

LOOK, MONITOR, CERTIFY: UNDER THE NEW SCHEME, GREEN HYDROGEN EXPORTS WILL BE MONITORED, REPORTED, VERIFIED AND CERTIFIED. THE SCHEME IS A FIRST-OF-KIND INITIATIVE IN THE WORLD.

# Certification scheme, carbon offset rules likely to boost green hydrogen ecosystem

AGGAM WALIA  
NEW DELHI, MAY 1

TO BOOST India's green hydrogen exports and encourage energy-intensive sectors to adopt the emerging fuel, the Centre has introduced a certification scheme under the National Green Hydrogen Mission and notified rules for claiming emission offsets under the Carbon Credit Trading Scheme (CCTS).

Union Minister of New and Renewable Energy Pralhad Joshi on April 29 launched a scheme to measure, monitor, report, verify on-site, and certify green hydrogen based on a standard introduced by the Ministry in 2023.

"This will help to ensure that the hydrogen produced in India truly qualifies as green. A lot of greenwashing tends to happen these days, which is why certification is most important. With the certification in place, our green hydrogen will carry a mark of quality and credibility, making it globally desirable and export-ready," Joshi said about the scheme.

On April 27, the Bureau of Energy Efficiency (BEE), nodal agency for the Green Hydrogen Certification Scheme, also announced an offset mechanism for hard-to-abate sectors using green hydrogen under CCTS, to allow them to earn and trade credits.

While CCTS does not yet include sectors like steel, refineries, and shipping, where there is a use case for switching to green hydrogen, the latest guidelines will provide industry greater clarity on compliance before the ambit of CCTS eventually widens.

## Certification boost

In 2023, the Ministry of New and Renewable Energy (MNRE) introduced a green hydrogen standard, capping emissions at 2 kg of CO<sub>2</sub> per kg of hydrogen produced. The certification scheme, based on the standard, applies only to green hydrogen production from electrolysis or conversion of biomass.

With the scheme in place, the export appeal of Indian green hydrogen is likely to increase. At the

## CERTIFICATION BASED ON 2023 STANDARD

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launch, Joshi said India has signed an agreement with Japan to supply over 4 lakh tonnes of green hydrogen derivatives like green ammonia. The heads of terms (HoT) for the cross-border supply of green ammonia to Japan were signed in August last year.

Still, high production costs remain a hurdle. In March, the Parliament's Standing Committee on Energy noted that "the current cost of production of green hydrogen is quite high," and called for green hydrogen hubs to be located in regions rich in renewable energy, water, and proximity to demand centres to be economically viable.

For exports, the government has identified Kandla, Paradip, and Tuticorin—all with international ports—as key hubs for green hydrogen production.

"In 2012-13, the cost of solar energy was Rs 12 per unit; today it's around Rs 2," Joshi said. "What made this possible? Scale, skill, and speed. Green hydrogen will follow the same path," he added.

## Offset rules for carbon credits

At the launch of the green hydrogen certification scheme, Saurabh Diddi, director of BEE, emphasised the importance of ensuring transparency, authenticity, and accountability in green hydrogen production. Diddi also said the certification scheme "will enhance investor confidence and enable producers to access carbon credits".

On April 27, the BEE, under the Ministry of Power, released a methodology for estimating car-

bon offsets from green hydrogen produced via electrolysis. In effect, it defines how switching from fossil fuels like coal to green hydrogen can reduce emissions and earn tradable credits under CCTS.

Sofar, emissions targets under CCTS apply only to sectors like aluminium, chlor-alkali, pulp and paper, and cement, where the potential of green hydrogen is limited. However, the new methodology offers a compliance roadmap for hard-to-abate sectors like steel and shipping, once CCTS expands to cover them.

To be clear, the green hydrogen certification scheme itself is not a mitigation tool and does not generate emission reduction credits. However, it can be used to support claims for credits under CCTS.

## Desalination push

Compared to the rules for green hydrogen certification, the carbon offset mechanism under CCTS sets significantly stricter standards—especially on water use for electrolysis. CCTS guidelines, for instance, cap a project's water consumption at no more than 5 percent of the locally available drinking water, to ensure it does not displace other uses.

Producing 1 kg of green hydrogen via electrolysis requires around 10 litres of treated water, according to official estimates.

"The treated water required for hydrogen production can also be sourced by desalinating seawater or treating wastewater, with only a marginal impact on the cost of hydrogen production," the MNRE told the Standing Committee on Energy.

"Under the Mission, sustainable use of water will be encouraged. R&D will also be supported for technologies that can utilise seawater or waste water directly, thereby reducing the need for treatment and further decreasing the water requirement," it said.

Backed by an outlay of nearly Rs 20,000 crore, the National Green Hydrogen Mission also supports domestic electrolyser manufacturing, green hydrogen production, and sector-specific pilot projects.



## Govt slashes ATF price by 4.4%, lowers rates of commercial LPG by ₹14.50 per cylinder

**NEW DELHI:** The price of jet fuel, or ATF, was reduced by 4.4 per cent on Thursday — marking the second major cut within a month.

Additionally, the price of commercial LPG used in hotels and restaurants was lowered by Rs 14.50 per cylinder, in line with international benchmarks.

The Aviation Turbine Fuel (ATF) price was reduced by Rs 3,954.38 per kilolitre, or 4.4 per cent, to Rs 85,486.80 per kl in the national capital — home to one of the busiest airports in the country, according to state-owned fuel retailers.

The price cut follows a steep 6.15 per cent (Rs 5,870.54 per kl) reduction effected on April 1. These two reductions have effectively offset the price



increases that occurred earlier this year.

The ATF price in Mumbai was cut to Rs 79,855.59 per kl from Rs 83,575.42, while those in Chennai and Kolkata were reduced to Rs 88,494.52 and Rs 88,237.05 per kl, respectively.

Oil firms also reduced the price of commercial LPG by Rs 14.50 per 19-kg cylinder. Commercial LPG now costs Rs

1,747.50 in the national capital and Rs 1,699 in Mumbai.

The reduction follows a Rs 41 per cylinder cut in rates effected on April 1.

International oil prices have softened in the last couple of weeks as global trade war eroded the outlook for fuel demand. Brent — the most quoted international benchmark — was trading below \$61 per barrel — the lowest in over three years.

Prices of ATF and LPG differ from state to state depending on the incidence of local taxes, including VAT.

The rate of cooking gas used in domestic households, however, remained unchanged at Rs 853 per 14.2-kg cylinder. The price of the domestic LPG

was hiked by Rs 50 per cylinder last month.

State-owned Indian Oil Corporation (IOC), Bharat Petroleum Corporation Ltd (BPCL), and Hindustan Petroleum Corporation Ltd (HPCL) revise prices of ATF and cooking gas on the first of every month based on the average price of benchmark international fuel and foreign exchange rate.

While international oil prices have softened, domestic rates of petrol and diesel continue to remain frozen. Rates were cut by Rs 2 per litre in mid-March last year, ahead of the general elections. Petrol costs Rs 94.72 a litre in Delhi, while diesel is priced at Rs 87.62.

PTI



# Green hydrogen: Govt expands carbon offset rules

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## UPDATED NORMS

■ Carbon Credit Trading Scheme was launched on Apr 29

■ The scheme aims to measure, monitor, report, verify on-site, and certify green hydrogen

■ CCTS does not yet include sectors like steel, refineries, and shipping



■ It applies to green hydrogen production from electrolysis or conversion of biomass

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of CO<sub>2</sub> per kg of hydrogen produced. The certification scheme, based on the standard, applies only to green hydrogen production from electrolysis or conversion of biomass.

With the scheme in place, the export appeal of Indian green hydrogen is likely to increase. At the launch, Joshi said India has signed an agreement with Japan to supply over 400,000 tonne of green hydrogen derivatives like green ammonia. The heads of terms (HoT) for the cross-border supply of green ammonia to Japan were signed in August last year.

Still, high production costs remain a hurdle. In March, the Parliament's Standing Committee on Energy noted that "the current cost of production of green hydrogen is quite high," and called for green hydrogen hubs to be located in regions rich in renewable energy, water, and proximity to demand centres to

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# How can India tap its natural hydrogen potential?

What are some of the challenges to exploring and exploiting natural hydrogen resources? Is it a more expensive process than manufacturing hydrogen? How is the U.S. going beyond just trying to locate and excavate natural hydrogen deposits? Does India have a growing hydrogen demand?

## EXPLAINER

Kalyan Mangalapalli

### The story so far:

**F**or India, an economy in growth mode with aspirations for energy independence and a pledge to reach net-zero emissions by 2070, the exploitation and use of natural hydrogen offers a potentially game-changing opportunity. In an increasingly volatile world where national sovereignty, economic stability, and energy security become inseparable, tapping into this naturally occurring commodity could go a long way toward enhancing India's strategic autonomy.

### How much potential does India have?

India's hydrogen demand was projected to grow from six million tonnes per year (Mt/year) in 2020 to over 50 Mt/year by 2070 to support its net-zero target. A preliminary study, by some members of academia referencing model predictions of global geologic hydrogen resources, arrives at a value of 3,475 million tonnes of natural hydrogen potential in India. If these estimates were to be true, we may not even need to engage in the process of manufacturing hydrogen anymore but rather pursue the quest of finding and producing naturally occurring hydrogen that would help decarbonise our economy faster at a lower cost.

On the heels of the recent findings of natural hydrogen reserves in the Andamans, stakeholders need to come up with directional estimates to bring attention of policy makers and investors to the overall potential of natural hydrogen in India. A comprehensive geological study is essential, considering critical factors such as the quality, extent, thickness, accessibility, and hydrocarbon generation potential of the source rock; presence and effectiveness of seals and traps; size and viability of hydrocarbon accumulations; potential losses during migration; and the accessibility of the



GETTY IMAGES/ISTOCKPHOTO

area for exploration and development.

### What are the challenges?

Natural hydrogen exploitation and exploration is no easy feat. It has technical, logistical, economical, and safety-related challenges. Accurately locating and quantifying underground hydrogen reserves is the primary challenge. Unlike oil and gas, for which well-established exploration techniques exist, natural hydrogen exploration is still evolving. Additionally, efficient and cost-effective extraction technology for natural hydrogen is key. While modifying current gas industry practices associated with well drilling and extraction facilities, one must consider hydrogen's specific properties, including its small molecular size and high diffusivity. Studies into extraction solutions for lowest cost

hydrogen are in progress.

Hydrogen extraction also involves specific safety issues as opposed to hydrocarbons because of its high diffusivity and reactivity. Mitigation measures involve the study and application of hydrogen-resistant materials such as metal coatings and advanced alloys, cement additives to make it more resistant to hydrogen, and rubber fillers to avoid degradation.

### How can India kickstart the process?

A key component of the Indian Solar PV mission's growth was the German Agency for International Cooperation-National Institute of Wind Energy funded Solar Radiation Resource Assessment (SRRA) Project under the National Solar Mission that commissioned 121 SRRA stations along with four Advanced Monitoring

Stations (AMS). Natural hydrogen agencies can formulate a similar public private partnership to assist in the identification of potential geographical deposits.

The U.S. ARPA-E's newly funded projects take exploring the potential of geologic hydrogen beyond locating and extracting trapped geologic hydrogen towards the possibility that hydrogen can be produced intentionally, by drilling and flowing water into rock and then transporting the hydrogen to the surface for collection. Another approach involves injecting water with dissolved carbon dioxide into iron-containing rocks that could potentially lead to carbon sequestration as limestone while simultaneously producing hydrogen.

The Oil and Gas Exploration industry in India, with the help of the Directorate General of Hydrocarbons, could review the rock samples available with them and explore more wells across the country with adequate grant and debt capital. A few of the current natural gas pipelines could be suitable for transporting hydrogen with adequate modifications and safety studies. Creating low-cost and safe solutions for hydrogen storage, especially massive underground storage, is imperative.

Even as estimates indicate natural hydrogen production would be much lower in cost than produced hydrogen, the actual cost of exploration, extraction, and infrastructure investment must be weighed seriously. Commercial feasibility will rely on finding large and accessible reserves and minimising extraction and delivery costs. Targeted exploration in areas of high potential, cost-reducing extraction technology development, and institution of transparent regulatory systems are essential to spur investment and market growth.

*Kalyan Mangalapalli is an expert in Energy and Emerging Technologies and serves as a member of the International Advisory Board of the Indian Institute of Petroleum Energy, Visakhapatnam. This is the second of a two part series on naturally occurring hydrogen reserves.*

## THE GIST

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# IndianOil bets big on 'Project SPRINT' for strategic transition

**Rishi Ranjan Kala**

New Delhi

State-run Indian Oil Corporation (IOCL) is effecting a strategic transformation of its business to remodel India's largest auto fuel retailer into an agile, nimble and future-ready integrated energy solutions behemoth through innovation and sustainability.

"This is a journey that we are planning to take along with all the stakeholders of IndianOil," IOCL Chairman AS Sahney told reporters on Wednesday while discussing the oil marketing company's (OMC) Q4FY25 results.

He emphasised that the project — spread over three

years (2025-2028) — reflects IOCL's shift to renew strategies across its business verticals and transform into a modern and agile entity. It is time to "change, adapt, and SPRINT" toward a stronger tomorrow, said Sahney.

SPRINT stands for strengthening core businesses of oil refining, petrochemicals and fuel marketing; propel cost optimisation to increase profitability; reinforce customer centricity; integrate technology and innovation; nurture leadership and talent; and be transition ready. The project has been conceptualised and is being firmed up by Sahney.

## PROJECT SPRINT

Elaborating on the core pro-



AS Sahney, IOCL Chairman

ject values, the IOCL chief said "S stands for strengthening our core business. Our core values are care, innovation, passion, trust and nation first. Our core businesses are POL products, refinery, pipelines, marketing — they have to be strengthened to give better

efficiency, returns and profitability. We have to complete projects on time, and we have to take returns and invest further into core business."

The 'P' in SPRINT stands for propelling cost optimisation, because that will also directly contribute to IOCL's bottomline, he added.

"Reinforcing (R) customer centricity — as we are a customer-focussed organisation. We have to have customers in the centre of all our plans and strategies. Then, we have to integrate technology (I) and innovation, such as AI, ML or cyber security in operational streamlining, safety, supply chain management, which

defines 'I,'" Sahney said.

The 'N' part of the project deals with nurturing leaders and talent. Going forward, IOCL will have a number of new projects and business areas, which will require new leaders. So, these leaders have to be identified, nurtured and make future ready, he noted.

"Lastly, 'T' is to be transition ready. We have to be ready for the transition and be ready for the businesses that are greener more sustainable, and which are the way forward."

"This SPRINT is where IndianOil will be working for next 2-3 years... This is a serious journey that we want to take along with all the stakeholders," Sahney noted.



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# IOCL to award green H<sub>2</sub> tender by mid-May

**SUBHAYAN CHAKRABORTY**

New Delhi, 1 May

The Indian Oil Corporation (IOCL) will award the tender for India's biggest green hydrogen plant with up to 10 kilo tonnes per annum capacity by mid-May, Chairperson Arvinder Singh Sahney said on Wednesday.

With the tender having to be reissued twice so far, the company has "taken all precautions" for the tender process to be successful this time, Sahney said at a briefing.

The state-owned oil marketing company has relaunched the tender calling to create the plant at its Panipat Refinery and Petrochemicals complex on a build, own operate, transfer basis, twice so far. IOCL plans to set up green hydrogen units at all of its refineries as part of a ₹2.4 trillion green transition plan to achieve net zero carbon emission status by 2046. The company cancelled its initial tender back in February 2024 after it led to bidders approaching the Delhi High Court. Prospective bidders had alleged a conflict of interest on IOCL's part in the last tender. This was owing to GH4India Pvt Ltd, IOCL's own joint venture with infrastructure and engineering major Larsen & Toubro (L&T) and renewable energy company ReNew also bidding for the tender. An industry body of green hydrogen producers, the Independent Green Hydrogen Producers Association had also moved the Delhi High Court.

Subsequently, a reworked tender was cancelled in August after it reportedly received only two bids, GH4India and Noida-based Neometrix Engineering. According to the tender terms, the winning bidder was required to commence hydrogen gas delivery within 30 months of the project's award.

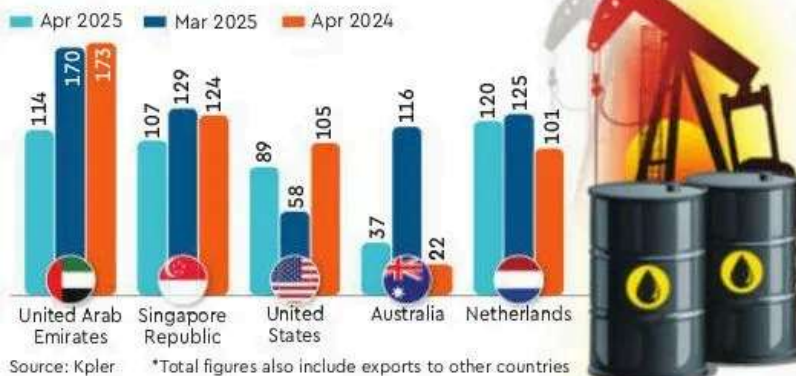
## Japan's Sojitz announces \$400-million India foray

Sojitz, a Japanese trading firm, in collaboration with IOC GPS Renewables Pvt. Ltd. (IGRPL), a joint venture between Bengaluru-based GPS Renewables and Indian Oil Corporation, will develop and operate biomethane production facilities in India using agricultural waste as feedstock. IGRPL would establish 30 biomethane plants by FY26-27 with a production capacity of 1,60,000 tonne of biomethane annually at a total outlay of over \$400 million, said a communique.



# Petroleum items exports down 22% on month in April

## CRUDE BASKET



**ARUNIMA BHARADWAJ**  
New Delhi, May 1

**INDIA'S EXPORT OF** petroleum products in April declined by 22% to 1.12 million barrels per day (bpd) from 1.44 million bpd in March, according to data from global real-time data and analytics provider Kpler. On a year-on-year basis, exports were down over 7% from 1.20 million bpd in April 2024.

The United Arab Emirates, Singapore, and the Netherlands remained the top destinations for India's petroleum product exports last month. However, shipments to all three countries saw a decline in April.

Exports to the UAE dropped by 33% to 114,000 bpd from 170,000 bpd in March. Similarly, exports to Singapore fell 17% to 107,000 bpd, while those to the Netherlands edged down 4% to 120,000 bpd over the same period.

"Diesel continued to dominate India's clean product outflows, with the United Arab Emirates, Singapore, and East Africa emerging as the top destinations, while gasoline volumes primarily flowed

toward Malaysia and Indonesia," said Sumit Ritolia, lead research analyst, refining and modeling at Kpler.

India mainly exports petroleum products to countries in Europe and Asia. The country has grown into a significant fuel supplier for Europe in recent months, following the region's boycott of Russian energy supplies after the Ukraine invasion.

Looking ahead, Kpler expects India's refined product exports to "stay resilient if not super strong," supported by strong refining margins.

"We anticipate a temporary decline in crude processing volumes of around 250,000 bpd in the second quarter of 2025, as refiners such as Reliance Industries, Indian Oil Corporation, and Mangalore Refinery and Petrochemicals commence planned maintenance," Ritolia said. "However, export volumes are expected to remain strong, even if they do not match the February peak," he added.

A more substantial increase in crude processing is expected toward late 2025 or into 2026, as sev-

eral brownfield expansions currently underway — at Koyali, Barauni, and Panipat — begin to come online.

India exports a range of goods via the Red Sea, including petroleum products. However, geopolitical tensions in the region have led to traffic being rerouted around the Cape of Good Hope, adding up to ten days to Asia-Europe shipping times and driving up fuel costs, the government previously noted.

While exports to traditional destinations declined last month, India's refined petroleum exports to the US rose sharply by 53% to 89,000 bpd in April.

The two countries recently agreed to strengthen bilateral energy trade.

Although the US imposed reciprocal tariffs of 26% on Indian goods, certain categories — including energy and select minerals — have been exempted. Industry stakeholders say these exemptions offer relief to energy markets, and Indian petroleum exports are likely to see only a muted impact.



## एटीएफ की कीमत में की गई 4 प्रतिशत की कटौती, होटलों में इस्तेमाल होने वाला सिलेंडर भी सस्ता

आज समाज नेटवर्क

नई दिल्ली। ईंधन की खुदरा विक्रेता कंपनियों ने गुरुवार को विमान ईंधन या एटीएफ की कीमत में 4.4 प्रतिशत कटौती का एलान किया। यह एक महीने के भीतर दूसरी बड़ी कटौती है। इसके अलावे, होटलों और रेस्तरां में इस्तेमाल होने वाले वाणिज्यिक एलपीजी की कीमत अंतरराष्ट्रीय मानकों के अनुसार 14.50 रुपये प्रति सिलेंडर कम कर दी गई।

सरकारी ईंधन खुदरा विक्रेताओं के अनुसार, दिल्ली में एविएशन टर्बाइन फ्यूल (एटीएफ) की कीमत 3,954.38 रुपये प्रति किलोलीटर या 4.4 प्रतिशत घटकर 85,486.80 रुपये प्रति किलोलीटर हो गई है। राजधानी देश के सबसे व्यस्त हवाई अड्डों में से एक है। मूल्य में यह कटौती 1 अप्रैल को की गई 6.15 प्रतिशत (5,870.54 रुपये प्रति किलोलीटर) की भारी कटौती के बाद की गई है। इन दो कटौतियों ने इस वर्ष के शुरू में हुई मूल्य वृद्धि की प्रभावी रूप से भरपाई कर दी है। मुंबई में एटीएफ की कीमत 83,575.42 रुपये प्रति किलोलीटर से घटाकर 79,855.59 रुपये प्रति किलोलीटर कर दी गई, जबकि चेन्नई और कोलकाता में इसकी कीमत क्रमशः 88,494.52 रुपये और 88,237.05 रुपये प्रति किलोलीटर कर दी गई।

तेल कंपनियों ने वाणिज्यिक एलपीजी की



कीमत में भी 14.50 रुपये प्रति 19 किलोग्राम सिलेंडर की कटौती की है। अब राष्ट्रीय राजधानी में वाणिज्यिक एलपीजी की कीमत 1,747.50 रुपये और मुंबई में 1,699 रुपये होगी। यह कटौती 1 अप्रैल को प्रति सिलेंडर 41 रुपए की कटौती के बाद की गई है।

पिछले कुछ हफ्तों में अंतरराष्ट्रीय तेल की कीमतों में नरमी आई है। ऐसा वैश्विक व्यापार युद्ध के कारण ईंधन की मांग घटने की आशंका के बाद हुआ। ब्रेंट क्रूड 61 अमेरिकी डॉलर प्रति बैरल से नीचे कारोबार करता दिखा। जो तीन साल में सबसे निचला स्तर है। एटीएफ और एलपीजी की कीमतें वैट सहित स्थानीय करों के आधार पर हर राज्य में अलग-अलग होती हैं। हालांकि, घरेलू रसोई गैस सिलेंडर की कीमत 853 रुपये प्रति 14.2 किलोग्राम पर अपरिवर्तित

रखी गई है। पिछले महीने घरेलू रसोई गैस की कीमत में 50 रुपये प्रति सिलेंडर की बढ़ोतरी की गई थी। सार्वजनिक क्षेत्र की इंडियन ऑयल कॉर्पोरेशन (आईओसी), भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड (बीपीसीएल) और हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड (एचपीसीएल) जैसी कंपनियां हर महीने की पहली तारीख को एटीएफ और रसोई गैस की कीमतों में बदलाव करती हैं। अंतरराष्ट्रीय बाजार में तेल की कीमतों में नरमी आई है, लेकिन घरेलू बाजार में पेट्रोल और डीजल की कीमतें स्थिर बनी हुई हैं। पिछले साल मार्च के मध्य में आम चुनावों से पहले कीमतों में 2 रुपये प्रति लीटर की कटौती की गई थी। दिल्ली में पेट्रोल की कीमत 94.72 रुपये प्रति लीटर है, जबकि डीजल की कीमत 87.62 रुपये प्रति लीटर है।



**सुविधा** | इंदूरस्थ गैसलिमिटेड की ओर से प्रक्रिया शुरू की गई, अगले वर्ष मार्च तक संचालन की शुरुआत होगी

# कतार कम करने के लिए 11 सीएनजी पंप खुलेंगे

■ **उदय सिंह**

**नोएडा**। गौतमबुद्ध नगर में इंदूरस्थ गैस लिमिटेड (आईजीएल) 11 नए सीएनजी पंप शुरू करेगा। इससे पंपों पर लगने वाली वाहनों की कतार को कम करने में मदद मिलेगी।

जिले में आईजीएल के 72 सीएनजी पंप हैं। इन पर वाहनों का काफी दबाव रहता है। वाहन चालकों को 30 से 40 मिनट तक इंतजार करना पड़ता है। मुख्य सड़क तक वाहनों की कतार लग जाती है। इससे मुख्य सड़क पर जाम की स्थिति बन जाती है। लोग इसकी पंप संचालकों, आईजीएल और यातायात पुलिस से

शिकायत करते हैं। इस कारण आईजीएल ने वित्त वर्ष 2025-26 में 11 नए सीएनजी के पंप शुरू करने का निर्णय लिया है। सीएनजी के 11 नए पंप शुरू करने की प्रक्रिया भी शुरू कर दी गई है। मार्च 2026 तक लोगों को नए पंपों की सुविधा मिलनी शुरू होगी।

**वर्षभर में 40 हजार किलोग्राम मांग बढ़ गई** : आईजीएल के अनुसार पंपों पर मार्च 2024 तक चार लाख 30 हजार किलोग्राम सीएनजी की मांग हर रोज रहती थी। मार्च 2025 में मांग बढ़कर चार लाख 70 हजार किलोग्राम से भी अधिक रोजाना हो गई है। वर्षभर में 40 हजार किलोग्राम



सीएनजी की रोजाना खपत बढ़ी है। ऐसे में मार्च 2026 तक हर रोज सीएनजी की मांग पांच लाख

किलोग्राम से अधिक पहुंचने की उम्मीद है। आईजीएल अधिकारियों के अनुसार मार्च 2024 में हर रोज एक

**66** वित्त वर्ष में सीएनजी के 11 नए पंप शुरू किए जाएंगे। इसके लिए प्रक्रिया शुरू हो चुकी है। जिले में सीएनजी वाहनों की संख्या लगातार बढ़ रही है। - **अमनदीप सिंह**, वीपी, (सीसी/मीडिया), आईजीएल

नोएडा के सेक्टर-53 स्थित सीएनजी पंप पर गुरुवार को लगी वाहनों की कतार। • हिन्दुस्तान

लाख 75 हजार वाहनों में सीएनजी डाली जाती थी। मार्च 2025 में दो लाख वाहनों में गैस डाली जा रही है।

**नवोदय** टाइम्स

Fri, 02 May 2025

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# कमर्शियल एल.पी.जी. सिलेंडर 14.50 रुपए हुआ सस्ता

नई दिल्ली, 1 मई (एजेंसी): विमान ईंधन की कीमत में बृहस्पतिवार को 4.4 प्रतिशत की कटौती की गई। यह एक महीने के भीतर दूसरी बड़ी कटौती है। इसके अलावा होटलों एवं रेस्तरां में इस्तेमाल होने वाले वाणिज्यिक एल.पी.जी. सिलेंडर की कीमत अंतर्राष्ट्रीय मानकों के अनुरूप 14.50 रुपए प्रति सिलेंडर कम कर दी गई।



तेल कंपनियों ने वाणिज्यिक (कमर्शियल) एल.पी.जी. की कीमत भी 19 किलोग्राम वाले सिलेंडर पर 14.50 रुपए घटा दी है। राष्ट्रीय राजधानी में वाणिज्यिक एल.पी.जी. की कीमत अब 1,747.50 रुपए और मुंबई में 1,699 रुपए है। हालांकि, घरेलू रसोई गैस सिलेंडर की कीमत 853 रुपए प्रति 14.2 किलोग्राम पर यथावत् है।

## विमान ईंधन की कीमत में 4.4 प्रतिशत की कटौती

सरकारी ईंधन खुदरा विक्रेताओं के अनुसार राष्ट्रीय राजधानी में एविेशन टर्बाइन फ्यूल (ए.टी.एफ.) यानी विमान ईंधन की कीमत 3,954.38 रुपए प्रति किलोलीटर या 4.4 प्रतिशत घटकर 85,486.80 रुपए प्रति

किलोलीटर हो गई है। मुंबई में विमान ईंधन की कीमत 83,575.42 रुपए से घटाकर 79,855.59 रुपए प्रति किलोलीटर कर दी गई, जबकि चेन्नई तथा कोलकाता में इसकी कीमत घटाकर क्रमशः 88,494.52 रुपए और 88,237.05 रुपए प्रति किलोलीटर कर दी गई।

## कूड ऑयल में 2021 के बाद की सबसे बड़ी गिरावट

अंतर्राष्ट्रीय बाजार में कूड ऑयल की कीमतों में अप्रैल महीने के दौरान 16 प्रतिशत की गिरावट आई। यह कूड ऑयल के दाम में पिछले साढ़े 3 सालों में आई सबसे बड़ी मंथली गिरावट है। यह गिरावट ऐसे समय पर आई है जब ओपेक+ देशों की अगुवाई कर रहा सऊदी अरब अब उत्पादन बढ़ाने के संकेत दे रहा है और यह मान रहा है कि वह लंबे समय तक कम कीमतों को सह सकता है।

एक रिपोर्ट के मुताबिक सऊदी अरब ने इस बात के संकेत दिए हैं कि वह ऑयल मार्केट को सपोर्ट करने के लिए अपने उत्पाद में आगे और कटौती के पक्ष में नहीं है। इसके उलट, वह उत्पादन बढ़ाने पर विचार कर रहा है ताकि बाजार में अपनी हिस्सेदारी को मजबूत किया जा सके।



## कॉमर्शियल एलपीजी सिलेंडर 14.50 सस्ता

नई दिल्ली। विमान ईंधन की कीमत में वृहस्पतिवार को 4.4 प्रतिशत की कटौती की गई। यह एक महीने के भीतर दूसरी बड़ी कटौती है। इसके अलावा होटलों एवं रेस्तरां में इस्तेमाल होने वाले वाणिज्यिक एलपीजी सिलेंडर की कीमत अंतरराष्ट्रीय मानकों के अनुरूप 14.50 रुपये प्रति सिलेंडर कम कर दी गई। सरकारी ईंधन खुदरा विक्रेताओं के अनुसार, राष्ट्रीय राजधानी में एटीएफ यानी विमान ईंधन की कीमत 3,954.38 रुपये प्रति किलोलीटर या 4.4 प्रतिशत घटकर 85,486.80 रुपये प्रति किलोलीटर हो गई है। इससे पहले एक अप्रैल को 6.15 प्रतिशत (5,870.54 रुपये प्रति किलोलीटर) की भारी कटौती के बाद यह कदम उठाया गया है।

(विवरण पेज-11)

## कॉमर्शियल एलपीजी सिलेंडर 14.50 रु. सस्ता

नई दिल्ली (एसएनबी)। विमान ईंधन की कीमत में 4.4 प्रतिशत की कटौती की गई। यह एक महीने के भीतर दूसरी बड़ी कटौती है। इसके अलावा होटलों एवं रेस्तरां में इस्तेमाल होने वाले वाणिज्यिक एलपीजी सिलेंडर की कीमत अंतरराष्ट्रीय मानकों के अनुरूप 14.50 रुपये प्रति सिलेंडर कम कर दी गई।

सरकारी ईंधन खुदरा विक्रेताओं के अनुसार, राष्ट्रीय राजधानी में एविेशन टर्बाइन फ्यूल यानी विमान ईंधन की कीमत 3,954.38 रुपये प्रति किलोलीटर या 4.4 प्रतिशत घटकर 85,486.80 रुपये प्रति किलोलीटर हो गई है। इससे पहले एक अप्रैल को 6.15 प्रतिशत (5,870.54 रुपये प्रति किलोलीटर) की भारी कटौती के बाद यह कदम उठाया गया है। इन दो कटौतियों ने इस वर्ष के शुरू में हुई मूल्य वृद्धि की प्रभावी

रूप से भरपाई कर दी है। मुंबई में विमान ईंधन की कीमत 83,575.42 रुपये से घटाकर 79,855.59 रुपये प्रति किलोलीटर कर दी गई, जबकि चेन्नई तथा कोलकाता में इसकी कीमत घटाकर क्रमशः 88,494.52 रुपये और 88,237.05 रुपये प्रति किलोलीटर कर

दी गई। तेल कंपनियों ने वाणिज्यिक एलपीजी की कीमत भी 19 किलोग्राम वाले सिलेंडर पर 14.50 रुपये घटा दी है। दिल्ली में वाणिज्यिक एलपीजी की कीमत अब 1,747.50 रुपये और मुंबई में 1,699 रुपये है। इससे पहले एक अप्रैल से प्रति सिलेंडर इस पर 41 रुपये की कटौती की गई थी। अंतरराष्ट्रीय तेल की कीमतों में पिछले कुछ सप्ताह से नरमी आई है क्योंकि वैश्विक व्यापार युद्ध ने ईंधन की मांग के लिए संभावनाओं को कम कर दिया है।

■ विमान ईंधन की  
कीमतों में चार  
प्रतिशत की कटौती

## विमान ईंधन की कीमत में चार प्रतिशत की कटौती, वाणिज्यिक एलपीजी सिलेंडर की दरें भी घटीं

नई दिल्ली, (भाषा)। विमान ईंधन की कीमत में बृहस्पतिवार को 4.4 प्रतिशत की कटौती की गई। यह एक महीने के भीतर दूसरी बड़ी कटौती है। इसके अलावा होटलों एवं रेस्तरां में इस्तेमाल होने वाले वाणिज्यिक एलपीजी सिलेंडर की कीमत अंतरराष्ट्रीय मानकों के अनुरूप 14.50 रुपये प्रति सिलेंडर कम कर दी गई। सरकारी ईंधन खुदरा विक्रेताओं के अनुसार, राष्ट्रीय राजधानी में एविएशन टर्बाइन फ्यूल (एटीएफ) यानी विमान ईंधन की कीमत 3,954.38 रुपये प्रति किलोलीटर या 4.4 प्रतिशत घटकर 85,486.80 रुपये प्रति किलोलीटर हो गई है।

इससे पहले एक अप्रैल को 6.15 प्रतिशत (5,870.54 रुपये प्रति किलोलीटर) की भारी कटौती के बाद यह कदम उठाया गया है। इन दो कटौतियों ने इस वर्ष के शुरू में हुई मूल्य वृद्धि की प्रभावी रूप से भरपाई कर दी है। मुंबई में विमान ईंधन की कीमत 83,575.42

रुपए से घटाकर 79,855.59 रुपये प्रति किलोलीटर कर दी गई, जबकि चेन्नई तथा कोलकाता में इसकी कीमत घटाकर क्रमशः 88,494.52 रुपये और 88,237.05 रुपये प्रति किलोलीटर कर दी गई। तेल कंपनियों ने वाणिज्यिक एलपीजी की कीमत भी 19 किलोग्राम वाले सिलेंडर पर 14.50 रुपये घटा दी है। राष्ट्रीय राजधानी में वाणिज्यिक एलपीजी की कीमत अब 1,747.50 रुपये और मुंबई में 1,699 रुपये है। इससे पहले एक अप्रैल से प्रति सिलेंडर इस पर 41 रुपये की कटौती की गई थी।

अंतरराष्ट्रीय तेल की कीमतों में पिछले कुछ सप्ताह से नरमी आई है क्योंकि वैश्विक व्यापार युद्ध ने ईंधन की मांग के लिए संभावनाओं को कम कर दिया है। ब्रेट क्रूड 61 डॉलर प्रति बैरल से नीचे कारोबार कर रहा था जो उसका तीन साल से अधिक समय का सबसे निचला स्तर है।



**कटौती** वाणिज्यिक एलपीजी सिलेंडर की दरें घटीं

## विमान ईंधन की कीमत में चार प्रतिशत की कटौती

एजेंसी ■ नई दिल्ली

विमान ईंधन की कीमत में बृहस्पतिवार को 4.4 प्रतिशत की कटौती की गई। यह एक महीने के भीतर दूसरी बड़ी कटौती है। इसके अलावा होटलों एवं रेस्तरां में इस्तेमाल होने वाले वाणिज्यिक एलपीजी सिलेंडर की कीमत अंतरराष्ट्रीय मानकों के अनुरूप 14.50 रुपये प्रति सिलेंडर कम कर दी गई। सरकारी ईंधन खुदरा विक्रेताओं के अनुसार, राष्ट्रीय राजधानी में एविएशन टर्बाइन फ्यूल (एटीएफ) यानी विमान ईंधन की कीमत 3,954.38 रुपये प्रति किलोलीटर या 4.4 प्रतिशत घटकर



85,486.80 रुपये प्रति किलोलीटर हो गई है। इससे पहले एक अप्रैल को 6.15 प्रतिशत (5,870.54 रुपये प्रति किलोलीटर) की भारी कटौती के बाद यह कदम उठाया गया है। इन दो कटौतियों ने इस वर्ष के शुरू में हुई मूल्य वृद्धि की प्रभावी रूप से भरपाई कर दी है। मुंबई में विमान

ईंधन की कीमत 83,575.42 रुपये से घटकर 79,855.59 रुपये प्रति किलोलीटर कर दी गई, जबकि चेन्नई तथा कोलकाता में इसकी कीमत घटाकर क्रमशः 88,494.52 रुपये और 88,237.05 रुपये प्रति किलोलीटर कर दी गई। तेल कंपनियों ने वाणिज्यिक एलपीजी की कीमत भी

19 किलोग्राम वाले सिलेंडर पर 14.50 रुपये घटा दी है। राष्ट्रीय राजधानी में वाणिज्यिक एलपीजी की कीमत अब 1,747.50 रुपये और मुंबई में 1,699 रुपये है। इससे पहले एक अप्रैल से प्रति सिलेंडर इस पर 41 रुपये की कटौती की गई थी। अंतरराष्ट्रीय तेल की कीमतों में पिछले कुछ सप्ताह से नस्मी आई है क्योंकि वैश्विक व्यापार युद्ध ने ईंधन की मांग के लिए संभावनाओं को कम कर दिया है। ब्रेंट क्रूड 61 डॉलर प्रति बैरेल से नीचे कारेंबार कर रहा था जो उसका तीन साल से अधिक समय का सबसे निचला स्तर है। एटीएफ और एलपीजी की कीमतें वैंट सहित

स्थानीय करों के आधार पर हर राज्य में अलग-अलग होती हैं। हालांकि, घरेलू रसोई गैस सिलेंडर की कीमत 853 रुपये प्रति 14.2 किलोग्राम पर यथावत है। घरेलू रसोई गैस की कीमत में पिछले महीने 50 रुपये प्रति सिलेंडर की बढ़ोतरी की गई थी। सार्वजनिक क्षेत्र की इंडियन ऑयल कॉर्पोरेशन, भारत पेट्रोलियम कॉर्पोरेशन लिमिटेड और हिंदुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड हर महीने की पहली तारीख को बेंचमार्क अंतरराष्ट्रीय ईंधन की औसत कीमत एवं विदेशी विनिमय दर के आधार पर एटीएफ और एलपीजी गैस की कीमतों में संशोधन करती हैं।