FINANCIAL EXPRESS, Delhi, 28.9.2024
Page No. 2, Size:(12.12)cms X (11.35)cms.

BY FY30, TOTAL INSTALLED BASE TO REACH 295 MT

OMCs to invest over ₹1.9L cr in expansion of refining capacity

ARUNIMA BHARADWAJ
New Delhi, September 27

INDIA'S OIL MARKETING companies (OMCs) are expected to add 35-40 million tonnes of crude oil refining capacity by the end of FY30 to meet the country's growing energy needs, according to Crisil Ratings.

This expansion, which will cost an ₹1.9-2.2 lakh crore, will largely come from brownfield projects. The additional capacities will take the country's installed base to 295 million tonnes by 2030.

"Most of the capacity addition would be brownfield expansions to cater to demand for end products, thus lowering the project risks. We have also seen the oil refiners balancing out their operating profits amid volatility seen in oil prices, wherein $9-11 per barrel of rolling average returns were earned between fiscals 2016-2024, recording a return on investments of 12-14%," said Joanne Gonsalves, associate director, Crisil Ratings. "Further, the sector benefits from its strategic importance to the government."

Over the last decade through FY24, India's refining capacity increased by 42 million tonnes to 257 million tonnes, mainly driven by rising domestic consumption, while exports remained stable at 60-65 million tonnes annually.

Domestic consumption of petroleum products saw a compound annual growth rate (CAGR) of 4%, with transport fuels—accounting for 56% of the total—growing at the same rate. Naphtha, which makes up 7% of consumption, grew 2%, while liquefied petroleum gas and bitumen consumption increased by nearly 4%.

"We expect overall petroleum product consumption to slightly moderate and register a 3% CAGR over the next six years, primarily due to slower growth of 2-3% in transport fuel consumption," said Anuj Sethi, senior director, Crisil Ratings. "This will be caused by improving fuel economy, rising sales of vehicles powered by alternative fuels, and the Government of India's target of 20% ethanol blending."

Project risk in these investments is expected to be low, as per the agency. This, coupled with the expectations of steady returns from the business will support credit risk profiles of OMCs.

India's oil demand growth is set to overtake that of China's by 2027, IEA had earlier said. The country's oil demand will reach 1.2 million barrels per day during 2023-2030, accounting for more than one-third of the projected global demand growth of 3.2 million barrels per day.

"India is forecast to be the single largest source of global oil demand growth from 2023 to 2030, narrowly ahead of China. Underpinned by strong economic and demographic growth, the country is on track to post an increase in oil demand of almost 1.2 mb/d over the forecast period, accounting for more than one-third of the projected 3.2 mb/d global gains," Toril Bosoni, head of markets at the IEA had said.

As per the IEA's report on the Indian oil market, the country's oil consumption is set to increase at a faster pace than other countries, in part, because the country is still in the initial stages of economic development.

The three state-owned OMCs - Indian Oil, Bharat Petroleum and Hindustan Petroleum have charted out plans to expand their refining capacities to meet the rising demand. In addition to the domestic capacity, the refineries may also cater to exports of petroleum products.

In 2023, India was the fourth-largest exporter of middle distillates globally and the sixth largest refinery product exporter at 1.2 mb/d.

New refining capacity is forecast to boost product supplies to global markets to 1.4 mb/d through mid-decade before edging lower to 1.2 mb/d by 2030 given the steady rise in domestic demand, as per IEA.

OIL RUSH

- OMCs are expected to add **35-40 MT** of crude oil refining capacity by the end of FY30
- India's refining capacity increased by **42MT to 257MT** in over a decade
- It is driven by rising domestic consumption
- India's oil demand growth is set to overtake that of China's by 2027

- Domestic consumption of petroleum products saw CAGR of **4%**
- India was the fourth-largest exporter of middle distillates globally, in 2023
- It is the sixth-largest refinery product exporter at **1.2 mb/d**

BUSINESS STANDARD, Delhi, 28.9.2024
Page No. 17, Size:(26.13)cms X (78.37)cms.

GAINS AT PUMPS SUPERNORMAL

But low cracks, or profits from processing crude oil into petrol & diesel, have contributed to abysmal refining margins, prompting rethink on lowering retail fuel prices

PHOTO: SUTTERSTOCK

S DINAKAR
New Delhi, 27 September

European crude oil benchmark Brent sank to a low of around $69 per barrel (bbl) on September 10, a drop of nearly $22/bbl from $91/bbl early April, as China's economy sputtered. Prices have since climbed by around $2/bbl.

But don't expect that volatility or differential to translate into something substantial at the pump when you next go to fill your Activa or Innova. This is because Indian oil marketing companies (OMCs) may find it difficult to transfer the gains originating from lower crude oil prices to consumers at the pump — barring a nudge from New Delhi during state polls — since cracks, or profits from processing crude into petrol and diesel, have sunk to multi-year lows, industry sources and officials said.

Plunging cracks may wipe off much of the supernormal profits that OMCs generate from retailing fuels, industry sources said, blunting demands for cuts in fuel rates. Indian Oil, Bharat Petroleum and Hindustan Petroleum are making five-to-six times margins now on selling petrol and diesel compared to pre-pandemic averages after oil prices crashed, according to calculations based on data provided by analysts and oil company officials.

Pure economics does not warrant a price cut, especially since they don't have the pricing power, refining officials said. They cannot talk about political compulsions, they added.

Gasoline cracks are at near zero, oil secretary Pankaj Jain told reporters on the sidelines of an industry event earlier this month. He declined to discuss diesel cracks, India's biggest consumed product. Diesel makes up 41 per cent of petroleum products output while gasoline accounts for only 16 per cent, according to oil ministry data. Within these two, they control most of the gross refining margins (GRMs), or profitability, of a refinery, said Prashant Vasisht, senior vice president and co-group head, Corporate Ratings.

Diesel cracks are now fetching about $10/bbl for state oil companies, a third of 2022 levels, but that is insufficient to cover a paltry $4/bbl margin derived from processing crude to gasoline, said a senior official from a state refiner. "We would need $18-20/bbl diesel cracks to cover for lower profits from gasoline," he added.

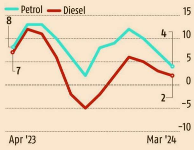
A timeline for a rebound in cracks is hard to predict due to weak Chinese demand and the elusive recovery in the US and Europe, said Swarnendu Bhushan, co-head of institutional equities, PL Capital-Prabhudas Lilladher.

With reduction in crude prices, diesel cracks may climb to around $15/bbl whereas gasoline cracks are expected at around $6/bbl, said Hardik Shah, director at CareEdge Ratings. Cracks have declined amid weak export demand due to economic slowdown in major export markets and higher output, he added.

Several new refineries have been starting up in West Asia and Africa, leading to lower crack spreads overall, Vasisht said.

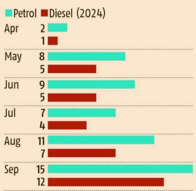
LOSS OR GAIN

₹/litre



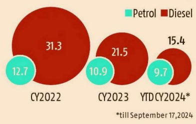
MARKETING MARGINS

(last six months) ₹/litre



ANNUAL CRACK SPREADS

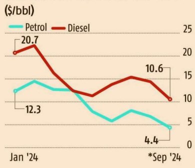
($/bbl)



*till September 17,2024

CRACK SPREADS IN '24

($/bbl)



Source: ICRA *till September 17,2024

Refining margins

Petrol and diesel cracks soared to average $13/bbl and $31/bbl, respectively, in calendar 2022, after the Ukraine conflict disrupted product flows, before declining to around 11/bbl and $21/bbl in 2023. Prior to the pandemic, diesel cracks averaged around $15/bbl while petrol cracks averaged around $10/bbl on a historical basis, industry data shows.

Low cracks have contributed to abysmal refining margins, prompting a rethink on lowering pump prices. GRMs have declined from over $3/bbl in the first quarter of the current financial year (Q1FY25) to around $2/bbl in Q2YTD (year to date). Additionally, inventory losses are expected to impact refiners in Q2FY25, Bhushan said. For instance, a year ago, in Q1FY24, Numaligarh Refinery Limited (NRL), a standalone refinery, posted $46/bbl in GRM while Bharat Petroleum earned $12.6/bbl during the same period.

"We see GRMs are reverting to their FY18-FY19 levels now, given that the industry is now over with external shocks in the form of geopolitical events and (there's) post-Covid demand rush," said Paras Pal, senior analyst, India Ratings & Research.

If one (GRM) gets to $2.5-3/bbl, it just about meets refining costs, Vasisht said.

OMCs plan to balance plunging profits from refining by purchases of discounted Russian crude, and deriving hefty marketing margins from sale of petrol and diesel at retail outlets. Savings on Russian oil yield around $5 per barrel for refiners, two state-run refining officials said. ICRA estimates that a marketing gain of ₹1/litre on petrol and diesel would compensate for the GRM loss of $0.9/bbl.

Retail profits

Retail outlets are generating supernormal profits for OMCs. It was typical of OMCs to make ₹2.50-3/litre as marketing margin a few years back when they adjusted pump prices to correspond with global product prices, a state-run refining official said. That number has shot up to ₹15/litre for petrol and ₹12/litre for diesel vis-à-vis international product prices in September 2024, ICRA estimates. Bhushan expects marketing margins on petrol and diesel at upwards of Rs10/litre, which should be sufficient to offset the decline in GRMs.

Pal estimates OMCs are earning ₹14-15/litre of gross profit on petrol and ₹13-14/litre of gross profit on diesel. On the other hand, crack spreads on petrol is at $4.5/bbl, less than half of historical averages. Global oil prices are used as a benchmark because India imports around 88 per cent of its crude to convert into diesel, petrol and LPG, among others.

Oil secretary Jain said that marketing margins only help companies operating retail outlets. But independent refiners like Chennai Petroleum, Mangalore Refining & Petrochemicals and NRL will suffer from poor cracks and refining margins. The profitability for standalone refiners would take a hit with the declining GRMs, ICRA's Girish Kumar Kadam said.

Kadam, however, sees a headroom for downward revision of petrol and diesel prices by ₹2-3/litre, if crude prices remain stable.

MORNING STANDARD, Delhi, 28.9.2024
Page No. 10, Size:(38.50)cms X (11.47)cms.

India not to buy LNG from Russia Arctic 2 project: Secretary

ENS ECONOMIC BUREAU @New Delhi

INDIA has decided not to purchase liquefied natural gas (LNG) from Russia's Arctic LNG 2 project, which is under Western sanctions, said petroleum and natural gas Secretary Pankaj Jain on Friday.

This decision comes after the UK, US, and European Union imposed sanctions on Arctic LNG 2 earlier this year due to Russia's ongoing conflict with Ukraine.

The project, owned by Russia's Novatek, aims to produce nearly 20 million tonne of LNG annually, primarily for Asian markets, with potential revenues in billions of dollars.

"We will not buy (from) Arctic LNG 2. We are not buying any sanctioned commodity. Something which has broad-based sanctions, we are not touching it," Jain said. In response to media allegations about Novatek's involvement in establishing and managing a "shadow fleet" for the Arctic LNG 2 project, the company has denied the claims.

Since the invasion of Ukraine, India has increased trade with Russia, including purchase of oil. Before the invasion, Russian oil accounted for less than 2% of India's imports, but this figure surged significantly.

In July 2024, Russian oil comprised 44% of India's oil imports, making India the world's largest importer of Russian oil. However, in August 2024, imports from Russia fell to 36% of total imports. Despite this decrease, Russia remained India's top oil supplier in August, followed by Iraq and Saudi Arabia. India, world's third-largest oil importer and consumer, imported 4.7 million barrels per day (bpd) of oil in August, 1% decrease from July. Imports of Saudi Arabian oil fell to their lowest level since July 2023.

ASIAN AGE, Delhi, 28.9.2024
Page No. 5, Size:(6.87)cms X (7.86)cms.

Saudi output up, oil prices to dip

In a bold move, Saudi Arabia has decided to increase its oil production despite the potential for a global oversupply. This comes at a time when other major oil-producing nations are treading cautiously. While this decision has sent shock-waves through oil markets, leading to a drop in the stock prices of oil companies, the Kingdom's strategy appears to be driven by long-term considerations rather than short-term price fluctuations.

Saudi Arabia, as a leading member of the Organisation of the Petroleum Exporting Countries (OPEC), has historically wielded significant influence over global oil prices through coordinated production cuts and increases. OPEC, currently comprising 13 nations including Saudi Arabia, Iraq, and Venezuela, has often worked to stabilise markets. In recent years, OPEC has expanded its collaboration with non-member producers like Russia, under the OPEC+ alliance.

The larger group, which includes players like Mexico and Kazakhstan, has sought to balance oil markets by adjusting output during times of crisis like the Covid. Saudi Arabia's decision to boost production, however, marks a potential shift in its approach within this framework.

By ramping up production, Saudi Arabia seems willing to endure lower prices for the short term. Reports indicate that the ramp up could add about 1,80,000 barrels per day (bpd) of extra crude oil supply each month. This is expected to loosen the global oil balance and lead to stock builds in 2025 and keep prices under moderate pressure.

The strategy may aim to maintain or increase its market share by undercutting higher-cost producers. This could be significant as many nations shift toward renewable energy sources and reduce reliance on fossil fuels. Flooding the market with cheaper oil could push out smaller producers and ensure Saudi Arabia's dominance when demand stabilises.

Crude oil prices have fluctuated significantly in recent months, with prices reaching \$90-\$95 per barrel in late 2023 due to OPEC+ production cuts. However, with Saudi Arabia's new production strategy, prices could drop further in the coming months. This would hurt oil-producing economies, but bring significant relief to oil-importing nations like India, Japan, and many in Europe. Lower energy costs would help ease inflationary pressures, reduce production costs, and stimulate economic activity.

In the short term, oil and gas companies may experience a hit to their stock prices. Yet, in the long term, Saudi Arabia's gamble could reshape the global oil market, benefiting economies that rely on lower energy prices while reinforcing the Kingdom's role as a dominant force in the energy landscape.

MILLENNIUM POST, Delhi, 28.9.2024
Page No. 10, Size:(17.07)cms X (10.12)cms.

IGL holds its 25th Annual General Meeting, announces record financial figures for FY24

NEW DELHI: Indraprastha Gas Ltd (IGL), the largest CNG distribution company of India announced record numbers in all dimensions of its business during the financial year 2023-24. In line with the massive push by the government to expand CNG and PNG infrastructure across the country, IGL was able to provide over 3.3 lakh new PNG connections in 2023-24 in its areas of operation overcoming various hurdles. In addition to the above, 90 new CNG stations had been set up during this period, thereby taking the total number of CNG stations set up by IGL to 882. This was announced by R K Jain, Chairman, IGL, while addressing the shareholders at the 25th Annual General Meeting of the company in New Delhi today through virtual mode.

Addressing the shareholders, Jain informed that during the fiscal, IGL achieved gross turnover of Rs 15,403 crore and PAT was Rs 1,748 crore. The consolidated PAT of IGL after considering the contribution of the Associate Companies namely, Central UP Gas Limited (CUGL) and Maharashtra Natural Gas Limited (MNGL) was Rs 1,983 crore. The net worth of the Company was over Rs 8,552 crore as on March 31, 2024. He added that IGL is confident to better its own performance in the ongoing financial year and the first quarter results bear testimony to that fact.

Jain also gave an overview of future plans of the organization involving consolidation of its presence in existing areas as well as expansion in new geographical areas. Referring to the diversification plans for future growth, he informed that IGL's new joint venture company, IGL Genesis Technologies Ltd., is expected to start commercial production by December 2024 to manufacture meters as a step towards backward integration.

The shareholders approved the dividend of final dividend of 250 per cent (Rs 5/- per share) besides payment of 200 per cent (Rs. 4 per share) as interim dividend for the FY24 to be paid to shareowners as recommended by the Board of Directors. MPOST

STATESMAN, Delhi, 28.9.2024
Page No. 8, Size:(7.90)cms X (13.26)cms.

Balmer Lawrie PBT up 32 per cent, riding on manufacturing businesses

STATESMAN NEWS SERVICE
KOLKATA, 27 SEPTEMBER

Balmer Lawrie & Co. Ltd., a Public Sector Enterprise under the Ministry of Petroleum and Natural Gas, on Thursday registered a net turnover of Rs.2404.17 crore during FY 2023-24 as against Rs.2383.09 crore in FY 2022-23, up 0.88 per cent over last year. The company recorded a Profit Before Tax of Rs.278.65 crore in FY2023-24 as against Rs.211.30 crore in FY 2022-23 which is an increase of 31.87 per cent over last year. The increase can be attributed to robust performances by all the manufacturing businesses as well as the Travel vertical, CMD, Adhip Nath Palchaudhuri, said.

The Industrial Packaging SBU recorded its highest ever drums sales this fiscal and expects to continue its growth trajectory during FY 2024-25 with the biggest drivers being the Chemicals, Food, Transformer Oils and Lubes segments. The SBU is continuously working on enhancing its product portfolio and explore new export markets for its products.

The outlook for the Greases & Lubricants business remains positive for the next few years. The unit has taken a strategic initiative to sign MOUs with PSU Oil Marketing Companies and is planning to aggressively expand its digital marketing activities for increasing the brand exposure of BALMEROL. Along with retaining and expanding its traditional industrial base, this SBU intends to sharply enhance its presence in the automotive sector by expanding the product basket, increasing its distribution network and judiciously enhancing its marketing and branding presence.

The Chemicals SBU, on its parts, has a significant market share in wet end operations and has forayed into the finishing chemicals segment by launching its in-house finishing chemicals. The SBU has also entered the Textile Chemicals and Agro Chemicals market by launching products which have synergies like textile binder, wetting agent, etc. The SBU is well equipped to explore opportunities for growth and improve business in the coming years, top company official pointed out.

The CMD said that the outlook for Logistics Infrastructure is also promising, driven by several positive trends and opportunities in the logistics and supply chain sectors. The expected growth in both imports and exports, improved connectivity through Dedicated Freight Corridor (DFC), port connectivity and improved hinterland infrastructure along with adoption of technology in operations will benefit the SBU in future. The company had undertaken initiatives for expansion of its warehousing facilities during the last financial year in CFS - Kolkata and CFS – Chennai, which are now being optimally utilised.

This business vertical is in the process of expanding its open yard area in CFS - Chennai to cater to the increasing demands on the export front.

The Cold Chain units under the brand LOGICOLD has been providing services through its four state-of-the-art Temperature-Controlled Warehouses (TCWs) along with value added services like pre-cooling, pre-conditioning, ripening, packaging, blast freezing, etc. and primary and secondary logistics through Temperature-Controlled Vehicles (TCVs). The market has benefitted significantly from the stringent regulations governing the production and supply of temperature-sensitive products. The industry is poised for growth owing to the surge in demand of organised retail sectors, quick service restaurants and e-commerce. The Pharma segment in India has also witnessed rapid growth over the years. Food and pharma both the industries are highly sensitive and demands state-of-the-art TCWs and TCVs to fulfil their storage and distribution needs and the stringent standards offer a widening space for LOGICOLD to grow in the industry.

DAINIK JAGRAN, Delhi, 28.9.2024
Page No. 10, Size:(16.58)cms X (8.53)cms.

क्रूड की रिफाइनिंग क्षमता बढ़ाने में शीर्ष पर रहेगा भारत

2030 तक देश की कुल रिफाइनरी क्षमता चार करोड़ टन बढ़कर 29.5 करोड़ टन सालाना होने की उम्मीद

जयप्रकाश रंजन ● जागरण

नई दिल्ली : भारत की तेल मार्केटिंग कंपनियां (ओएमसी) अपनी मौजूदा क्रूड रिफाइनिंग क्षमता में सालाना तीन से चार करोड़ टन की बढ़ोतरी करने जा रही हैं। इससे उनकी कुल रिफाइनरी क्षमता वर्ष 2030 तक बढ़कर 29.5 करोड़ टन सालाना हो जाएगी। रेटिंग एजेंसी क्रिसिल की एक रिपोर्ट के मुताबिक, इस पर 1.9 लाख से 2.2 लाख करोड़ रुपये का नया निवेश होगा। अधिकांश क्षमता मौजूदा रिफाइनरियों में ही बढ़ाई जा रही है।

क्रिसिल की रिपोर्ट के बारे में पूछे जाने पर पेट्रोलियम मंत्रालय के अधिकारियों का कहना है कि ग्रीन फील्ड रिफाइनरी लगाने की योजना पर काम चल रहा है। हमारे सामने यह प्रस्ताव भी है कि देश में बड़े स्तर की नहीं बल्कि छोटी-छोटी (कम क्षमता वाली) रिफाइनरी लगाई जाएं। देश के पश्चिमी समुद्री तट पर एक विशालकाय रिफाइनरी लगाने की योजना पर काफी समय से विमर्श हो रहा है, लेकिन मुख्य फोकस मौजूदा रिफाइनरियों की क्षमता बढ़ाने पर है। पिछले दस वर्षों का रिकार्ड देखा जाए तो उसमें हमने तकरीबन 3.9 करोड़ टन सालाना क्षमता जोड़ी है, जिसमें 60 प्रतिशत मौजूदा रिफाइनरियों की क्षमता को बढ़ाकर ही किया गया है। इस समय सरकारी क्षेत्र की तकरीबन आधी रिफाइनरियों की क्षमता बढ़ाने का काम चल रहा है।

- सरकार की बड़े स्तर की नहीं बल्कि छोटी-छोटी ग्रीन रिफाइनरी लगाने की योजना
- अगले सात वर्षों में दुनिया में सबसे ज्यादा तेल की मांग भारत से निकलने की उम्मीद

2.2 लाख करोड़ रुपये का होगा नया निवेश

घरेलू मांग में वृद्धि के साथ दुनिया के बाजारों पर भारत की तेल कंपनियों की नजर

रिपोर्ट कहती है कि पिछले एक दशक में भारत में पेट्रोलियम उत्पादों की मांग में साल दर साल चार प्रतिशत की औसत वृद्धि हुई है, जो अगले एक दशक के दौरान घटकर तीन प्रतिशत पर आ सकती है। वजह यह है कि इलेक्ट्रिक वाहनों का प्रचलन बढ़ेगा और साथ ही देश में एथनाल मिश्रण वाले ईंधन की बिक्री बढ़ेगी। डीजल से चलने वाले भारी वाहनों में भी धीरे-धीरे गैस या इलेक्ट्रिक बैट्री का इस्तेमाल शुरू हो जाएगा। लेकिन इस कमी के बावजूद भारत में पेट्रोलियम उत्पादों की मांग काफी ज्यादा रहेगी। कई दूसरी एजेंसियों ने माना है कि इस दौरान भारत की आर्थिक विकास दर 7-8 प्रतिशत सालाना रहेगी, जिसकी वजह से भी भारत में पेट्रोलियम उत्पादों की मांग दुनिया के अन्य देशों के मुकाबले ज्यादा रहेगी। इसके अलावा समूचे दुनिया के अधिकांश हिस्सों में नई रिफाइनरी लगाने का काम बंद हो चुका है, लेकिन वहां भी पेट्रोलियम उत्पादों की मांग होगी। भारतीय रिफाइनरियों की नजर इन बाजारों पर है।

तेल आयात पर 60 हजार करोड़ रुपये की बचत संभव

नई दिल्ली, एएनआइ : अंतरराष्ट्रीय बाजार में कच्चे तेल की कीमतों में नरमी बनी हुई है। इसको देखते हुए एक अनुमान में कहा गया है कि चालू वित्त वर्ष 2024-25 में सरकार तेल आयात पर पिछले वित्त वर्ष के मुकाबले 60 हजार करोड़ रुपये की बचत कर सकती है। अनुमान के अनुसार, कच्चे तेल में एक बैरल प्रति डालर की गिरावट से भारत के वार्षिक आयात बिल में 13 हजार करोड़ रुपये की बचत होती है। आर्थिक सर्वे 2024 में चालू वित्त वर्ष में कच्चे तेल का औसत मूल्य 84 डालर प्रति बैरल रहने का अनुमान जताया गया था। हालांकि, कच्चे तेल के मूल्य में नरमी बनी हुई है और अंतरराष्ट्रीय बाजार में यह 70 से 75 डालर प्रति बैरल के स्तर पर बना हुआ है। विशेषज्ञों का मानना है कि यदि कीमतें इस सीमा में स्थिर रहती हैं तो भारत चालू वित्त वर्ष की शेष अवधि में कच्चे तेल के आयात पर पर्याप्त बचत कर सकेगा।

तेल कंपनियों का मुनाफा 15 रुपये बढ़ा...ग्राहकों को कोई राहत नहीं

$71.31 प्रति बैरल पर पहुंचा कच्चा तेल 84 डॉलर से घटकर

60,000 करोड़ रुपये बचा सकती है सरकार इस साल आयात पर

अमर उजाला ब्यूरो

नई दिल्ली। देश की तेल कंपनियों का मुनाफा मार्च से लेकर अब तक पेट्रोल पर प्रति लीटर 15 रुपये बढ़ गया है। डीजल पर 12 रुपये बढ़ा है। इस दौरान कच्चा तेल 84 डॉलर प्रति बैरल से घटकर शुक्रवार को 72 डॉलर से नीचे आ गया। इस आधार पर पेट्रोल-डीजल दो-तीन रुपये प्रति लीटर तक सस्ते हो सकते हैं। हालांकि, अभी तक ग्राहकों को कोई भी राहत नहीं मिली है।

कच्चा तेल शुक्रवार को 71.31 डॉलर प्रति बैरल पर पहुंच गया। लगातार कीमतें घटने से सरकार चालू वित्त वर्ष में आयात बिल के रूप में 60,000 करोड़ रुपये बचा सकती है। लेकिन, ग्राहकों को इसका कोई फायदा नहीं मिल रहा है। इक्रा की रिपोर्ट कहती है कि तेल मार्केटिंग कंपनियां चाहें तो वे फायदा दे सकती हैं, पर लंबे समय से वे तेल की कीमतें स्थिर रखे हुए हैं।

इन्वेस्टमेंट इन्फॉर्मेशन एंड क्रेडिट रेटिंग एजेंसी यानी इक्रा की रिपोर्ट कहती है कि मार्च से अब तक कच्चे तेल की कीमत 12 फीसदी घटी है। सऊदी अरब उत्पादन बढ़ाने को कच्चे तेल के लिए 100 डॉलर प्रति बैरल के अपने मूल्य लक्ष्य को छोड़ने की तैयारी कर रहा है। इससे आने वाले समय में कीमतों में और गिरावट की संभावना है, जिससे घरेलू कंपनियों के मुनाफे में और बढ़ोतरी हो सकती है।

13,000 करोड़ की वार्षिक बचत

कच्चे तेल की कीमतों में एक डॉलर प्रति बैरल की गिरावट से भारत के आयात बिल पर लगभग 13,000 करोड़ रुपये की वार्षिक बचत होती है। 2024 के आर्थिक सर्वेक्षण में इस वित्त वर्ष में कच्चे तेल की औसत कीमत 84 डॉलर प्रति बैरल रहने का अनुमान जताया गया है। हालांकि, अब यह 70 से 75 डॉलर प्रति बैरल के बीच में है।

विशेषज्ञों का मानना है कि अगर कीमतें इस दायरे में स्थिर हो गईं, तो इस वित्त वर्ष के शेष समय में कच्चे तेल के आयात पर पर्याप्त बचत होगी। इससे महंगाई घटेगी और निवेश बढ़ेगा।

तीन कंपनियों ने कमाया **81,000** करोड़ का फायदा

वित्त वर्ष 2023-24 में तेल कंपनियों का मुनाफा

इंडियन ऑयल	39,619
भारत पेट्रोलियम	26,673
हिंदुस्तान पेट्रोलियम	14,694

मुनाफा करोड़ रुपये में

तेल कंपनियों का मुनाफा 15 रुपये बढ़ा...राहत नहीं

अमर उजाला ब्यूरो

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इक्रा की रिपोर्ट कहती है कि तेल मार्केटिंग कंपनियां चाहें तो वे फायदा दे सकती हैं, पर लंबे समय से वे तेल की कीमतें स्थिर रखे हुए हैं।

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13,000 करोड़ रुपये की वार्षिक बचत

कच्चे तेल की कीमतों में एक डॉलर प्रति बैरल की गिरावट से भारत के आयात बिल पर लगभग 13,000 करोड़ रुपये की वार्षिक बचत होती है। 2024 के आर्थिक सर्वेक्षण में इस वित्त वर्ष में कच्चे तेल की औसत कीमत 84 डॉलर प्रति बैरल रहने का अनुमान जताया गया है। हालांकि, अब यह 70 से 75 डॉलर प्रति बैरल के बीच में है। विशेषज्ञों का मानना है कि अगर कीमतें इस दायरे में स्थिर हो गईं, तो इस वित्त वर्ष के शेष समय में कच्चे तेल के आयात पर पर्याप्त बचत होगी। इससे महंगाई घटेगी और निवेश बढ़ेगा।