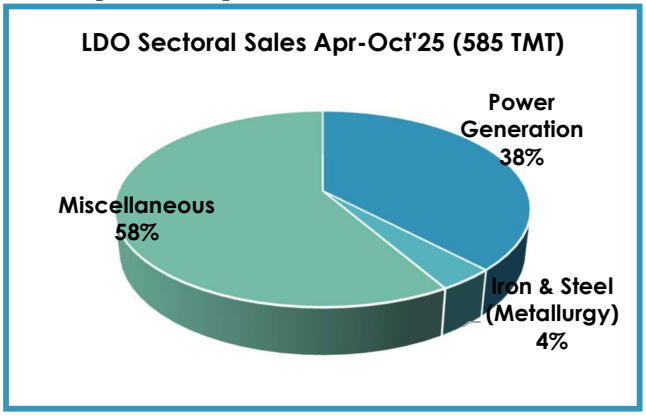
Sectoral consumption of Light Diesel Oil:

During 'Apr-Oct-26, total LDO domestic consumption with a volume of 373 TMT registered a 36.2% de-growth Year-on Year basis over the volume of 585 TMT in 'Apr-Oct-25.

The cumulative consumption of Light Diesel oil (LDO) during 'Apr-Oct'26' was driven by 'Power Generation' 45% followed by Iron & Steel at 5%.

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





Apr-Oct-26:-Power Generation occupied a 45% share of the product followed by Iron & Steel & Misc industries	**Apr-Oct-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.

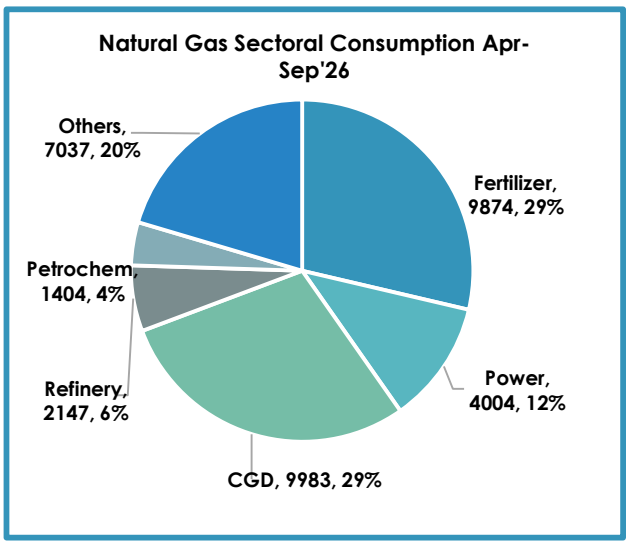
For the monthly consumption data, please refer to the NG report published by PPAC.

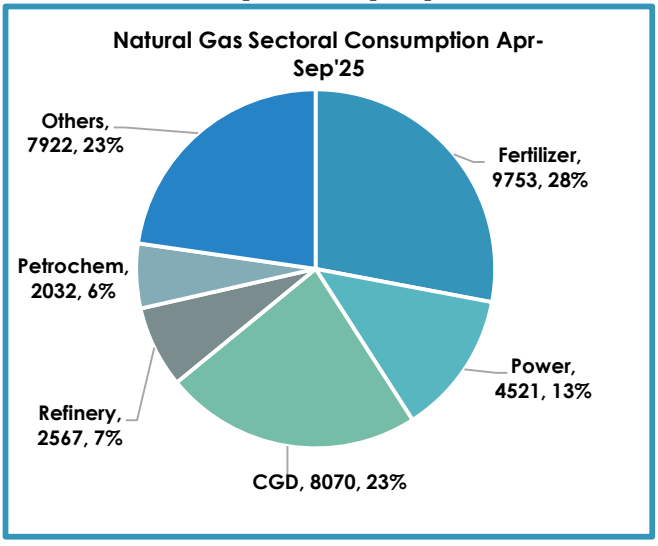
'Total Natural Gas Consumption (including internal consumption) for the month of Oct 2026 (P) was 5707 MMSCM which was 7.27% lower than the corresponding month of the previous year.

Sectoral consumption of Natural Gas consumption of Apr-Sept'26'& its comparison to 'Apr-Sept'25 (P): Cumulative Domestic Natural gas Consumption during April–Sept 2026 recorded a volume of 34,450 MMSCM, over the volume of 34,867 MMSCM during the same period in the preceding year .During Apr-Sept'26, consumption of Natural gas (NG) was driven by CGD (29%), followed by fertilizer (29%) Power (12%) Refinery (6%), Petrochemicals (4%). Misc sectors occupied a share of 20% in Apr-Sept'2026.

As per IGX, Indian Natural Gas average spot purchase price for the month of Oct 2026 was 25.9 $/MMBtu.

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





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

P: provisional

Apr-Sep'2026 CGD sector occupied the highest share for the Consumption of Natural Gas at 29% followed by Fertilizer and Power at 29% and 12% respectively.	***Apr-Sep'2025*** Fertilizer sector occupied the highest share followed by CGD.

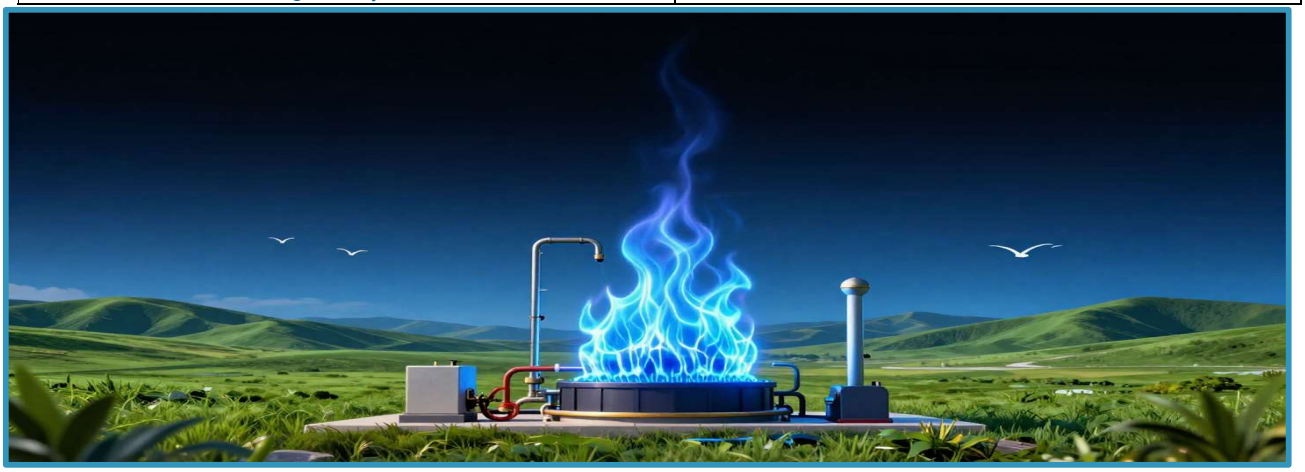


Table-8: Conversion factors taken for MT to barrel conversion

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 2026-27 (Provisional)												
												('000 MT)
Product	April-Oct			October								
	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	19090	16212	-15.1	2394	2496	2721	2871	2518	5.2	0.9	-7.5	-12.3
SKO	256	252	-1.4	34	34	33	43	37	10.8	10.6	14.3	-13.9
Sub Total	**19346**	**16464**	**-14.9**	**2428**	**2529**	**2753**	**2914**	**2555**	**5.2**	**1.0**	**-7.2**	**-12.3**
(B) Major Decontrolled Product												
HSD	53298	56472	6.0	6986	7634	7645	7620	8534	22.2	11.8	11.6	12.0
MS	24855	26493	6.6	2996	3140	3412	3665	3795	26.7	20.8	11.2	3.5
Naphtha	6825	5755	-15.7	861	1188	1164	924	940	9.2	-20.9	-19.2	1.7
ATF	5191	5219	0.5	616	692	757	773	776	26.0	12.2	2.5	0.5
Bitumen	4323	3449	-20.2	590	747	638	604	704	19.2	-5.8	10.2	16.5
FO & LSHS	3578	3886	8.6	592	525	631	566	602	1.7	14.9	-4.6	6.4
Lubricants & Greases	2797	2504	-10.5	355	320	346	415	410	15.7	28.4	18.8	-1.1
LDO	585	373	-36.2	66	67	69	75	54	-18.3	-19.6	-21.8	-28.3
Sub Total	**101451**	**104152**	**2.7**	**13062**	**14313**	**14663**	**14643**	**15816**	**21.1**	**10.5**	**7.9**	**8.0**
Sub - Total (A) + (B)	**120797**	**120616**	**-0.1**	**15490**	**16843**	**17416**	**17557**	**18371**	**18.6**	**9.1**	**5.5**	**4.6**
(C) Other Minor Decontrolled Products												
Petroleum coke	11897	8718	-26.7	1722	1643	2035	1567	1400	-18.7	-14.7	-31.2	-10.7
Others	5964	4845	-18.8	1367	980	803	827	723	-47.1	-26.2	-10.0	-12.6
Sub Total	**17861**	**13563**	**-24.1**	**3089**	**2622**	**2838**	**2395**	**2123**	-31.3	-19.0	-25.2	-11.3
Total	**138657**	**134179**	**-3.2**	**18579**	**19465**	**20254**	**19952**	**20494**	**10.3**	**5.3**	**1.2**	**2.7**

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

Table-10

Industry Consumption Trend Analysis 2026-27 (Provisional)												
												('Million Barrels per Day)
Product	April-Oct			October								
	FY2025-26	FY2026-27	Growth(%)_ 2026-27 over 2025-26	2022	2023	2024	2025	2026	Growth(%)_20 26 over2022	Growth(%)_20 26 over2023	Growth(%)_20 26 over2024	Growth(%)_20 26 over2025
(A) Sensitive Products												
LPG	1.03	0.88	-15.1%	0.90	0.93	1.02	1.07	0.94	5.2%	0.9%	-7.5%	-12.3%
SKO	0.01	0.0095	-1.4%	0.01	0.01	0.01	0.01	0.01	10.8%	10.6%	14.3%	-13.9%
Sub Total	**1.0**	**0.9**	**-15.0%**	**0.9**	**0.9**	**1.0**	**1.1**	**1.0**	**5.2%**	**1.0%**	**-7.3%**	**-12.3%**
(B) Major Decontrolled Product												
HSD	1.90	2.01	6.0%	1.71	1.87	1.88	1.87	2.10	22.2%	11.8%	11.6%	12.0%
MS	1.03	1.10	6.6%	0.86	0.90	0.98	1.05	1.09	26.7%	20.8%	11.2%	3.5%
Naphtha	0.28	0.23	-15.7%	0.24	0.33	0.33	0.26	0.26	9.2%	-20.9%	-19.2%	1.7%
ATF	0.20	0.20	0.5%	0.16	0.18	0.20	0.20	0.20	26.0%	12.2%	2.5%	0.5%
Bitumen	0.12	0.10	-20.2%	0.12	0.15	0.12	0.12	0.14	19.2%	-5.8%	10.2%	16.5%
FO & LSHS	0.11	0.12	8.6%	0.13	0.11	0.14	0.12	0.13	1.7%	14.9%	-4.6%	6.4%
Lubricants & Greases	0.09	0.08	-10.5%	0.08	0.07	0.08	0.10	0.10	15.7%	28.4%	18.8%	-1.1%
LDO	0.02	0.01	-36.2%	0.02	0.02	0.02	0.02	0.01	-18.3%	-19.6%	-21.8%	-28.3%
Sub Total	**3.8**	**3.9**	**2.8%**	**3.3**	**3.6**	**3.7**	**3.7**	**4.0**	**21.3%**	**10.6%**	**7.7%**	**7.7%**
Sub - Total (A) + (B)	**4.8**	**4.7**	**-1.0%**	**4.2**	**4.6**	**4.8**	**4.8**	**5.0**	**17.9%**	**8.7%**	**4.5%**	**3.2%**
(C) Other Minor Decontrolled Products												
Petroleum coke	0.31	0.22	-26.7%	0.31	0.29	0.36	0.28	0.25	-18.7%	-14.7%	-31.2%	-10.7%
Others	0.22	0.18	-18.8%	0.36	0.25	0.21	0.22	0.19	-47.1%	-26.2%	-10.0%	-12.6%
Sub Total	**0.5**	**0.4**	**-23.4%**	**0.7**	**0.5**	**0.6**	**0.5**	**0.4**	**-33.9%**	**-20.1%**	**-23.4%**	**-11.5%**
Total	**5.3**	**5.15**	**-3.3%**	**4.9**	**5.1**	**5.3**	**5.3**	**5.4**	**10.9%**	**5.6%**	**1.5%**	**1.8%**

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

Petroleum Planning & Analysis Cell
Ministry of Petroleum & Natural Gas, Government of India
Har Kaam Desh Ke Naam

Petroleum Planning and Analysis Cell (PPAC)
Ministry of Petroleum & Natural Gas
2nd Floor, Core-8, SCOPE Complex
7, Lodhi Rd, Institutional Area,
New Delhi, 110003
https://www.ppac.gov.in