Business Line, Delhi, 01/06/2026
Page No: 4, Size: 34.63cm × 25.51cm

How to make green hydrogen viable in industry

In a situation of fuel crisis, policies that create long-term demand for green hydrogen and lower its delivered cost are vital

Amarendu Nandy
Goutam Dalapati

Prime Minister Narendra Modi's appeal to use petrol and diesel sparingly has brought India's energy vulnerability back into focus. India's response, however, cannot stop at short-term restraint by households alone. Imported fossil energy is built into India's industrial economy — in fertilizers, refineries, ammonia and other energy-intensive production chains. Therefore, any serious response must reduce fossil-fuel dependence where it is embedded in production.

In this regard, the National Green Hydrogen Mission (NGHM) needs to be reviewed through a sharper energy-security lens. The Mission's 2030 target of 5 million tonnes (mt) of annual green hydrogen capacity is ambitious, but to create resilience, the immediate task must be to convert existing demand for grey hydrogen and ammonia into green, contract-backed demand that firms can finance and use at scale. For accelerated adoption, several policy imperatives follow.

First, green hydrogen adoption must be expedited in core industries like fertilizers and refineries, where existing grey hydrogen and ammonia use can be converted into durable and bankable green demand. SECI's 10-year agreements to supply 7,24,000 tonnes of green ammonia annually to 13 fertilizer units, with estimated forex savings of about $2.5 billion over a decade, and refinery-linked green hydrogen projects covering 30,000 tonnes per annum, are useful steps. Their real value lies in the demand signal. India's hydrogen policy will acquire substance only when existing industrial demand becomes credible long-term demand for green hydrogen, reducing fossil-import dependence where it is embedded in production.

FINAL DELIVERED COST

Second, hydrogen economics must be judged by delivered cost, not production cost alone. Cheap production can still become uncompetitive once transport, storage, conversion losses and purification are added. If delivered costs remain high, green hydrogen will not work as an import-substitution strategy. Evidence from advanced hydrogen markets suggests that midstream and end-use infrastructure can account for 70-85 per cent of the final delivered cost, even when production costs are only $2-3 per kg.

India should therefore avoid building the early market only around large coastal hubs and long-distance supply chains. Such hubs matter for exports and large industrial users, but they cannot by themselves serve the dispersed domestic industries whose fossil dependence the Mission must reduce.

Third, hydrogen adoption should not be built only around large, centralised projects. Many small and mid-sized industrial users need reliable, high-quality hydrogen in modest quantities, close to the point of use. For them, modular, on-site or near-site production may be more economical than sourcing from distant hubs. Policy should therefore focus on building domestic competence in modular electrolysers, high-purity hydrogen systems and application-specific engineering. There are wider opportunities in specialty chemicals, advanced materials, and, over time, in derivatives such as green ammonia and synthetic fuels. A hydrogen ecosystem built around only a few large public-sector applications will not create the engineering firms, component suppliers and specialised manufacturers needed for a durable market.

WAY TO GO. Smaller hubs for the production for green hydrogen GETTY IMAGES

Fourth, electrolyser policy must support both scale and distributed use. The NGHM's ₹4,440 crore incentive scheme has awarded 15 companies domestic manufacturing capacity of 3,000 MW per annum, but its design remains tilted towards larger manufacturers. The main bidding buckets had 100 MW thresholds, though one smaller bucket allowed bids from 10 MW. Since electrolysers form a large share of green hydrogen costs, scale and efficiency matter. But if the mission is to reduce fossil dependence across industry, it must also support modular applications. A calibrated SME window for 10 kW to 2 MW stacks could enable small-scale, near-site electrolysis for dispersed industrial users and MSMEs that cannot viably connect to coastal hubs. Studies suggest such systems can match or improve large-hub break-even periods once transport and grid-access costs are included, especially with targeted capital subsidies of 20-30 per cent.

Finally, a hydrogen policy cannot be separated from power-sector reform. If green hydrogen is to reduce fossil-import dependence inside industry, electrolysers must run on renewable power that is cheap, reliable and dispatchable. India has built a strong baseline, surpassing 50 per cent non-fossil installed capacity ahead of its 2030 National Determined Contribution timeline. However, if grid transmission bottlenecks, storage gaps, and open-access frictions persist, domestic hydrogen will remain too expensive to compete.

The Mission will count only when green hydrogen becomes commercially usable in ordinary industrial settings.

Nandy is Associate Professor in the Economics & Public Policy Area at IIM Ranchi, and Dalapati is Chief Technology Officer at Hydrogen Innovation Pte. Ltd. Views are personal

Millennium Post, Delhi, 01/06/2026
Page No: 9, Size: 17.44cm × 15.64cm

Govt cuts windfall tax on export of petrol, diesel & aviation turbine fuel

The finance ministry in a notification said road & infrastructure cess will be nil on export of petrol and diesel

NEW DELHI: The government has halved windfall gains tax on export of petrol to Rs 1.5 litre, while reducing the levy on diesel to Rs 13.5/litre and aviation turbine fuel to Rs 9.5/litre effective June 1.

The finance ministry in a notification said road and infrastructure cess will be nil on export of petrol and diesel.

Also, there is no change in the existing duty rates on petrol and diesel cleared for domestic consumption.

The special additional excise duty (SAED) on petrol at Rs 3/litre was imposed on May 16 and the fortnightly review slashed it to Rs 1.5/litre from June 1.

The duty on export of diesel has been reduced to Rs 13.5 per litre, from Rs 16.5 per litre, and aviation turbine fuel to Rs 9.5 per litre, from Rs 16 per litre from June 1.

The government had on March 26 imposed an export duty of Rs 21.50 a litre on diesel, and Rs 29.5 a litre on ATF. In the review on April 11, the duties were hiked to Rs 55.5/litre and Rs 42/litre. In the April 30 review, they were cut to Rs 23/litre and Rs 33/litre, and further slashed to Rs 16.5/litre and Rs 16/litre on May 16.

The windfall tax was levied to increase domestic availability of the fuel amid the US-Israel and Iran war.

It was also aimed at not allowing exporters to take undue advantage due to price differences as globally crude oil prices had risen since the beginning of the war.

On February 28, the United States and Israel launched military strikes against Iran, triggering sweeping retaliation from Tehran.

Crude oil prices have remained above $100 per barrel over the past week, from the about $73 per barrel before the war. The windfall tax was to ensure domestic availability of petroleum products by disincentivising exports against the backdrop of the West Asia crisis, the ministry said. PTI

Mint, Delhi, 01/06/2026
Page No: 11, Size: 12.44cm × 29.21cm

The move is aimed at addressing a domestic gas shortage exacerbated by a global fuel crisis. BLOOMBERG

NLC, RIL to explore lignite gasification

NLC India Ltd and Reliance Industries Ltd (RIL) will jointly explore developing an underground lignite gasification project in Gujarat as part of efforts to augment domestic gasified fuel supplies amid the global fuel crunch, people familiar with the matter said.

State-run miner and power producer NLC has signed an agreement with RIL to assess the feasibility and technical viability of converting lignite reserves through underground gasification. NLC holds two lignite blocks in Gujarat that would be considered for the project, the people said.

Preliminary technical studies for underground lignite gasification blocks with RIL are in progress, they said, adding that RIL was brought on board for its expertise in gasification technologies.

The move is aimed at partially addressing a domestic gas shortage exacerbated by the ongoing global fuel crisis. If successful, the project could provide a supplementary source of synthesis gas for industrial use and potentially strengthen energy security by reducing dependence on imported liquefied natural gas (LNG).

NLC has been seeking alternative ways to monetize its lignite resources. PTI

Mint, Delhi, 01/06/2026

Page No: 15, Size: 37.52cm × 58.98cm

Energy security must be treated like a vital part of India's strategy

The West Asia crisis is reminder that this is not a procurement exercise but a strategic imperative in need of close attention

VIJAY KELKAR
is vice president, Pune International Centre, and former secretary, ministry of petroleum and natural gas.

BLOOMBERG

The crisis in West Asia is painfully familiar. Markets have seen conflict, shipping risks and price spikes before. Yet, every episode re-teaches the same lesson: when you are heavily import dependent, energy is not merely a commodity. It shapes inflation, claims foreign exchange and constrains economic policy. That said, India has made genuine progress: world-class refining capacity, expanded access and a serious push on renewables. We have improved the machinery, yet left the foundations exposed.

The Strait of Hormuz is a reminder. We should not pretend that chokepoints are exotic risks. In the 1990s, I emphasized that geopolitics would remain a principal determinant of international oil markets, with supply crises creating price spikes. Today, that proposition needs no embellishment.

India's vulnerability is structural. We have built an economy that requires large and growing volumes of imported hydrocarbons while domestic production has not kept pace. When global crude oil rises and stays high, the economy absorbs it through a larger import bill, inflation pressure and reduced room for fiscal and monetary manoeuvre. Oil at $100 a barrel instead of the $80 planning baseline is enough to impact the rupee, raise the cost of capital and force painful fiscal trade-offs.

Then there is liquefied petroleum gas (LPG). When availability is stretched, households and small enterprises experience the shock through queues, delayed refills and rationing.

Progress on diversification is undeniable. In recent years, India has expanded supplier options for oil. But diversifying suppliers reduces bilateral dependence; it does not eliminate vulnerability to global price formation, shipping risk premia or chokepoint disruptions. While diversification is necessary, it is not energy security.

It is the foundational failures we must focus on.

First, domestic supply. After a production surge in the 1980s and 90s, the upstream sector has languished. For roughly two decades, India's oil output has remained below 0.8 million barrels per day, never achieving a scale that meaningfully changes import dependence. With inert domestic supply, higher imports can mean macro stress.

In 1996, at the Lovraj Kumar memorial lecture, I argued that a central goal must be to ensure that hydrocarbons are available at a steady rate at minimum cost with maximum supply security. I argued that India's exploration intensity was low, many basins remained unexplored and that we needed competition in exploration and production acreage, with greater private participation, including collaborations with global oil companies. We have not pursued that agenda with urgency and continuity. Policy reform has often been episodic: announced, debated, diluted and then revisited.

This is where we must be blunt. If domestic oil and gas production has languished, we should not treat it as fate. It reflects incentives, stability, contracting confidence and the state's ability to carry a long-term programme beyond political cycles. In 2014, in a report submitted to the ministry of petroleum and natural gas, I and others argued for a regime that rewards exploration, reserve creation and sustained production.

A production sharing contract (PSC) regime is the appropriate contractual framework for India, but we must not sabotage it with micromanagement. A PSC aligns risk with reward when geology and costs are uncertain; with returns linked to profitability, rather than gross revenue, the government's slice can rise progressively with profits. Revenue sharing contracts may appear simpler, but they force bidders to price geology, costs and future prices up front; in uncertain basins, this encourages either conservative bids or aggressive bids followed by underinvestment. But even a well-crafted PSC would fail if the state apparatus cannot resist discretionary approvals, delays and adversarial oversight, as seen before. If we want investment, we must offer stable terms and predictable administration, with prudential technical oversight and ex-post fiscal audits by revenue authorities (instead of the directorate general of hydrocarbons), not a system riddled with endless ex-ante approvals.

Mexico offers an illustration of the practicality of a PSC when paired with credible institutions: by May 2022, production from post-reform contracts had hit 101,000 barrels a day of crude oil (about 6% of national output), and by mid-2023 Mexico had 108 valid exploration and production contracts, including 34 under a production sharing model.

Second, given that this is often described as the 'gas century,' we must plan for route redundancy and gas infrastructure. In that 1996 lecture, I had argued in favour of a cross-country gas network to provide a safety net for energy security, and for pursuing import options, including an offshore deep-water India-Oman pipeline, with Oman as a hub and gas sourced from multiple Gulf producers, thus supplementing other routes. One can debate the commercial feasibility of any single corridor, but the strategic point is larger: energy security requires redundancy built by patient capital and institutional stamina.

India's renewables push, especially solar, is commendable. However, it offers no insurance against hydrocarbon shocks, at least not yet. Oil still drives mobility, freight, aviation and petrochemicals in India. Gas still matters for industry. A durable transition must strengthen supply chains.

If this crisis is to be more than an expensive lesson, India needs an energy security doctrine executed with long-term vision beyond political affiliations. It should include four commitments: real scenario planning, with cross-ministry playbooks for oil, liquefied natural gas and LPG disruptions; upstream as national infrastructure; redundancy by design; and renewables with durability. West Asia will stay volatile and its chokepoints narrow. Those are constants. The variable is whether India treats energy access as procurement or recognizes it as a key aspect of economic strategy.

Tribune, Delhi, 01/06/2026
Page No: 14, Size: 22.36cm × 15.29cm

Amid West Asia crisis, Centre reconstitutes panel for dispute resolution in oil, gas sector

ADITI TANDON
TRIBUNE NEWS SERVICE

NEW DELHI, MAY 31

The Ministry of Petroleum and Natural Gas has reconstituted the high-level Committee of External Eminent Persons for Dispute Resolution in India's petroleum and natural gas sector.

The reconstituted panel has been formed to facilitate conciliation and mediation in disputes arising from contracts related to exploration blocks and hydrocarbon fields in India.

It is being viewed as part of the Centre's broader effort to ensure faster settlement of disputes, reduce prolonged litigation and improve investor confidence in the energy sector at the time of a raging West Asia crisis.

Three former officials and experts included in the committee are retired bureaucrat Rajiv Bansal, who was former Secretary in the Ministry of Civil Aviation; Barnali Barua Tokhi, former Managing Director of Bharat Petroleum Resources Ltd; and Deepak Mishra, former Director and Chief Executive Officer of Indian Council for Research on International Economic Relations (ICRIER).

The committee will function as an independent mediation and conciliation body for resolving disputes in the exploration and production sector. The members will have a tenure of three years from the date of notification this week.

However, the Centre has retained the authority to remove any member at any time without assigning reasons. Members will also be eligible for extension of tenure.

The notification specifies the need for all members "to stay impartial" with the committee granted extensive powers to conduct mediation and conciliation proceedings under the provisions of the Arbitration and Conciliation Act, 1996.

The order says the panel should achieve settlement agreements between disputing parties within three months from the date of its first meeting.

The government has further permitted the committee to seek assistance from third-party expert agencies whenever required for technical or specialised matters. Members will also receive reimbursement for travel expenses and an honorarium of Rs 20,000 per hearing.

EXPORT DUTIES SLASHED

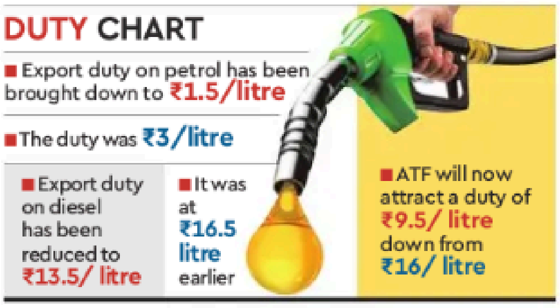
The Centre has revised export duties on petrol, diesel and aviation turbine fuel for the two weeks starting on June 1. While exports of petrol will be subject to a tariff of ₹1.5 per litre, diesel exports will be subject to a duty of ₹13.5 per litre. Aviation turbine fuel is subject to export duty of ₹9.5 per litre.

Financial Express, Delhi, 01/06/2026
Page No: 3, Size: 16.99cm × 11.11cm

Govt cuts export duties on petrol, diesel, jet fuel

FE BUREAU
New Delhi, May 31

THE GOVERNMENT HAS announced a fresh revision in export duties on petroleum products, sharply reducing the levy on aviation turbine fuel (ATF) and petrol while moderating the levy on diesel shipments. The move follows significant improvement in domestic crude oil stocks over the last few days, allaying concerns about a possible shortage.



Petroleum products are a major item in India's export basket. Under the new structure, the export duty on petrol has been brought down to ₹1.5 per litre (Special Additional Excise Duty of ₹1.5 and nil Road and Infrastructure Cess). The duty was ₹3 per litre when first imposed on May 15.

The total export duty on diesel has been reduced to ₹13.5 per litre from ₹16.5 per litre earlier. ATF will now attract a duty of ₹9.5 per litre (SAED only), down from ₹16 per litre. The revised rates will come into effect from Monday.

The government had introduced these export duties in late March to discourage exports and ensure adequate domestic availability of petroleum products amid supply uncertainties triggered by the West Asia crisis.

The rates are reviewed every fortnight based on average international prices of crude oil and refined products. The rates are prescribed based on the average international prices of crude oil, petrol, diesel and ATF prevailing during the period since the last review, the officials said.

Following a steep hike in mid-April that took diesel duty to as high as ₹55.5 per litre and ATF to ₹42 per litre, the government has been steadily moderating the levies through May.

Indian Express, Delhi, 01/06/2026
Page No: 10, Size: 30.77cm × 22.12cm

Austerity is needed, but energy security requires breaking silos in government

OVER THE BARREL

BY VIKRAM S MEHTA

THE PM has issued a clarion call for energy austerity. This is timely because even when the Straits of Hormuz reopen, India will continue to face elevated energy prices and supply uncertainty. Worldwide, stocks of crude oil and petroleum products have been depleted. These will have to be replenished. Eight refineries in the Persian Gulf and Qatar's Ras Laffan LNG terminal have been damaged.

This will keep the petroleum market tight. In addition, while a "no war-no peace" scenario (like the relationship between North Korea and South Korea, or the current ties between India and Pakistan) may continue indefinitely, India cannot discount the possibility of miscalculation, misadventure, and/or misunderstanding triggering a violent rupture.

The PM's call does, however, raise several questions. Who, other than the PM, has the executive mandate within our administrative and institutional set-up to put flesh on his directive? Who will define the targets to be achieved? Who will highlight the cross-cutting linkages within the energy sector (petroleum, coal, renewables, power, nuclear) and between energy and other economic sectors (fertiliser, food, water, environment, semiconductors, heavy industry) to ensure a "whole-of-system" approach to the management, monitoring, and evaluation of energy policy and security?

The answer is no one. There is no individual or institution with executive authority over energy. Some years ago, I proposed that the government revert to the *status quo ante* of 1992 and establish a Ministry of Energy, with the Minister ranked alongside the Ministers of Defence, Home, Finance, and External Affairs as one of the senior-most members of the cabinet. I suggested that the current cabinet-level ministries of petroleum, coal, renewables, and power be subsumed under this ministry.

This suggestion had no takers, possibly because it was politically infeasible. With 23 political parties in the coalition government, all of whom had to be accommodated, a proposal that reduced the size of the cabinet was never likely to gain traction. Today, this is no longer a constraint. The proposal could therefore be brought back to the table. I would suggest that NITI Aayog be directed to lead a discussion on the subject.

That said, I recognise that administrative and institutional change is never easy. Powerful vested interests must be navigated. A second-best option would, therefore, be for the PM to create a "Department of Energy Resources and Security" (DERS) within the Prime Minister's Office, headed by a cabinet-ranked official and staffed by a multidisciplinary cadre of skilled specialists. The purpose would be to supplement, not duplicate or dilute, the responsibilities of the existing energy-related ministries. They would continue "as is". There would be no change to the present administrative structure.

Specifically, I would recommend that DERS be vested with executive responsibility for the following five functions.

First, to provide a platform for a "whole-of-system" integrated approach to energy policy planning, implementation, monitoring, and evaluation (*à la* the Chief of Defence Staff). Most importantly, it should identify, study, and evaluate intra-energy and energy-non-energy economic, social, and environmental linkages to ensure efficiency of use, supply resilience, competitiveness, and decarbonisation.

> The government should consider enacting an 'Energy Responsibility and Security Act' that defines the roles and responsibilities of every citizen in securing energy 'atmanirbharta' and sustainability

Second, to ensure symmetry of investment across the energy value chain (generation, transmission, storage, distribution). Currently, this requires coordination among multiple ministries at the Centre and between the Centre and states. Lack of symmetry results in avoidable economic loss. According to economist Swaminathan Aiyar, 4 GW of solar energy is stranded in Rajasthan alone because of inadequate evacuation capability. Third, to provide a platform for "India Energy Inc." to leverage its market power to secure energy at competitive prices, attract risk capital for the development of indigenous energy resources, and forge multilateral and bilateral research and technology partnerships.

Fourth, to serve as the "Energy Ombudsman". Currently, there are a plethora of energy regulators. All have well-defined roles and responsibilities, but there is overlap and, on occasion, contention. The ombudsman should streamline and standardise energy regulation, particularly in relation to strategic reserves, inter-state wheeling of power, EV charging infrastructure, battery technology, time-of-day pricing, and dispute resolution. It should create a database of energy regulations worldwide, establish a forum for information exchange and best practices, and supervise the development of regulatory talent.

Finally, DERS should serve as the nodal communication point for energy-related matters. Energy is a politically sensitive subject. The PM currently bears the mantle of educating the public on the macroeconomic and cross-cutting ramifications of energy. This responsibility should devolve to DERS.

In this context, the government should consider enacting an "Energy Responsibility and Security Act" that defines the roles and responsibilities of every citizen in securing energy *atmanirbharta* and sustainability, while laying out a roadmap towards these objectives. DERS should take the lead in preparing the first draft.

The ripple effects of the closure of the Straits of Hormuz bring to mind the response economists at the London School of Economics gave Queen Elizabeth when she asked how such a conglomeration of brilliant people had failed to anticipate the economic and financial crisis of 2008. They explained that while "everyone seemed to be doing their own job properly" and "on its own merit", there was "no one who saw the whole picture" and appreciated that "while individual risks may rightly have been small", the collective impact of these risks could trigger a systemic collapse.

This answer mirrors the problem of energy policy in India. Those involved with energy appreciate the nature of our energy challenge. They know what must be done. But because each of them has a mandate over only one component of energy policy, they lack a line of sight on the systemic consequences of seemingly "small" failures. This must change. We need to break silos and create a system that enables executive oversight over the totality of energy policy and security.

The writer is chairman and distinguished fellow of the Centre for Social and Economic Progress

Economic Times, Delhi, 01/06/2026

Page No: 4, Size: 7.86cm × 11.54cm

Windfall Gains Tax Slashed on Petrol, Diesel, ATF Exports

New Delhi: The government has cut the windfall gains tax on petrol exports to ₹1.5 per litre from ₹3 and on diesel exports to ₹13.5 per litre from ₹16.5, effective June 1. On ATF, the levy has been reduced to ₹9.5 per litre from ₹16.

Windfall tax on exports of petrol, diesel and aviation turbine fuel (ATF) was imposed in March this year to boost domestic fuel availability amid the West Asia crisis. The ministry, however, said there will be no change in duty rates on petrol and diesel cleared for domestic consumption.

In India, fuel prices are revised every 15 days based on the average international prices of crude oil, petrol, diesel and ATF during the period since the last review. The latest revision of export duty on petrol, diesel and ATF was notified by the finance ministry on Saturday.

As per the notification, the road and infrastructure cess on export of petrol and diesel will be nil.

Global crude oil prices have softened to $90 per barrel from around $104 in March. Retail fuel prices across the country have been revised for the fourth time by around ₹7.5 per litre since the start of the West Asia crisis. – **Our Bureau**

Hindustan Times, Delhi, 01/06/2026

Page No: 10, Size: 6.99cm × 43.18cm

Hindustan Times

CENTRE SLASHES WINDFALL LEVY ON FUEL EXPORTS

Press Trust of India

feedback@livemint.com

NEW DELHI: The government has halved windfall gains tax on export of petrol to ₹1.50 litre, while reducing the levy on diesel to ₹13.50/litre and aviation turbine fuel to ₹9.50/litre effective June 1.

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Also, there is no change in the existing duty rates on petrol and diesel cleared for domestic consumption.

The special additional excise duty (SAED) on petrol at ₹3/litre was imposed on May 16 and the fortnightly review slashed it to ₹1.50/litre from June 1.

The duty on export of diesel has been reduced to ₹13.50 per litre, from ₹16.50 per litre, and aviation turbine fuel to ₹9.50 per litre, from ₹16 per litre from June 1.

The government had on March 26 imposed an export duty of ₹21.50 a litre on diesel, and ₹29.50 a litre on ATF. In the review on April 11, the duties were hiked to ₹55.50/litre and ₹42/litre. In the April 30 review, they were cut to ₹23/litre and ₹33/litre, and further slashed to ₹16.50/litre and ₹16/litre on May 16.

The windfall tax was levied to increase domestic availability of the fuel amid the US-Israel and Iran war. It was also aimed at not allowing exporters to take undue advantage due to price differences as globally crude oil prices had risen since the beginning of the war.

On February 28, the US and Israel launched military strikes against Iran, triggering sweeping retaliation from Tehran.

Crude oil prices have remained above $100 per barrel over the past week, from the about $73 per barrel before the war.

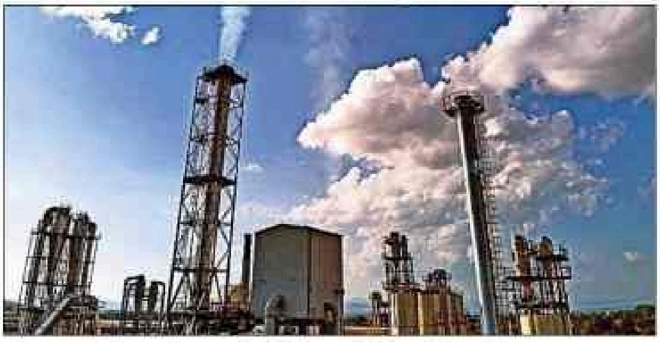
The windfall tax was to ensure domestic availability of petroleum products by disincentivising exports against the backdrop of the West Asia crisis, the ministry said.

Economic Times, Delhi, 01/06/2026
Page No: 7, Size: 20.03cm × 14.84cm

Refiners Adjust to New Crude Mix as Hormuz Crisis Tightens Supply

Disruptions push shift to alternative crude, tech-led optimisation

Sanjeev Choudhary



New Delhi: Indian refiners are adapting their plants to process more challenging crude grades and maximise output of high-demand fuels as the Iran war and near closure of the Strait of Hormuz force them to seek replacement barrels from alternative sources.

The conflict has disrupted crude supplies from some of India's biggest suppliers, compelling refiners to process unfamiliar crude grades, said Ujjal K Mukherjee, chief technology officer at Lummus Technology, one of the world's largest refining and petrochemical technology licensors.

A similarly sharp shift towards discounted Russian crude following the outbreak of the Ukraine war four years ago had also pushed Indian refiners beyond their original design crude slate.

In such situations, technology licensors such as Lummus help refiners optimise yields, avoid operational problems and extend equipment capability.

"From existing refiners, many of whom have our technologies, we are seeing strong interest in adapting their crude diet and to tailor their existing versatile assets such as hydrocrackers to produce the products most in demand with the new crude diet which often times, are more challenging than the original design crude slate," Mukherjee told ET.

Indian refiners are also showing interest in other areas such as "grassroots gas to chemicals and oil to chemicals, high-quality lube base oil products, polypropylene, polyethylene, and delayed coking," he said.

A significant part of Lummus' business is linked to projects in Gulf Cooperation Council (GCC) countries, which were among the most affected by the Iran war. "We have not seen cancellation or major delays in ongoing projects," Mukherjee said. "What we have seen on the contrary is a more insular approach even within the GCC. Projects in Saudi Arabia for example, especially retrofits and expansions of refineries in the western part of the country have surfaced."

The war will "definitely cause a rethink in the type and location of projects," he said. "Countries very dependent on the Strait of Hormuz (Kuwait, Qatar, Iraq) are likely to consider joint venture projects to secure safe outlets for their products."

The conflict is also beginning to reshape investment flows. "We have seen a pullback of investment from some GCC countries from projects in Asia to more in-kingdom investment," Mukherjee said.

The war has also damaged several major oil and gas assets in the region, creating "many potential opportunities for repair and supply of new equipment post cessation of hostilities" for Lummus, he said.

Jansatta, Delhi, 01/06/2026
Page No: 16, Size: 21.91cm × 11.19cm

होर्मुज जलमार्ग संकट के बीच केंद्र सरकार का बड़ा फैसला

पेट्रोल, डीजल व विमान ईंधन के निर्यात पर अप्रत्याशित लाभ कर घटाया, आज से लागू

जनसत्ता ब्यूरो
नई दिल्ली, 31 मई।

सरकार ने पेट्रोल, डीजल और विमान ईंधन (एटीएफ) के निर्यात पर लगाए जाने वाले अप्रत्याशित लाभ कर में कटौती कर दी है। यह बदलाव एक जून से लागू होगा। हालांकि, घरेलू खपत वाले ईंधन पर कर की दरों में कोई बदलाव नहीं किया गया है।

वित्त मंत्रालय की तरफ से जारी अधिसूचना के मुताबिक, पेट्रोल के निर्यात पर विशेष अतिरिक्त उत्पाद शुल्क (एसएईडी) को तीन रुपये प्रति लीटर से घटाकर 1.5 रुपए प्रति लीटर कर दिया गया है। इसी तरह, डीजल के निर्यात पर लगने वाले शुल्क को 16.5 रुपए प्रति लीटर से घटाकर 13.5 रुपए प्रति लीटर कर दिया गया है। वहीं, विमान ईंधन पर लगने वाला शुल्क 16 रुपए प्रति लीटर से घटाकर 9.5 रुपए प्रति लीटर कर दिया गया है। नई दरें एक जून से लागू होंगी। मंत्रालय ने यह भी स्पष्ट किया है कि पेट्रोल और डीजल के घरेलू उपयोग पर लागू सड़क एवं अवसंरचना उपकर शून्य रहेगा और इसमें कोई बदलाव नहीं किया गया है।

सरकार ने हाल के महीनों में अप्रत्याशित लाभ कर व्यवस्था में कई बार संशोधन किया है। यह कदम कच्चे तेल की अंतरराष्ट्रीय कीमतों और भू-राजनीतिक परिस्थितियों में उतार-चढ़ाव के अनुरूप किया गया है।

सरकार ने हाल के महीनों में अप्रत्याशित लाभ कर व्यवस्था में कई बार संशोधन किया है। यह कदम कच्चे तेल की अंतरराष्ट्रीय कीमतों और भू-राजनीतिक परिस्थितियों में उतार-चढ़ाव के अनुरूप किया गया है। फरवरी के अंत में अमेरिका-इजराइल और ईरान के बीच संघर्ष शुरू होने के बाद से ही कच्चे तेल में काफी तेजी देखी जा रही है।

होर्मुज जलमार्ग के रास्ते कच्चे तेल की आपूर्ति बाधित होने से घरेलू बाजार तक इसकी पहुंच भी प्रभावित हुई है। पहले ईंधन उत्पादों के निर्यात पर भारी शुल्क लगाए गए थे, जिन्हें समय-समय पर समीक्षा के बाद घटाया जाता रहा है। ऐसा घरेलू बाजार में ईंधन की उपलब्धता बढ़ाने के लिए किया जाता है। मंत्रालय ने कहा कि यह कर व्यवस्था घरेलू बाजार में ईंधन की पर्याप्त उपलब्धता सुनिश्चित करने और वैश्विक कीमतों में अंतर का अनुचित लाभ उठाने से रोकने के उद्देश्य से लागू की गई थी।