FREE PRESS JOURNAL, Mumbai, 19.4.2025
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Govt tweaks city gas policy, moves to advance quarterly allocations

PTI
NEW DELHI

The government will now allocate natural gas to CNG and piped cooking gas retailers two quarters in advance to give city gas companies greater clarity, the Oil Ministry said Friday.

With city gas retailers like Indraprastha Gas Ltd, Mahanagar Gas Ltd and Adani-Total Gas Ltd reporting pressures on margins after the allocation of cheaper administered price or APM gas to them was cut without giving enough advance notice, the ministry decided to tweak the allocation policy.

"From Q1 (first quarter) of FY 2025-26 (April 2025 to March 2026 financial year), domestic natural gas allocations for CNG (Transport) and piped natural gas (domestic household cooking gas) segments will be done on a two-quarter advance basis," the ministry said in a statement.

Besides the lower-priced APM gas produced from old fields given on a nomination basis, the allocation will also now include gas from new wells drilled on the nomination fields of ONGC and Oil India Ltd (OIL), it added.

The gas from new wells is slightly more expensive than the APM gas.

ECONOMIC TIMES, Delhi, 19.4.2025
Page No. 9, Size:(8.27)cms X (24.42)cms.

IN NEED OF NEW DISCOVERIES

As Mature Fields Dry Up, Crude Oil, Natgas Output Fall in FY25

Sanjeev Choudhary

New Delhi: India's production of crude oil and natural gas declined in 2024-25 as output from mature fields continued to fall.

Crude oil output dropped 2.5% year-on-year to 26.5 million metric tonnes (MMT) in 2024-25. Domestic crude production has been falling every year for a decade, down 26% from 35.9 MMT in 2014-15.

Natural gas production declined by 1% to 36.1 billion cubic meters in 2024-25, after rising for three consecutive years. The previous growth was driven by output from Reliance Industries' new fields in the KG Basin. However, a decline has now set in at Reliance's KG-D6 block, impacting national gas output. Production in 2024-25 is only about 7% higher than it was a decade ago.

"We need major discoveries to increase our production. We haven't made any in oil or gas in a while," said an industry executive.

Most of India's producing fields were discovered decades ago and are on a natural decline path. Producers have been using technological interventions to slow this decline. But to boost overall output, it is essential to make major new discoveries and bring them into production.

The government is hopeful that the new oilfield regulatory law will help attract foreign investors to India's exploration sector, potentially leading to new discoveries.

Falling domestic oil and gas output has pushed up India's import bill, as more foreign energy is needed to meet the growing demands of a fast-expanding economy.

In 2024-25, India imported 88% of the crude oil and 51% of the gas it consumed. The country spent $137 billion on crude imports in 2024-25, up from $133 billion the previous year. Spending on foreign gas rose to $15 billion from $13 billion. India's consumption of petroleum products also slowed in 2024-25. Growth in consumption narrowed to 2%, down from 5% the previous year, mainly due to weaker sales of diesel, naphtha and bitumen.

ECONOMIC TIMES, Delhi, 19.4.2025
Page No. 9, Size:(20.07)cms X (16.43)cms.

To Meet Demand, City Gas Discoms to Receive Pro-rata 'New Well Gas'

Our Bureau

New Delhi: City gas distributors will receive a quarterly pro-rata allocation of "new well gas" in addition to regular domestic gas to meet customer demand, the oil ministry said in a statement.

Until now, new well gas was supplied to city gas companies through auctions. Going forward, it will be distributed based on each city gas firm's requirements. New well gas is priced at 12% of the crude oil price, while regular domestic gas is priced at 10%. Unlike regular domestic gas, which currently has a ceiling price of $6.75 per MMBtu (from $6.50 over past two years), new well gas has no price cap.

Currently, companies pay $6.75 per MMBtu for domestic gas. Crude prices have recently fallen to $65 per barrel, which will affect prices of both the regular domestic gas as well as the new well gas. At the current crude price, new well gas will cost $7.80 per MMBtu.

The government has been reducing the allocation of regular domestic gas to city gas companies for over a year, forcing them to rely on more expensive alternatives. New well gas remains the cheapest among these alternatives, which include imported gas and gas produced from domestic difficult fields.

New well gas refers to the incremental volume produced by ONGC and Oil India from their legacy fields through additional investments.

The move to allocate new well gas "will lead to enhanced ability of city gas distribution entities to forecast demand and manage supply efficiently," the oil ministry said.

MORNING STANDARD, Delhi, 19.4.2025
Page No. 10, Size:(22.44)cms X (11.38)cms.

Crude oil import up by 4.2% to 242 MT in FY25; sourcing dependency increases

RAKESH KUMAR @ New Delhi

THE COUNTRY'S crude oil imports rose by 4.2% to 242.4 million tonne (MT) in FY25, according to the government data. The data also showed that India's crude oil import dependency increased slightly from 88.6% in March 2024 to 89.1% in March 2025.

In FY24, the country imported 232.7 MT, reflecting an increase of 9.7 MT. The import bill of crude and petroleum products increased from $156.3 billion in FY24 to $161 billion in FY25.

Gas imports saw an increase of 15.4% in the financial year ending March 2025, with total imports reaching 36,699 million standard cubic meters (MMSCM), compared to the previous year. In contrast, domestic gas production during the same period declined by 0.9%, falling to 36,113 MMSCM. The data also highlights a continued fall in domestic crude oil production. The total crude production dropped from 29.4 MT in FY24 to 28.7 MT in FY25.

Additionally, India's crude oil basket witnessed a steady decline in average prices, falling from $84.49 per barrel in March 2024 to $77.33 in February 2025, and further down to $72.47 in March 2025. The drop of over $12 per barrel within a year indicates that India is paying significantly less for imported oil, providing some relief to the national import bill.

The consumption also increased by 2.1% to 239.2 MT in FY25, compared to 234.3 MT in FY 24. High-speed diesel (HSD) consumption grew by 2.0%, Motor Spirit (MS or petrol) consumption showed a more substantial increase of 7.5%, and LPG consumption rose by 5.6%.

In terms of export, petroleum, oil, and lubricants (POL) products grew by 3.3% in FY25 compared to the previous year.

BUSINESS STANDARD, Delhi, 19.4.2025
Page No. 4, Size:(24.04)cms X (16.11)cms.

Govt to allocate CNG, PNG 2 quarters in advance

The government will now allocate natural gas to CNG and piped cooking gas retailers two quarters in advance to give city gas companies greater clarity, the Oil Ministry said on Friday. With city gas retailers like Indraprastha Gas, Mahanagar Gas, and Adani Total Gas reporting margin pressures after the allocation of cheaper administered price mechanism gas was cut without sufficient advance notice, the ministry decided to tweak the allocation policy. "From Q1FY26, domestic natural gas allocations for CNG (transport) and piped natural gas (domestic cooking gas) segments will be done on a two-quarter advance basis," the ministry said in a statement. PTI

MINT, Delhi, 19.4.2025
Page No. 13, Size:(21.39)cms X (19.76)cms.

Govt tweaks city gas policy, moves to advance allocations

MINT

New Delhi: The government will now allocate natural gas to compressed natural gas (CNG) and piped natural gas (PNG) retailers two quarters in advance to give city gas companies greater clarity, the oil ministry said on Friday. With city gas retailers like Indraprastha Gas Ltd, Mahanagar Gas Ltd and Adani-Total Gas Ltd reporting pressures on margins after the allocation of cheaper administered price gas to them was cut without enough advance notice, the ministry decided to tweak the allocation policy. **PTI**

BUSINESS LINE, Delhi, 19.4.2025
Page No. 9, Size:(19.20)cms X (7.73)cms.

'India's 650,000 bpd refinery capacity addition by 2027 needs monitoring'

Rishi Ranjan Kala
New Delhi

India is expected to add more than 650,000 barrels per day (bpd) refining capacity by 2027 through various brownfield and greenfield expansions, excluding the Vizag project, stated a report by Kpler.

However, the global real-time data and analytics provider warned that the complexity and scale of these projects requires careful monitoring.

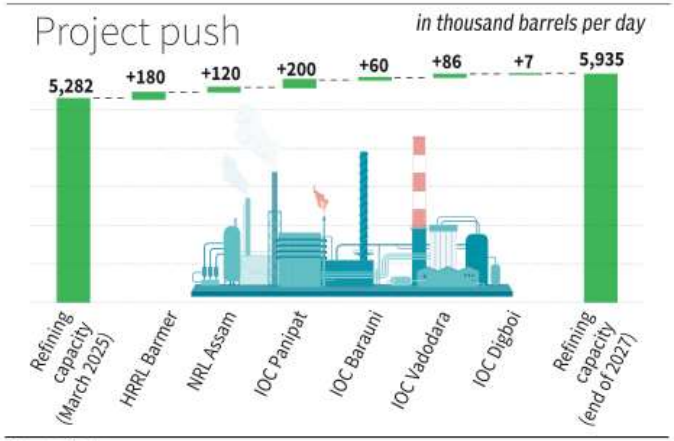
India's refining capacity is set to rise from 5,282,000 bpd in March 2025 to 5,935,000 bpd by end-2027, with 652,000 bpd of new capacity expected from a wave of greenfield and brownfield projects (excluding Vizag), the energy intelligence firm said.

"While several major projects are slated to come online over the next two years, delays in mechanical commissioning and startup, as seen in Al Zour, Jizan, Dos Bocas and Dangote, highlight the high-risk profile of mega new refineries and expansions. Despite upbeat timelines, the complexity and scale warrant a cautious outlook," it added.

India aims to boost refining capacity from 258.1 million tonnes per annum to 309.5 mtpa by 2028.

CAUTIOUS OUTLOOK

Kpler pointed out that the Barmer refinery project is moving forward, though with notable delays. HPCL Rajasthan Refinery's (HRRL) pre-commissioning activities for the crude distillation unit are expected to begin by end-Q1 2026 with CDU commissioning projected for H2 2026.



Source: Kpler

The 180,000 bpd-refinery is designed to be one of India's most petrochemically-integrated facilities, with a high petrochemical intensity of 25 per cent. It will process 17 per cent domestic crude from the Mangala oil field and 83 per cent imported crude via the Mundra terminal in Gujarat.

Mechanical completion of major transportation fuel production units has reached around 85 per cent. However, the sulfur recovery block, critical for crude processing, is still behind schedule, Kpler stated.

In the case of Numaligarh Refinery (NRL), which is expanding from 60,000 bpd to 180,000 bpd, the delay is due to complexity of the project.

The project was originally expected to be completed by October 2024, but has since been delayed, said Kpler. Sources said that mechanical completion is expected by December 2025.

Indian Oil Corporation is also raising the refining capacity at Panipat (Haryana), Vadodara (Gujarat) and Barauni (Bihar). Panipat Refinery, Kpler stated, is undergoing a major expansion to increase its crude processing capacity from 300,000 b/d to 500,000 bpd. "The project has achieved approximately 55–60 per cent mechanical completion and first oil cut is expected in Q3 2026," it added.

In the case of Vadodara refinery, the project is 40 per cent mechanically complete, with the initial oil expected in Q1 2027. It is expanding its crude processing capacity from 274,000 bpd to 360,000 bpd, it said.

IoCL's Barauni refinery is enhancing capacity from 120,000 bpd to 180,000 bpd. Its mechanical completion is expected by Q4 2026.

INDIAN EXPRESS, Delhi, 19.4.2025
Page No. 18, Size:(15.28)cms X (6.31)cms.

OIL secured 9 blocks under OALP Round IX, adding over 51,000 Sq.km to its exploration portfolio — with 6 blocks as a sole operator & 3 as a consortium partner. This propels OIL's total exploration acreage from 60,000 Sq.km to 110,000 Sq.km, registering an 85% growth. It submitted bids for 9 blocks & won all, achieving a 100% strike rate, underscoring the company's strategic focus, technical strength & competitive edge. This expansion reflects OIL's strategic vision & strong alignment with India's energy priorities.

HINDUSTAN TIMES, Delhi, 19.4.2025
Page No. 14, Size:(17.22)cms X (14.04)cms.

Oil India Limited secures 9 blocks under OALP IX

Oil India Limited (OIL), in a landmark stride, secured 9 blocks under OALP Round IX, adding over 51,000 sqkm to its exploration portfolio — with 6 blocks as sole operator and 3 as consortium partner.

This milestone propels OIL's total exploration acreage from 60,000 sqkm to 1,10,000 sqkm, registering a remarkable 85% growth. Significantly, OIL submitted bids for 9 blocks and won all 9, achieving a 100% strike rate, underscoring the company's strategic focus, technical strength, and competitive edge. This bold expansion is a clear reflection of OIL's strategic vision and strong alignment with India's energy priorities. Notably, over 47,000 sqkm of the newly awarded acreage lies in deep and ultradeep offshore waters, marking a breakthrough as OIL takes on technically complex and high-potential frontiers.

OIL has also made its debut in the Cambay Basin and the state of Meghalaya, unlocking fresh opportunities in untapped geological provinces.

HINDUSTAN TIMES, Delhi, 19.4.2025
Page No. 14, Size:(15.94)cms X (12.81)cms.

PM lays foundation stone of BPCL's Biogas Plant, Haryana

PM, Narendra Modi, laid the foundation stone of CBG Plant at Yamunanagar in Haryana. The project involved an investment of Rs 90 Cr and is designed to have an annual capacity of over 2,600 tonnes of CBG. It is scheduled for completion by May 2027. This plant will utilise waste/ biomass sources like municipal solid waste and cattle dung, to produce CBG through anaerobic decomposition. The foundation stone-laying ceremony marked a significant milestone in India's journey towards a cleaner and more sustainable future. The CBG plant at Yamunanagar, Haryana, is expected to serve as a model for similar projects across the country, promoting waste management, production of green fuel and employment generation. Some of its key benefits are: Scientific disposal of 45,000 tonnes of municipal solid waste and utilisation of 36,000 tonnes of cow dung annually, savings of Rs 3 crores in tipping fees for the Municipal Corporation, reduction in CO2 emissions by 7,800 tonnes and more.

HINDU, Delhi, 19.4.2025
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Steering the decarbonisation of India's logistics sector

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Viksit Bharat is not just a vision. It is a commitment to having a stronger, self-reliant India by 2047. At its core lies inclusive development, ensuring that growth reaches every citizen, every business, and every region. But can we truly achieve this goal without a logistics sector that is large, efficient and future-ready? From seamless supply chains to last-mile connectivity, an efficient, scalable logistics network is the strength of equitable and sustained progress.

In this growth journey, while infrastructure, efficiency and accessibility are crucial for an inclusive logistics sector, there is one factor that cannot be overlooked – the environment and its prioritisation are absolutely necessary to build a future-ready, resilient logistics network. India's logistics sector, now one of the most carbon-intensive in the world, must undergo a green transformation. As the nation moves towards a net zero carbon emission by 2070, it is imperative to reduce emissions of transportation, warehousing, and supply chain emissions.

Carbon cost of mobility

This sector bears the brunt of intense carbon emissions, mainly from oil combustion. It contributes about 13.5% of the country's total greenhouse gas emissions, with road transport alone making up over 88% (International Energy Agency (IEA, 2020). Nearly 90% of passenger travel and 70% of freight movement are dependent on roads, with trucks responsible for 38% of CO_2 emissions (IEA, 2023).

Domestic aviation accounts for around 4%, while coastal and inland shipping adds to the emissions load but is significantly less than the road freight movement. Government policies envisage a rapid expansion by 2030 –cargo and passenger movement on inland waterways is set to triple, and coastal shipping cargo movement will increase by 1.2 times. This growth not only fuels economic momentum but also maintains its scalability and sustainability goals.

However, this issue is not just restricted to road freight movement. The warehousing sector, which supports freight movement, is another major emitter. Together, these factors create a pressing issue. How we strike the right balance between growth and sustainability is the question. The time to act is now.

India's logistics sector, which is one of the most carbon-intensive in the world, needs to undergo a green transformation

Futuristic approaches

Global examples provide a strong foundation for this transition, with countries such as China and the United States successfully shifting freight transport from road to rail. Rail freight significantly reduces emissions compared to road transport. China has invested heavily in expanding its rail network, and the share of the railways is almost 50%. The United States has also embraced this shift, making rail one of the early decarbonised freight options. India should enhance the share of the railways in freight transport to reduce emissions and improve efficiency – rail has been an early adopter of electrification and is a more sustainable, almost zero-carbon emission mode of transport.

Road freight transport cannot be overlooked, and needs a focused structural change to make it cleaner. India has already taken a bold step in this direction with a recent initiative by the Union Minister for Road Transport and Highways – the introduction of overhead electric wires along highways to power electric trucks. The first pilot project on the Delhi-Jaipur corridor could be a breakthrough in reducing emissions from freight movement while ensuring high efficiency and economic viability.

Coastal shipping and inland waterways have immense potential for decarbonisation. The International Maritime Organization (IMO) aims to slash global shipping emissions by 50% by 2050 (compared to 2008 levels), pushing industry to adopt cleaner fuels such as ammonia, hydrogen, LNG, biofuels, methanol, and electricity. India can fast-track its green transition by introducing LNG-powered vessels, solar-assisted electric boats, and even electric or biofuel-run barges. These emission-cutting steps can keep freight movement efficient and sustainable.

Air transport remains one of the hardest sectors to decarbonise due to its heavy reliance on refined fuels, making the transition a costly challenge. However, advancements in sustainable aviation fuels and efficiency improvements in other transport modes could help offset emissions.

Warehousing, often outweaving in the carbon equation, is another significant contributor to emissions due to high energy consumption. Transitioning to renewable energy sources such as solar, wind, and geothermal power can drastically cut the carbon footprint of warehouses.

Moving ahead

Decarbonising India's logistics sector is not just about cutting emissions. It is about building a more competitive, resilient and future-ready industry. India's logistics sector is on the brink of a transformation, and decarbonisation is the key to ensuring sustainable growth. By scaling up rail freight, electrifying road transport, adopting cleaner maritime fuels, and making warehouses more energy-efficient, India can build a high-performing logistics network with a reduced environmental impact. The time to act is now, and with the right policies and investments, India can lead the way in creating a cleaner, greener, and more efficient logistics ecosystem.

The road to a greener future has been paved. It is now time to accelerate.

The views expressed are personal

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China stops buying LNG from US for ten weeks

FPJ News Service
MUMBAI

China has halted all imports of liquefied natural gas (LNG) from the United States for more than ten weeks. According a Financial Times report, no LNG shipments have taken place between the two nations since a 69,000-tonne tanker from Corpus Christi, Texas, arrived in China's Fujian province on February 6. A second vessel destined for China was redirected to Bangladesh after it failed to arrive before Beijing imposed a 15% tariff on US LNG on 10 February.

The tariff has now been raised to 49%, effectively pricing US gas out of the Chinese market. The current freeze on US LNG mirrors a similar halt during United States President Donald Trump's first term, which lasted over a year.

The renewed blockade could have lasting effects, particularly as it pushes China to deepen its energy ties with Russia and casts uncertainty over the future of major LNG infrastructure developments in the US and Mexico.

Following Russia's invasion of Ukraine, China significantly reduced its LNG imports from the US. Chinese firms opted instead to resell US LNG cargoes to Europe, capitalising on higher prices there. In 2024, only 6% of China's LNG came from the US, down from 11% in 2021. Despite the slowdown, Chinese energy giants such as PetroChina and Sinopec remain bound by 13 long-term contracts with US LNG suppliers, some extending as far as 2049. These agreements were instrumental in launching massive LNG projects in the US, though developers are now seeking to revise terms due to inflation and added costs from US tariffs.

VIRAT VAIBHAV, Delhi, 19.4.2025
Page No. 15, Size:(16.85)cms X (21.43)cms.

इंडियनऑयल के एक्सट्रापावर फ्लीट कार्ड लॉयल्टी प्रोग्राम ने स्कॉच गोल्ड अवार्ड जीता

वैभव न्यूज ■ नई दिल्ली

इंडियनऑयल के एक्सट्रापावर फ्लीट कार्ड लॉयल्टी प्रोग्राम को डिजिटल ट्रांसफॉर्मेशन - बिजनेस प्रोसेस ट्रांसफॉर्मेशन श्रेणी में स्कॉच गोल्ड अवार्ड 2025 से सम्मानित किया गया है। यह पुरस्कार 100वें स्कॉच शिखर सम्मेलन के दौरान प्रस्तुत किया गया । यह पुरस्कार परिवहन और लॉजिस्टिक्स क्षेत्र में नवाचार को बढ़ावा देने और ग्राहक- केंद्रित डिजिटल समाधान प्रदान करने में इंडियनऑयल के निरंतर प्रयासों को मान्यता देता है। इस कार्यक्रम ने एक सुरक्षित, निर्बाध और प्रौद्योगिकी-सक्षम मंच के माध्यम से फ्लीट ऑपरेटरों के लिए ईंधन प्रबंधन बड़ा बदलाव लाया है। यह पुरस्कार टीम इंडियनऑयल को स्कॉच डेवलपमेंट फाउंडेशन के अध्यक्ष समीर कोचर द्वारा प्रदान किया गया। स्कॉच पुरस्कार भारत की सबसे प्रतिष्ठित सम्मान में से एक है, जो शासन, वित्त, प्रौद्योगिकी और सामाजिक प्रभाव में उत्कृष्टता को पहचान देता है। इंडियनऑयल का चयन एक कठोर बहु-चरणीय मूल्यांकन प्रक्रिया के बाद हुआ, जिसका समापन 11 मार्च, 2025 को अंतिम प्रस्तुति के साथ हुआ। इस वर्ष के पुरस्कारों में बैंकों, सरकारी संस्थानों, प्रौद्योगिकी फर्मों और निजी क्षेत्र के संगठनों की मजबूत भागीदारी देखी गई। एक्सट्रापावर फ्लीट कार्ड प्रोग्राम पूरे भारत में लाखों फ्लीट ऑपरेटरों के लिए एक विश्वसनीय समाधान बना हुआ है, जो ईंधन खरीद और संचालन को सुव्यवस्थित करने के लिए वास्तविक समय पर नियंत्रण, पारदर्शिता और मूल्यवर्धित लाभ प्रदान करता है।