Economic Times, Delhi, 27/08/2026
Page No: 12, Size: 15.82cm × 17.17cm

GAIL Opposes IGX Platform for LNG Terminal Capacity Booking

Sanjeev Choudhary

New Delhi: India's top natural gas marketer GAIL has opposed the Indian Gas Exchange's (IGX) proposed platform for booking capacity at LNG import terminals, saying it would add costs for gas consumers while offering limited incremental value.

IGX has proposed acting as a facilitator for regasification capacity bookings at LNG terminals, without getting involved in contractual negotiations or payment settlements. GAIL and other stakeholders submitted their views as part of the Petroleum and Natural Gas Regulatory Board's (PNGRB) consultation on the proposal.

"Imposing an artificial layer of transaction costs for a service that does not streamline the fundamental contractual process will unjustifiably increase the financial burden on end-users," GAIL said. Downstream natural gas consumers are already facing significant margin pressures due to high and volatile global LNG spot prices, it added.

GAIL, which operates an LNG terminal on India's western coast, said information asymmetry has not been a significant barrier to participation by terminal users. "No significant inefficiencies in the existing framework have been observed that necessitate creation of a separate booking platform," it said.

More than half of India's LNG regasification capacity of around 57.5 million tonnes per annum remains underutilised because of weak domestic gas demand. Under these circumstances, a booking platform is unlikely to lead to any meaningful increase in capacity utilisation, GAIL said.

India's LNG import bill rises as prices, shipping costs shoot up

NEW DELHI, Aug 26: India's LNG imports have shot up by 24 per cent to $5.6 billion during April-July of the current financial year, up from $4.5 billion in the same period of the previous financial year with shipments being increasingly sourced from the US amid the West Asia crisis, according to data compiled by the Ministry of Petroleum and Natural Gas.

India has gone in for a sharp increase in purchases of LNG and LPG from the US, as the choking of the Strait of Hormuz has disrupted supplies from the Gulf countries.

In July, India's LNG imports increased by 9.1 per cent to $1.2 billion from $1.1 billion in July 2025. Import volumes during the month stood at 2,915 mmscm, up 1.5 per cent from 2,872 mmscm in July last year, official figures showed.

India has diversified its sources for the import of liquefied natural gas (LNG) from six countries earlier to a total of 15 countries in order to safeguard its energy supplies against supply chain disruptions due to the West Asia crisis.

The country has also broadened its crude oil sourcing network, with imports now coming from 41 countries compared with 27 earlier.

"This diversification has reduced dependence on any particular country, region or transit route and enhanced India's ability to manage supply disruptions and market volatility," a senior official said.

Apart from the higher prices due to the West Asia crisis, shipping costs have also surged as cargoes have to be transported across longer distances, the official said.

India imported about 0.62 million tonnes of LPG from the United States in August, in addition to 0.89 million tonnes in July, accounting for more than 73 per cent of the country's LPG imports, according to data gathered by Kpler.

The July volumes from the US volume were almost equal to the highest-ever monthly LPG import from the United Arab Emirates, India's traditional supplier, of 0.891 million tonnes in October 2025.

The LPG imports from the UAE fell to about 1,40,000 tonnes in August, while Qatar supplied around 60,000 tonnes, Kpler data showed. Saudi Arabia supplied no LPG to India in either July or August. – IANS

Mint, Delhi, 27/08/2026
Page No: 1, Size: 63.50cm × 17.54cm

E10 petrol could return to pumps in premium avatar

Ministry taps fuel retailers on vending low-ethanol fuel in high-octane variant

Rituraj Baruah & Dhirendra Kumar
NEW DELHI

As consumer clamour to bring back lower-ethanol petrol rises, the government is exploring whether branded fuels such as XP95, Speed and Power95 can be sold in an E10 formulation, three people aware of the discussions said. This would sidestep the need to build separate storage and dispensing infrastructure for E10 petrol, at a time when many buyers wary of regular E20 petrol are already turning to these high-octane fuels.

The Union petroleum ministry is discussing the matter with state-run oil marketing companies (OMCs) Indian Oil, Bharat Petroleum and Hindustan Petroleum, the people cited above said on the condition of anonymity.

The talks assume significance as consumer concerns about the negative impact of E20 petrol on older engines and mileage persist despite the government's assurances, sparking calls to bring back E10, considered more suitable for older vehicles. Starting April 2023, all automakers started manufacturing only E20-compliant vehicles.

"Options are being looked at in order to offer the more appropriate E10 fuel for older vehicles and allay the consumer concerns," one of the people said. "Octane 95, which comes at a premium, is among the options being considered to be offered as E10."

A second person said the government and OMCs are also looking at the demand viability and customer acceptability for Octane 95 as E10, which would be a premium E10.

"So, it is being looked at if a regular cheaper E10 would be more acceptable or an expensive premium E10," the person added.

The talks are in the initial stages and a final decision is yet to be taken, they added.

Queries emailed to the spokespersons of petroleum and natural gas ministry, and state-run OMCs on Tuesday remained unanswered till press time.

Octane 95 or 'branded' petrol—XP95 from Indian Oil Corp, BPCL's SPEED and HPCL's power95—is priced at ₹110-115 per litre compared to ₹102 per litre in Delhi. But with consumers worried about E20's impact on their vehicles, fuel pumps estimate that Octane 95 now accounts for about 15% of petrol sales by OMCs, compared to 4% in March, *Mint* reported earlier.

Currently, Octane 95 fuel also contains E20 just like regular petrol, but it has additives including a chemical mixture that helps clean engine parts, improve fuel burning, prevent rust, and boost overall engine performance. It is available at 90,000 PSU petrol pumps.

Apart from these two variants, there is also the Octane 100 variant. Priced at ₹150-170, it is mostly used for luxury vehicles and has no ethanol, but higher additive content. However, given its higher cost, there is rising demand for a cheaper variant for the consumers using older vehicles.

This new plan comes in the backdrop of chief economic adviser V. Anantha Nageswaran pitching to restore a lower-ethanol option. "Restoring a lower blend at the pumps, say, E10, alongside the

TURN TO PAGE 6

AFP

FUEL SHIFT

CONSUMER PUSH

- **CONSUMERS** and policy makers are demanding E10 petrol
- **E10** is considered more suitable for older vehicles
- **OMCS,** government are looking at the demand viability

Mint, Delhi, 27/08/2026

Page No: 1, Size: 63.50cm × 61.70cm

E10 petrol could return to pumps in premium Octane 95 avatar

FROM PAGE 1

option to buy E20, would calm most public concern," he wrote in a recent column in *The Indian Express*.

The newspaper also reported on 19 August about early exploratory discussions within the government and the industry on whether E10 petrol can also be retailed for older vehicles alongside E20.

Fuel retailers say providing E10 through the Octane 95 petrol variant route is an easy fix.

"Providing '95 Octane' branded fuels with 10% ethanol is quite easy for OMCs. No need to change tanks or delivery units," said Monty Sehgal, national spokesperson for Federation of All India Petroleum Traders.

Prabhat Kumar Singh, president of the Bihar Petroleum Dealers Association (BPDA), said bringing back E10 as an independent fuel would require huge investment in infrastructure from the OMCs. Instead, following the call by the CEA, "roll out of E10-blended petrol can be done smoothly by utilising the existing infrastructure for Octane 95, which currently contains 20% ethanol", Singh said.

"There is already a separate chamber at pumps for Octane95. If required, this can be used for E10. So, the concern of separate infrastructure also goes away," said Prashant Sinha, owner of a petrol and CNG plant in Patna, Bihar.

Others say all ethanol mixes should be available for purchase, and consumers should be given the power to choose which fuel to buy.

Amarender Reddy, president of the Telangana Petroleum Dealers Association, said consumers should be given all the options and in case there is an added cost that the pumps have to bear, government support should be provided for the infrastructure upgrade as these are policy decisions.

Ashim Sanyal, managing trustee of Consumer VOICE, said: "Consumers should have the freedom to choose fuel that is compatible with their vehicles, particularly older vehicles that may not be designed for higher ethanol blends."

In India, the ethanol blending programme commenced with a pilot in 2001. MINT

"If E10 is brought back, the government should ensure that it is widely available and clearly labelled at fuel stations so that consumers can make an informed choice," Sanyal added. "The transition should not leave consumers bearing the cost of infrastructure or vehicle compatibility issues."

However, the government has dismissed the possibility of retailing multiple mixes of ethanol.

"The suggestion that every petrol pump should stock pure petrol, E10 and E20 simultaneously also ignores the realities of India's fuel distribution network," the petroleum and natural gas ministry said in a 10 July statement, and added that maintaining multiple grades of base petrol across this vast supply chain would create an enormous logistical challenge, increase handling costs, complicate inventory management and reduce operational efficiency.

"People often cite premium petrol as an example. That comparison is misplaced. Premium fuels are niche products sold in limited quantities at a significant price premium because specialised performance-enhancing additives are blended into them. They are not separate nationwide base fuel streams. Running parallel nationwide supply chains for pure petrol, E10 and E20 would be an entirely different proposition," the petroleum ministry statement added.

In India, the ethanol blending programme commenced with a pilot in 2001, E5 was introduced in 2006, and although blending remained around 1.53% in 2013-14, it has since been increased progressively.

Data from the government's Vahan portal showed also that diesel car sales jumped to 71,385 units in July 2026 from 64,853 in June.

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FUEL SWITCH

OCTANE 95 also contains E20 currently just like regular petrol, but it has additives

FUEL retailers say providing E10 through the Octane 95 petrol variant route is an easy fix

Hindu, Delhi, 27/08/2026
Page No: 12, Size: 25.43cm × 32.01cm

New LPG connections still on hold amid West Asia tensions

This is a 'temporary measure' due to the 'geopolitical situation', says the Petroleum Ministry; distributors are pushing the 5-kg free-trade cylinders and the 10-kg composites as alternatives

The Hindu Bureau
NEW DELHI

Consumers across the country continue to wait for new cylinder connections of liquefied petroleum gas (LPG) as supplies remain uncertain due to the episodic flare-ups in the West Asia conflict.

Distributors in New Delhi, Mumbai, Kolkata, Bengaluru, and Chennai said they have not issued any new connections for the 14.2-kg cylinders meant for domestic consumers since mid-March.

The Hindu had earlier reported that applications seeking new LPG connections were still on hold, months after other curbs introduced at the peak of the West Asia crisis were lifted.

Desperate measures: At present, distributors are prioritising refill supplies for existing consumers over new applications. ANI

Temporary measure

In a social media response addressing the concern, the Union Petroleum Ministry's grievance redressal platform said, "Due to the prevailing geopolitical situation, issuance of new LPG connections is temporarily on hold. At present, distributors are prioritizing refill supplies for existing consumers to ensure uninterrupted essential services."

It added that this was a "temporary measure", with new connections expected to resume once the "situation stabilises".

Pawan Soni, general secretary of the Federation of LPG Distributors of India (FLDI), told *The Hindu* that the supply situation is comfortable at present, although it is difficult to predict whether it will remain so over the longer term.

"Nobody knows how many ships carrying LPG the [oil marketing companies] OMCs will be able to procure, as the situation in West Asia remains uncertain. Moreover, storage capacity will also have to be managed efficiently in line with demand," he said.

According to Bijan Behari Biswas, vice-president of the West Bengal unit of the All-India LPG Distributors' Federation, there are an average of 100 to 120 applications for new connections pending with individual distributors across the State.

"However, what we have noticed is that most of these applicants prefer to wait for a new domestic connection instead of getting a free-trade LPG cylinder for a temporary period," he said.

Alternative options

Several distributors across the country have suggested that waiting consumers avail the free trade five-kg (FTL) cylinders and the 10-kg composite cylinders as a temporary measure. The demand for these smaller cylinders varies across the five Metro cities.

"Naturally, there has been an increase in sales as new connections are not being issued," a distributor in Delhi said.

An oil-marketing company official in Chennai, speaking on the condition of anonymity, said, "We have told distributors to issue a five-kg FTL connection to anyone seeking a new connection," the official said. "While the 10-kg cylinders are available, not all distributors may have them."

Distributors in Mumbai and Delhi reported a spike in the sale of five-kg FTL cylinders. Distributors in Kolkata said demand is not particularly high. Before the conflict, India imported 60% of its LPG requirement, of which 90% came through the Strait of Hormuz. Amid the disruption, India augmented its domestic production to offset the impact of lower imports.

(With inputs from Saptaparno Ghosh, Lalatendu Mishra, Senjuti Sengupta, and Balasubramanyam C.P.)

Free Press Journal, Mumbai, 27/08/2026

Page No: 9, Size: 21.83cm × 10.64cm

Global economy in tug-of-war between oil shock and AI boom, says IMF chief

The global economy has weathered the oil shock caused by the closure of the Strait of Hormuz better than feared due to various factors, including an investment boom in artificial intelligence, International Monetary Fund Managing Director Kristalina Georgieva stated. "What started out as a US phenomenon with artificial intelligence is now becoming a growth engine for the global economy, with other countries ramping up construction of data centres and other infrastructure," Georgieva stated to journalists on Tuesday.

She stated that the global economy had weathered the energy shock caused by the closure of the Strait of Hormuz better than feared due to a combination of factors, including drawdowns of oil and gas reserves and increases in non-Gulf supply. "And it is enjoying the tailwinds from an artificial intelligence investment boom, most notably in the US, where both corporate earnings and consumer demand remain strong," Georgieva stated ahead of the G20 finance ministerial meeting in North Carolina, next week. **-PTI**

Hindustan Times

E10 petrol could return to pumps in premium avatar

Rituraj Baruah &
Dhirendra Kumar
rituraj.baruah@livemint.com

NEW DELHI: As consumer clamour to bring back lower-ethanol petrol rises, the government is exploring whether branded fuels such as XP95, Speed and Power95 can be sold in an E10 formulation, three people aware of the talks said. This would sidestep the need to build separate storage and dispensing infrastructure for E10 petrol, at a time when many buyers wary of regular E20 petrol are already turning to these high-octane fuels.

The Union petroleum ministry is discussing the matter with state-run oil marketing companies (OMCs) Indian Oil, Bharat Petroleum and Hindustan Petroleum, the people cited above said on the condition of anonymity.

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Petroleum ministry is discussing the matter with OMCs. REUTERS

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Indian refiners widen oil search as attacks hurt Russian flows

BLOOMBERG
26 August

Indian refiners are scaling back buying of Russian crude from elevated levels, as Ukrainian attacks hurt flows from the nation's top supplier.

Given the pressure on Moscow's crude exports, processors have been seeking alternative barrels from regions including West Africa and even the Americas, while also turning to Persian Gulf suppliers despite still-restricted flows through the Strait of Hormuz because of the US-Iran war. The shift in Indian processors' buying patterns coincides with an expected increase in nationwide demand as a spate of plant maintenance comes to an end, enabling refiners to boost run rates and step up production.

The global crude market is grappling with disruptions caused by the conflicts between Moscow and Kyiv, as well as in West Asia. Russia became India's dominant supplier after the war in Ukraine erupted in 2022, and last month, flows from the Opec+ producer accounted for more than half of its imports.

This month, imports of Russian crude are expected to fall to about 2 million barrels a day, down from a high of around 2.8 million barrels in July, according to Sumit Ritolia, senior manager of modelling at analytics firm Kpler. The decline reflects "some normalisation after very strong crude-buying in recent months, lower Russian export availability and increasing competition from China," as well as the maintenance, Ritolia said. Flows from Russia to India are now expected to normalise above the 2-million-barrel-a-day level in the coming months, he added.

Indian Oil Corporation (IOC), India's largest refiner, recently issued tenders for supply from as far away as the Americas — a rare move — as well as another that mainly sought crudes from the Persian Gulf.

IN A RARE MOVE, INDIA'S LARGEST REFINER — INDIAN OIL— RECENTLY ISSUED TENDERS FOR SUPPLY FROM THE AMERICAS AND ANOTHER ONE THAT MAINLY SOUGHT CRUDES FROM THE PERSIAN GULF

Industry peers Hindustan Petroleum (HPCL) and Mangalore Refinery & Petrochemicals (MRPL) also made snap purchases of non-Russian crude this week. IOC, HPCL and MRPL didn't immediately respond to requests for comment.

Waves of Ukrainian attacks on Russia's refiners and Black Sea ports have both spurred local fuel shortages, and prevented Moscow from diverting crude into the export market. Over the past four weeks, overseas shipments fell to about 3.5 million barrels a day, from a high of over 4 million barrels a day in July, tanker-movement data compiled by *Bloomberg* showed.

India was also competing with China for cut-price barrels, according to Ritolia. October-loading cargoes of Sokol — which ship from Russia's east — were bought unusually early, pointing to stronger so-called forward demand and rising interest in available grades, he added. India and China usually don't compete with each other for western and eastern Russian oil varieties, respectively, but the tightening market may shift that stance.

Financial Express, Delhi, 27/08/2026
Page No: 2, Size: 13.15cm × 14.08cm

Hormuz crisis adds $22.5 bn to fossil-fuel import bill

SAURAV ANAND
New Delhi, August 26

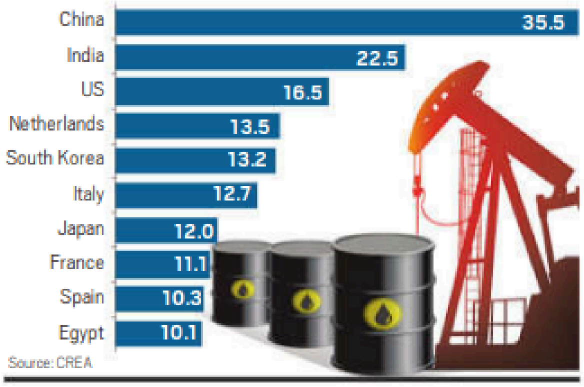
INDIA PAID AN additional $22.5 billion for fossil-fuel imports between March and August 2026 as the Hormuz crisis drove up oil and gas prices, making it the second-most affected importing country globally after China and adding a fresh burden to the country's energy import costs.

China faced the highest additional cost at $35.5 billion, followed by India at $22.5 billion and the US at $16.5 billion. The Netherlands paid an extra $13.5 billion, South Korea $13.2 billion, Italy $12.7 billion and Japan $12 billion.

Crude oil alone accounted for $164 billion of the additional global cost, with prices averaging a 35% premium over pre-conflict market expectations. Refined fuels saw even sharper increases. Diesel and gasoil prices were 59% higher, adding $74 billion, while gasoline prices rose 43%, adding another $36 billion.

SOARING COST

Additional fossil fuel import cost ($ bn)



Source: CREA

Six months after the Hormuz crisis began on February 28, disruptions to global shipping and energy markets have added more than $330 billion to fossil-fuel import bills, equivalent to around $55 billion a month, the Centre for Research on Energy and Clean Air (CREA) said in a report. It termed this the largest sustained fossil-fuel price shock since the 1990 Gulf War. The estimate compares what importing countries actually paid for seaborne crude, fuels and gas with what markets had expected before the conflict. Importantly, it excludes higher freight charges and war-risk insurance, along with pipeline gas, coal, fuel oil and naphtha, meaning these costs are not captured in the headline estimate.

Free Press Journal, Mumbai, 27/08/2026
Page No: 14, Size: 35.69cm × 12.06cm

Hormuz crisis adds $22.5 bn to fuel bill

Biswajeet Banerjee
LUCKNOW

India paid an estimated $22.5 billion extra for fossil fuel imports between March and August 2026 due to the energy price shock from the Strait of Hormuz crisis, making it the second-most affected importing nation after China, according to the Centre for Research on Energy and Clean Air (CREA).

Global shipping and market disruptions following US-Israeli attacks on Iran on February 28 added over $330 billion to worldwide fossil fuel import bills over six months, amounting to an extra $55 billion monthly.

China incurred the highest additional cost at $35.5 billion, while the US ranked third at $16.5 billion.

Crude oil accounted for $164 billion of the extra global cost, with prices averaging 35% above pre-war market expectations. Refined products saw sharper increases, with diesel and gasoil prices climbing 59% above pre-war projections, adding $74 billion globally. Gasoline surged 43%, LNG up to 75%, and jet fuel 59%. The diesel price spike hit India particularly hard due to its heavy reliance on the fuel for freight transport, agriculture, and industrial manufacturing.

The CREA study also underscored the buffer provided by renewable energy. Nations that expanded clean power capacity since 2020 collectively saved $36 billion in coal, gas, and oil imports during the initial five months of the crisis, with $10.6 billion of those savings directly tied to higher war-inflated prices.

Lower-middle-income countries bore a heavier burden relative to their economic size, paying an additional amount equal to 1% of their 2024 GDP compared with 0.45% for high-income countries.

Asian Age, Delhi, 27/08/2026

Page No: 7, Size: 14.13cm × 17.78cm

Crude oil prices decline on Hormuz reopening hopes

Stockholm, Aug. 26: Oil prices fell more than two per cent on Wednesday to their lowest level in more than two weeks, as progress in talks between Iran and Oman raised expectations the Strait of Hormuz could reopen, easing shipping disruptions in a key oil-exporting region.

Brent crude futures were down $2.23, or 2.52 per cent, to $86.35 a barrel at 1218 GMT. West Texas Intermediate crude fut-ures were down $1.97, or 2.39 per cent, at $80.39. Both benchmarks fell to their lowest levels since Aug. 10 earlier in the session.

"It's renewed focus on the discussion between Iran and Oman regarding a deal for transiting oil and other petrochemicals through the Strait of Hormuz. So that sort of creates some optimism," said Bjarne Schieldrop, chief analyst, commodities, at SEB Research.

Iran and Oman have reached agreements on their share of the Strait of Hormuz and its revenues, Iran's Revolutionary Guards spokesperson said, according to a report by the semi-official Tasnim news agency on Wednesday.

ENERGY COSTS

- Brent crude futures fell $2.23, or 2.52%, to $86.35 a barrel.
- West Texas Intermediate crude futures were down $1.97, or 2.39%, at $80.39.
- Iran and Oman have reached agreements on their share of the Strait of Hormuz and its revenues, according to Iran's Revolutionary Guards spokesperson.
- Traffic through the strait remains subdued while talks continue.
- Only five commodity vessels transited the waterway on Tuesday, down from the 10-day average of 15 and well below pre-war levels.
- Both benchmarks fell to their lowest levels since August 10 earlier in the session.

The spokesperson said the US was obstructing negotiations between Oman and Iran, leading to them being delayed.

"The market has moved from pricing a high probability of prolonged disruption and renewed escalation towards pricing partial reopening, negotiated shipping arrangements and a lower risk of renewed military confrontation," said Ole Hansen, head of commodity strategy, Saxo Bank.

"A credible agreement that rapidly restores Hormuz traffic could remove another layer of geopolitical premium."

Traffic through the strait remains subdued while talks continue. Only five commodity vessels transited the waterway on Tuesday, preliminary data from shiptracker Kpler showed, down from the 10-day average of 15 and well below pre-war levels.

Two supertankers carrying 4 mn barrels of Saudi crude are heading to China after loading cargoes through ship-to-ship transfers off Oman, data showed. —*Reuters*

Three Indian refiners, 1 global major to avoid ships on Iran's blacklist

At least three Indian oil refiners and a global energy major plan to stop using vessels on Iran's new blacklist, including for ship-to-ship transfers, due to security concerns, four sources with direct knowledge of the matter said this week. Tehran announced on Sunday a blacklist of 45 ships it said had broken its rules for crossing the Strait of Hormuz, and would take action against any vessels transferring loads with them. The named vessels could be fined, detained and have their cargoes confiscated, according to a post on X from the Persian Gulf Strait Authority, a new body set up by Iran to manage the strait. REUTERS

Economic Times, Delhi, 27/08/2026
Page No: 7, Size: 25.66cm × 19.39cm

BPCL Eyes Ecomm, Payment Gateway in Non-Fuel Push

Looks to deliver groceries at doorstep along with LPG cylinders

Kalpana Pathak

Mumbai: State-run Bharat Petroleum Corporation Ltd (BPCL) will deliver groceries at your doorstep along with LPG cylinders.

To further its non-fuel revenue, the company is stepping up its ecommerce ambitions, looking to take on the likes of Zepto and Blinkit by leveraging its vast network of fuel stations and LPG distributors, while also preparing to launch its own payment gateway to capture digital transactions at its retail outlets.

BPCL plans to integrate the payment ecosystem into its Hello BPCL app, allowing customers to make payments directly through the company's platform when they transact at its fuel stations.

"BPCL has a very large customer base, and it thinks in some areas it can capture the market. So, it has decided to venture into ecommerce through our existing retail network," said a senior industry official aware of the development.

BPCL plans to integrate the payment ecosystem into its Hello BPCL app, allowing customers to make payments directly through the company's platform when they transact at its fuel stations

BPCL aims to strengthen its non-fuel business by creating a differentiated retail ecosystem, he said.

BPCL did not respond to an email seeking comment.

During the last fiscal year, the company upgraded its café formats, convenience retail, customer amenities and loyalty programmes to transform its retail outlets into comprehensive mobility and lifestyle destinations.

"BPCL will be serving customers through our In&Out retail stores at the petrol pumps and are turning our LPG distributorship into dark stores," the industry official said, adding that select LPG dealerships are being used as fulfilment points, stocking household essentials, groceries, FMCG products and consumer durables. Customers can order products through BPCL's app and have them delivered along with their LPG cylinders. The company is doing pilot projects in Maharashtra and Uttar Pradesh.

The pilot is said to have shown promise but has not yet achieved the volumes initially expected, with BPCL facing stiff competition from established quick commerce platforms. "It's good, but not 100% success. Whatever volumes were expected have not come yet. It is only the starting point," the industry official said.

Business Line, Delhi, 27/08/2026
Page No: 3, Size: 18.94cm × 24.45cm

Govt steps up LPG to PNG conversion amid W. Asia conflict

Rishi Ranjan Kala
New Delhi

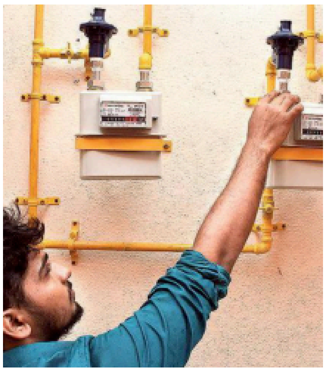
The Oil Ministry is pushing for converting as many domestic LPG consumers to piped natural gas (PNG) as the West Asia conflict continues to simmer, choking as much as half of India's LPG consumption.

The Ministry held a review meeting with all the stakeholders including the PSU oil marketing companies (OMCs) and city gas distribution (CGD) entities deliberating on fast tracking conversion of LPG consumers to PNG, laying of CGD infrastructure, etc.

Senior Oil Ministry officials urged OMCs and CGDs to fast track move to PNG on war footing considering LPG will remain a "pain point" for India with its dependence on the Middle East Gulf (MEG) region for a majority of its domestic consumption.

During the meeting, it was discussed that roughly 21 lakh households, where PNG infrastructure is ready, could immediately shift to piped gas supply.

The Ministry directed CGD entities to bring these households immediately under the D-PNG (Domestic PNG) network.



India had 1.74 crore domestic PNG connections till June

2026 marks a significant turning point for the CGD sector, which began with the Petroleum and Natural Gas Regulatory Board's (PNGRB) PNG National Drive 2.0 to add more consumers to D-PNG.

The effort got a major push with the current West Asian conflict as the government in a bid to conserve LPG initiated policy measures to accelerate adoption of D-PNG.

PNG CONNECTIONS

According to the latest PNGRB data, India achieved 1.74 crore domestic PNG connections till June against a pro-rata target of 4.41 crore, resulting in 39 per cent achievement.

Roughly 1.50 lakh connections were added during the month.

The top three geographical areas (GAs) accounted for around 20 per cent of the total addition in PNG domestic connections across all GAs.

NCT of Delhi GA authorised to Indraprastha Gas (IGL) recorded the highest number of connections during June, followed by Ahmedabad city and Daskroi Area GA (authorised to Adani Total Gas) and Vadodara (Vadodara Gas).

The push towards D-PNG assumed criticality considering the cost of a 14.2 kg domestic LPG cylinder hit ₹1,600 in June 2026, even as PSU oil marketing companies (OMCs) were charging ₹942 per cylinder from general consumers and ₹642 from PM Ujjwala households.

This resulted in higher losses for the PSU OMCs. For instance, the under-recovery of PSU OMCs for supplying LPG at below market rates swelled to more than ₹59,000 crore in July 2026 from over ₹51,000 crore in June.

Mint, Delhi, 27/08/2026

Page No: 2, Size: 11.59cm × 12.62cm

Indian refiners widen oil search as attacks hurt Russian flows

REUTERS

Indian refiners are scaling back buying of Russian crude from elevated levels, as Ukrainian attacks hurt flows from the nation's top supplier. Processors have been seeking alternative barrels from regions including West Africa and even the Americas, while also turning to Persian Gulf suppliers despite still-restricted flows through the Strait of Hormuz because of the US-Iran war. **BLOOMBERG**

Economic Times, Delhi, 27/08/2026
Page No: 8, Size: 15.21cm × 33.87cm

Oil Shock Could Outlast Conflicts

Supply risks will keep prices elevated

Oil prices remain volatile at elevated levels, fuelled by unfulfilled hopes of conflict resolution. An unprecedented share of global oil supply is caught in geopolitical tensions, putting a floor under prices. Supplies from West Asia and Russia face threats from hostilities and sanctions, while producers such as Libya and Venezuela grapple with internal political turmoil. The global outlook is clouded by low strategic reserves, uncertainty over supply resumption and the restoration of shipping routes. A vital resource has been weaponised to a remarkable degree, and the energy shock is likely to persist, with second-order effects on fertiliser and plastics prices.

Restoration of oil prices to their levels before the US-Iran conflict is remote over the next 12 mths as consuming countries prioritise replenishing their crude reserves. Oil-producing countries, on their part, face diverse outcomes in restoring production. Both processes will drag on even if the conflict is resolved immediately. The shipping industry will also need time to mark down risks for its tanker fleet. The world has priced in higher energy costs for the medium term at levels that are acceptable politically, but the risks of a slowing global economy are not as easily apparent. Greater clarity on this will determine the course of conflict resolution.

The oil shocks of the 2020s are by no means of lesser import than those of the 1970s. The intensity of oil price spikes was greater then, but the current situation could keep energy and associated prices high for longer. There's no effective supply response to oil and natural gas disruptions because the energy mix requires a baseline of fossil fuels alongside the growth in RE. India, for instance, has achieved a milestone with its non-fossil capacity crossing 50%, yet its vulnerability to imported energy shocks remains high. Energy shocks have become immune to conflict intensity as global demand is driven to new highs by emerging economies.

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गड़बड़ी का जवाब कौन देगा? सेक्टर 80 निवासी उपभोक्ता ने मांगा कंपनी से हिसाब, एलपीजी बंद करने का नोटिस भी आ रहा

PNG कनेक्शन मिला नहीं, हजारों का बिल भेज रहे

■ NBT न्यूज, फरीदाबाद

घर में पीएनजी कनेक्शन नहीं होने के बावजूद एलपीजी गैस सप्लाई बंद करने का नोटिस मिलने पर एक उपभोक्ता ने अडानी टोटल गैस लिमिटेड के सामने आपत्ति दर्ज कराई है। उपभोक्ता का कहना है कि उनकी सोसायटी में पीएनजी की पाइपलाइन बिछ चुकी है, लेकिन उन्होंने अपने घर में अभी तक पीएनजी कनेक्शन नहीं लिया है। उन्हें एलपीजी बंद करने की चेतावनी दी गई है।

कंपनी ने 24 मार्च 2026 की केंद्र सरकार की अधिसूचना के क्लॉज-7 का हवाला देते हुए कहा है कि पीएनजी उपलब्ध होने वाले इलाके में एलपीजी सप्लाई बंद की जा सकती है। उपभोक्ता को जल्द पीएनजी कनेक्शन लेने की सलाह दी गई है। सेक्टर 80 डिस्कवरी पार्क सोसायटी के निवासी अमित गुप्ता ने कंपनी को भेजे जवाब में कहा कि सोसायटी में पीएनजी की पाइपलाइन पहुंचना और घर में पीएनजी कनेक्शन चालू होना अलग-अलग बात है।

उनके नाम पर पीएनजी कनेक्शन है। इसकी तारीख 20 मई 2023 दर्ज है। कन्वर्जन अभी बाकी है, जिसके चलते नोटिस दिया है। -कस्टमर केयर, अडानी गैस लिमिटेड

अमित ने साल 2023 में पीएनजी कनेक्शन के लिए एक हजार रुपये सिक्योरिटी डिपॉजिट जमा किए थे। लेकिन कनेक्शन नहीं लग सका। उनके पास 9 अक्टूबर 2023 को न्यूनतम शुल्क माफी को लेकर शिकायत दर्ज की थी। इसके बाद भी 3300, 24,680 और 26,780 रुपये के बिल जारी किए गए। मई 2024 में 26,516, 4,666, 3,299 और 21,863 रुपये के बिल जारी किए गए। जनवरी 2025 में भी 26,516, 4,666 और 23,299 के बिल जारी किए।

इतना बिल कैसे आया, मांगा ब्योरा

उन्होंने कंपनी से कनेक्शन लगाने के रिकॉर्ड, मीटर नंबर, मीटर रीडिंग और अब तक जारी बिलों का पूरा ब्योरा मांगा है। उन्होंने बिना सक्रिय पीएनजी कनेक्शन के एलपीजी बंद नही करने की मांग की है। इस मामले में अडानी टोटल गैस के मैनेजर राहुल भाटिया से फोन पर संपर्क करने का प्रयास किया, लेकिन उन्होंने फोन नहीं उठाया।

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कवायद सरकार ने सही नाप-तौल सुनिश्चित करने के लिए 'दिल्ली लीगल मेट्रोलॉजी (गवर्नमेंट अप्रूव्ड टेस्ट सेंटर) नियम, 2026' का ड्राफ्ट किया जारी

अब प्राइवेट एजेंसियां भी जांचेंगी वॉटर मीटर और पेट्रोल पंप नोजल

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■ **नई दिल्ली:** पानी के मीटर, थर्मामीटर, ब्लड प्रेशर (बीपी) मापने वाली मशीन और पेट्रोल-डीजल पंपों के नोजल की सटीकता जांचने की व्यवस्था में बड़ा बदलाव होने जा रहा है। दिल्ली सरकार के बाट एवं माप विभाग (लीगल मेट्रोलॉजी) ने पारदर्शिता बढ़ाने और लोगों को सही नाप-तौल सुनिश्चित करने के लिए 'दिल्ली लीगल मेट्रोलॉजी (गवर्नमेंट अप्रूव्ड टेस्ट सेंटर) नियम, 2026' का ड्राफ्ट जारी किया है।

ड्राफ्ट को मंजूरी मिलने के बाद सरकारी प्रयोगशालाओं के साथ गवर्नमेंट अप्रूव्ड टेस्ट सेंटर (जीएटीसी) के तौर पर मंजूरी पाने वाली कॉरपोरेट कंपनियां, स्वतंत्र फर्म और NABL से मान्यता प्राप्त प्रयोगशालाएं भी नाप-तौल से जुड़े उपकरणों का वेरिफिकेशन और स्टैम्पिंग कर सकेंगी।

10 दिनो मे दे सकते है ड्राफ्ट पर सुझाव और आपत्तियां: ड्राफ्ट नियमों पर 10 दिनों के भीतर सुझाव और आपत्तियां मांगी गई हैं। इन्हें डाक या ईमेल के जरिए भेजा जा सकता है। सुझावों पर विचार के बाद नियमों को अंतिम रूप देकर अधिसूचित किया जाएगा। सुझाव और आपत्तियां नियंत्रक, कानूनी मापविज्ञान विभाग, प्लॉट नंबर-17, इंस्टीट्यूशनल एरिया, विश्वास नगर, दिल्ली-110032 के पते पर भेजी जा सकती हैं। इन्हें controllerwmd@gmail.com या acwmhq@gmail.com पर ईमेल भी किया जा सकता है।

ड्राफ्ट के मुताबिक, नाप-तौल के उपकरणों को जोखिम के आधार पर तीन श्रेणियों में बांटा गया है। हाई रिस्क श्रेणी में बीपी मशीन, वॉटर मीटर, पेट्रोल-डीजल और सीएनजी नोजल, बिजली मीटर, वेइंग ब्रिज और टैंक ट्रक आदि शामिल हैं। इनकी जांच जीएटीसी या विभागीय लैब से कराना अनिवार्य होगा।

AI Image

मीडियम रिस्क श्रेणी में दुकानों और सब्जी विक्रेताओं के तराजू, काउंटर मशीन और थर्मामीटर आदि शामिल हैं। वहीं, लो रिस्क श्रेणी में घरों में इस्तेमाल होने वाले किचन स्केल और बाथरूम स्केल जैसे उपकरण रखे गए हैं। इनके लिए सेल्फ-सर्टिफिकेशन का प्रावधान किया गया है।

प्रमुख उपकरणों की प्रस्तावित जांच फीस

उपकरण श्रेणी	फीस
वॉटर मीटर घरेलू	₹250
कमर्शियल	₹1,000
इंडस्ट्रियल	₹2,500
बीपी मशीन प्रति मशीन	₹100
क्लिनिकल थर्मामीटर प्रति	₹50
गैस मीटर घरेलू	₹500
कमर्शल	₹2,000
इंडस्ट्रियल	₹5,000
बिजली मीटर घरेलू	₹1,000
कमर्शल	₹3,000
इंडस्ट्रियल	₹5,000
पेट्रोल/डीजल डिस्पेंसर प्रति नोजल	₹5,000
सीएनजी/एलपीजी/एलएनजी/ हाइड्रोजन डिस्पेंसर प्रति नोजल	₹10,000
स्पीड मीटर ट्रैफिक पुलिस	₹15,000
ब्रीथ एनालाइजर ट्रैफिक पुलिस	₹2,500

बीमा और जुर्माने का भी प्रावधान

■ टेस्ट सेंटर की मंजूरी के लिए प्रति उपकरण 2.5 लाख रुपये सालाना फीस प्रस्तावित है। लापरवाही या गलत जांच से होने वाले नुकसान से बचाव के लिए अप्रूव्ड सेंटरों के लिए थर्ड-पार्टी लायबिलिटी इंश्योरेंस अनिवार्य किया जा सकता है।

■ नियमों के उल्लंघन या गलत वेरिफिकेशन की स्थिति में एक लाख रुपये तक का जुर्माना लगाने के साथ लाइसेंस निलंबित या रद्द करने का प्रावधान भी प्रस्तावित है।

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पश्चिम एशिया संकट के बीच महंगी हुई एलएनजी

एजेंसी ■ नई दिल्ली

पश्चिम एशिया में जारी भू-राजनीतिक तनाव और आपूर्ति श्रृंखला में व्यवधान के बीच भारत का तरलीकृत प्राकृतिक गैस (एलएनजी) आयात बिल चालू वित्त वर्ष के अप्रैल-जुलाई अवधि में उल्लेखनीय रूप से बढ़ गया है। पेट्रोलियम एवं प्राकृतिक गैस मंत्रालय के आंकड़ों के अनुसार, इस अवधि में भारत का एलएनजी आयात बिल 24 प्रतिशत बढ़कर 5.6 अरब डॉलर पर पहुंच गया, जबकि पिछले वित्त वर्ष की समान अवधि में यह 4.5 अरब डॉलर था। पश्चिम एशिया संकट और होर्मुज जलडमरूमध्य पर बढ़ते दबाव के कारण खाड़ी देशों से ऊर्जा आपूर्ति प्रभावित हुई है, जिसके चलते भारत ने अमेरिका से एलएनजी और एलपीजी की खरीद में उल्लेखनीय बढ़ोतरी की है। ऊर्जा सुरक्षा सुनिश्चित करने के लिए भारत ने वैकल्पिक स्रोतों की ओर रुख किया है, लेकिन इससे आयात लागत में वृद्धि हुई है। जुलाई 2026 में भारत का एलएनजी आयात 1.2 अरब डॉलर रहा, जो जुलाई 2025 के 1.1 अरब डॉलर की तुलना में 9.1 प्रतिशत अधिक है। इसी अवधि में आयात की मात्रा भी बढ़ी और यह 2,915 मिलियन मानक घन मीटर तक पहुंच गई,

जबकि एक वर्ष पहले यह 2,872 मिलियन मानक घन मीटर थी। ऊर्जा आपूर्ति को सुरक्षित बनाने के लिए भारत ने एलएनजी आयात स्रोतों में व्यापक विविधीकरण किया है। पहले जहां देश केवल छह देशों से एलएनजी आयात करता था, वहीं अब यह संख्या बढ़कर 15 देशों तक पहुंच गई है। इसी तरह कच्चे तेल के आयात स्रोत भी 27 देशों से बढ़कर 41 देशों तक हो गए हैं। एक वरिष्ठ अधिकारी ने कहा कि इस रणनीति से किसी एक देश, क्षेत्र या परिवहन मार्ग पर निर्भरता कम हुई है। साथ ही भारत को आपूर्ति संबंधी व्यवधानों और वैश्विक बाजार में उतार-चढ़ाव से निपटने की बेहतर क्षमता मिली है। अधिकारी ने बताया कि पश्चिम एशिया संकट के कारण केवल ऊर्जा कीमतें ही नहीं बढ़ी हैं, बल्कि समुद्री परिवहन लागत में भी तेज वृद्धि हुई है।