Demand for Grants 2025-26 Analysis

Petroleum and Natural Gas

The Ministry of Petroleum and Natural Gas is concerned with exploration and production of oil and natural gas, refining, distribution and marketing, import and export, and conservation of petroleum products. This note looks at the proposed expenditure of the Ministry for 2025-26, and the trends in spending over the last few years.

Overview of finances[1]

In 2025-26, the Ministry has been allocated Rs 19,327 crore, which is an 11% increase over the revised estimates for 2024-25. This is 0.38% of the total estimated expenditure (Rs 50,65,345 crore) of the government in 2025-26.

Table 1: Allocation for the Ministry of Petroleum and Natural Gas (in Rs crore)

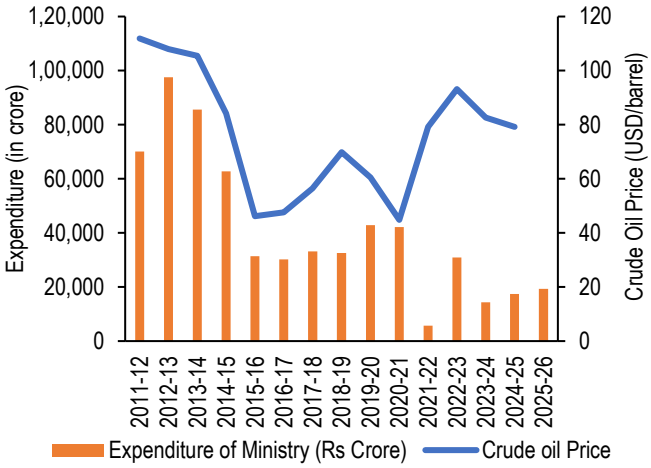
Major Heads	Actual 2023-24	Budget 2024-25	Revised 2024-25	Budget 2025-26
LPG Subsidy	12,240	11,925	14,700	12,100
Strategic Oil Reserves	153	628	130	5,876
IGGL (North East Natural Gas Pipeline Grid)	1,043	1,000	612	700
Mission Anveshan	-	332	50	592
Others	1,045	2,045	2,006	338
Total	**14,328**	**15,930**	**17,368**	**19,327**

Note: SOR – Strategic Oil Reserves; OMC – Oil Marketing Company; IGGL – Indradhanush Gas Grid Limited.
Sources: Union Budget Documents 2024-25; PRS.

Historically, the Ministry's expenditure trend has followed the trend in global crude oil prices (see Figure 1). India imports about 85% of its crude oil requirement.[2] When global oil prices rose, the government limited the price rise in India to protect consumers. The loss to oil marketing companies (OMCs) was partly compensated by the central government. To offset the losses, the government issued oil bonds to OMCs in lieu of cash subsidies from 2002. As of February 2023, the outstanding value of the oil bonds is Rs 92,200 crore (Rs 1,06,933 crore including interest). All the bonds will mature by April 2026 (See Table 7 in Annexure).[3]

In 2025-26, Rs 12,100 crore has been allocated for the LPG subsidy. This includes allocation towards Direct Benefit Transfer for LPG (PAHAL) and LPG connections to poor households (Pradhan Mantri Ujjwala Yojana).[1]

Figure 1: Expenditure of Ministry (Rs Crore)



Note: Price of crude oil is the Indian Basket of crude oil.
Sources: Petroleum Planning and Analysis Cell; Union Budget 2025-26; PRS.

The second highest allocation is towards Strategic oil reserves which is Rs 5,876 crore. India has created strategic petroleum reserves at three locations with a total capacity of over five million metric tonnes.[4] The reserves are meant to act as buffers to be used during serious disruptions in the global crude oil supply chain.[5]

Oil Imports, Production, Export and Refining Capacity

High import dependency

India imports about 85% of its crude oil requirement.[6] In 2023-24, the prices of retail products in the domestic market were affected by international prices and geopolitical events affecting the supply chain. Since 2011-12, the import of crude oil by volume has increased at an average rate of 2.6% a year.[7] In 2022-23, India was the third-largest consumer of oil, utilising 5% of the world's supply.[8] Russia was the biggest oil supplier to India in 2024-25.[9] In 2023-24, the top three suppliers of oil to India were Russia, Iraq, and Saudi Arabia.

Table 2: Production, import, export, and consumption of crude oil and its products (million tonnes)

	2018-19	2023-24	CAGR
Crude Oil			
Production	34	29	-3.0%
Import	226	234	0.7%
Petroleum Products			
Import	33	49	7.9%
Production	262	276	1.0%
Export	61	63	0.5%
Consumption	213	234	1.9%

Sources: PPAC; PRS.

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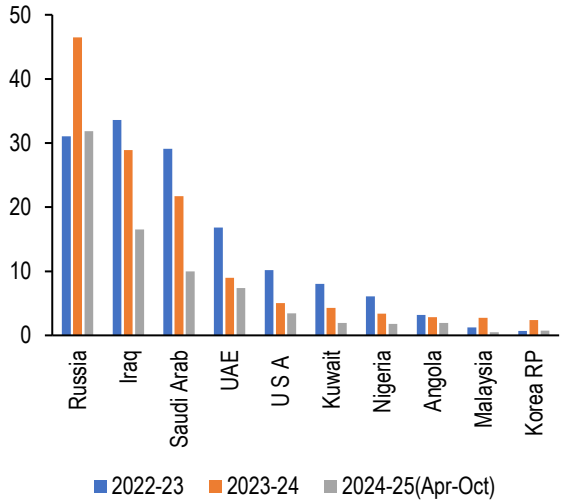
The Standing Committee on Petroleum and Natural Gas (2023) noted that most of India's hydrocarbon imports are sourced from the Middle East region which is prone to geo-political tensions.[10] This can disrupt the supply. The Committee noted that overdependence on any region for crude oil and gas supplies can impact India's energy security. It recommended that the Ministry take steps to diversify the imports of crude oil and gas.

Figure 2: Countries from where India imports crude oil (in USD billion)



Sources: Department of Commerce Export Import Data Bank (HSN Code 2709); PRS.

Production and Refining capacity

India's production of crude oil and condensate has decreased from 38.08 MMT in 2011-12 to 29.4 MMT in 2023-24 (provisional data), a decline of 2% per annum on average.[11] The Ministry has attributed this to the faster depletion of the oil fields than expected.[12] India's refining capacity has increased from 215 MMTPA in 2014 to 254 MMTPA in 2023.[13] India is the fourth largest in refining capacity after USA, China and Russia.[14] Government aims to increase the capacity to 450 MMTPA by 2030.[15]

Mission Anveshan

Mission Anveshan is a new central sector scheme launched in 2024 with an outlay of Rs 792 crore to appraise onshore sedimentary basins. It builds upon data from the National Seismic Program. The goal is to assess the basins and highlight areas of hydrocarbon potential by conducting a 2D seismic survey in seven sedimentary basins. In 2025-26, Rs 592 crore has been allocated for the scheme.

LNG Production and Imports

Dependence on import for consumption of natural gas has increased. In 2011-12, 28% of natural gas consumed was imported. This has increased to 46% in 2023-24.[16] The government spent USD 6,832 million on LNG imports in 2011-12 and USD 13,405 million in 2023-24.[17]

Table 3: Production and import of LNG (MMSCM)

	2018-19	2023-24	CAGR
Net Production	32,056	35,717	2.19%
Import	28,547	31,795	2.18%
Total Consumption	60,603	67,512	2.18%

Note: Net production is derived by deducting gas flared and loss from gross production by producing companies. MMSCM: Million Metric Standard Cubic Meters.
Sources: Petroleum Planning and Analysis Cell; PRS.

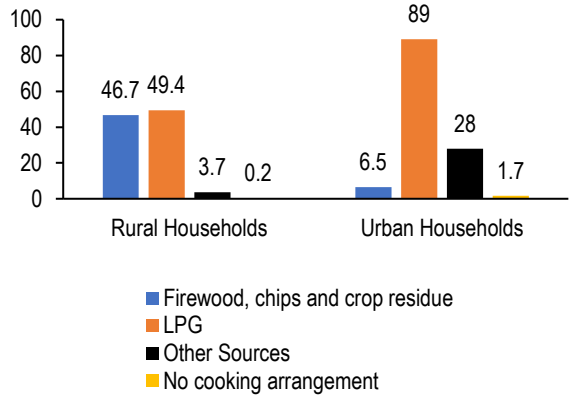
In 2023-24, India produced 35,717 million metric standard cubic meters (MMSCM) of LNG and imported 31,795 MMSCM.[17] LNG production in India has been decreasing at an average rate of 2% a year since 2011-12, while the amount of imported LNG over the same period has increased by 4% on average.[16] This is due to an increase in domestic consumption, particularly in the industrial sector, where natural gas is utilised for the production of fertiliser and city gas distribution network.[18]

A key factor in expanding natural gas use is developing transportation infrastructure. As of December 2024, the total operational length of the natural gas pipeline network is 23,573 km, which includes 7,679 km of partially commissioned pipelines.[19] A partially commissioned pipeline refers to a pipeline where some sections are in use while others are still under construction or awaiting approvals. An additional 5,630 km of pipelines are under construction, which would bring the total length to 29,203 km.[19]

Access to clean cooking fuel

Clean cooking fuels are fuels that have low level emissions. This includes LPG, biogas, electricity and natural gas. Dirty fuels such as coal, kerosene and biomass have high emission. They also contribute to Indoor air pollution. Indoor air pollution from cooking is a significant risk factor for pneumonia deaths in children under five in India.[20] India has the highest number of Pneumonia deaths in world for children under five years of age.[20] According to World Health Organisation, breathing smoke from cooking with polluting fuels is harmful.[21] It increases the risk of heart disease, stroke, cancer, and lung diseases. Women and children in low- and middle-income countries are particularly affected.

Figure 3: Percentage of households by primary source of energy used for cooking, 2020-21



Note: Other sources include other natural gas, dung cake, kerosene, coke, coal, gobar gas, other biogas, charcoal, electricity (generated by solar/ wind power generators), solar cooker.
Source: Multiple Indicator Survey (2020-21), Ministry of Statistics and Programme Implementation; PRS.

Ministry of Statistics and Program Implementation (MOSPI) conducted a survey in 2022-23 regarding access to clean cooking fuel in India.[22] In survey, a household is categorised as using clean fuel for cooking, if the household reported the use of any one of the primary sources such as: (i) LPG/ other natural gas, (ii) gobar gas/other biogas, (iii) electricity (incl. generated by solar /wind power generators), and (iv) solar cooker for cooking.[22] Survey noted following observations: (i) 63% households in India use clean fuel including LPG or Natural Gas, (ii) 49.3% rural households in India use clean fuel. Survey also observed that in rural areas less than 30% of households use clean fuel for cooking in some states such as Madhya Pradesh, Rajasthan, Odisha and Chhattisgarh.[22] This figure was less than 50% for states such as Bihar, Tripura, and West Bengal (see Table 11 in annexure for state wise detail).

LPG Subsidy

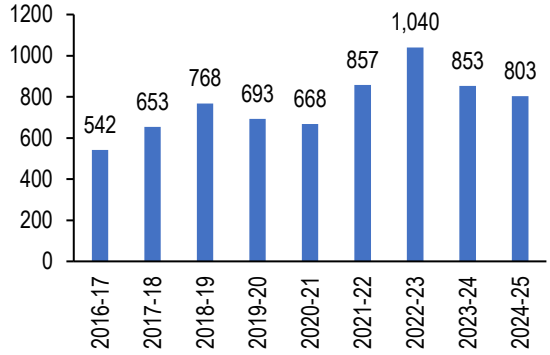
One way to increase the use of clean cooking fuels is to provide LPG connections and LPG cylinder. The Ministry runs the Pradhan Mantri Ujjwala Yojana which provides LPG connections to poor households. It also implements the PAHAL scheme of direct transfer of subsidy for LPG cylinder refills by poor households. The total LPG subsidy in 2025-26 is budgeted at Rs 12,100 crore which includes Rs 9,100 crore for LPG connections to poor households, Rs 1,200 crore for subsidy arrears of previous years and for supply of natural gas to north eastern region, and Rs 1,500 crore for direct benefit transfer of LPG subsidy. Allocation to LPG subsidy constitutes 63% of the overall allocation to the Ministry.

Direct Benefit Transfer (PAHAL)

The PAHAL scheme was launched in 2013 (54 districts in the first phase) and later launched in the rest of the country in 2015.[23] Under the scheme, a consumer (with annual income of up to ten lakh rupees) can avail Direct Benefit Transfer (DBT) cash-subsidy for an LPG cylinder with a cap of 12 cylinders annually.[24] The beneficiaries buy LPG cylinders at market rate and subsequently receive subsidies directly in their bank accounts.

In 2025-26, Rs 1,500 crore has been allocated to DBT-PAHAL.[1] In 2024-25, the budget allocation for DBT-PAHAL was Rs 1,500 crore, which has decreased to Rs 500 crore in the revised estimates.[25] Note that expenditure on subsidy is dependent on the difference between the subsidised and non-subsidised price for LPG.

Figure 4: Average price of non-subsidised LPG (in Rs per 14.2 kg cylinder)



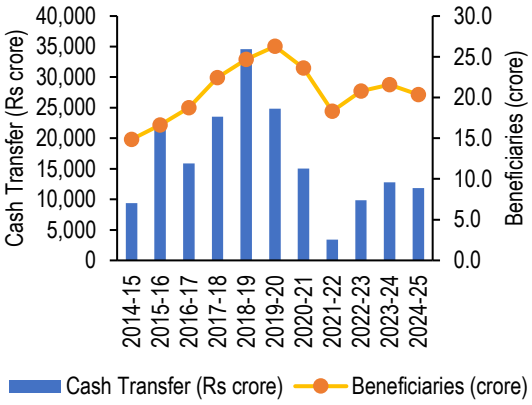
Sources: Indian Oil Corporation Limited; PRS.

As per the government, the PAHAL scheme has led to cumulative savings of Rs 73,433 crore as of March 2023.[26] Additionally, 4.15 crore duplicate, fake/non-existent, and inactive LPG connections have been eliminated. There are 2.45 crore non-subsidised customers, out of which 1.13 crore are individuals who have voluntarily given up their LPG subsidy under the 'Give It Up' campaign.[26] The Comptroller and Auditor General (CAG) noted the following reasons for varying number of beneficiaries(see figure 5): (i) cancellations of fake connections, (ii) Give it up campaign, and (iii) failed transactions due to inaccurate data entry by distributors may have deprived genuine LPG consumers of their legitimate subsidy.[27]

In 2016, the Comptroller and Auditor General (CAG) audited implementation of the PAHAL Scheme.[28] It noted that while the scheme was successful in addressing the diversion of subsidised LPG cylinders to commercial consumers, there remains a risk of diversion of non-subsidised domestic LPG to commercial consumers. This is because there is a significant price difference between non-subsidised domestic LPG and commercial LPG as a commercial LPG cylinder is 19 kg while a non-subsidised domestic LPG is 14.2kg. According to the latest data from Indian Oil, the price of a non-subsidised 14.2 kg cylinder is Rs 803, while the price of a 19 kg cylinder is Rs 1,818 in Delhi.[29,30] This implies that commercial

cylinder is 71% more expensive per kg than non-subsidised domestic cylinder.

Figure 5: Cash transfer and beneficiaries under the PAHAL scheme (in Rs crore)



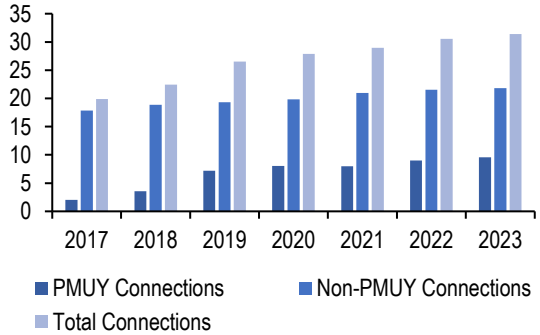
Sources: Direct Benefit Transfer website; PRS.

Pradhan Mantri Ujjwala Yojana

The Ministry also provides LPG connections to poor households under the Pradhan Mantri Ujjwala Yojana (PMUY). PMUY was launched in May 2016 to provide LPG connections to adult women of poor households.[31] In 2018, the scheme was expanded to cover all SC/ST households, beneficiaries of Pradhan Mantri Awas Yojana (Gramin), forest dwellers, backward classes, in addition to households identified under the Socio-Economic and Caste Census (SECC).[32]

The scheme aimed to provide eight crore connections by March 2018, a target that was achieved by September 2019. In August 2021, the government launched Phase 2 of PMUY (Ujjwala 2) with the goal of releasing 1.6 crore PMUY connections.[33] The government has decided to provide 75 lakh more LPG connections over three years from the Financial Year 2023-24 to 2025-26. This will take the total number of PMUY beneficiaries to 10.35 crore.[34] As of December 23, 2024, the government has released a total of 10.33 crore PMUY connections.[35]

Figure 6: PMUY and cumulative LPG connections (in crore)



Sources: Indian Petroleum & Natural Gas Statistics 2022-23; PRS.

Table 4: LPG Connections under PMUY (in crore) 2024

Category	Number of connections
Urban	1.01 (9.7%)
Semi- Urban	2.57(25%)
Rural	6.75(65.3%)

Source: Report No. 1 Standing committee on Petroleum (2024), Lok Sabha, December, 2024; PRS.

The Standing Committee on Petroleum (2024) observed that the current refill rate of LPG cylinders issued under PMUY is 3.95 per year.[36] This is much less than the refill rate of non-PMUY LPG cylinder which is about 6.5. The Committee further noted that the subsidy of Rs 300 on refilling of LPG cylinders has led to increase in refill rate from 3.01 in 2019-20 to 3.95 in 2023-24. This is much below the stated policy of government to issue 12 subsidised LPG cylinders per year. Committee observed that there is direct causal relationship between increase in amount of subsidy on LPG cylinders issued under the PMUY and increase in refill rate of such cylinders over the years. The standing committee (2024-25) on petroleum recommended to achieve universal coverage (providing LPG connections to all BPL households) of LPG connections which is the objective of PMUY.[36]

Petroleum Planning & Analysis Cell (2016) report based on the survey conducted noted that the key barriers for not applying for LPG connection are: (i) high initial cost, including security deposit/ price of gas stove (among 86% household), (ii) high recurring cost of the cylinder (among 83% Households), and (iii) easy availability of firewood.[37]

Strategic Petroleum Reserves

Strategic Petroleum Reserves (SPR) are used to store crude oil. These are essential for the energy security of the country, serving as a reserve during any supply chain shock in global crude oil markets. In 2024-25, Rs 5,876 crore has been allocated towards strategic oil reserves. Of this, Rs 5,597 crore has been allocated to ISPRL (Indian Strategic Petroleum Reserve Limited, a government undertaking) for filling of reserves with crude oil. No fund has been allocated to ISPRL for the purchase of crude oil in 2024-25 to fill strategic reserves. In 2023-24, Rs 5,000 crore was allocated for the purchase of crude oil for the existing reserves. However, these funds remain unutilised.

Table 5: Current crude stock in three reserves (in MMT)

Cavern/ Reserves	Current stock
Vizag	0.81
Mangalore	0.45
Padur	2.35
Total	3.61

Sources: Report No. 1 Standing committee on Petroleum (2024), Lok Sabha, December, 2024; PRS.

Three SPRs with a total capacity of 5.33 million metric tons (MMT) have been constructed and filled by ISPRL. Standing committee (2024-25) on Petroleum noted that only 67% (3.6MMT) of three reserves is filled.[36] Collectively, these three SPRs at full capacity can meet the demand for approximately 9.5 days.[38] In 2024-25, Rs 408 crore has been allocated for the construction of additional storage to increase the capacity.[1] The completion of the additional caverns (Chandrikhol and Padur, Phase II) will increase India's strategic reserves capacity by 6.5 MMT, enabling coverage of an additional 12 days of domestic demand.[39] This will add to the existing reserve capacity of 9.5 days. Indian refiners maintain 65 days of crude storage. International Energy Agency mandates 90 days of storage for its member countries.[39] The Standing committee (2024) observed that construction of phase-II has not started yet. It has been observed that land procurement for the project is still not completed.[36]

Net Zero by 2070

India announced its target to achieve net zero by 2070 at the 26th session of the United Nations Framework Convention on Climate Change (COP 26) in November 2021.[40] Net-zero refers to achieving a balance between the amount of greenhouse gases produced and the amount removed. India aims to achieve Net Zero through a long-term low-carbon development strategy. This strategy includes seven key transitions: low-carbon electricity, efficient transport, sustainable urbanization, economic growth without increasing emissions, carbon dioxide removal, enhanced forest cover, and addressing economic needs.[41] Policies, such as the Promoting Alternate Fuels, Electric Vehicle Policy and the National Green Mission have been implemented to support such transition.

Contribution of petroleum to revenue

Petroleum serves as a significant source of revenue for both central and state exchequers. As per provisionally available data, in 2023-24, the central government earned Rs 4.32 lakh crore from the petroleum sector, while states earned Rs 3.18 lakh crore.[42] The revenue generated from petroleum accounted for 19% of the central tax revenue.[42] (See Table 10 in Annexure.)

Table 6: Contribution of petroleum sector to government revenue (2022-23, in Rs crore)

	Tax Revenue from Petroleum	Total Tax Revenue	% of total tax
Centre	3,70,326	20,97,786	18%
States	3,20,311	17,62,173	18%

Note: For central government, total tax revenue is net tax revenue and for states it corresponds to own tax revenue.
Sources: PPAC; Union Budget and State Budget Documents; PRS.

Promoting Alternate Fuels

PM JI-VAN

The Pradhan Mantri Jaiv Indhan Vatavaran Anukool Fasal Awashesh Nivaran (PM JI-VAN) Yojana was introduced in 2019 to offer financial support for the establishment of bio-ethanol projects utilising biomass and other renewable feedstock.[43] In 2025-26, the scheme has been allocated Rs 117 crore, a 290% increase from the revised estimates of 2024-25 (Rs 30 crore).[44]

The scheme aims to provide viability gap funding for the establishment of second generation (2G) ethanol capacity and attract investments.[43] 2G ethanol utilises surplus biomass and agricultural waste. In comparison, first generation ethanol uses sugarcane juice and molasses as raw materials, which are by-products in the production of sugar. The Standing Committee on Petroleum (2020) noted that this program has the potential to reduce import reliance by substituting biofuels for fossil fuels.[45] Sugarcane is water-intensive, and increased ethanol production could worsen water scarcity in regions with high sugarcane cultivation.[46] The standing committee (2024-25) noted that only 13% of the fund allocated is utilised in last five years.[36] It also observed that till now only one plant has been commissioned out of 10 selected. The Ministry observed various reasons for underutilisation such as: (i) complexity of new technologies, (ii) limited vendors for 2G equipment, (iii) delays in statutory clearances, (iv) issues with biomass supply chain logistics, (v) COVID-related delays, and (vi) slow finalization of deliverables due to first-time commercialization of technology.[36]

Ethanol Blending (E-20, E-100)

The government has introduced the blending of ethanol in petrol as part of the Ethanol Blended Petrol (EBP) Programme. This initiative has multiple objectives including reducing import dependence, saving foreign exchange, boosting the domestic agriculture sector, and providing associated environmental benefits like lesser emissions.[47] The National Policy on Bio-Fuels, 2018 was formulated to increase biofuel usage in the energy and transportation sectors. The Policy aims for 20% blending of ethanol in petrol and 5% blending of biodiesel in diesel by 2030.[48] However, the Standing Committee on Petroleum (2021) recommended advancing the target for ethanol blending from 2030 to 2025.[49] As a result, in June 2021, the target was revised to achieve 20% blending of ethanol by 2025.[50] Ethanol production capacity has doubled in the past four years, reaching 1,623 crore litres as of September 18, 2024.[51] Blending percentage has increased from 1.5% in 2014 to 15% in 2024.[52]

On February 6, 2023, the government started the first phase of selling E20 petrol, which is petrol blended with 20% ethanol.[53] Recently in March 2024, the government has also launched Ethanol-100 fuel for retail sale. According to the government, over the past decade, ethanol blending has cut CO_2 emissions equal to planting 1.75 crore trees and saved Rs 85,000 crore in foreign exchange due to reduced crude oil imports.[54]

LNG as a fuel in Transportation Sector

Liquefied Natural Gas (LNG) has emerged as a, economical and environmentally friendly alternative to traditional fossil fuels for medium and heavy-duty vehicles (HDVs).[55] Niti Aayog (2024) has noted that LNG can be used as a fuel in medium and HDV.[56] As per Niti Aayog, the HDV segment is the significant contributor to air pollution and the largest consumer of fossil fuels.[56] As per the American Petroleum Institute's report, a typical LNG-fuelled truck emits 90% less NO_x and Particulate matter than a diesel-fuelled truck, has 100% lower SO_x emissions, and 30% lower CO_2 emissions.[57] Particulate matter (PM), sulphur dioxide (SO_x), nitrogen oxides (NO_x), and carbon monoxide (CO) are examples of air pollutants.

According to the government, efforts are being made to build LNG filling stations along the golden quadrilateral to begin the development of an LNG-fuelled transport.[58] It can also be used as a transportation fuel for inland waterways.[58,59] The draft LNG policy discusses implementing an integrated approach for the procurement, transportation, storage, and use of LNG. Niti Aayog (2024) has noted that initial government support through policy initiatives played a key role in the adoption of new alternative fuels in countries such as China, Italy, Spain, the Netherlands, and Germany.[60] To promote LNG adoption in India's transport sector, it recommended policy measures such as fiscal incentives by the government, including bringing LNG under GST, toll fee exemption, and production-linked incentives.[56]

Electric Vehicle

An electric vehicle (EV) uses a rechargeable battery to provide power.[61] Most vehicles using petrol/ diesel as fuel are equipped with an internal combustion engine (ICE). ICE vehicles contribute to local air pollution and contain greenhouse gas (GHG) emissions, which are responsible for climate change.[62] In contrast, EVs do not emit GHGs. Niti Aayog (2021) noted that transport sector of India is the third largest greenhouse gas emitting sector.[63] Electrifying the sector can help achieve the target of net zero emissions. However, the overall emissions of an EV depend on the source of electricity used to charge its battery, and in India, 75% electricity generation is based on coal.[64,65] The government under various schemes provides incentives for EV adoption in India.[66] This includes: (i) Faster Adoption and Manufacturing of Electric Vehicles in India (FAME I and II) — schemes to subsidise purchase of electric vehicles, and (ii) production-linked incentive schemes for electric vehicles and batteries.[67,68] In FAME-I, 2.8 lakh EVs (including two, three, and four-wheelers) and 425 e-buses received incentives.[69] Under the FAME-II scheme, incentives have been provided for 16.7 lakh EVs and 4,853 e-buses.[70]

Carbon capture, utilisation and storage (CCUS)

CCUS are technologies used for capturing CO_2 from emitting sources.[71] These sources include fossil fuel power plants and other industries. It involves using the captured carbon for purposes such as building materials or transporting and storing them into underground geological formations. These technologies aim to reduce carbon emissions. International Energy Agency (2023) noted that around 700 projects are in various stages of development around the world. These are in countries such as USA, Germany and Japan.[72] It noted that USA and Europe have issued billions in funding for CCUS projects. India is currently working on a CCUS policy framework to cover projects in industrial sectors such as power, steel, cement, chemicals, and petrochemicals.[71] Key research goals for advancement of CCUS include improving capture rates and bringing down costs.

Green Hydrogen

Green hydrogen is produced through electrolysis, which splits water into hydrogen and oxygen using electricity from renewable sources like solar, wind, and biomass.[73] Green Hydrogen is a clean and emission-free fuel.[74] It can decarbonize transportation and steel sector by replacing fossil fuels and significantly reducing GHGs.[63] It can be used in fuel cells to generate electricity and heat without the need for recharging. Fuel Cell Electric Vehicles (FCEVs) converts stored hydrogen into electricity.[75,76] The government has launched National Green Hydrogen Mission on January 4, 2023.[75] The aim is to make India a global hub for production, usage and export of Green Hydrogen and its derivatives. The initial budget for the Mission is Rs 19,744 crore, which is allocated among the following components: (i) Strategic Intervention for Green Hydrogen Transition (Rs 17,490 crore), (ii) Pilot Projects (Rs 1,466 crore), (iii) Research and Development (Rs 400 crore), and (iv) Other Mission components (Rs 388 crore).[75]

Annexure

Table 7: Oil Bond dues (in Rs Crore)

Year	Repayment	Interest
2023-24	15,586	6,848
2024-25	39,701	5,153
2025-26	36,913	2,732

Sources: Receipts Budget 2023-24; PRS.

Table 8: Price built up for Petrol and Diesel (As on June 1, 2023 in Delhi)

Component	Petrol		Diesel	
	Rs/litre	% of retail price	Rs/litre	% of retail price
Price charged to dealers	57.35	59%	58.16	65%
Excise duty (levied by centre)	19.9	21%	15.80	18%
Dealers' commission (average)	3.76	4%	2.55	3%
VAT (levied by States)	15.71	16%	13.11	14%
Retail selling price	96.72	100%	89.62	100%

Sources: PPAC Ready Reckoner-FY2022-23; PRS.

Table 9: Import and export of petroleum products (in USD million)

Year	Total Imports	Total Exports
2011-12	1,53,879	59,319
2012-13	1,56,883	58,848
2013-14	1,55,427	60,664
2014-15	1,24,882	47,277
2015-16	73,924	27,059
2016-17	80,810	29,049
2017-18	1,01,440	34,940
2018-19	1,28,255	38,236
2019-20	1,19,065	35,848
2020-21	77,018	21,406
2021-2022	1,44,331	44,438
2022-2023	1,84,444	57,323
2023-2024	1,55,964	47,653

Note: Data for 2023-2024 is provisional.
Sources: Petroleum Planning and Analysis Cell; PRS.

Table 10: Contribution of taxes from petroleum to in central and state revenue (Rs Crore)

Year	Contribution to central tax revenue	Share in Centre's net tax revenue	Contribution to state tax revenue	Share in states' own tax revenue
2014-15	1,26,025	14%	1,60,526	20%
2015-16	2,09,354	22%	1,60,114	18%
2016-17	2,73,225	25%	1,89,587	20%
2017-18	2,76,168	22%	2,06,601	18%
2018-19	2,79,847	21%	2,27,396	19%
2019-20	2,87,540	21%	2,20,841	18%
2020-21	4,19,884	29%	2,17,271	19%
2021-22	4,31,609	24%	2,81,972	19%
2022-23	3,70,326	18%	3,20,651	18%
2023-2024(P)	3,50,086	15%	3,18,523	16%

Note: Data for 2023-24 is provisional.
Sources: Union and State Budget Documents of various years; Petroleum Planning and Analysis Cell; RBI; PRS

Table 11: Percentage of households using clean fuel for cooking for each State/UT

State	PMUY connections	Rural	Urban	All
Andhra Pradesh	0.94%	84	97	88
Arunachal Pradesh	0.05%	49	93	58
Assam	4.93%	45	90	51
Bihar	11.25%	43	87	48
Chhattisgarh	3.68%	23	89	36
Goa	0.00%	98	100	99
Gujarat	4.17%	51	95	72
Haryana	1.08%	52	94	70
Himachal Pradesh	0.15%	44	95	51
Jharkhand	3.77%	18	78	32
Karnataka	4.01%	88	99	93
Kerala	0.38%	65	81	72
Madhya Pradesh	8.56%	26	91	43
Maharashtra	5.05%	74	99	86
Manipur	0.22%	70	96	79
Meghalaya	0.31%	30	91	41
Mizoram	0.03%	70	99	83
Nagaland	0.12%	32	90	51
Odisha	5.37%	29	78	37
Punjab	1.32%	58	96	74
Rajasthan	7.14%	20	90	40
Sikkim	0.02%	96	100	97
Tamil Nadu	3.97%	76	96	85
Telangana	1.15%	96	100	97
Tripura	0.31%	30	86	43
Uttar Pradesh	17.99%	39	93	51
Uttarakhand	0.51%	61	98	71
West Bengal	11.98%	33	78	46

Note: PMUY Connections-% of total connection as on December 1,2024.
Source: Petroleum and Planning Analysis Cell, Comprehensive Annual Modular Survey 2022-23, MOSPI, October, 2024; PRS.

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