



Global Pulse | Monthly View

Regional inflation to moderate; price controls smooth shock

19 August 2026

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- Price controls soften inflation from energy shocks, but effectiveness depends on shocks proving temporary.
- Saudi Arabia's administered petrol prices, rent controls keep inflation subdued, while UAE's deregulated fuel prices pass through quickly.
- Central banks in Egypt, India, Türkiye hold policy steady, assuming price shock likely short-lived; inflation rates likely to moderate in coming months.
- Weaker currencies, high food costs, still-fragile inflation expectations pose upside risks to inflation if price shock persists.

Policymakers face difficult choices in responding to inflationary forces generated by the supply shock from the US-Iran conflict. Higher policy rates can offset price pressures in one part of the economy but crimp growth. Subsidies and price controls shield consumers from higher prices but are often expensive.

Official controls on prices have reduced the impact of higher energy prices on households and limited increases in headline inflation rates. They can be effective in addressing a price shock—provided it is temporary.

Central banks across our core economies have assumed that price pressures will prove short-lived. Monetary officials in Egypt, India, and Türkiye have opted not to embark on hiking cycles to counter a temporary rise in inflation, aside from a minor change in the Turkish central bank's funding mix that led to a mild increase in effective short-term rates.

The Central Bank of Egypt started the year with the cushion of a high real policy rate, reducing pressure to raise rates in response to accelerating consumer prices. Inflation in India has been climbing from a very low base, also limiting the need for tighter policy in response to price pressures.

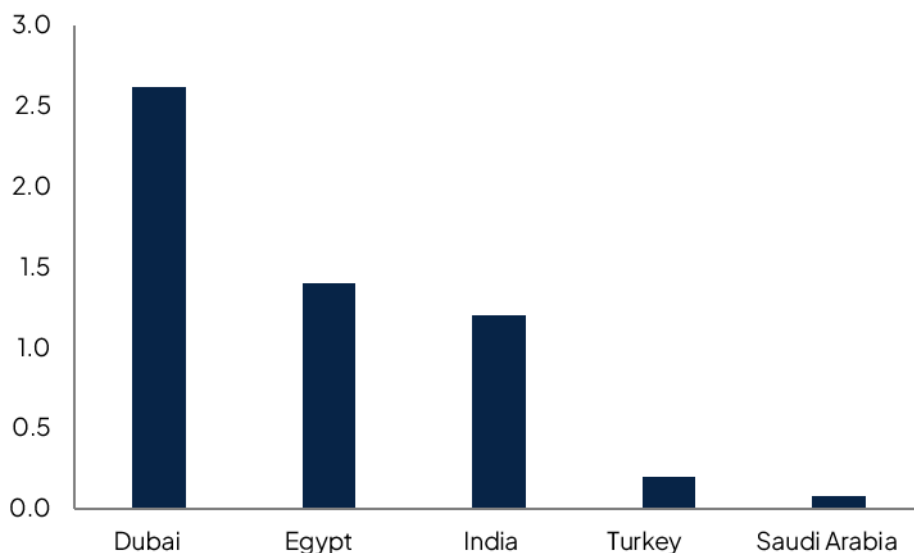
The UAE's and Saudi Arabia's currency pegs to the dollar have provided an anchor of stability amid difficult market conditions, while short-term rates have held steady as the Federal Reserve has left dollar rates unchanged.

Inflation impact uneven across regional economies

Increases in headline inflation since February across our five core markets have ranged from 2.6 percentage points in Dubai to less than 0.1 percentage points in Saudi Arabia. The divergence reflects, in part, the extent to which key prices are administered, as well as energy dependence, exchange rates, and demand conditions.



Increase in inflation: Feb–Jul 2026, percentage points



Source: Haver, Bloomberg, Emirates NBD Research.

Note: Dubai figures used in place of UAE data because the former are more up to date.

Across these markets, the state still influences prices for fuel, utilities, rents, and some basic goods. Such controls can absorb, delay, or smooth external shocks. Although often treated as fiscal or social-policy measures, they also shape the inflation path.

Saudi price gains undershoot rises in UAE

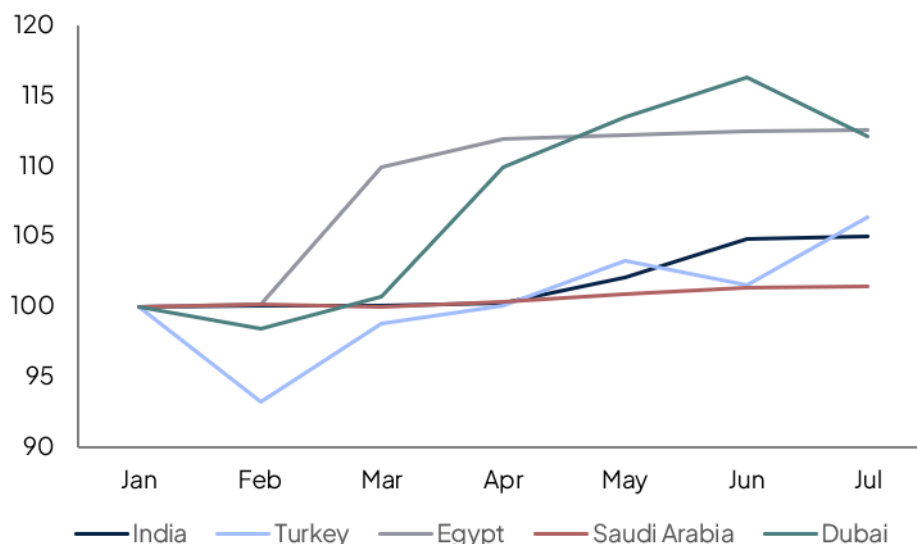
Saudi Arabia is the clearest example of state-set prices blocking a key inflation channel. Price controls have helped hold annual price gains below 2% in the Kingdom, and inflation should remain subdued through the rest of the year.

Petrol accounts for 4.6% of the Saudi CPI basket, but domestic prices have not risen this year despite a 50% jump in global oil prices. Subsidised fuel has limited the rise in headline inflation and curbed second-round pressure from transport, logistics, and goods prices. In housing policy, the freeze on rents in Riyadh has limited another important source of price pressure.

A narrower administered-price adjustment in the Kingdom led to a slight uptick in annual inflation in July, even with steady petrol prices. Household gas prices rose 40% last month after Gasco raised the refill price for an 11kg LPG cylinder by roughly the same amount at the start of July. Household gas has a basket weight of just 0.4%, limiting the impact of this price adjustment on headline inflation.



Transport inflation, index (Jan 2026 =100)



Source: Haver, Bloomberg, Emirates NBD Research.

In contrast, petrol and diesel prices in the UAE have been deregulated since 2015 and are reviewed monthly against global prices, meaning rises in global fuel costs pass through to consumer prices quickly. Transport, which includes fuel prices, accounts for 9% of Dubai's CPI basket, so fuel prices matter for headline inflation. The state still regulates or monitors some prices, including electricity, water, and essential food items.

Competitive goods markets leave UAE firms with limited pricing power, containing second-round effects from rising input costs. Purchasing-manager surveys suggest that firms are absorbing higher input costs to protect sales volumes, limiting pass-through largely to fuel, freight, and food prices.

Consumer-price growth in Dubai climbed to 5.7% in June, partly because of higher transport costs. We think June marked the peak in inflation, with price pressures likely to ease over the coming months after the annual headline CPI increase slowed to 5.3% in July.

Price controls effective if shock proves short-lived

The experience of Egypt, India, and Türkiye shows the limits of price controls' effectiveness. Governments can smooth consumer fuel and utility prices but often have less control over the channels through which shocks spread into food, supply chains, exchange rates, and inflation expectations. Price controls can keep inflation contained only when price shocks are temporary.

Egypt's subsidies have shielded households from the full rise in global energy prices. But fiscal pressure and an IMF-backed reform programme have forced repeated fuel-cost increases. Domestic fuel and petroleum-product prices rose by 14–30% in March, prompting a 9.8% month-on-month jump in



transport costs. Annual headline inflation rose to 14.9% in July from 13.4% in February.

There are upside risks to price pressures in Egypt, but inflation should begin to slow after peaking in August. A weaker currency has raised the cost of imported energy, food, and production inputs. Less firmly anchored inflation expectations also increase the risk that state-set price increases spill into wider price pressures.

Indian state-run refiners recently raised petrol and diesel prices for the first time in four years, though an earlier cut of INR 10 per litre in central excise duties softened the direct hit to consumers. Even so, annual inflation rose to 4.5% in July, with transport accounting for around a third of the increase in the headline rate since February. India benefited from subdued price growth before the regional conflict started. As a result, inflation is still well within the RBI's 2-6% target range, even after the recent rise in price growth.

Food and beverage inflation remains a risk, accounting for 37% of India's CPI basket. Fertiliser, freight, and distribution costs are important indirect channels through which the regional supply shock can boost consumer-price inflation. Base effects and weak monsoon rains have driven much of the recent rise in food inflation. But a weaker rupee, combined with higher input and logistics costs, is likely to have added pressure.

Türkiye has also used fiscal policy to cushion the shock. A sliding-scale special consumption tax has partially softened the fuel-price impact, while electricity and natural-gas subsidies and price caps on some basic foods have smoothed the near-term path of consumer prices.

Turkish inflation had been falling before the conflict. But higher import costs and still-fragile inflation expectations have largely stalled that adjustment. With the consumption-tax mechanism due to be phased out by October for LPG and petrol, these measures mostly delay inflation rather than eliminate it.

Recent supply disruptions have pushed back the Turkish disinflation path by about a year. Inflation has slowed marginally over the past two months, but we expect annual price gains of around 30% by year-end, roughly the same pace as at the end of 2025. It will take at least two years for annual price growth to slow to single-digit rates.

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