

## Impact on CPI categories

The comparison is done between 2024 May and December

The bar chart and accompanying table break down how the removal of the diesel subsidy in Malaysia translated into price-level changes across four major Consumer Price Index (CPI) categories in the state of Johor:

### 1. Food & Beverages

**CPI Difference:** +1.748 percent

**Interpretation:** This category saw the largest increase. Diesel powers much of the logistics and cold-chain infrastructure for food distribution (trucks, refrigeration units, etc.), so when diesel prices rose, food transport and handling costs jumped sharply—ultimately feeding through into retail food prices.

### 2. Restaurant & Accommodation Services

**CPI Difference:** +1.319 percent

**Interpretation:** Restaurants and lodging operators rely heavily on diesel for deliveries (food ingredients, supplies) and back-of-house operations (generators, kitchen equipment). Higher fuel costs thus translated into noticeably higher menu and service prices.

### 3. Housing, Water, Electricity, Gas & Other Fuels

**CPI Difference:** +0.541 percent

**Interpretation:** Although this sector includes utilities often driven by electricity and gas markets, diesel remains important for backup generators and water-pumping stations in more rural or industrial zones. The smaller—but still visible—rise reflects these auxiliary uses.

### 4. Transport

**CPI Difference:** +0.412 percent

**Interpretation:** You might expect transport to show the biggest impact, but in Johor this category is weighted across public transit, air travel, and private vehicle costs, many of which are partly buffered by government subsidies or long-term contracts. Hence, only a modest direct CPI uptick is observed.

## Key Takeaways

- **Sectoral Sensitivity:** Food-related categories are most sensitive to diesel price shifts because of their dependence on road freight and cold-chain systems.
- **Pass-Through Effects:** The relatively muted increase in Transport CPI suggests that some fuel-cost increases were absorbed (e.g., by fleet operators or via alternative subsidies) rather than fully passed onto end users.
- **Policy Implications:** Policymakers aiming to cushion consumers from fuel removal impacts might consider targeted support for food distribution channels or phased subsidy removals to smooth price adjustments.

The chart and table above show how the diesel-subsidy removal affected four major CPI categories in Kedah (percent point change, post- vs. pre-subsidy):

1. **Restaurant & Accommodation Services (+3.203 %)**  
**Biggest jump** in Kedah. Tourism-linked lodging (homestays, small hotels) and local eateries depend heavily on diesel for supply deliveries, generators and transport to rural attractions—so the fuel price rise translated almost fully into higher service prices.
2. **Food & Beverages (+0.782 %)**  
**Moderate increase.** Food transport (rice, fruits, vegetables) and cold-chain logistics absorbed higher diesel bills, but Kedah's strong local farming networks and shorter distribution distances helped blunt the full pass-through.
3. **Transport (+0.693 %)**  
**Smaller than expected.** Although private-vehicle and freight costs rose, regulated public-transport fares and fixed-rate bus contracts cushioned end-user price increases.
4. **Housing, Water, Electricity, Gas & Other Fuels (+0.151 %)**  
**Minimal impact.** Diesel is used mainly for backup generators and remote pumping stations; core utility tariffs (electricity, piped gas) are less tied to short-term diesel price swings.

### Key Takeaways

- **Tourism-Driven Sensitivity:** Kedah's accommodation sector saw by far the largest CPI impact, reflecting its reliance on diesel-powered guest transport and facilities.
- **Local Supply Chains Matter:** Food & Beverages rose less here than in more urbanized states—local producers and shorter haul routes absorbed some cost shock.
- **Regulation Buffers Transport:** Government-regulated fares and contracts helped prevent a larger transport-sector CPI spike.

The chart and table above show the percentage-point change in four key CPI categories for Kelantan, comparing the period immediately after diesel-subsidy removal to the period before:

1. **Restaurant & Accommodation Services (+0.841 %)**  
**Highest impact.** Small hotels, homestays and local eateries in Kelantan rely on diesel for food deliveries, generator backup and guest transport. The subsidy removal fed almost directly into higher room and menu prices.

2. **Housing, Water, Electricity, Gas & Other Fuels (+0.250 %)**  
**Second-largest rise.** Although core electricity and piped-gas tariffs are less tied to diesel, remote pumping stations and backup generators (used in rural districts) drove up auxiliary utility costs.
3. **Transport (+0.085 %)**  
**Modest uptick.** Private-vehicle fuel costs went up, but regulated fares on buses and taxis, plus long-term contracts for intercity coaches, dampened full pass-through to consumers.
4. **Food & Beverages (+0.068 %)**  
**Minimal change.** Food-distribution networks in Kelantan are shorter and often locally managed, so higher diesel bills were partially absorbed by farm cooperatives and small-scale distributors.

## Key Takeaways

- **Accommodation Sector Vulnerability:** Even in less tourism-intensive states like Kelantan, lodging and food-service providers feel diesel-price shocks sharply because of thin operating margins and heavy reliance on deliveries and generators.
- **Rural Utility Effects:** Utility costs can rise noticeably where diesel is used off-grid, highlighting a hidden channel of fuel dependence outside urban centres.
- **Buffering Mechanisms:** Regulatory controls on fares and tight local supply chains in food distribution helped keep the CPI impacts in Transport and Food & Beverages surprisingly low.

The chart and table above show the percent-point change in four major CPI categories for Melaka, comparing the period immediately after diesel-subsidy removal to the period before:

1. **Food & Beverages (+2.027 %)**  
**Largest increase.** Melaka's food distribution—covering both local markets and touristic eateries—relies on diesel for freight, refrigeration trucks, and handling equipment. When diesel prices rose, those higher logistics costs were passed quickly into retail food prices.
2. **Restaurant & Accommodation Services (+1.228 %)**  
**Significant rise.** Hotels, homestays and restaurants in Melaka's heritage and seaside districts depend heavily on diesel-powered deliveries and backup generators. The subsidy removal translated into noticeably higher room rates and menu prices.
3. **Transport (+1.164 %)**  
**Above-average impact.** Unlike some states where regulated fares buffer the shock, Melaka saw a larger uptick in public-transport and taxi CPI, reflecting both higher fuel

surcharges and adjustments to contracted bus services.

4. **Housing, Water, Electricity, Gas & Other Fuels (+0.837 %)**

**Moderate impact.** Diesel-fired generators (used in maintenance and by remote pumping stations) and small off-grid installations led to higher auxiliary utility costs, feeding into this category's CPI.

### Key Takeaways

- **Food prices led the surge** in Melaka, underscoring how dependent the state's agri-food supply chains are on diesel.
- **Transport CPI jumped more here** than in Kelantan or Kedah, indicating fewer regulatory buffers on public-transport fares.
- **Accommodation and utilities** both saw double-digit CPI shifts (in basis points), reflecting tourism-linked diesel demand and rural generator usage.

The bar chart and table above show the percentage-point change in four key CPI categories for Negeri Sembilan, comparing the period immediately after the diesel-subsidy removal to the period before:

1. **Food & Beverages (+2.400 %)**

**Largest increase.** Logistics for food distribution (refrigerated transport, delivery trucks) depend heavily on diesel. The subsidy removal drove up freight and handling costs, which were passed on to retail food prices.

2. **Restaurant & Accommodation Services (+2.121 %)**

**Close second.** Small hotels, homestays and eateries in Negeri Sembilan rely on diesel for supply deliveries, back-up generators and guest transport. Higher fuel costs translated into noticeably higher room rates and menu prices.

3. **Housing, Water, Electricity, Gas & Other Fuels (+1.429 %)**

**Moderate impact.** While core electricity and piped-gas tariffs are less sensitive to diesel prices, off-grid uses—such as remote water pumping stations and auxiliary generators—drove up auxiliary utility costs.

4. **Transport (+0.337 %)**

**Smallest uptick.** Although private-vehicle and freight costs rose, regulated public-transport fares and long-term coach contracts cushioned end-users from the full fuel-price shock.

### Key Takeaways

- **Food and lodging** sectors felt the heaviest burden, reflecting Negeri Sembilan's reliance on diesel-powered supply chains and hospitality services.

- **Utilities** saw a double-digit basis-point rise, highlighting hidden diesel dependencies in rural infrastructure.
- **Transport** CPI remained relatively muted, thanks to fare regulations and contractual buffers.

The chart and table above show the percentage-point change in four major CPI categories for Pahang, comparing the period immediately after diesel-subsidy removal to the period before:

1. **Restaurant & Accommodation Services (+1.668 %)**  
**Largest impact.** Pahang's hotels, guesthouses and local eateries—especially those serving ecotourism and rural destinations—depend on diesel for food and supply deliveries, backup generators, and guest transport. The end of the subsidy translated into noticeably higher service prices.
2. **Food & Beverages (+1.379 %)**  
**Substantial increase.** Freight and cold-chain logistics for Pahang's agricultural produce (palm oil, fruits, vegetables) rely heavily on road haulage. Higher diesel costs fed through into retail food prices, though slightly less than accommodation services.
3. **Transport (+1.022 %)**  
**Above-average uptick.** Private-vehicle fuel surcharges and adjustments to contracted intercity bus fares drove transport CPI higher. Pahang's mountainous terrain and dispersed settlements make road transport especially diesel-dependent.
4. **Housing, Water, Electricity, Gas & Other Fuels (+0.232 %)**  
**Minimal impact.** Core utility tariffs (electricity, piped gas) are largely insulated, but diesel-powered pumping stations and backup generators in remote areas caused a small—but visible—rise in auxiliary utility costs.

## Key Takeaways

- **Accommodation sector** bore the brunt in Pahang, reflecting its reliance on diesel-powered tourism services.
- **Food & Beverages** saw a notable CPI jump as higher logistics costs hit retail food chains.
- **Transport CPI** increased more here than in some other states, due to both geography and fare-adjustment practices.
- **Utilities** remained broadly stable, with only off-grid diesel uses nudging the CPI upward slightly.

Below is an analysis of how the diesel-subsidy removal translated into CPI changes across four major consumption categories in Perak (percent-point change, post- vs. pre-subsidy):

1. **Food & Beverages (+1.313 %)**

**High sensitivity:** Diesel is critical for Perak's food supply chains—refrigerated trucks, bulk freight, and handling equipment. When fuel costs rose, logistics providers passed on these higher costs, resulting in a noticeable increase in retail food prices.

2. **Restaurant & Accommodation Services (+0.818 %)**

**Moderate rise:** Local eateries, small hotels and homestays rely on diesel for deliveries (ingredients, linens), backup generators and guest transport—so menu prices and room rates climbed, though less sharply than in purely freight-dependent food channels.

3. **Housing, Water, Electricity, Gas & Other Fuels (+0.582 %)**

**Visible uptick:** While core electricity and piped-gas tariffs are buffered by regulation, diesel-powered pumping stations (supplying rural areas) and standby generators caused auxiliary utility costs to tick upward.

4. **Transport (+0.765 %)**

**Above-average impact:** Private-vehicle fuel surcharges and adjustments to contracted intercity bus fares drove transport CPI higher. Perak's mix of urban centres and rural routes makes transport especially diesel-dependent.

### Key Takeaways

- **Food & Beverages led the surge** in Perak (+1.313 %), highlighting the state's heavy reliance on diesel-powered logistics (refrigerated trucks, bulk freight) for agricultural goods.
- **Transport saw an above-average increase** (+0.765 %), reflecting diesel-dependent private vehicles and intercity bus services with limited fare-regulation buffers.
- **Utilities experienced a noticeable uptick** (+0.582 %) due to diesel-fired pumping stations and backup generators serving rural areas—even though core electricity and piped-gas tariffs remain regulated.
- **Restaurant & Accommodation Services rose moderately** (+0.818 %), as small hotels, homestays and eateries passed higher delivery and generator costs onto customers.

Below is an in-depth look at how the diesel-subsidy removal affected four major CPI categories in Perlis (percent-point change, post- vs. pre-subsidy):

1. **Food & Beverages (+1.164 %)**

Diesel fuels refrigerated trucks and bulk freight for Perlis's small-scale farms and markets. When subsidy support ended, higher transport and cold-chain costs were

quickly passed on to retail food prices.

2. **Transport (+0.880 %)**

Private vehicles and intercity buses in Perlis imposed fuel surcharges and adjusted contracted fares upward. With fewer regulatory buffers, commuters saw a noticeable rise in transport costs.

3. **Restaurant & Accommodation Services (−0.471 %)**

Small homestays and eateries appear to have absorbed much of the diesel-cost shock—perhaps by cutting other operating expenses or sourcing locally—resulting in a slight net decrease in this CPI category.

4. **Housing, Water, Electricity, Gas & Other Fuels (−0.083 %)**

Diesel-powered pumping stations and backup generators did not translate into higher utility tariffs, likely due to regulatory caps or targeted relief, leading to a marginal decline in this category.

## Key Takeaways

- **Food & Beverages led the surge** (+1.164 %), driven by diesel-dependent logistics in Perlis's local food network.
- **Transport followed** (+0.880 %), reflecting minimal fare-regulation buffers for private and contracted services.
- **Restaurant & Accommodation actually dipped** (−0.471 %), indicating effective cost-mitigation by small operators.
- **Utilities edged down** (−0.083 %), highlighting the role of regulatory caps and relief schemes in insulating households.
- **Local buffers matter:** Categories with stronger regulations or alternative sourcing saw muted—or even reversed—CPI impacts.

Below is an in-depth look at how the diesel-subsidy removal affected four major CPI categories in Pulau Pinang (percent-point change, post- vs. pre-subsidy):

1. **Restaurant & Accommodation Services (+1.682 %)**

- **Largest shock.** Pulau Pinang's vibrant tourism and food-service sector relies on diesel for ingredient deliveries, generator backup (especially in heritage properties) and guest transport. The fuel price rise translated almost directly into higher room rates and menu prices.

## 2. Food & Beverages (+1.428 %)

- **High sensitivity.** Logistics for local markets and island-wide food distributors (refrigeration trucks, bulk freight) absorbed higher diesel costs, which fed through into retail food and beverage prices.

## 3. Transport (+0.167 %)

- **Minimal impact.** Although private vehicles and buses faced higher fuel bills, regulated public-transport fares and long-term contracts cushioned commuters from the full shock, resulting in a modest CPI uptick.

## 4. Housing, Water, Electricity, Gas & Other Fuels (+0.440 %)

- **Moderate rise.** Diesel-powered pumping stations (serving outlying islands and rural districts) and standby generators contributed to higher auxiliary utility costs, though core electricity and piped-gas tariffs remained largely insulated.

### Key Takeaways

- **Tourism-linked services** saw the biggest impact, underscoring Pulau Pinang's reliance on diesel-powered hospitality and delivery networks.
- **Food & Beverages** rose sharply (+1.428 %), reflecting the island's role as a food-logistics hub and its dependence on road freight.
- **Transport CPI** remained muted (+0.167 %) due to fare regulations and contractual buffers.
- **Utilities** edged upward (+0.440 %) where off-grid diesel use supports water pumping and backup power.

Below is an in-depth look at how the diesel-subsidy removal affected four major CPI categories in Sabah (percent-point change, post- vs. pre-subsidy):

## 1. Restaurant & Accommodation Services (+3.624 %)

- **Largest impact.** Sabah's tourism and hospitality sector—spanning remote eco-lodges, island homestays and local eateries—relies heavily on diesel for ingredient deliveries, back-up generators and guest transport. When subsidy support ended, operators passed nearly the full fuel-cost shock onto room rates and menu prices.

## 2. Food & Beverages (+1.165 %)



- **High sensitivity.** Diesel powers refrigerated trucks and bulk freight linking Sabah's agricultural producers (palm oil mills, fruit farms) to urban markets. Higher transport and cold-chain costs flowed through into retail food prices.

### 3. Transport (+0.263 %)

- **Minor uptick.** Road transport costs rose, but regulated public-transport fares and long-term bus contracts cushioned commuters from the full fuel-price surge, resulting in only a modest CPI increase.

### 4. Housing, Water, Electricity, Gas & Other Fuels (+0.088 %)

- **Minimal effect.** Core utility tariffs (electricity, piped-gas) are insulated by regulation; off-grid diesel uses (pumping stations, standby generators) led to only a small rise in auxiliary utility costs.

## Key Takeaways

- **Hospitality bore the brunt** with a **3.624 %** CPI jump, underscoring Sabah's reliance on diesel-powered tourism services.
- **Food & Beverages** rose significantly (**+1.165 %**) as higher freight and cold-chain expenses translated into pricier groceries.
- **Transport's** modest increase (**+0.263 %**) reflects the buffering effect of regulated fares and contracted rates.
- **Utilities** saw only a **+0.088 %** uptick, highlighting the protective role of tariff regulation against diesel-price shocks.

Below is an in-depth look at how the diesel-subsidy removal affected four major CPI categories in Sarawak (percent-point change, post- vs. pre-subsidy):

### 1. Restaurant & Accommodation Services (+1.989 %)

- **Biggest impact.** Eco-lodges, longhouse homestays and rural eateries in Sarawak rely heavily on diesel for supply deliveries, back-up generators and guest transport along riverine and logging-road networks. When subsidy support ended, those higher fuel costs translated directly into steeper room rates and menu prices.

### 2. Food & Beverages (+0.812 %)

- **Moderate increase.** Road and river freight of agricultural produce—pepper, sago, fish—involves diesel-powered trucks and boats. Higher transport and

cold-chain expenses fed through into retail food-price inflation.

### 3. **Transport (+0.484 %)**

- **Noticeable uptick.** Diesel-fuel surcharges on private-vehicle journeys and adjustments to contracted bus and boat services led to higher transport CPI, though regulated fares and community-run cooperatives helped buffer some of the shock.

### 4. **Housing, Water, Electricity, Gas & Other Fuels (+0.337 %)**

- **Smaller effect.** While core electricity and piped-gas tariffs are insulated by state regulation, off-grid diesel-powered pumping stations and standby generators in remote settlements caused a modest rise in auxiliary utility costs.

## **Key Takeaways**

- **Hospitality bore the brunt** in Sarawak, with **nearly a 2% jump** in restaurant and lodging CPI due to diesel-dependent supply chains and power backup needs.
- **Food & Beverages** rose by **0.812%**, reflecting the state's reliance on diesel-powered freight (road and river) for its seafood and agro-produce.
- **Transport CPI** increase (**0.484%**) was tempered by regulated fare frameworks and cooperative/community operations.
- **Utility costs** edged up modestly (**0.337%**) where off-grid diesel use remains necessary for water pumping and backup power.

Here's a breakdown of the CPI impacts in Selangor (percent-point change, post- vs. pre-subsidy):

### 1. **Food & Beverages (+1.968 %)**

Logistic and cold-chain costs for fresh produce, groceries and beverage distribution rose sharply with diesel prices, feeding through into higher retail food prices.

### 2. **Housing, Water, Electricity, Gas & Other Fuels (+0.669 %)**

Diesel-powered pumping stations and standby generators in suburban and peri-urban areas drove up auxiliary utility costs, even though core electricity and piped-gas tariffs are regulated.

### 3. **Restaurant & Accommodation Services (+0.613 %)**

Higher diesel costs for ingredient deliveries, kitchen generators and guest transport

led eateries and small hotels to raise prices modestly.

4. **Transport (−0.157 %)**

A slight decline—reflecting that Selangor’s extensive, regulated public-transport networks and long-term bus/taxi contracts absorbed the diesel shock rather than passing it on directly to commuters.

## Key Takeaways

- **Food & Beverages saw the sharpest rise (+1.968 %)**, underscoring Selangor’s role as a major distribution hub where diesel-dependent logistics quickly pass costs to consumers.
- **Utilities experienced a significant uptick (+0.669 %)** in off-grid diesel uses (pumping, backup power), despite regulated core tariffs.
- **Restaurant & Accommodation increased moderately (+0.613 %)**, reflecting narrower profit margins that still transmit higher delivery and generator costs.
- **Transport costs fell slightly (−0.157 %)**, showing the dampening effect of fare regulation and contracted service agreements in a mature transit market.

Here’s an in-depth breakdown of how diesel-subsidy removal affected the four major CPI categories in W.P. Kuala Lumpur (percent-point change, post- vs. pre-subsidy):

1. **Food & Beverages (+2.477 %)**

Kuala Lumpur’s role as a national distribution hub means most food items move through large cold-chain operations and freight networks powered by diesel. When subsidy support ended, higher transport and refrigeration costs were passed almost immediately into retail food prices.

2. **Restaurant & Accommodation Services (+2.180 %)**

City hotels, guesthouses and eateries depend heavily on diesel for ingredient deliveries, commercial kitchen generators and shuttle services. The full brunt of higher fuel bills showed up in steeper menu prices and room rates.

3. **Transport (+1.224 %)**

Even with regulated transit fares, diesel-powered taxis, ride-hailing fleets and private buses imposed surcharges or adjusted contracts to cover higher fuel costs—driving a noticeable uptick in the transport CPI.

4. **Housing, Water, Electricity, Gas & Other Fuels (+0.734 %)**

While core electricity and piped-gas tariffs are insulated by regulation, off-grid uses—such as backup generators in high-rise buildings and diesel pumps for water towers—pushed auxiliary utility costs upward.

## Key Takeaways

- **Food & Beverages led the surge** (+2.477 %), reflecting KL's dependence on diesel-driven logistics and cold-chain networks.
- **Hospitality saw a major jump** (+2.180 %), underscoring how full-service restaurants and hotels absorb fuel-cost shocks.
- **Transport CPI rose solidly** (+1.224 %), despite fare regulations, as private-sector operators passed on higher diesel costs.
- **Utilities edged up** (+0.734 %), driven by diesel-powered backup and pumping needs in urban infrastructure.

Here's an in-depth look at how the diesel-subsidy removal affected four major CPI categories in W.P. Labuan (percent-point change, post- vs. pre-subsidy):

1. **Restaurant & Accommodation Services (+1.372 %)**  
Labuan's hotels, guesthouses and waterfront eateries rely on diesel for supply deliveries, kitchen generators and shuttle boats. With subsidy support withdrawn, operators passed higher fuel costs almost in full onto room rates and menu prices.
2. **Food & Beverages (+1.258 %)**  
Diesel-powered cold-chain trucks and freight services bring in groceries and perishables from Sabah and the peninsula. When diesel went up, those transport and refrigeration costs fed directly into retail food prices.
3. **Housing, Water, Electricity, Gas & Other Fuels (+0.325 %)**  
Although core electricity and piped-gas tariffs are regulated federally, Labuan's off-grid pumping stations and backup generators saw higher diesel bills, nudging auxiliary utility costs upward.
4. **Transport (+0.087 %)**  
Private taxis, ride-hail services and contract ferries imposed small fuel surcharges, but Labuan's compact size and some fare-cap regulations helped keep the transport-CPI uptick minimal.

## Key Takeaways

- **Hospitality felt it most:** The highest CPI jump was in Restaurant & Accommodation Services (+1.372 %), reflecting Labuan's diesel-dependent tourism and dining sector.
- **Food & Beverages followed closely:** Retail food prices rose by +1.258 % as cold-chain logistics absorbed higher fuel costs.

- **Utilities edged up modestly:** Auxiliary off-grid uses drove a +0.325 % rise, despite regulated core tariffs.
- **Transport impact was slight:** At +0.087 %, Labuan's small geography and fare buffers limited pass-through to consumers.
- **Local buffers matter:** Regulations on fares and tight island logistics helped mute the widest pass-through seen in larger states.

Below is an in-depth look at how the diesel-subsidy removal affected four major CPI categories in W.P. Putrajaya (percent-point change, post- vs. pre-subsidy):

1. **Food & Beverages (+2.029 %)**

Putrajaya's food retail network—including government canteens, suburban markets and supermarket chains—relies on diesel-powered freight and cold-chain logistics. When subsidy support ended, higher transport and refrigeration costs were passed quickly through to consumer food prices.

2. **Restaurant & Accommodation Services (−2.134 %)**

Surprisingly, restaurant and lodging CPI fell. Small cafés and guesthouses here appear to have absorbed the diesel-cost shock—by negotiating bulk-fuel contracts, switching to grid-electric backup generators, or trimming non-fuel operating costs—resulting in a net price reduction.

3. **Housing, Water, Electricity, Gas & Other Fuels (0.000 %)**

Core utility tariffs in Putrajaya are centrally regulated and did not change; diesel-powered backup generators and pumping stations were offset by government relief measures, leaving this category unchanged.

4. **Transport (−0.735 %)**

Public-transport fares and parking rates in Putrajaya are tightly fare-capped. Operators absorbed higher diesel bills—likely through efficiency gains or government fuel rebates—leading to a slight decrease in CPI for transport services.

## Key Takeaways

- **Food & Beverages led the surge (+2.029 %)**, showing that retail food prices remain highly sensitive to diesel-driven logistics.
- **Restaurant & Accommodation CPI fell (−2.134 %)**, suggesting local businesses successfully mitigated fuel-cost pressures through operational adjustments.
- **Utilities were fully insulated (0.000 %)** thanks to regulated tariffs and targeted relief for backup-power users.

- **Transport CPI edged down** (−0.735 %) where fare caps and government rebates prevented pass-through of higher diesel costs.

### Regional CPI Impact Map

The map on the left is an **interactive, state-level choropleth of Malaysia**, where each state is shaded on a spectrum from pale yellow (lower CPI impact) through orange to deep red (higher CPI impact). By default it shows the “**Overall Price Impact**”—i.e. the average of the four major CPI categories (Food & Beverages, Restaurants & Accommodation, Transport, Housing & Utilities)—but you can use the “**Impact Category**” dropdown above the map to switch and view any single category on its own.

Key features:

- **Dynamic Shading & Legend:** States with larger post-subsidy price increases appear darker. A legend at the bottom left explains the color gradient, helping you spot at a glance which regions were most affected.
- **Clickable Regions:** Clicking on a state (for example, Pahang, highlighted with a bold border) populates the panel on the right with that state’s exact percent-point CPI changes by category.
- **Category Breakdown:** The right-hand panel lists each of the four CPI categories with horizontal bars marking their individual impacts—for instance, Pahang shows +1.02 pp for Transport, +1.38 pp for Food & Beverages, +0.23 pp for Housing & Utilities and +1.67 pp for Restaurants & Accommodation Services.
- **Contextual Notes:** Beneath the map are two info boxes explaining (a) “**Reasons for regional differences**”—such as longer logistics chains in East Malaysia, high agricultural dependence on diesel, and limited public-transport options—and (b) “**Targeted policy response**”, outlining measures like special logistics subsidies for remote areas, fuel relief for farmers and fishermen, and plans to expand public transit.

Together, these features let you **explore and compare** how the diesel-subsidy removal rippled through different states and sectors, and understand both the **quantitative impacts** and the **policy measures** being deployed to mitigate them.