

'Amid Tariff Brawl, Oil Prices may not Fall to 2015-16 Level'

These are good times for oil marketing cos, says BPCL's Gupta

Sanjeev Choudhary

New Delhi: Oil prices are unlikely to fall dramatically to the levels seen in 2015-16, which benefited India immensely, as uncertainties around US tariffs are likely to clear in two-three months, and producers may resort to supply cuts to arrest a free fall in prices, said the finance chief of Bharat Petroleum Corporation Limited (BPCL).

These are "good times" for oil marketing companies, BPCL director-finance Vetsa Ramakrishna Gupta told **ET** in an interview, referring to the large cash generation and margin boost that lower crude prices bring.

Despite US sanctions, Russian oil is "still more commercially viable" than others, and BPCL is facing no issue in sourcing it or paying for it, he said. Oil prices are likely to stay in the \$60-65 per barrel range for the next two-three months and may inch to the \$65-70 range after the tariff uncertainties fade, Gupta said.

The baseline tariff issue between the US and

major countries is likely to be resolved during this period, he said. Recent tariff declarations of more than 100% by the US and China on each other's goods are just "tactical moves" ahead of negotiations, Gupta said. "Without US, China cannot survive. Without China, the US cannot survive," he said, adding that the two countries will have to strike a deal.

The current uncertainties are "sufficient" to disturb demand, which is weighing on oil prices, Gupta said. He, however, ruled out a repeat of the price crash witnessed in the past decade when crude prices plunged to below \$30 in early 2016 from above \$100 per barrel in the middle of 2014, benefitting Indian refiners, consumers and the government handsomely. Benchmark Brent averaged \$44 in 2016, down from \$52 per barrel in 2015.

"I don't think the price will fall down drastically. If prices fall to \$50-55 level, automatically production cuts will happen," Gupta said, adding that producer cartel OPEC will be the first to cut supplies.



Consumer Affairs Ministry frames draft rules for mandatory gas meter testing

Our Bureau
New Delhi

The Department of Consumer Affairs has framed draft rules for gas meters under the Legal Metrology (General) Rules, 2011, which will make it mandatory for all gas meters used for domestic, commercial and industrial purposes to undergo testing, verification and stamping before being used in trade and commerce. The rules also mandate the re-verification of these gas meters to ensure their accuracy when they are in use.

“The primary objective of these new rules is to ensure accuracy, transparency and reliability in the measurement of gas. Verified and stamped gas meters will prevent overcharging or under-measurement, reduce disputes and provide guaranteed protection to consumers against faulty or manipulated devices. Consumers stand to benefit directly through fair billing, improved energy efficiency and reduced maintenance costs arising from standardised and compliant equipment,” DoCA said in a statement.

GLOBAL COMPLIANCE

The draft rules provide a structured compliance framework for manufacturers and gas distribution companies, aligned with international best practices and OIML (International Organization of Legal Metrology) standards. This alignment reinforces India’s commitment to global standards, boosts credibility in international trade and encourages innovation and quality assurance within the domestic manufacturing ecosystem, it added.

“Following deliberations, the rules were finalised with a provision for a transitional period to allow industry and implementing authorities to prepare for compliance. This



The draft rules establish a compliance framework for manufacturers, aligned with international standards

measured approach ensures a smooth implementation across the country without disrupting gas supply or burdening consumers or businesses,” it added.

The DoCA said these draft rules were widely circulated among stakeholders, including manufacturers, testing laboratories, city gas distribution companies and State Legal Metrology Departments. “Their feedback was carefully reviewed and incorporated into the final draft, wherever required. Multiple rounds of stakeholder meetings and inter-departmental consultations were held to ensure every aspect was comprehensively addressed, balancing regulatory requirements with ease of implementation,” it added.

EXPERT COLLABORATION

A technical committee consisting of representatives from the Indian Institute of Legal Metrology (IILM), Regional Reference Standard Laboratories, industry experts and voluntary consumer organisations (VCOs) was constituted to frame the draft.

Simultaneously, the Bureau of Indian Standards (BIS) was engaged to review the draft and provide scientific and technical inputs.

“This initiative underscores the Department’s commitment to modernising India’s measurement ecosystem in line with global benchmarks,” it added.

CPSE classification norms may be revised

Move aimed at enhancing quality and efficiency

HARSH KUMAR

New Delhi, 14 April

The Centre is planning to revise the guidelines governing the classification and performance assessment of Central Public Sector Enterprises (CPSEs) — which are categorised in four Ratna groups — and may introduce a provision to downgrade a CPSE if its performance dips, a senior government official said.

CPSEs are divided into four groups, Maharatna, Navaratna, Mini Ratna Category 1, and Mini Ratna Category 2.

“The proposed changes aim to enhance the overall quality and efficiency of CPSEs which are into four various categories. The government is also working on the revised framework that may include provisions to downgrade the status of CPSEs based on their performance, a measure that is currently not in place. This move is expected to bring greater accountability and performance-driven governance to the public sector,” the official said.

There are 14 Maharatna CPSEs and 26 Navratna CPSEs in India. Last year, Union Finance Minister Nirmala Sitharaman approved the upgradation of four CPSEs, Railtel Corporation of India, Solar Energy Corporation of India, Satluj Jal Vidyut Nigam, and National Hydroelectric Power Corporation, to Navratna status.

The Centre last month elevated the status of Indian Railway Catering & Tourism Corporation Limited (IRCTC) and Indian Railway Finance Corporation Limited (IRFC) from Miniratna to Navratna.

The CPSEs have delivered their highest-ever dividend payout to the central government, amounting to ₹74,016 crore in the financial year 2024-25 (FY25).

The CPSEs that led the contribution include Coal India (₹10,252 crore), ONGC (₹10,001 crore), Indian Oil Corporation (₹5,090 crore), Power Grid Corporation of India (₹4,824 crore), and NTPC Ltd (₹4,088 crore). This marks a consistent upward trend in dividends from CPSEs over recent years. The central government received ₹63,749 crore in FY24, ₹59,533 crore in FY23, ₹59,294 crore in FY22, and ₹39,750 crore in FY21.

A Maharatna must be listed on an Indian stock exchange with a minimum prescribed public shareholding of 25 per cent based on Sebi regulations.

It should also have an average annual turnover of more than ₹25,000 crore, an average annual net worth of more than ₹15,000 crore, and an average annual net profit after tax of over ₹5,000 crore in the last three years.

Moreover, it should have a significant global presence or international operations.

The Maharatna scheme, introduced in 2010, aims to empower mega CPSEs to expand their operations and emerge as global giants.

The government grants Navratna status to CPSEs that have obtained an “excellent” or “very good” memorandum of understand-

ing (MoU) rating in three of the last five years. They should also have a composite score of 60 or above in six selected performance indicators, such as net profit-to-net worth; manpower cost-to-total cost of production/services; profit before depreciation, interest and taxes-to capital employed; profit before interest and taxes-to-turnover; earnings per share; and inter-sectoral performance.

The Navratna scheme was introduced in 1997 to identify CPSEs with comparative advantages and support them in their quest to become global giants.



ILLUSTRATION: BINAY SINHA

MEASURING UP

■ Performance-based downgrade clause on cards

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■ CPSEs delivered record ₹74,016 cr dividend in FY25

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Delhi govt to halt sale of fuel to overage vehicles within 2 weeks

Alok KN Mishra

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NEW DELHI: The Delhi government is likely to implement its ambitious plan to halt the sale of fuel to so-called "end-of-life vehicles" (ELVs) within two weeks, officials familiar with the matter said, adding that only 15 of the city's 500 fuel stations remain to be equipped with Automatic Number Plate Recognition (ANPR) cameras which will enable the scheme's rollout.

Announced earlier this year, the initiative aims to curb vehicular emissions by barring fuel sales to vehicles that have outlived their legal road life. However, experts have cautioned that the scheme could trigger widespread confusion and present enforcement challenges.

"Only around 15 fuel stations of the 500 fuel stations across the city are yet to get the required system installed such as cameras to identify ELVs as soon as they enter the fuel stations for refilling. Around 485 fuel stations, including CNG stations, have completed installation of the required ANPR sys-



The initiative aims to curb vehicular emissions.

HTARCHIVE

tems. Only 15 remain. Once all stations are equipped, the rollout will begin," said a Delhi government official, who did not wish to be named.

The official added that the government also expects to receive approval shortly from the Commission for Air Quality Management (CAQM), a statutory body overseeing pollution control

efforts in the National Capital Region. The plan was initially set for rollout on April 1 but was delayed due to incomplete installation of tracking systems.

Under the new system, CCTV cameras with ANPR technology will scan vehicle number plates as they enter fuel stations. These cameras will be linked to the mParivahan database to identify

vehicles that have exceeded their permissible age limits. Once a vehicle is flagged as an ELV, fuel station operators will be notified not to sell fuel.

The restrictions will apply to all vehicles — regardless of registration state — once they enter any fuel station within Delhi. ANPR cameras will read number plates and cross-check registration data to identify ELVs.

Under environmental regulations issued by the National Green Tribunal in 2015 and upheld by the Supreme Court in 2018, petrol vehicles over 15 years old and diesel vehicles over 10 years old are prohibited from operating in the city. The government classifies such vehicles as ELVs, and driving them in Delhi is illegal.

The scheme is part of the government's broader effort to reduce pollution by eliminating older vehicles that do not comply with current emission norms. "The aim is to ensure these outdated vehicles can no longer run freely in the city by denying them fuel," the official said.

According to transport department records, Delhi had over 6

million ELVs as of September 2024. While many of these vehicles have been taken off the roads, officials estimate that thousands continue to operate across NCR, contributing significantly to pollution. In 2023, the city impounded 22,397 such vehicles, while 2,310 were impounded in the first nine months of 2024. From 2024 to 2025, more than 20,000 ELVs were impounded for scrapping. However, officials noted that Delhi does not have a vehicle scrapping facility of its own.

While officials claim most impounded vehicles are scrapped, no consolidated data on scrapping numbers is available.

In early April, the Delhi government formally approached the CAQM for clearance to enforce the policy. Once approval is granted and full camera installation is completed, the city is expected to begin strict enforcement.

Environmental policy experts have urged the government to clearly communicate the details of the scheme, especially the legal exemptions—for instance, vintage vehicles or those with special permits.

Delhi may curb fuel sale for old vehicles in 2 wks

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THE PLAN WAS TO BE ROLLED OUT ON APRIL 1 BUT WAS PUSHED AFTER A DELAY IN THE INSTALLATION OF TRACKING SYSTEMS

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→P4

Diesel demand growth falls to lowest since pandemic in FY25

OUR CORRESPONDENT

NEW DELHI: Growth in demand for diesel, India's most consumed petroleum product, fell to its lowest since the pandemic in the financial year ended March 31 as the economy expands at a slower pace and consumption shifts to cleaner fuels.

Diesel consumption rose 2 per cent to 91.4 million tonnes in 2024-25 (April 2024 to March 2025) fiscal, according to provisional data released by the Petroleum Planning and Analysis Cell (PPAC) of the Oil Ministry.

The growth in demand for diesel, which is used to power trucks and farm machinery, in 2024-25 was slower than 4.3 per cent in the previous fiscal and 12.1 per cent in 2022-23.

Diesel accounts for about 40 per cent of oil used in India. Softness in demand growth mirrors economic activity in the country.

But more than the economy, it is Electric Vehicles (EVs) which are starting to reshape diesel demand in India.

Industry officials said diesel still powers three-fourth of India's transport sector but the growth is moderating due to the EV shift. The slower consumption rise compared to petrol was largely due to the commercial EV shift.

Electric buses are being rapidly adopted in cities like Delhi and Mumbai, and electric auto-rickshaws (e-rickshaws) have become dominant in many tier-2 and tier-3 cities, directly



'Diesel consumption rose 2 per cent to 91.4 million tonnes in 2024-25 (April 2024 to March 2025) fiscal'

cutting diesel use in urban public transport. Also, companies like Amazon, Flipkart, and BigBasket are switching their delivery fleets to EVs. This shift primarily affects diesel-driven vans and LCVs (Light Commercial Vehicles), reducing demand in the logistics sector.

Petrol consumption rose 7.5 per cent to 40 million tonnes while LPG demand was up 5.6 per cent to 31.32 million tonnes.

Reflecting boom in the aviation sector, jet fuel consumption was up nearly 9 per cent at about 9 million tonnes in 2024-25.

Demand for naphtha, which is used as a fuel in industries, fell 4.8 per cent to 13.15 million tonnes while fuel oil consumption was down nearly a per cent at 6.45 million tonnes.

Bitumen, used in road construction, saw consumption fall 5.4 per cent at 8.33 million tonnes. Petroleum coke demand was up 8.6 per cent

Key Points

- » The growth in demand for diesel in FY25 was slower than 4.3 per cent in FY24 and 12.1 per cent in FY23
- » Diesel accounts for 40% of oil used in India. Fall in demand growth mirrors economic activity
- » But more than economy, it is EVs which are starting to reshape diesel demand in India

and so was that of lubricants and greases whose use rose 12.3 per cent.

Overall, petroleum production consumption in India was up 21 per cent at 239.171 million tonnes. This growth was slower than the 5 per cent rise in 2023-24, 10.6 per cent in the preceding year and 3.8 per cent in 2021-22.

Oil consumption growth in 2024-25 was the slowest in a decade if the two Covid-marred years of 2019-20 and 2020-21 are excluded. During 2019-20 and 2020-21, oil demand fell as the country was under lockdown in most parts to prevent the spread of the pandemic.

For the current fiscal which started from April 1, PPAC has projected a 5.7 per cent growth in oil demand to nearly 253 million tonnes. Diesel consumption is projected to rise by 3 per cent to 94.1 million tonnes and petrol by 6.5 per cent to 42.63 million tonnes.

Diesel demand rises 2%, slowest since pandemic

Sanjay.Dutta
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New Delhi: Diesel demand grew at just about 2% in 2024-25, slowest since the pandemic, as the pace of expansion in overall POL — petroleum, oil and lubricants — consumption more than halved from 5% a year ago, latest govt data shows.

In contrast, petrol sales rose at 7.4% during the year ended March 31, marking an improvement over 6.4% growth clocked in 2023-24, according to provisional data released by the oil ministry's market tracker Petroleum Planning & Analysis Cell.

Taken together, the faltering diesel consumption, considered a key indicator of economic activities, can be seen as a signal of slowing economic growth. And, CNG (compressed na-

Petrol Consumption Up By Over 7%

> Petrol sales increased 7.4% in the year ended March 31

> The data shows an improvement over 6.4% growth clocked in 2023-24

> Rising petrol consumption shows shift in passenger vehicle segment

as consumers prefer petrol-fuelled cars

> Many cities have implemented 10-year time-bar imposed by National Green Tribunal for diesel vehicles in National Capital Territory



tural gas) and electric vehicles have been displacing market share of diesel in the utility and commercial mobility segments.

Rising petrol consumption bears out the market shift in the passenger vehicle segment as consumers prefer petrol cars, essentially out of fear as many cities have implemented the 10-year time-bar imposed by the National Green Tribunal

for diesel vehicles in the National Capital Territory.

Still, diesel remains the largest selling fuel and mainstay of freight, construction and farming sectors, managing to keep its share in the overall POL sales at 38.2% during the year under review against 38.3% in 2023-24. In line with the rising volume of petrol car sales, its share has improved to 16.7% from 15.9% in the year-ago period.

Dip in crude import prices lifts hope for a trickle-down to fuels

Rajeev Jayaswal

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NEW DELHI

India's average crude oil import price has fallen below \$70 a barrel for the first time since August 2021 even as benchmark Brent crude on Monday opened below \$65, raising hopes of a downward revision of petrol and diesel prices that could bring some cheer to customers, and enhancing the macro-economic stability of an economy that imports most of its fuel, people familiar with the matter said.

India's average crude import price fell to \$69.39 a barrel on Friday, a decline of over 22% from \$89.44 in April last year. Official data could not be updated because Monday was a public holiday. Global crude oil prices may fall further because of expected weak global growth amid heightened risks of a trade war, leading to demand contraction, at least four people said requesting anonymity.



India's average crude import cost fell to \$69.39 a barrel as on Friday. BLOOMBERG

The people include oil firm executives and sectoral experts. India imports more than 87% crude it processes. In the refining business crude is the prime raw material constituting about 90% of the total cost.

Goldman Sachs sees Brent averaging \$63 for rest of 2025, a *Reuters* report said on Monday. Adding to the bearish estimates, the Organisation of the Petroleum Exporting Countries (Opec) cut forecasts for global oil demand growth this year

and the next. The cartel lowered demand growth projections for 2025 and 2026 by about 100,000 barrels a day, projecting an expansion of 1.3 million barrels a day—or approximately 1%—for each year, according to a report from its secretariat in Vienna, *Bloomberg* reported.

To be sure, the government has been quick to reap the windfall of falling crude prices.

Addressing a press conference on 7 April after the government announced raising excise duty on petrol and diesel, petroleum minister Hardeep Puri said that oil companies held inventories of 45 days costing them about \$75 per barrel.

He said companies would have some “headroom” to reduce pump prices of petrol and diesel when their inventory cost decline in the range of \$60 to \$65 a barrel.

The expected windfall gains to the government is in the region of ₹32,000 crore. It raised excise duty on petrol and diesel by ₹2 a litre from 8 March for cross subsidising cooking gas cylinders.

Hindustan Times

Draft rules issued for gas metres to protect consumers

PRESS TRUST OF INDIA ■ New Delhi

The government has drafted new rules requiring testing, verification and stamping of all domestic, commercial, and industrial gas metres before they can be used in trade, the consumer affairs ministry said on Monday.

The proposed regulations under the Legal Metrology (General) Rules, 2011 aim to ensure accuracy and reliability in gas measurement, preventing billing disputes and protecting consumers from faulty devices. "Verified and stamped gas meters will prevent overcharging or under-measurement, reduce disputes and provide guaranteed protection to consumers against faulty or manipulated devices," the ministry said in a statement. Consumers will benefit through fair billing, improved energy efficiency and reduced maintenance costs from standardised equipment, it added.

The draft rules include provisions for re-verification of meters in use and establish a compliance framework for manufacturers and distribution companies aligned with International Organisation of Legal Metrology standards. The ministry framed the regulations after consulting with the Indian Institute of Legal Metrology, industry experts, consumer organisations.

India's crude import price falls below \$70

Rajeev Jayaswal

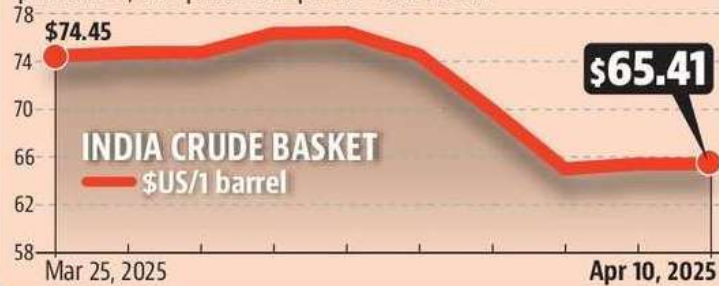
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Cheaper trajectory

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continued on →11

CRUDE OIL

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The expected windfall gains to the government is in the region of ₹32,000 crore . It raised excise duty on petrol and diesel by ₹2 a litre from March 8 for cross subsidising cooking gas cylinders. “The next beneficiary would be the consumer as government wants public sector OMCs (oil marketing companies) to slash retail prices of petrol and diesel, if international oil prices remain low,” one executive, mentioned in the first instance, said.

Consumer prices for petrol and diesel were last reduced over a year ago by ₹2 per litre each on March 15, 2024, ahead of the general elections. That month, India’s average cost of crude oil import was \$84.49 per barrel. In the first two weeks of current month, the average import cost plunged further to \$69.39 per barrel, a 17.87% dip from March 2024 when pump prices of auto fuels were last reduced.

“Even after factoring in rupee-dollar exchange rate, OMCs are currently making at least ₹10-12 per litre margin on auto fuels, but ‘base’ prices of petrol and diesel have not been revised in lines with international benchmarks,” a second person, an expert, said.

According to price buildup published by state-run Indian Oil Corporation (IOC), the company on April 8 reduced the base price of petrol (which also factors in exchange rate) by ₹2 to ₹52.84 per litre from ₹54.84 a litre earlier. The government, however, mopped up the benefit of base price reduction by raising excise duty from Rs 19.90 per litre to ₹21.90 per litre on April 8. Thus, pump price of petrol remained unchanged to ₹94.77 per litre in New Delhi.

Similarly, base price of diesel was cut from ₹55.76 a litre to ₹53.76 per litre per litre on April 8, but the government mopped up this ₹2 per litre benefit by raising excise duty on diesel from ₹15.80 a litre to ₹17.80 per litre, while pump price of the fuel remained unchanged at ₹87.67 per litre in New Delhi.

OPEC cuts demand forecasts for 2025, 2026 on trade war

GRANT SMITH
April 14

THE ORGANIZATION OF the Petroleum Exporting Countries (OPEC) has cut forecasts for global oil demand growth this year and the next as US President Donald Trump's tariff onslaught takes a toll on consumption, while remaining more bullish than other forecasters.

The cartel lowered demand growth projections for 2025 and 2026 by about 100,000 barrels a day, projecting an expansion of 1.3 million barrels a day — or approximately 1% — for each year, according to its latest monthly report.

Despite the downgrades, the estimates from the OPEC remain considerably higher than many others in the industry — a recurring feature of its research. The US government's Energy Information Administration slashed its 2025 growth figure by 30% last week to 900,000 barrels a day, while Goldman Sachs Group anticipates consumption rising by 500,000 barrels a day.

OPEC leader Saudi Arabia has made surprising use of the market slump, steering the group and its allies to accelerate planned production increases in an effort to sink crude prices and make wayward members abide by their output quotas. Oil futures are trading near \$65 a barrel in London after plunging to a four-year low last week.

The report published on Monday helps explain the source of Riyadh's ire.

Kazakhstan, despite saying it had held talks with international oil companies to rein in supplies, increased production once again. Its output rose 37,000 barrels a day last month to an average of 1.852 million barrels a day. That's 422,000 barrels a day more than the level it had pledged to pump, both exceeding its quota and failing to make compensation cuts that were supposed to start offsetting months of cheating.

Astana still appears to have made little headway in complying this month, people familiar with the matter said last week.

The OPEC has misfired in its demand projections in recent years, having launched an outlook for

SLIPPERY PATH

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■ Kazakhstan, which has persistently exceeded its OPEC+ output target, increased production by

37,000 bpd in March, breaching restrictions again

2024 that was more bullish than the wider industry, only to slash the projection by 32% over the course of six consecutive monthly downgrades.

The International Energy Agency, which publishes forecasts that are more closely watched by oil traders than those of OPEC, will release its latest updates on Tuesday.

Meanwhile, oil prices held steady on Monday as exemptions for some electronics goods from US tariffs and data showing a sharp rebound in China's crude imports in March were outweighed by concerns that the trade war could weaken global economic growth and dent fuel demand. Brent crude futures were flat at \$64.76 at 11:19 a.m. ET (1519 GMT). US West Texas Intermediate crude were down 13 cents, or 0.2%, at \$61.37. Brent and WTI have lost about \$10 a barrel since the start of the month and analysts have lowered oil price forecasts as the trade war between the world's two largest economies has intensified.

—BLOOMBERG



**US TARIFFS****Opec cuts
forecast for
oil demand**

Paris: Opec (Organisation of the Petroleum Exporting Countries) slightly lowered its forecast for oil demand growth on Monday, citing the impact of US tariffs on the world economy. The Saudi-led oil cartel said in a monthly report that it now expects demand to grow by 1.3 million barrels per day (bpd) in 2025, down from a previous forecast of 1.4 million bpd.

The "minor adjustment" was mainly due to first-quarter data and "the expected impact on oil demand given recently announced US tariffs". The now sees global demand reaching at total 105.1 million bpd this year. It also slightly lowered its global economic growth forecast to three percent. "The global economy showed a steady growth trend at the beginning of the year; however, the near-term trajectory is now subject to higher uncertainty, given the recent tariff-related dynamics," Opec said in the report. AGENCIES



OPEC cuts global oil demand growth forecast

London: OPEC cut its 2025 global oil demand growth forecast on Monday for the first time since December, citing the impact of data received for the first quarter and trade tariffs announced by the US. OPEC, in a monthly report, said world oil demand would rise by 1.30 million barrels per day in 2025 and by 1.28 million bpd in 2026. Both forecasts are down 1,50,000 bpd from last month's figures.

REUTERS

Opec cuts oil demand growth forecasts

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LONDON

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The Organization of the Petroleum Exporting Countries (Opec), in a monthly report, said world oil demand would rise by 1.30 million barrels per day in 2025 and by 1.28 million bpd in 2026.

Both forecasts are down 150,000 bpd from last month's figures.

U.S. President Donald Trump's trade tariffs as well as a plan for higher output by Opec+, which includes Opec and allies such as Russia, have put downward pressure on oil prices this month and raised concern about economic growth.

In the report, Opec lowered its world economic growth forecast this year to 3.0% from 3.1% and reduced next year's to 3.1% from 3.2%.

"The global economy showed a steady growth trend at the beginning of the year, however, recent trade-related dynamics have introduced higher uncertainty to the short-term global economic growth outlook," Opec said in Monday's report.

Railways can pursue new tech frontiers

Hydrogen, hyperloop technologies are worth exploring, so that Railways emerges as a trendsetter

Sudhanshu Mani

Indian Railways (IR) is flush with funds, thanks to Budgetary support from the Centre. There is relentless bombardment of updates flaunting not completion but 'percentage completion' of high-profile projects, notwithstanding the delays.

The delays apply to the Western Dedicated Freight Corridor; Vande Bharat Sleeper, inaugurated twice already — in March 2024 and in September 2024; the prestigious Mumbai-Ahmedabad High-Speed Rail project; and coverage of Kavach.

One hopes that some of these projects, which are undoubtedly significant, will gather momentum in the new fiscal. But with the exception of Kavach, none of them involves a novel technology. What, therefore, also deserves closer attention are its futuristic projects — technologies that are yet to be proven anywhere in the world. Two such projects are the hydrogen train and hyperloop.

IR must not only take the lead but also embrace risks associated with select futuristic projects — those that offer a reasonable promise of materialisation, even if certainty can never be

guaranteed for a blue sky project. No genuine technological jump comes with a safety net. As the national rail network of a large and ambitious country, IR cannot afford to remain a perpetual follower.

GREEN HYDROGEN

Is there a credible case for IR to stake its leadership in the emerging arena of hydrogen-powered trains? Their promise remains largely unfulfilled, even in their birthplace, Germany, where the technology has struggled after initial deployment. Another fundamental question is whether it makes sense for IR to invest in a system designed for non-electrified routes after it has electrified all its routes. The idea of deploying them on heritage routes seems equally impractical as these lines are scattered across remote locations and ground installation of storage and logistics would be a killer.

How green and cost-effective is green hydrogen? Hydrogen has potential in specific industrial sectors, but is not a universal energy solution due to inefficiency and infrastructure issues. It needs a thorough review based on basic technical, economic, and practicability standpoints; it should be deployed where it would add real value and it is



GREEN HYDROGEN. Yet to gain traction ISTOCK

time that IR's hydrogen trains spark informed debate. IR, however, proclaims that India has taken a major leap in railway technology — one that no other country currently possesses. While it is true that the propulsion system has been developed by a highly competent Indian firm with a solid global reputation, the heart of the system — the fuel cell — is imported. So, is this truly an innovation worth celebrating, or just another instance of grandstanding with borrowed technology, without much hope of its serialisation or export?

Hyperloop technology too is equally contentious. Experts argue that multiple attempts to develop it worldwide have ended in abandonment due to its

exorbitant costs and lower energy efficiency compared to high-speed trains. Several companies that initially pursued the concept have either shut down or pivoted after early trials. I am, however, not prepared to pronounce it dead just yet. If a rigorous evaluation suggests a strong — if not guaranteed — prospect of viability in the near future, then IR should not only support it but also shoulder the associated risks. Subject to a positive outcome of the said evaluation, which has been non-existent so far, it should aspire to build the world's first commercially operational hyperloop.

The IIT-Madras Avishkar Hyperloop team and its start-up, TuTr, have constructed a 410-meter test track with IR's backing. This home-grown initiative is laudable but it is an early experimental phase — akin to an advanced academic prototype than a commercially viable solution. IR should leverage India's size and potential of investment to forge partnerships with established global players. With government grants, IR can aim for leadership rather than mere participation.

The writer is Retd. GM/Indian Railways, Leader of Train 18/Vande Bharat project and Independent Rail Consultant

उपभोक्ताओं को खराब गैस मीटरों से बचाने के लिए कड़े किए नियम

■ उपभोक्ता मामलों के विभाग ने नए ड्राफ्ट नियम तैयार किए

■ टेस्टिंग, वेरिफिकेशन और मुहर लगाना अनिवार्य करने का प्रस्ताव

नई दिल्ली, 14 अप्रैल (एजेंसियां)। उपभोक्ता मामलों के विभाग ने सोमवार को कहा कि उसने नए ड्राफ्ट नियम तैयार किए हैं, जिसके तहत घरेलू, वाणिज्यिक और औद्योगिक उद्देश्यों में उपयोग होने वाले सभी गैस मीटरों के लिए उपयोग से पहले टेस्टिंग, वेरिफिकेशन और मुहर लगाना अनिवार्य करने का प्रस्ताव है। इससे उपभोक्ताओं के हितों की रक्षा हो सकेगी। उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय ने एक बयान में कहा कि इन गैस मीटरों का रिवेरिफिकेशन भी नियमों के तहत निर्धारित किया गया है ताकि उपयोग में होने पर उनकी शुद्धता सुनिश्चित की जा सके। लीगल मेट्रोलाजी (जनरल) नियम, 2011 के तहत तैयार किए गए इन नए नियमों का प्राथमिक



उद्देश्य गैस के माप में सटीकता, पारदर्शिता और विश्वसनीयता सुनिश्चित करना है। सत्यापित और मुहर लगे गैस मीटरों से अधिक शुल्क लेने या कम माप करने पर लगाम लगेगी, विवादों में कमी आएगी और खराब या छेड़छाड़ किए गए मीटरों के खिलाफ उपभोक्ताओं को गारंटीकृत सुरक्षा सुनिश्चित होगी। आधिकारिक बयान के अनुसार, उपभोक्ताओं को उचित बिलिंग, बेहतर ऊर्जा दक्षता और मानकीकृत उपकरणों से खरखाव में बचत का फायदा होगा। उपभोक्ता लाभों के अलावा, नए नियम 'निर्माताओं' और 'गैस वितरण कंपनियों' के लिए एक स्ट्रक्चर्ड फ्रेमवर्क तैयार करेंगे, जो इंटरनेशनल बेस्ट प्रैक्टिस और इंटरनेशनल ऑर्गेनाइजेशन ऑफ लीगल मेट्रोलाजी स्टैंडर्ड्स से जुड़े होंगे।

हितधारकों के साथ की गई थी बैठक

आधिकारिक बयान में कहा गया है कि हितधारकों की बैठकों और अंतर-विभागीय परामर्श के कई दौर आयोजित किए गए थे जिनमें नियामक जरूरतों और नियमों को लागू करने में आसानी के बीच संतुलन बनाते हुए हर पहलू पर व्यापक रूप से ध्यान दिया गया था। विचार-विमर्श के बाद, नियमों को अंतिम रूप दिया गया।



कच्चे तेल के दाम 65 डॉलर से नीचे आए

नई दिल्ली, एजेंसी। सोमवार सुबह कच्चे तेल के दाम 65 डॉलर प्रति बैरल से नीचे आ गए।

खाड़ी देशों का कच्चा तेल ब्रेंट क्रूड ऑयल एक फीसदी की तेजी के साथ 65.36 डॉलर प्रति बैरल पर कारोबार कर रहा था। जबकि, ब्रेंट क्रूड ऑयल की कीमतें 64.41 डॉलर पर आ गई थी। पिछले साल के आखिर में ब्रेंट क्रूड ऑयल कीमतें 74.64 डॉलर प्रति बैरल थी, जिसमें 10 डॉलर की गिरावट देखने को मिल चुकी है। दूसरी ओर अमेरिकी कच्चे तेल की कीमत में काफी गिरावट देखी जा रही है। अभी डब्ल्यूटीआई क्रूड ऑयल के दाम एक फीसदी की तेजी के साथ 62.07 डॉलर प्रति बैरल हैं।

केन्द्र ने उपभोक्ताओं को खराब गैस मीटरों से बचाने के लिए कड़े किए नियम

आज समाज नेटवर्क

नई दिल्ली। उपभोक्ता मामलों के विभाग ने सोमवार को कहा कि उसने नए ड्राफ्ट नियम तैयार किए हैं, जिसके तहत घरेलू, वाणिज्यिक और औद्योगिक उद्देश्यों में उपयोग होने वाले सभी गैस मीटरों के लिए उपयोग से पहले टेस्टिंग, वेरिफिकेशन और मुहर लगाना अनिवार्य करने का प्रस्ताव है। इससे उपभोक्ताओं के हितों की रक्षा हो सकेगी। उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय ने एक बयान में कहा कि इन गैस मीटरों का रिवेरिफिकेशन भी नियमों के तहत निर्धारित किया गया है ताकि उपयोग में होने पर उनकी शुद्धता सुनिश्चित की जा सके।

लीगल मेट्रोलाजी (जनरल) नियम, 2011 के तहत तैयार किए गए इन नए नियमों का प्राथमिक उद्देश्य गैस के माप में सटीकता, पारदर्शिता और विश्वसनीयता सुनिश्चित करना है। सत्यापित और मुहर लगे गैस मीटरों से अधिक शुल्क लेने या कम माप करने पर लगाम लगेगी, विवादों में कमी आएगी और खराब या छेड़छाड़ किए गए मीटरों के खिलाफ उपभोक्ताओं को गारंटीकृत सुरक्षा सुनिश्चित होगी। आधिकारिक बयान के अनुसार, उपभोक्ताओं को उचित बिलिंग, बेहतर ऊर्जा दक्षता और मानकीकृत उपकरणों से रखरखाव में बचत का फायदा होगा। उपभोक्ता लाभों के अलावा, नए नियम 'निमाताओं' और 'गैस वितरण कंपनियों' के लिए एक स्ट्रक्चर्ड फ्रेमवर्क तैयार करेंगे, जो इंटरनेशनल बेस्ट प्रैक्टिस और इंटरनेशनल ऑर्गनाइजेशन ऑफ लीगल



मेट्रोलाजी स्टैंडर्ड्स से जुड़े होंगे। ड्राफ्ट नियम तैयार करने के लिए इंडियन इंस्टीट्यूट ऑफ लीगल मेट्रोलाजी (आईआईएलएम), रीजनल रेफरेंस स्टैंडर्ड लैबोरेट्रीज (आरआरएसएल), इंडस्ट्री एक्सपर्ट और वॉलन्टरी कंज्यूमर ऑर्गनाइजेशंस (वीसीओ) के प्रतिनिधियों से मिलकर एक तकनीकी समिति का गठन किया गया था। साथ ही, भारतीय मानक ब्यूरो (बीआईएस) को ड्राफ्ट की जांच करने और वैज्ञानिक तथा तकनीकी इनपुट प्रदान करने की जिम्मेदारी सौंपी गई थी। ड्राफ्ट नियमों को निमाताओं, परीक्षण प्रयोगशालाओं, सिटी गैस डिस्ट्रिब्यूशन (सीजीडी) कंपनियों और स्टेट लीगल मेट्रोलाजी डिपार्टमेंट सहित हितधारकों के बीच व्यापक रूप से प्रसारित किया गया था। आधिकारिक बयान में कहा गया है कि हितधारकों की बैठकों और अंतर-विभागीय परामर्श के कई दौर आयोजित किए गए थे।

गैस उपभोक्ताओं के लिए नए मीटर नियम लाने की कवायद

■ नए नियमों के तहत मीटर को सत्यापित कराना अनिवार्य करने की तैयारी

■ मौजूदा समय में इस्तेमाल किए जा रहे मीटरों को सत्यापित कराने की भी मिलेगी सुविधा

नई दिल्ली (भाषा) ।

उपभोक्ता मामलों के मंत्रालय ने सोमवार को कहा कि सरकार ने सभी घरेलू वाणिज्यिक और औद्योगिक गैस मीटर का कारोबार में इस्तेमाल किए जाने से पहले परीक्षण, सत्यापन और मुहर लगाने की जरूरत वाले नए नियमों का मसौदा तैयार किया है।

कानूनी माप-विज्ञान (सामान्य) नियम, 2011 के तहत प्रस्तावित इन नियमों के मसौदे का उद्देश्य गैस की माप में सटीकता और विश्वसनीयता लाना, बिल से जुड़े विवादों को रोकना और उपभोक्ताओं को दोषपूर्ण उपकरणों से बचाना है। मंत्रालय ने बयान में कहा, 'सत्यापित और मुहर लगे गैस मीटर अधिक शुल्क लेने या कम माप लेने से

रोकेंगे, विवादों को कम करेंगे और दोषपूर्ण या हेराफेरी वाले उपकरणों के खिलाफ उपभोक्ताओं को गारंटीशुदा सुरक्षा प्रदान करेंगे।' इसमें कहा गया है कि उपभोक्ताओं



को उचित बिलिंग, बेहतर ऊर्जा दक्षता और मानकीकृत उपकरणों से कम रखरखाव लागत का लाभ मिलेगा।

नियमों के मसौदे के तहत उपयोग किए

जा रहे मीटर के दोबारा सत्यापन के प्रावधान भी किए गए हैं। इसके लिए अंतरराष्ट्रीय विधिक माप-विज्ञान संगठन के मानकों के अनुरूप निर्माताओं और वितरण कंपनियों के

लिए अनुपालन ढांचा स्थापित किया गया है। मंत्रालय ने भारतीय विधिक मापविज्ञान संस्थान, उद्योग विशेषज्ञों, उपभोक्ता संगठनों, निर्माताओं, परीक्षण प्रयोगशालाओं और राज्य प्राधिकरणों के साथ परामर्श के बाद नियमों को तैयार किया है।

बयान के मुताबिक, नियमों को लागू करने से जुड़े बदलाव की अवधि में उद्योग और अधिकारियों को 'गैस आपूर्ति बाधित किए बिना या उपभोक्ताओं या व्यवसायों पर बोझ डाले बगैर कार्यान्वयन के लिए तैयारी करने का समय मिलेगा।

गैस मीटर के सत्यापन का मसौदा नियम तैयार

नई दिल्ली, विशेष संवाददाता। गैस की सटीक माप और बिल से जुड़े विवाद रोकने के लिए सरकार ने गैस मीटरों के सत्यापन, परीक्षण को अनिवार्य करने के लिए मसौदा नियम तैयार किए हैं।

उपभोक्ता मामलों के मंत्रालय ने एक बयान जारी कर कहा, कानूनी माप-विज्ञान (सामान्य) नियम 2011 के तहत यह मसौदा नियम प्रस्तावित किए गए हैं। मंत्रालय ने कहा, सत्यापित किए गए और मुहर लगे मीटर अधिक शुल्क या कम माप लेने जैसे विवादों को कम करेंगे और उपभोक्ताओं को गारंटीशुदा सुरक्षा भी प्रदान करेंगे। इसका मकसद

घरेलू- व्यावसायिक उद्देश्यों के लिए भारत के व्यापार और वाणिज्य क्षेत्रों में गैस माप में सटीकता को बढ़ावा देना है।

दोबारा सत्यापन का प्रावधान:

मसौदे के तहत उपयोग किए जा रहे गैस मीटर के दोबारा सत्यापन के प्रावधान भी किए गए हैं। इसके लिए अंतर्राष्ट्रीय विधिक माप-विज्ञान संगठन के मानकों के अनुरूप निर्माताओं और वितरण कंपनियों के लिए अनुपालन ढांचा स्थापित किया गया है। उपभोक्ताओं को उचित बिलिंग, बेहतर ऊर्जा दक्षता और मानकीकृत उपकरणों से कम रखरखाव लागत का लाभ भी मिलेगा।

गैस मीटरों के लिए नए नियम, टेस्टिंग और वेरिफिकेशन अनिवार्य

नई दिल्ली, (पंजाब केसरी): उपभोक्ता मामलों के विभाग ने सोमवार को कहा कि उसने नए ड्राफ्ट नियम तैयार किए हैं, जिसके तहत घरेलू, वाणिज्यिक और औद्योगिक उद्देश्यों में उपयोग होने वाले सभी गैस मीटरों के लिए उपयोग से पहले टेस्टिंग, वेरिफिकेशन और मुहर लगाना अनिवार्य करने का प्रस्ताव है। इससे उपभोक्ताओं के हितों की रक्षा हो सकेगी।

उपभोक्ता मामले, खाद्य और सार्वजनिक वितरण मंत्रालय ने एक बयान में कहा कि इन गैस मीटरों का रिवेरिफिकेशन भी नियमों के तहत निर्धारित किया गया है ताकि उपयोग में होने पर उनकी शुद्धता सुनिश्चित की जा सके। लीगल मेट्रोलॉजी (जनरल) नियम, 2011 के तहत तैयार किए गए इन नए नियमों का प्राथमिक उद्देश्य गैस के माप में सटीकता, पारदर्शिता और विश्वसनीयता सुनिश्चित करना है। सत्यापित और मुहर लगे गैस मीटरों से अधिक शुल्क लेने या कम माप करने पर लगाम लगेगी, विवादों में कमी आएगी और खराब या छेड़छाड़ किए गए मीटरों के खिलाफ



सत्यापित और मुहर लगे गैस मीटरों से अधिक शुल्क लेने या कम माप करने पर लगाम लगेगी

उपभोक्ताओं को गारंटीकृत सुरक्षा सुनिश्चित होगी। आधिकारिक बयान के अनुसार, उपभोक्ताओं को उचित बिलिंग, बेहतर ऊर्जा दक्षता और मानकीकृत उपकरणों से रखरखाव में बचत का फायदा होगा। उपभोक्ता लाभों के अलावा, नए नियम 'निर्माताओं' और 'गैस वितरण कंपनियों' के लिए एक स्ट्रक्चर्ड फ्रेमवर्क तैयार करेंगे, जो इंटरनेशनल बेस्ट प्रैक्टिस और इंटरनेशनल ऑर्गनाइजेशन ऑफ लीगल मेट्रोलॉजी स्टैंडर्ड्स से जुड़े होंगे।

बीते वित्त वर्ष में डीजल की मांग में महामारी के बाद सबसे कम वृद्धि

नई दिल्ली (भाषा)।

भारत में सबसे अधिक खपत वाले पेट्रोलियम उत्पाद डीजल की मांग में वृद्धि 31 मार्च को समाप्त वित्त वर्ष में महामारी के बाद सबसे कम रही। अर्थव्यवस्था के धीमी गति से बढ़ने और स्वच्छ ईंधन की ओर रुझान तेज होने के चलते ऐसा हुआ।

पेट्रोलियम मंत्रालय के तहत पेट्रोलियम योजना और विश्लेषण प्रकोष्ठ (पीपीएसी) के अस्थायी आंकड़ों के अनुसार, वित्त वर्ष 2024-25 में डीजल की खपत दो

प्रतिशत बढ़कर 9.14 करोड़ टन रही। ट्रकों और कृषि मशीनरी में इस्तेमाल होने वाले डीजल की मांग वित्त वर्ष 2023-24 में 4.3 प्रतिशत और 2022-23 में 12.1 प्रतिशत बढ़ी थी।

भारत में इस्तेमाल होने वाले ईंधन में डीजल का हिस्सा लगभग 40 प्रतिशत है। मांग वृद्धि में नरमी देश में आर्थिक गतिविधियों की सुस्ती को दर्शाती है। इसके अलावा बड़ी वजह इलेक्ट्रिक वाहन (ईवी) है,

जो भारत में डीजल की मांग को प्रभावित कर रहे हैं। उद्योग के



अधिकारियों ने कहा कि डीजल अब भी भारतीय परिवहन क्षेत्र के

तीन-चौथाई हिस्से को संचालित करता है, लेकिन ईवी बदलाव के कारण वृद्धि धीमी हो रही है। पेट्रोल की तुलना में डीजल की खपत में धीमी वृद्धि मुख्य रूप से वाणिज्यिक ईवी बदलाव के कारण थी।

दिल्ली और मुंबई जैसे शहरों में इलेक्ट्रिक बस को तेजी से अपनाया जा रहा है, और कई दूसरी और तीसरी श्रेणी के शहरों में इलेक्ट्रिक ऑटो रिक्शा (ई-रिक्शा) का बोलबाला हो गया

है। इस वजह से शहरी सार्वजनिक परिवहन में डीजल का उपयोग सीधे तौर पर कम हो रहा है।

साथ ही, अमेजन, फ्लिपकार्ट और बिगबास्केट जैसी कंपनियां अपने आपूर्ति बेड़े को ईवी में बदल रही हैं। समीक्षाधीन अवधि में पेट्रोल की खपत 7.5 प्रतिशत बढ़कर चार करोड़ टन हो गई, जबकि एलपीजी की मांग 5.6 प्रतिशत बढ़कर 3.13 करोड़ टन रही। इसी तरह वित्त वर्ष 2024-25 में विमान ईंधन (एटीएफ) की मांग नौ प्रतिशत बढ़कर लगभग 90 लाख टन हो गई।

रत्न कंपनियों के बदल सकते हैं मानक

हर्ष कुमार

नई दिल्ली, 14 अप्रैल

केंद्रीय सार्वजनिक उद्यम क्षेत्र (सीपीएसई) के नवरत्न, महारत्न और मिनीरत्न के वर्गीकरण व प्रदर्शन का आकलन करने के दिशानिर्देश संशोधन की योजना बनाई जा रही है। इस मामले के जानकारी सरकारी अधिकारी के अनुसार केंद्र सरकार प्रदर्शन खराब होने की स्थिति में सीपीएसई के दर्जे को कमतर करने के तरीके को भी पेश कर सकती है।

अधिकारी ने बताया, 'इस बदलाव का लक्ष्य सीपीएसई की पूरी गुणवत्ता और दक्षता को बेहतर करना है। अभी सीपीएसई की चार श्रेणियां हैं। सरकार संशोधित मसौदे के लिए कार्य कर रही है। इस क्रम में सीपीएसई के प्रदर्शन के आधार पर उसका प्रदर्शन कमतर किया जा सकता है - यह मानदंड अभी तक उपलब्ध नहीं है। इस कदम से सार्वजनिक क्षेत्र के अधिक उत्तरदायी और प्रदर्शन आधारित होने की उम्मीद है।' अभी भारत में 14 महारत्न सीपीएसई और 26 नवरत्न सीपीएसई हैं। केंद्रीय वित्त मंत्री निर्मला सीतारमण ने बीते साल चार सीपीएसई - भारत के रेलटेल कॉरपोरेशन, भारत के सौर ऊर्जा कॉरपोरेशन, सतलज जल विद्युत निगम और नेशनल हाइड्रोइलेक्ट्रिक पॉवर कॉरपोरेशन - का दर्जा बेहतर करके नवरत्न कर दिया था। केंद्र



सरकार ने बीते महीने भारतीय रेल व पर्यटन कॉरपोरेशन लिमिटेड (आईआरसीटीसी) और इंडियन रेल फाइनेंस कॉरपोरेशन लिमिटेड (आईआरएफसी) का दर्जा मिनीरत्न से बढ़ाकर नवरत्न कर दिया था।

सीपीएसई ने वित्त वर्ष 2024-25 में सरकार को अभी तक का सर्वाधिक लाभांश 74,016 करोड़ रुपये दिया था। लाभांश देने में अग्रणी सीपीएसई कोल इंडिया (10,252 करोड़ रुपये), ओएनजीसी (10,001 करोड़ रुपये), इंडियन ऑयल कॉरपोरेशन (5,090 करोड़ रुपये), भारत का पॉवर ग्रिड कॉरपोरेशन (4,824 करोड़ रुपये) और एनटीपीसी लिमिटेड (4,088 करोड़) हैं।

घट सकता है दर्जा

■ प्रदर्शन खराब होने पर सीपीएसई के दर्जे को कम किया जा सकता है

■ अभी भारत में 14 महारत्न और 26 नवरत्न सीपीएसई हैं

■ सीपीएसई ने वित्त वर्ष 2025 में केंद्र को रिकॉर्ड 74,016 करोड़ रुपये का लाभांश दिया

हाल के वर्षों में सीपीएसई के निरंतर ज्यादा लाभांश देने का रुझान कायम है। इस क्रम में केंद्र सरकार को 2023-24 में 63,749 करोड़ रुपये, 2022-23 में 59,533 करोड़ रुपये और 2020-21 में 39,750 करोड़ रुपये मिले थे। महारत्न के दर्जे के लिए यह अनिवार्य है कि वह भारत के स्टॉक एक्सचेंज में सूचीबद्ध हो और उसमें सेबी के दिशानिर्देशों के तहत न्यूनतम 25 प्रतिशत सार्वजनिक शेयरधारिता हो। सरकारी कंपनी का बीते तीन वर्षों में औसतन सालाना टर्न ओवर 25,000 करोड़ रुपये से अधिक, सालाना औसतन शुद्ध संपत्ति 15,000 करोड़ रुपये से अधिक और सालाना कर के बाद शुद्ध लाभ 5,000 करोड़

रुपये से अधिक होना चाहिए। इससे भी अधिक महत्वपूर्ण यह है कि उसकी महत्वपूर्ण वैश्विक उपस्थिति या अंतरराष्ट्रीय परिचालन होना चाहिए। महारत्न योजना की शुरुआत 2010 में की गई थी। इसका लक्ष्य बड़ी सीपीएसई को सशक्त कर उनके संचालन का विस्तार कर उन्हें वैश्विक दिग्गज के रूप में विकसित करना है।

सरकार बीते पांच वर्षों में तीन बार 'सर्वश्रेष्ठ' या 'बहुत अच्छा' समझौता ज्ञापन रेटिंग हासिल करने वाली सीपीएसई को नवरत्न का दर्जा देती है। उनका छह चुनिंदा प्रदर्शन संकेतकों में अंक 60 या अधिक होना चाहिए। इन संकेतकों में शुद्ध लाभ - से - शुद्ध मूल्य, कुल उत्पादन/सेवाओं में मानव श्रम की लागत - से - उत्पादन, मूल्यहास के बाद लाभ, नियोजित पूंजी का ब्याज व कर, कर पूर्व लाभ और कर से टर्नओवर तक, प्रति शेयर आमदनी और अंतरक्षेत्रीय प्रदर्शन शामिल हैं। नवरत्न योजना की शुरुआत 1997 में शुरू की गई थी ताकि सीपीएसई तुलनात्मक लाभ व मदद हासिल कर वैश्विक स्तर की दिग्गज बनें। इस योजना के तहत नवरत्न सीपीएसई के बोर्ड को स्वायत्ता प्रदान की गई है और उन्हें अधिक शक्तियां जैसे पूंजीगत व्यय, संयुक्त उपक्रमों / सहायक कंपनियों में संयुक्त निवेश, विलय व अधिग्रहण और मानव संसाधन प्रबंधन दी गई हैं।

सरकार ने गैस आपूर्ति वाले मीटर के बारे में नियमों का मसौदा तैयार किया

नई दिल्ली, (भाषा)। उपभोक्ता मामलों के मंत्रालय ने सोमवार को कहा कि सरकार ने सभी घरेलू, वाणिज्यिक और औद्योगिक गैस मीटर का कारोबार में इस्तेमाल किए जाने से पहले परीक्षण, सत्यापन और मुहर लगाने की जरूरत वाले नए नियमों का मसौदा तैयार किया है। कानूनी माप-विज्ञान (सामान्य) नियम, 2011 के तहत प्रस्तावित इन नियमों के मसौदे का उद्देश्य गैस की माप में सटीकता और विश्वसनीयता लाना, बिल से जुड़े विवादों को रोकना और उपभोक्ताओं को दोषपूर्ण उपकरणों से बचाना है। मंत्रालय ने बयान में कहा, सत्यापित और मुहर लगे गैस मीटर अधिक शुल्क लेने या कम माप लेने से रोकेंगे, विवादों को कम करेंगे और दोषपूर्ण या हेराफेरी वाले उपकरणों के खिलाफ उपभोक्ताओं को गारंटीशुदा सुरक्षा प्रदान करेंगे। इसमें कहा गया है कि उपभोक्ताओं को उचित बिलिंग, बेहतर ऊर्जा दक्षता और मानकीकृत उपकरणों से कम रखरखाव लागत का लाभ मिलेगा। नियमों के मसौदे के तहत उपयोग किए जा रहे मीटर के दोबारा सत्यापन के प्रावधान भी किए गए हैं। इसके लिए अंतरराष्ट्रीय विधिक माप-विज्ञान संगठन के मानकों के अनुरूप निर्माताओं और वितरण कंपनियों के लिए अनुपालन ढांचा स्थापित किया गया है। मंत्रालय ने भारतीय विधिक मापविज्ञान संस्थान, उद्योग विशेषज्ञों, उपभोक्ता संगठनों, निर्माताओं, परीक्षण प्रयोगशालाओं और राज्य प्राधिकरणों के साथ परामर्श के बाद नियमों को तैयार किया है।

सरकार ने गैस आपूर्ति वाले मीटर के बारे में नियमों का मसौदा तैयार किया

एजेंसी ■ नई दिल्ली

उपभोक्ता मामलों के मंत्रालय ने सोमवार को कहा कि सरकार ने सभी घरेलू, वाणिज्यिक और औद्योगिक गैस मीटर का कारोबार में इस्तेमाल किए जाने से पहले परीक्षण, सत्यापन और मुहर लगाने की जरूरत वाले नए नियमों का मसौदा तैयार किया है। कानूनी माप-विज्ञान (सामान्य) नियम, 2011 के तहत प्रस्तावित इन नियमों के मसौदे का उद्देश्य गैस की माप में सटीकता और विश्वसनीयता लाना, बिल से जुड़े विवादों को रोकना और उपभोक्ताओं को दोषपूर्ण उपकरणों से बचाना है। मंत्रालय ने बयान में कहा, सत्यापित और मुहर



लगे गैस मीटर अधिक शुल्क लेने या कम माप लेने से रोकेंगे, विवादों को कम करेंगे और दोषपूर्ण या हेरफेर वाले उपकरणों के खिलाफ उपभोक्ताओं को गारंटीशुदा सुरक्षा प्रदान करेंगे। इसमें कहा गया है कि उपभोक्ताओं को उचित बिलिंग, बेहतर ऊर्जा दक्षता और मानकीकृत उपकरणों से कम रखरखाव लागत का लाभ मिलेगा। नियमों के मसौदे के तहत उपयोग किए जा रहे मीटर के दोबारा सत्यापन के प्रावधान भी किए

गए हैं। इसके लिए अंतरराष्ट्रीय विधिक माप-विज्ञान संगठन के मानकों के अनुरूप निर्माताओं और वितरण कंपनियों के लिए अनुपालन ढांचा स्थापित किया गया है। मंत्रालय ने भारतीय विधिक मापविज्ञान संस्थान, उद्योग विशेषज्ञों, उपभोक्ता संगठनों, निर्माताओं, परीक्षण प्रयोगशालाओं और राज्य प्राधिकरणों के साथ परामर्श के बाद नियमों को तैयार किया है। बयान के मुताबिक, नियमों को लागू करने से जुड़े बदलाव की अवधि में उद्योग और अधिकारियों को गैस आपूर्ति बाधित किए बिना या उपभोक्ताओं या व्यवसायों पर बोझ डाले बगैर कार्यान्वयन के लिए तैयारी करने का समय मिलेगा।

सीएनजी और पीएनजी के दाम बढ़ सकते हैं

नई दिल्ली | सीएनजी, पीएनजी के दाम बढ़ सकते हैं। केंद्र सरकार सिटी गैस डिस्ट्रिब्यूशन कंपनियों को नियंत्रित कीमत ढांचे (एपीएम) के तहत सस्ती गैस का आवंटन घटा सकती है। मामले से जुड़े अधिकारियों के मुताबिक, सप्लाई में ये कटौती 16 अप्रैल से लागू की जा सकती है। ऐसा होने पर सिटी गैस डिस्ट्रिब्यूशन कंपनियों को वाहनों में इस्तेमाल होने वाली सीएनजी और किचन में इस्तेमाल होने वाली पीएनजी की कीमतें बढ़ानी पड़ सकती है।